

Central Coast Regional Plan 2041

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Acknowledgement of Country

The Department of Planning and Environment acknowledges the Traditional Owners and Custodians of the Darkinyung lands on which we live and work and pays respect to Elders past, present and future.

The *Central Coast Regional Plan 2041* recognises that, as part of the world's oldest living culture, these Traditional Owners and Custodians share a unique bond to Country—a bond forged through thousands of years travelling across lands and waterways for ceremony, religion, trading and seasonal migration.

Aboriginal people maintain a strong belief that if we care for Country, it will care for us. This requires Country to be cared for throughout the process of design and development. A Connecting with Country approach can give effect to statutory objectives that require Aboriginal culture and heritage to be sustainably managed in the built environment.

Using comprehensive and respectful approaches, planning for the Central Coast can build capacity and pathways for knowledge sharing between Aboriginal and non-Aboriginal communities.



Aboriginal culture on the Central Coast

Aboriginal culture is considered one of the oldest surviving cultures in the world. Connection to Country, or the sacred link between Aboriginal people and the land and waterways throughout Australia, is both a physical and a deeply spiritual connection. The Central Coast is part of an intricate network of Aboriginal cultural heritage sites and places, connected by Aboriginal walking trails, routes and dreaming tracks. These sites are connected and form part of a complex Aboriginal cultural landscape in the region.

Many examples of Aboriginal cultural heritage on the Central Coast tell the story of these practices. The beaches are a constant reminder of the seasonal food gathering of Aboriginal people with middens of shell, fish, animal bones and artefacts found along the region's coastline.

The Central Coast region is home to the Darkinyung people. The traditional lands of the Darkinyung extend from Awaba (the traditional name for Lake Macquarie) in the north, to Deerubbin (the traditional name for the Hawkesbury River) in the south, west to the Watagan Mountains and east to the Pacific Ocean.

The Darkinyung people are fishers, hunters and gatherers of plants and animals of the land, rivers, estuaries and sea. These places – the hills, valleys, creeks, wetlands, lakes and coastline – provided food, medicines and raw material for tools, weapons, shelter and decoration. They were also the basis for spiritual and cultural life and are of much value and significance to the local Aboriginal community on the Central Coast now as they were then.

On the Central Coast, there is evidence of seasonal migration that Aboriginal people used before colonisation, cyclical movement within and between vast regional landscapes ensured sustainable food gathering practices and allowed Aboriginal people to connect to Country and practice culture. Individuals or whole tribes might travel vast distances to attend corroborees and ceremonial events. Along these well-travelled seasonal corridors were significant places that were sacred to either women or men or otherwise culturally significant at a regional level.

On the Central Coast, these places could be the mountains, rivers, lakes, lagoons, valleys, wetlands or beaches, which all have a deeply spiritual connection to the Dreaming or Creation.

Minister's foreword

It's no secret the pandemic has changed the way we live and work. With enormous growth opportunities and close proximity to Greater Sydney and the Hunter, there is little wonder why so many people are making the choice to call Central Coast home.

As Minister for both Planning and Homes, my focus is on increasing a diverse housing supply, helping drive down affordability, and ensuring the planning system is equipped to enable communities like the Central Coast to continue to grow and flourish.

This regional plan represents a strategic vision and direction. While increased populations often lead to greater densities, this can be managed through a diversity of housing types, including attached dwellings, dual occupancies and multi-dwelling housing, organised and clustered to support walking, cycling and public transport within 15-minutes from homes.

Neighbourhoods need to become more nimble to accommodate different demographics. Neighbourhoods should support people to grow older in communities they know and allow people to stay in communities they grew up as kids. Rigid and difficult to change planning controls limit these choices.

This regional plan considers housing as both quantitative and qualitative outcomes: not just overall supply, but how that housing can contribute to create sustainable, resilient and vibrant places to live.

Our efforts to align state and local government strategic planning will support growth and change in the region over the next 20 years. The Central Coast Regional Plan 2041 is just one part of this. That is why we will continue to partner with local government, industry and stakeholders to ensure the right settings are in place so the Central Coast is a desirable place to grow up, raise a family and retire.

This new regional plan is focused on delivery. It takes an infrastructure-first and place-based approach to materialise the plan's vision and objectives into tangible outcomes for the Central Coast community.

A core part of this delivery will be an Urban Development Program Committee, to help manage land and housing supply, and assist with infrastructure coordination. This will help ensure there is 5 years of zoned and developable land, enabling more homes for families and those

seeking to be part of the great communities all along the Central Coast.

As the new Urban Development Program Committee gets to work, our aim is to set the tone for greater housing choice, improved affordability and better connectivity in all Central Coast communities.

We have worked closely with Central Coast Council, Darkinjung LALC, industry stakeholders, agencies and the wider community to update the regional plan. Building on the achievements made to date.

