



Our Ref: 140012 CS/AB

24<sup>th</sup> March 2016

The General Manager  
Department of Planning and Environment  
Hunter and Central Coast  
PO Box 1226  
NEWCASTLE NSW 2300

Dear Sir,

**DRAFT CENTRAL COAST REGIONAL PLAN (CCRP)  
SUBMISISON ON BEHALF OF SOMERSBY LANDOWNERS**

ADW Johnson has been engaged by a number of landowners in Somersby, to review and comment on the Draft Central Coast Regional Plan (CCRP).

In general, the Landowners welcome the recognition of Somersby being located within one of two regional economic corridors, with Somersby identified as a Regional Gateway to the Central Coast.

Landowners also recognize the challenge of getting the right balance between delivering feasible urban areas, whilst protecting the natural environment and maintaining the scenic values which make this Region so desirable to live, work, play and retire.

Landowners are however disappointed that the draft CCRP, a "blueprint" planning document guiding development for the next 20 years, has failed to recognize the potential of land west of the M1 to provide for future housing, economic investment and employment opportunities drastically needed for the Central Coast.

## STUDY AREA

The investigation area is generally bounded by Grants/Lutana Roads to the north, Vitasalo Rd to the west, the M1 Motorway to the east and the Somersby industrial estate to the south, having an approximate area 374ha.

The site is located within 2 minutes travel of the identified *Somersby Regional Gateway*, and located between 2 *Major Motorway Interchanges*, being Kariong and Peats Ridge Rd.

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A locality plan, also detailing landowners who support rezoning is attached.

The site has historically been cleared and used for agricultural uses including citrus, stone fruits, cropping (vegetable and flower), poultry and livestock. However, the intensity of agricultural operations in the immediate locality has decline over the past decade(s) as more properties are used for 'rural lifestyle', with only opportunistic grazing occurring and rural pursuits being the dominant land uses.

The consequence of this changing landscape/lifestyle characteristic is upward pressure on land prices, which subsequently, further impacts on the viability of agricultural productivity. This trend is unlikely to reverse as the local, regional & national population is forecast to grow.

In terms of preserving valuable farming land, it is noted that the locality has not been mapped by the NSW Government as *biophysical strategic agricultural land* (BSAL). A copy of the relevant State map is provided as Attachment 2.

**Historically**, the study area was part of broader investigations by the Department of Planning and Dept of Housing (circa 1989), but did not proceed at the time in favour of Kariong, Erina/Terrigal, and Green Point which have now been fully developed to capacities identified at the time.

#### DISCUSSION PAPER 2014 TO DRAFT REGIONAL PLAN 2016

The Department's release of the Discussion Paper in 2014 was encouraging, particularly to read that the locality was under consideration for urban investigation, with statements such as;

- *will consider whether development opportunities exist west of the M1 Pacific Motorway, whether these are appropriate and whether these are required to meet the expected growth or housing demand (page 22), and*
- *identify any new growth opportunities such as Wyong Shire Council's recent identification of possible new rural-residential areas west of the M1 Pacific Motorway. Similarly, additional land around the **Somersby** and Mount Penang areas may have potential for more development (page 24)*

Our clients are therefore disappointed that the draft CCRP – a document intended to provide planning direction for the next 20 years – fails to recognise the potential for a future housing resource on the western side of the M1, particularly to the north of the Somersby Industrial Estate.

In terms of housing demand, the Department's own document states;

*"...To meet the projected housing demand over the next 20 years, an average of 1,980 new homes will need to be constructed each year. This is 590 more homes than the average annual housing production of 1,390 dwellings over the 19 years to 2014-15..." - page 19*

The Draft CCRP refers to on a number of occasions of the need to make available future housing stock, to accommodate an influx of approximately 70,000 (requiring approximately 39,000 new homes), taking the Coast's population to approximately 410,000 people.

The Department recognises that the growing population over the next 20 years is likely to have different needs as the population ages, a greater percentage of single households, and housing affordability remains challenging. This will impact on the demand for existing housing supply close to major public transport routes and existing centres.

There have been a number of recent publications by various bodies, which support a position that the Central Coast needs an immediate response to the housing supply issue. Publications include;

- The Department's own comments on projected housing demand noted earlier in this submission (page 19 of the Draft Plan),
- A report released by the **NSW Valuer General** identified that land price on the Central Coast have by soared by over 25% for Wyong Shire & over 17% for the Gosford LGA for the 12 month period to July 2015.

It should be noted that these prices rises are compounding from the previous year, and have continued growth from July 2015 to date (market based evidence).

As an industry consultant, we are one of many are seeing strong demand for vacant residential land, but with limited supply, there is continuing strong competition and further upward pressure on land prices.