The Central Coast Regional Plan 2036, released in 2016, led key planning work in the Central Coast, including a state environmental planning policy (SEPP) for Gosford City Centre, and underpinned a new interim development pipeline to improve the economic self-sustainability of Aboriginal people on the Central Coast.

The Central Coast is clearly a great place to live, work and visit. The best way we can celebrate this continued growth is to set our ambitions high for an even more prosperous and resilient place for people to call home.

I look forward to working with all stakeholders and the community in delivering the Central Coast Regional Plan 2041 to bring more jobs and diverse homes suited to all new, existing and future residents.



The Hon. Anthony Roberts, MP
Minister for Planning
Minister for Homes

Parliamentary Secretary's foreword

The Central Coast is a dynamic and rapidly growing region drawing people from Sydney and surrounds for an enviable lifestyle. The region is a stone's throw from Sydney and the Hunter making it the perfect location for anyone to grow up, raise a family or retire.

The *Central Coast Regional Plan 2036* provided the NSW Government's land use vision for the Central Coast. This refreshed regional plan ensures the Central Coast reaches its potential by guiding us to 2041 as 'one' Central Coast connected to Country, homes, jobs, services and each other.

Our region boasts attractive natural environments, by the sea and in the hinterland, and is one of the key reasons people choose to live in and visit the area. Protecting the Central Coast's many native plants and animals help create connected, vibrant and liveable urban areas. This regional plan ensures that we continue to deliver the infrastructure, housing and jobs needed to cater for future population growth and to create vibrant, liveable, connected urban centres with green spaces and protected biodiversity.

The regional plan will leverage connectivity to Sydney and the Hunter allowing workers to travel with ease to and from the Coast. Jobs for Central Coast locals will be generated by unlocking the potential of regionally significant growth areas at Somersby, Gosford and Warnervale.

This includes the preparation of a master plan by Central Coast Council to satisfy the recommendations of the *Warnervale Airport (Restrictions) Act 1996*. The master plan will identify potential opportunities for expanded aviation activities including freight and logistics, joy flights and parachute jumps, training and education, maintenance and servicing.

The regional plan aims to help residents throughout our community with their cost of living by reducing the distance needed to travel between their home and most everyday needs including shops, cafes and schools. Fifteen minute neighbourhoods will transform the way people on the Central Coast live with the goods and services they need within a short walk or bike ride. Residents will be within thirty minutes of strategic centres and have access to a fast rail network connecting them to the Six Cities Region.

Nimble neighbourhoods will offer more housing choices for residents of all ages to stay connected to their community and enjoy access to the best aspects of life we all enjoy on the Coast. Having appropriate densities in areas that are well connected to public transport, public open space and services, or within established towns and neighbourhoods will enable more active lifestyles and support the viability of locally owned businesses.

The regional plan's infrastructure-first and place-based delivery framework will lead to better planning for growth on the Central Coast. Residents have come to expect improved schools, hospitals and more sporting facilities to support their way of life. The regional plan's implementation framework ensures that future growth and infrastructure delivery are joined up to deliver not only homes and jobs but the infrastructure and services needed to live a happy and fulfilled life on the Coast.



Adam Crouch, MP
Member for Terrigal
Parliamentary Secretary for the Central Coast

Introduction

A regional plan for the Central Coast

This regional plan is a 20-year land use plan prepared under the *Environmental Planning and Assessment Act 1979* (EP&A Act). It applies to the Central Coast Local Government Area (LGA).

The regional plan draws from Central Coast Council's Local Strategic Planning Statement and acknowledges common interests without duplicating effort.

As the Central Coast grows, the region can become a healthy, sustainable and thriving place for everyone. This requires a strategic approach to provide greater housing diversity and affordability, in a region that offers equity and opportunity.

This regional plan sets the strategic land use framework for continued economic growth and revitalisation in one of Australia's most diverse and liveable regions.

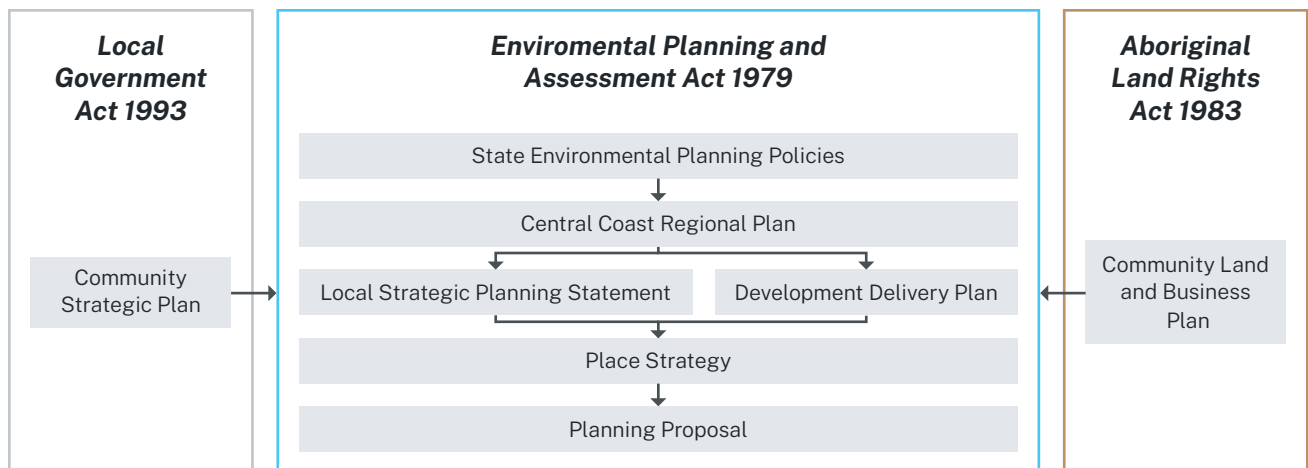
While this is the third iteration of strategic land use planning, it takes a more nuanced approach that focuses on community character and great places, supported by the right sequencing of development and infrastructure to ensure sustainable growth. Central Coast people are at the core of our thinking.

This regional plan has been prepared concurrently with Transport for NSW's *Central Coast Regional Transport Plan*, a multimodal and integrated vision for transport planning.

Together the plans and the *NSW State Infrastructure Strategy* set a coordinated 20-year vision to manage growth and change for the Central Coast in the context of social, economic and environmental matters.

The regional plan will shape how the Department of Planning and Environment will collaborate with Central Coast Council, Darkinjung Local Aboriginal Land Council, state agencies and stakeholders on the regionally significant growth areas that will underpin our ability to meet the plan's vision and objectives in the shortest possible time.

By working together, we can create a globally focused, resilient and equitable region, where people and businesses are well connected and our efforts are driven by a need to care for Country.



What are the big ideas in the new regional plan?

- **Greater diversification** of employment and energy generation lands to support economic renewal and innovation and create opportunities for renewal and change to new land uses.
- A new approach to how we **sequence planning for new land uses and infrastructure** to accelerate proposals that support our vision for the region and bring even greater public value.
- New pathways to **promote economic self-determination, more meaningfully recognise and respect Traditional Custodians**, create true connections to Country and integrate Aboriginal cultural knowledge and practice into urban design and planning.
- Introducing **net zero emissions as a guiding principle** for all planning decisions.
- **Embedding resilience in planning and design decisions** to improve responses to chronic stresses and acute shocks.
- A focus on **15-minute mixed use neighbourhoods** where most needs can be met within a 15-minute walk, bike or drive for people in rural areas.
- **A preference for infill development** rather than greenfield development, where we plan for housing densities that align with how a neighbourhood functions and the type of public transport available, and establish flexible land uses to allow communities to evolve.
- **A renewed focus on green infrastructure, public spaces and nature**, using planning decisions to reinforce, enhance and improve quality of life.
- **Better access to and networks of walking, cycling and public transport** in urban areas, towns and villages.
- **A greater focus on equity**, meaning that people have greater choice in where and how they live, how they travel and where and how they work.

United Nations Sustainable Development Goals



Central Coast Regional Plan Principles



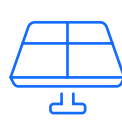
Growth

Support a net zero emissions economy and foster employment growth, competitiveness and innovation.



Community

Promote places to be together by weaving nature into our towns and cities with welcoming, safe streets and public spaces.



Resilience

Reduce risks associated with place-based shocks and stresses to improve the community's ability to withstand, recover from and adapt to changes and become more resilient.



Equity

Communities should be safe and healthy with residents having opportunities for economic advancement, housing choices and a secure retirement.