- A recent report by the NSW Urban Development Institute of Australia (**UDIA**) "*State of land supply Central Coast 2015*" confirming a current shortfall of future housing stock with approximately four years of 'greenfield' (undeveloped) land in the pipeline. But, of major concern is that the bureaucratic process takes approximately 5 years from inception to delivery.
- **Gosford City Council's** concurrent submission to the draft Regional Plan, wherein, relevant Council comments and recommendations include;
  - that a medium and high growth scenarios should be considered;
  - *5. The current suite of planning controls and the planning framework currently applied to the region is inadequate to provide the necessary housing growth required. The CCRP needs to clearly require Council's to reconsider their planning tools to ensure that feasible and deliverable housing can be achieved in the plan period.*

- o 13. The CCRP has not responded to resilience and climate change as part of the urban strategies for development.
- o 17. The Plan has not responded to the previous direction of the Department of Planning to review Environmental Lands and deliver a master plan for Erina Valley.

All the indicators before us suggest that there is a housing supply and affordability issue at hand, which needs immediate and innovative solutions to resolve. The Central Coast Regional Plan, 2008, contained various goals and actions, but has failed to deliver the housing (& supply) needed.

The new 'blueprint' for the next 25 years cannot be more of the same.

## ECONOMIC BENEFIT

The rezoning of Somersby for residential purposes offers significant and sustained economic benefit to the local economy, exceeding \$1Billion in first round expenditure. A summary of potential investment is provided in the following table;

	<b>Per lot</b>	<b>Total values</b>
<b>Consultants</b>	10,000	35,000,000
<b>Civil construction</b>	55,000	192,500,000
<b>Services</b>	10,000	35,000,000
<b>Contributions</b>	30,000	105,000,000
<b>Improvements (dwellings)</b>	300,000	<u>1,050,000,000</u>
	<b>Totals</b>	<b>\$1,417,500,000</b>
<b>Retail lots value</b>	300,000	\$1,050,000,000
	<b>Total value</b>	<b><u>\$2,467,500,000</u></b>

The above estimate is based on a potential yield of 3,500 lots. There is potential for a marked increase on this if the Department moved to part medium density.

This direct investment would be a key driver for sustained local employment, both in the construction industry, and subsequent retail servicing.

This simple analysis does not include multiplier effects or contributions to State Infrastructure Charges, Stamp Duties, rates and taxes.

Alternatively, that part of our clients holding located west of Wiseman Ferry Road – Lot 1 DP 135540, is predominately cleared, undulating land, used for opportunistic grazing of cattle and equestrian uses. The lot, having an area of approximately 60ha, has the potential for approximately 700 home sites alone, or higher, if the Department and Council, were to support rezoning.

## CONCLUSION

The locality is well positioned to take advantage of major intersections to the major transit corridor of the M1, has been recognized in strategic documents since the 1980's.

The Landowners of Somersby are calling on the NSW Department of Planning & Environment to recognize this locality as a potential urban release area to help meet housing supply and demand issues facing the Coast.

We call on the Department to recognize the employment opportunities and potential injection into the local business community offered by this project.

Failure to take immediate action to commence rezoning of this land will place further constrains on housing access and affordability already affecting the community, not only for existing Coast residents, but for a growing Greater Sydney population.

We thank you for the opportunity to provide comment on such an important matter and we look forward to suggestions in this submission appearing in the final Plan.

Should you wish to further discuss any aspect of this submission please do not hesitate to call on 4305 4300.

Yours faithfully,

A handwritten signature in blue ink that reads 'C.N. Smith'.

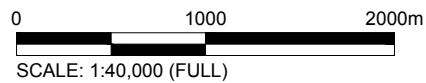
Chris Smith  
**Senior Planner**  
**ADW JOHNSON**  
**Central Coast**

# SOMERSBY PLANNING INVESTIGATION AREA

## LEGEND

- URBAN INVESTIGATION AREA (SITE A)
- EXISTING SOMERSBY FIELDS REZONING
- EXISTING REEVES/DEBENHAM RDS REZONING
- EXISTING INDUSTRIAL ZONING
- REGIONAL GATEWAY AREA (DRAFT CENTRAL COAST REGIONAL PLAN)
- REGIONAL GATEWAY