Six cities region

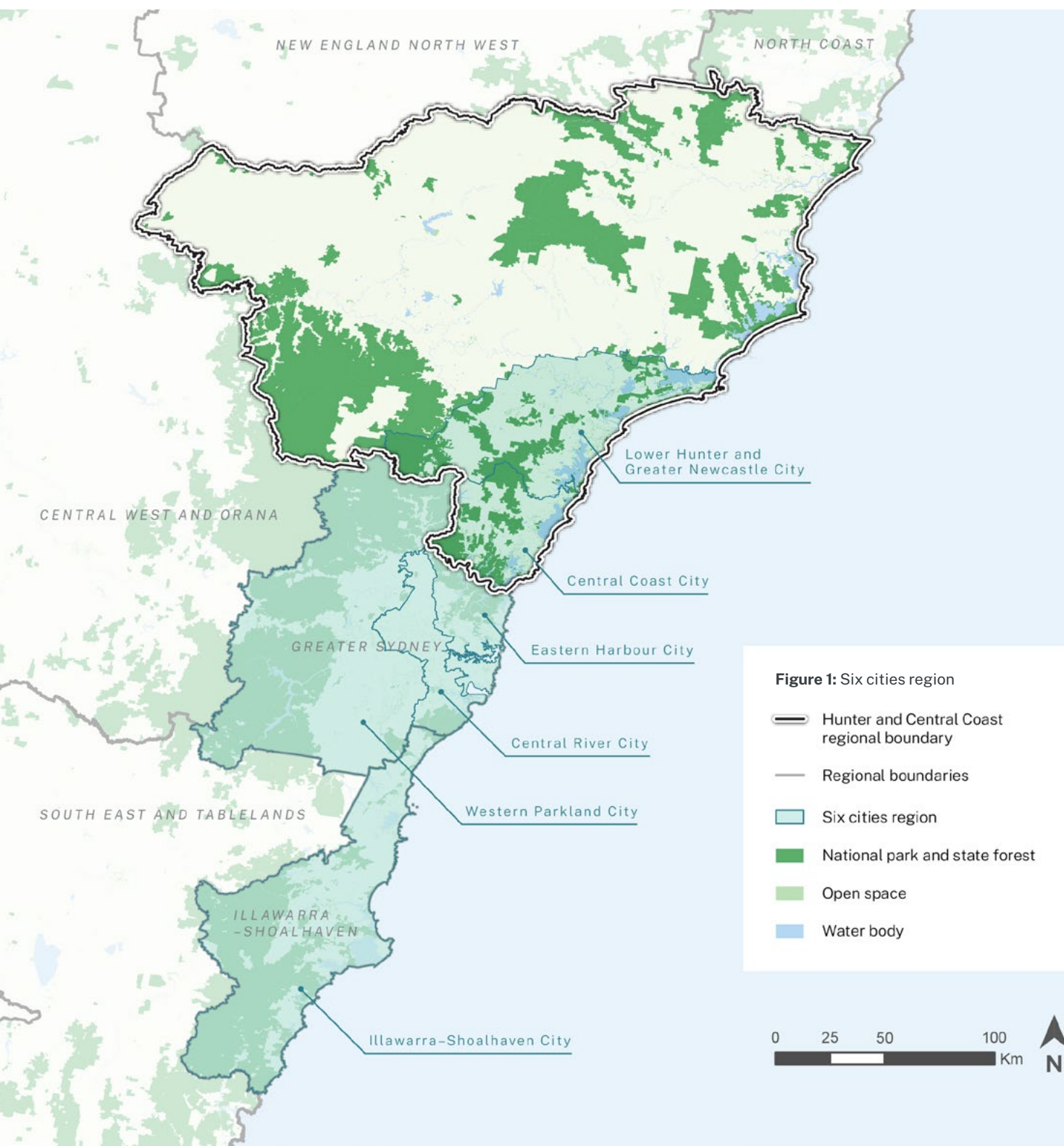
Acknowledging growth within and bordering Greater Sydney, the NSW Government uses a 6 cities regional approach to the broader region's future.

This region of 6 cities comprises the Lower Hunter and Greater Newcastle City, Central Coast City, Illawarra-Shoalhaven City, Western Parkland City, Central River City and Eastern Harbour City.

As an innovation district, the Central Coast City will enable its identified and emerging innovation specialities, provide globally leading solutions to the world's most complex challenges and take its place in the innovation network across the cities.

This work will be led by the Greater Cities Commission, which will produce a six cities regional plan. Additionally, the Greater Cities Commission's *Central Coast Strategy for Economic Growth* complements the regional plan and will accelerate the plan's commitments with clear actions and funding.

The final *Central Coast Regional Plan 2041* will take the status of a district strategic plan until the commission's Central Coast City Plan commences.



The 2041 vision for the Central Coast

One Central Coast, connected to Country, where people live near their work in sustainable 15-minute neighbourhoods or the region's vibrant capital.

Central Coast communities are connected:

- physically connected by infrastructure
- socially connected through relationships and a shared sense of unity
- always connected to Country.

The Central Coast is a desirable place to grow up, raise a family and retire. With thriving hospitality and entertainment industries, people can feel part of their community through a range of quality social and cultural activities.

The Aboriginal community enjoys equal access to local economic, employment and education opportunities. Darkinjung Local Aboriginal Land Council (LALC) has leveraged its Aboriginal land so that Aboriginal people can determine their own economic, cultural and social outcomes.

From this, residents, workers and visitors have a deeper understanding of Country and its connections.

Gosford City Centre is the social and economic heart of the Central Coast. Regional economic gateways provide a diversity of industrial and high-tech jobs, while small and large businesses connect local communities, meaning people can access goods and services within 15 minutes of their doorstep. Productive agricultural and resource lands continue to support the state's growing population and booming economy.

A series of inter-connected coastal and active open spaces and national parks act as the lungs of the region. They are the backdrop to the Central Coast as a premier destination for environmental and cultural tourism, listed on the list of top-10 places to visit in Australia.

The green infrastructure network supports the natural environment, which enriches the experience of living in the region, sustains the region's water supply, supports clean air, protects biodiversity, promotes community resilience and is integrated into building design.

People enjoy a greater choice of housing in existing and new communities, close to jobs, services, public transport and walking and cycling options. More housing has reduced the upward pressure on house prices.

With more people living in urban areas, public transport is safe, reliable and frequent and people can access public open spaces, shops, cafes, child care, affordable housing and arts and cultural spaces.

One Central Coast allows us to plan in a way that builds capacity to adapt to changes in climate, housing markets and the economy. Residents, workers and organisations actively minimise resource use, reduce waste and look to new technologies to reduce their environmental footprint.



PART

1

Making it
happen



Terrigal Boardwalk
Credit: Salty Dingo



Gosford Regional Playground
Credit: Salty Dingo

PART 1 Making it happen

An infrastructure-first and place-based approach will materialise the plan's vision and objectives into outcomes for the community.

At present, strategic land use decisions, including those relating to state infrastructure contributions, often precede capital investment planning by infrastructure and service delivery authorities. Consequently, decisions on infrastructure investment often lag behind the identification and development of new growth areas and increased housing in existing places.

For a growing Central Coast, uncoordinated provision of services and infrastructure is not sustainable, efficient, cost effective nor equitable.

While the regional plan respects the ambitions of earlier planning, it catalyses a new approach to planning in the Central Coast and generates wider conversations around a better, more coordinated planning system in NSW.

An infrastructure-first and place-based approach to development requires infrastructure providers, the development industry and public authorities to take an integrated and coherent place-based approach to land use planning. It includes an urban development program, infrastructure assessment and place strategies for specific areas.

Land Development

Local strategy



Infrastructure analysis

Place strategy

Rezoning

Development assessment

Development



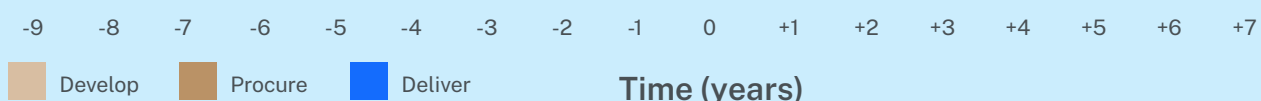
Infrastructure Development

Corridor reservation

Catalytic infrastructure

Enabling infrastructure

Supporting infrastructure



Urban development program

The urban development program is the NSW Government's program for managing land and housing supply and assisting infrastructure coordination in the Central Coast. It provides a strong evidence base through quarterly reporting of land supply, dwelling construction and demand.

The urban development program will incorporate LALC landholdings identified in development delivery plans to integrate more effectively into an overall program of urban development.

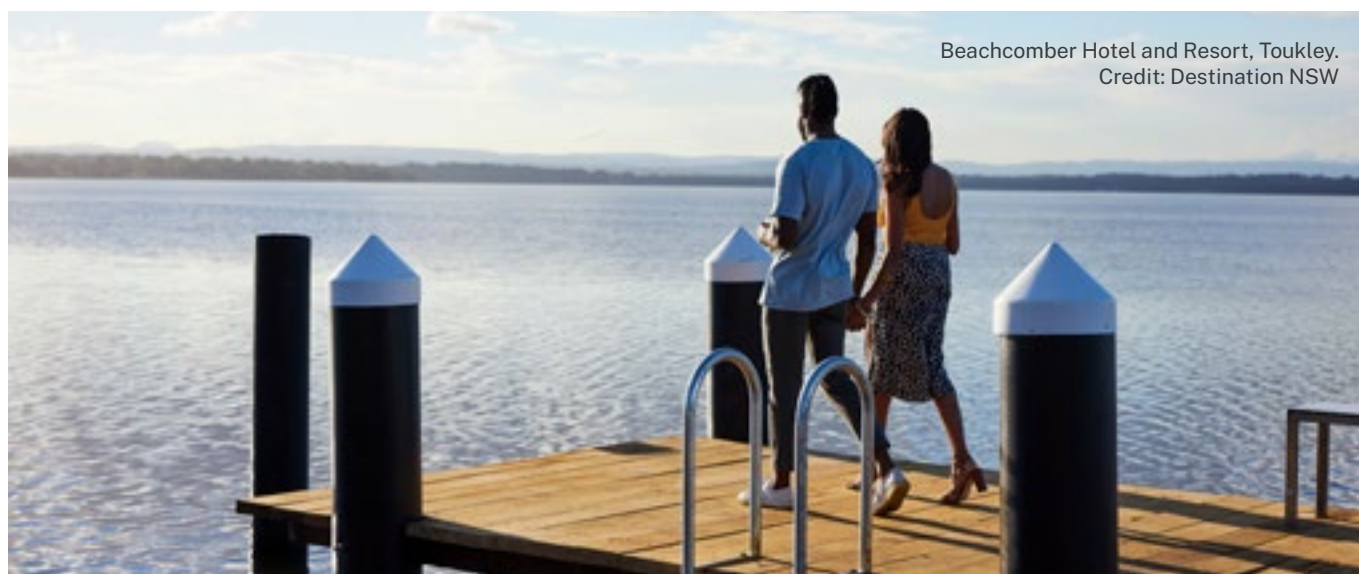
It will report on approvals and completions, including for employment land.