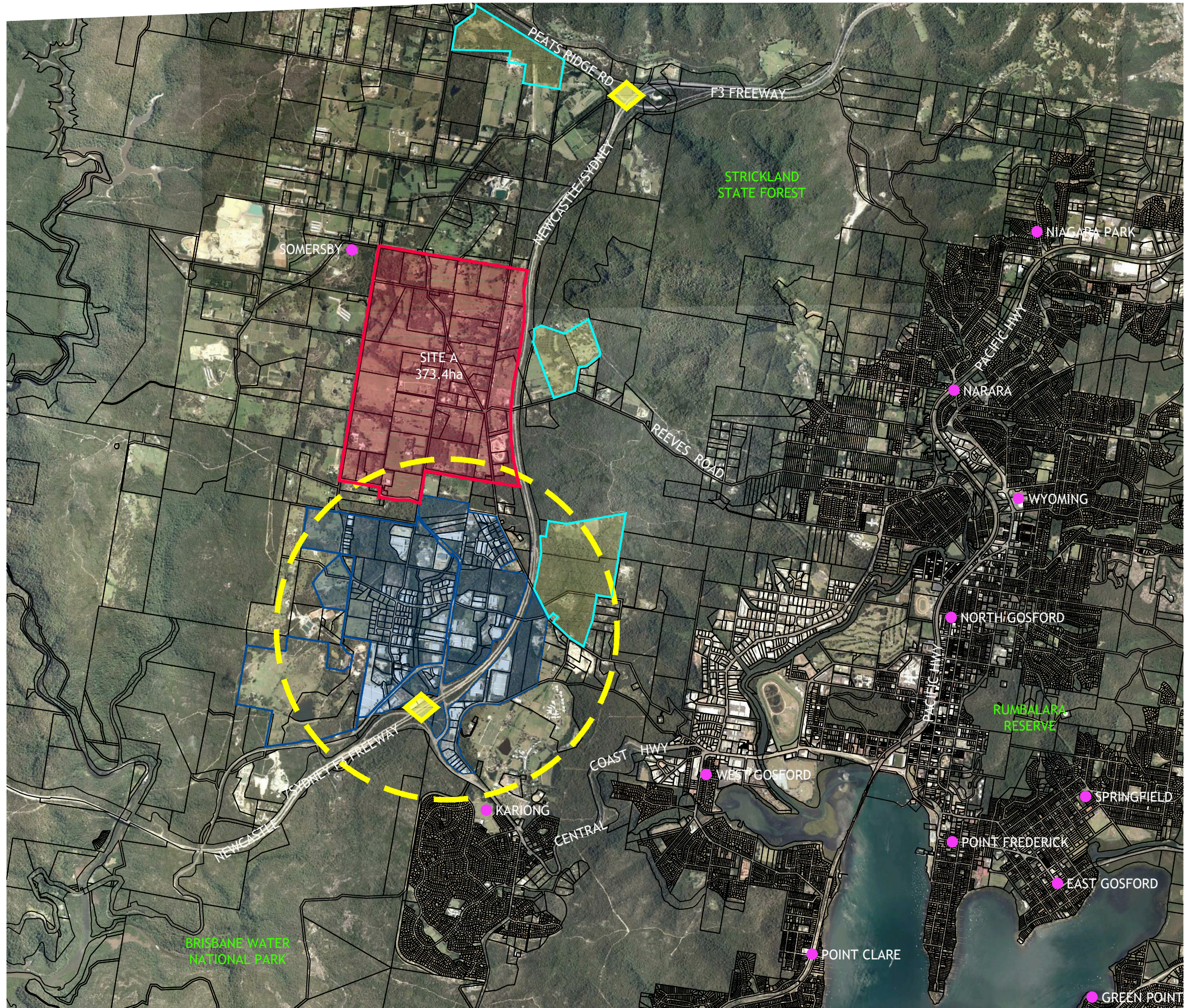
NOTE: ALL AREAS ARE SHOWN AS APPROXIMATES AND SHOULD ONLY BE USED FOR DISCUSSION PURPOSES ONLY



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Ver.	Date	Comment	Sheet
A	21/03/2016	Initial Layout	Sheet
			1 of 2



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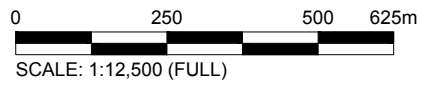
# SOMERSBY PLANNING INVESTIGATION AREA