It will audit greenfield and infill areas through data from councils, infrastructure providers and industry.

The audit will identify land that is:

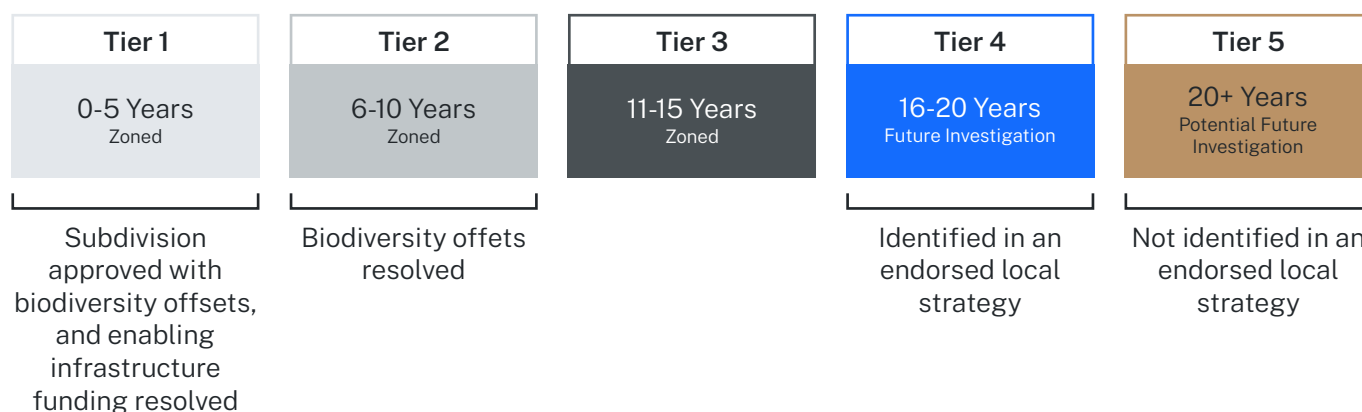
- zoned, biodiversity offsets resolved and serviced by enabling infrastructure
- zoned and biodiversity offsets resolved
- zoned without any enabling infrastructure or biodiversity offsets resolved
- subject to a gateway determination and seeking to be rezoned
- identified for future investigation in a local strategy endorsed by the department, including its site-specific values and constraints.

The audit will clarify the pipeline of land available from potential future growth areas to investigation areas and zoned and serviced land ready for new homes and jobs.



Beachcomber Hotel and Resort, Toukley.
Credit: Destination NSW

Supply Pipeline Benchmarks



The urban development program committee will:

- identify and remove barriers and disincentives for infill housing
- oversee a pipeline of housing and employment land supply across the Central Coast
- track the supply of infill and greenfield land supply, completions, whether the land is serviced or contains biodiversity constraints/values, and infrastructure servicing data of housing and employment land
- identify opportunities to accelerate the supply of land for housing and employment including improvements to land rezoning, release and servicing
- make land use and infrastructure sequencing recommendations that may result in more cost-effective housing and job delivery
- monitor the density of development across the region
- provide annual updates on the implementation of the regional plan
- provide annual updates to a sequencing plan and delivery report.

Region	Infrastructure and service providers	Local government & authorities	Industry & professional stakeholders
Central Coast City <i>Department of Planning and Environment (Chair and Secretariat)</i>	AusGrid Central Coast Council (Water and Sewer) Health Infrastructure NSW School Infrastructure NSW Transport for NSW	Central Coast Council (Environment and Planning) Darkinjung LALC Greater Cities Commission Land and Housing Corporation	Housing Industry Association Planning Institute of Australia Property Council of Australia Urban Development Institute of Australia

Employment land

Continued supply of employment land in varying lot sizes and locations will help meet growing demand and provide for large and small businesses. With a shifting focus on supply chain reliability and timely access to goods and services, opportunities for strategically located employment lands will help meet these needs and challenges over the life of the plan. The supply of zoned and serviced employment land requires a partnership between the NSW Government and Council, infrastructure providers and the development industry.

The department will monitor the take up of employment lands and work with agencies and Council through the urban development program to meet industry demand.

The status, supply and challenges to delivering employment land will be reported as part of the urban development program.

Monitoring and performance measures

The department will produce an annual report on the delivery and implementation of the regional plan.

This monitoring will include a line of sight and an accountability framework to each action and objective in the plan.

Measures to be reported on will include the percentage of development that is either infill or greenfield, the timeframe and responsibility to complete each action, the number of years of zoned and serviced land, the average travel time and mode of choice between and within the region, the amount of land retained for areas of regional biodiversity value, auditing the performance of the regional plan including the number of low risk, no risk, or high risk planning proposals.

Infrastructure-first and place-based delivery framework

The department, through the urban development program, will guide an infrastructure-first and place-based delivery framework. This framework will inform the likely sequence of infrastructure and development to facilitate the cost-effective delivery of new homes and jobs in the region.

Assess infrastructure first to sequence growth opportunities

An infrastructure assessment framework will help the region to identify the infrastructure and sequence of development that will enable the cost-effective delivery of new homes and jobs for the Central Coast. This framework will help to integrate future land use and infrastructure investment early in the planning process to ensure coordination and collaboration across various development fronts and infrastructure sectors. This will generally begin with an assessment of the infrastructure to deliver the local strategic planning endorsed by the department, or where growth is proposed outside of these strategies.

The assessment will consider the:

- capacity of existing infrastructure
- potential take-up scenarios of future development
- extent, type and timing of new infrastructure
- cost of differing take-up scenarios
- ability for existing infrastructure or new infrastructure to service development.

The cost effectiveness of new infrastructure will influence government decision-making on where new homes or jobs should be located or prioritised.

Additional analysis to the infrastructure assessment will consider the wider impacts and benefits resulting from this potential infrastructure investment.

This additional analysis will consider:

- **public benefits** – number of new homes, proportion of build to rent, social or affordable housing, public open spaces, green infrastructure, environmental benefits and quality design
- **catalytic opportunities** – linked to the provision and benefits from state or regional infrastructure investments.

This analysis will be presented in the urban development program as a sequencing and delivery report. The report will be prepared by the department in collaboration with stakeholders on the urban development program committee.

The sequencing and delivery report will include:

- recommendations to infrastructure providers on region-wide sequencing opportunities
- an update on roles and responsibilities for place strategies
- an outline on resourcing, collaboration and funding agreements required for place strategies.

Place delivery group and place strategies for stronger whole-of-place outcomes

For areas undergoing significant change (Table 2), the department will facilitate stronger place-based approaches, through the formation of a place-delivery group and the delivery of place strategies. These approaches will provide a forum to facilitate collaboration, make efficient use of infrastructure, help align state and local investment and lead to stronger place-based planning.

The place-based approach will apply to areas moving from strategic planning to construction. It aims to accelerate the realisation of the regional plan's vision into on-the-ground outcomes.

What is a place delivery group (PDG)?

The place delivery group aims to resolve planning and infrastructure constraints for an area undergoing significant change. These areas include infill and greenfield developments.

The department will lead the place delivery group to ensure a consistent and transparent process.

The department may consider the need for further guidance on the place delivery group process throughout its formation and progression.

A proponent or council may wish to nominate a site through the place delivery group process to facilitate problem solving of complex areas or areas that contribute to regional development.

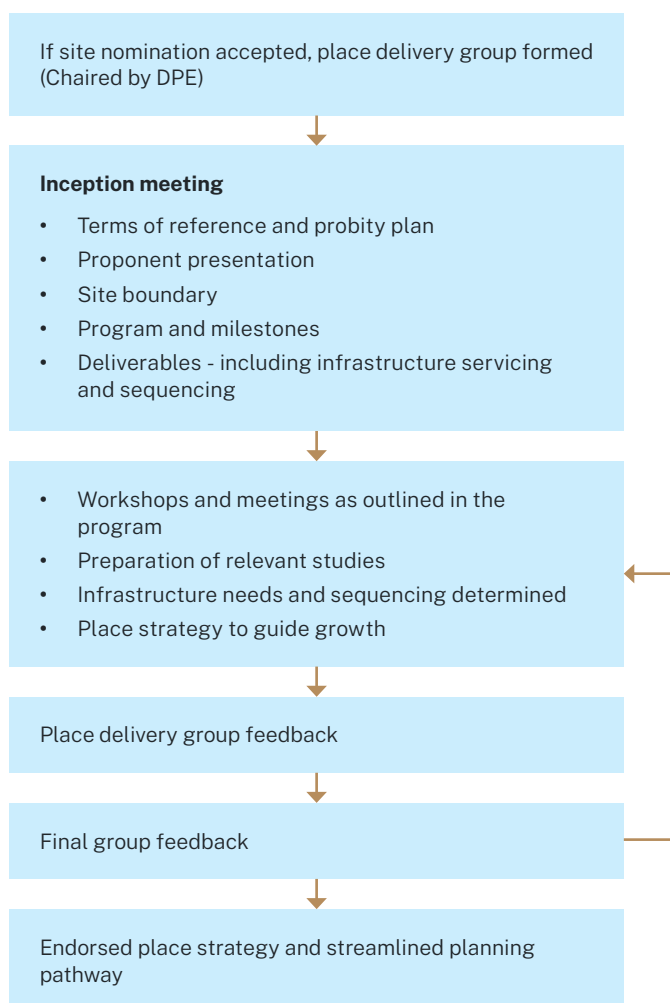
Once the place delivery group is formed, the department in collaboration with group members will prepare terms of reference, probity plans and a project timeline that identifies clear milestones to develop:

- a place strategy and any other relevant planning documentation
- an infrastructure delivery plan, including where relevant, infrastructure contributions schemes
- a streamlined assessment pathway.