## LANDOWNERS IN SUPPORT - SITE A

### LEGEND

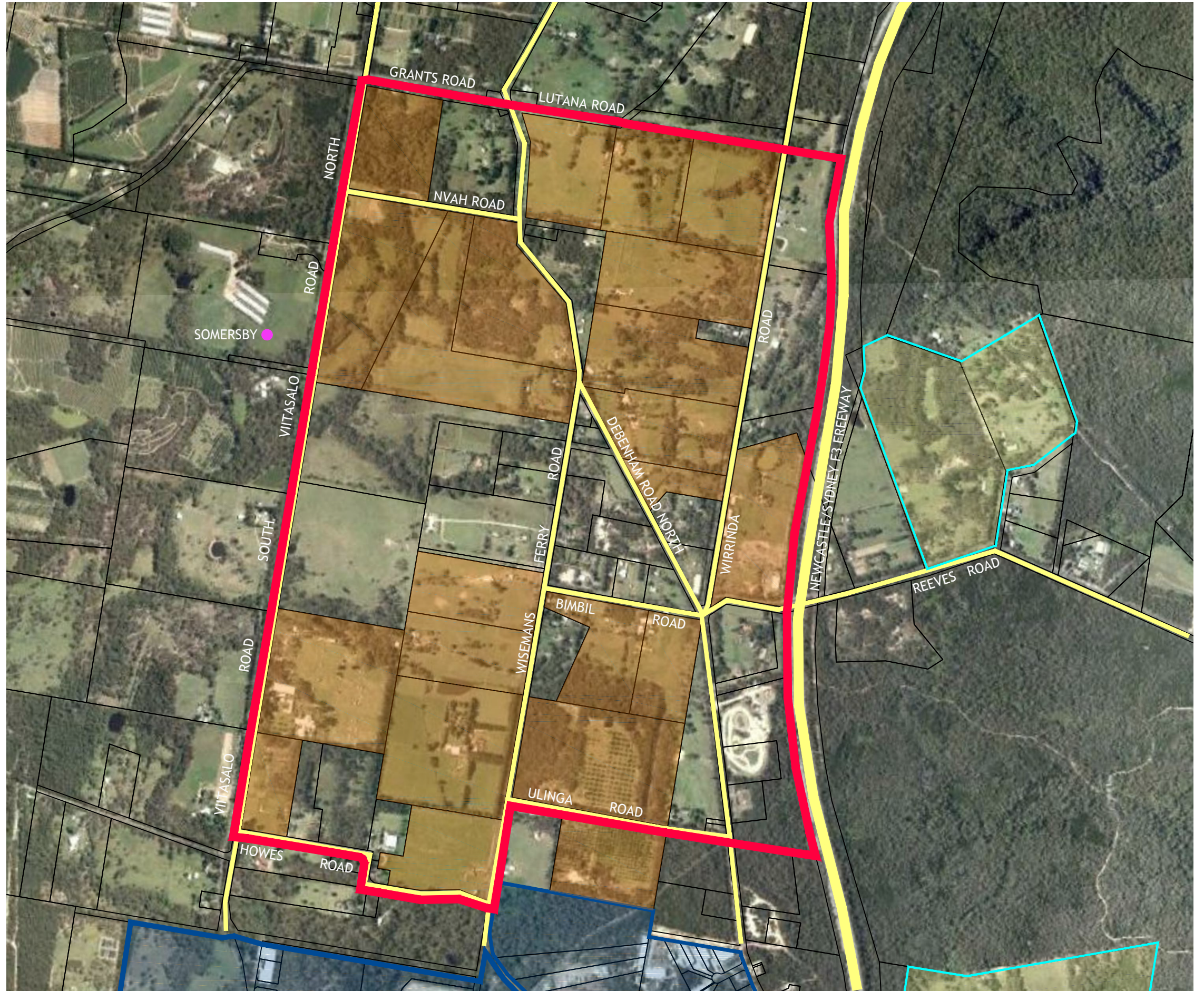
- URBAN INVESTIGATION AREA (SITE A)
- LANDOWNERS IN SUPPORT OF REZONING (SITE A)
- EXISTING REEVES/DEBENHAM RDS REZONING
- EXISTING INDUSTRIAL ZONING
- EXISTING ROADS

DESCRIPTION	AREA
TOTAL STUDY AREA	373.4ha
LANDOWNERS IN SUPPORT (TO DATE)	220ha



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A	21/03/2016	Initial Layout	Sheet
			2 of 2




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## State Environmental Planning Policy (Mining, Petroleum Production and Extractive Industries) 2007

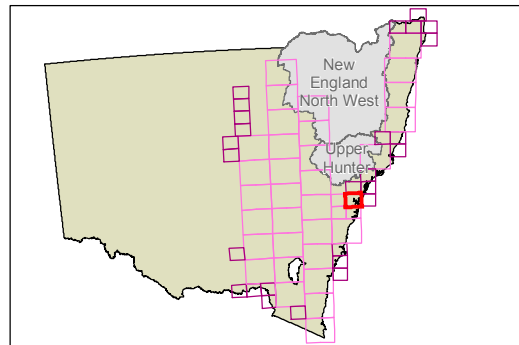
Strategic Agricultural Land Map - Sheet STA\_040C

### Legend

 Biophysical Strategic Agricultural Land

### Cadastre

 Cadastre 10/09/2013 © Land and Property Information (LPI)



Scale: 1:320,000 @ A3

Projection: GDA 1994  
NSW Lamberts

Map identification number: SEPP\_MPEI\_STA\_040C\_20130910