Each place delivery group will:

- be chaired by the department and be attended by relevant state agencies, Council and Darkinjung LALC, (including but not limited to Central Coast Council Water and Sewer, Biodiversity Conservation Division, Transport for NSW, Department of Education). The attendees of each place delivery group will be depending on requirements and issues
- determine technical investigation requirements and seek to remove the requirement for subsequent public authority concurrences and referrals at rezoning stage
- track performance of place strategies and escalate to the department's Planning Delivery Unit where there are risks to milestones or delivering objectives of the regional plan
- endorse place strategies and infrastructure delivery plans
- provide certainty to proponents by confirming approval pathways.

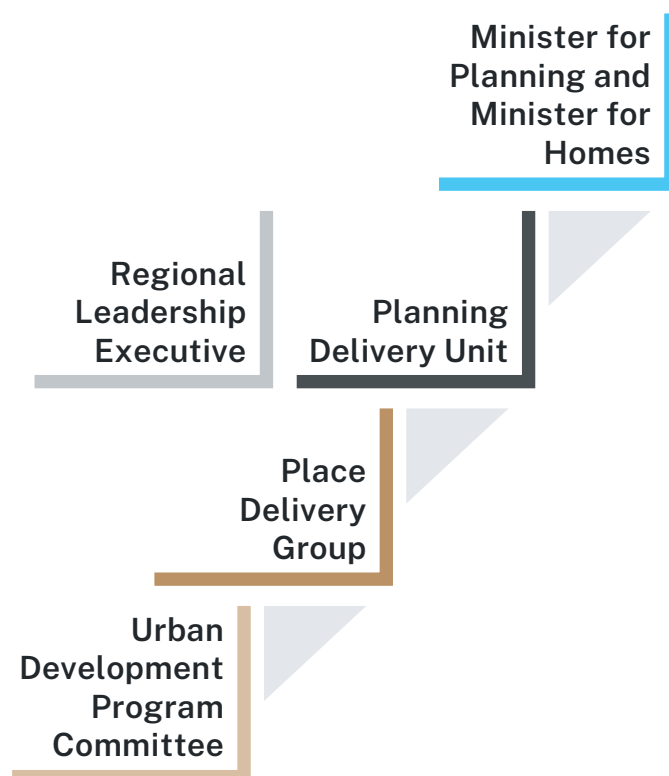
Figure 2: Place delivery group process



Proponents or landowners that wish to nominate projects outside of the nominated regionally significant growth areas (Table 2) or as agreed by the urban development program committee will have access to the same coordinated approach but will need to fully fund place strategies. This will enable flexibility and agility to continue realising the objectives and district planning as circumstances change.

Where agreed milestones or deliverables are not being met, the place delivery group can escalate concerns to the Planning Delivery Unit for resolution.

The place-delivery group will be established to resolve planning and infrastructure constraints for an area undergoing significant change.



What is a place strategy?

Place strategies will aim to make efficient use of infrastructure, help align state and local investment and lead to stronger place-based planning. Place strategies will also result in endorsed place strategies to support future planning proposals, adding certainty and removing risk, while supporting planned development and investment in high quality places.

Place strategies will help provide certainty to community on areas of significant change and identify catalytic infrastructure to enable the cost-effective delivery of new homes and jobs.

Developed with community consultation, place strategies will consider transport upgrades, enabling infrastructure to support growth, biodiversity, flooding, and other relevant planning matters usually considered through each proposal, enabling a more holistic analysis of the issues across the place strategy area.

Place strategies will be subject to the same stringent checks, balances and community consultation that ensures transparency and public benefit.

The preparation of a place strategy will be overseen by a place delivery group for an area. The place delivery group will include relevant public authorities, the department infrastructure providers, Darkinjung LALC and council to address agency referral and place-making matters.

Place strategies will enable quality development alongside open space, transport and community infrastructure investments. They allow for early public engagement, and early considerations around design, re-use of buildings, infrastructure and local assets. They are used to consider biodiversity, flooding, the cost of transport and infrastructure upgrades and other relevant planning matters usually considered through individual planning, enabling a more holistic analysis of an area.

For growth areas where new greenfield residential subdivisions are proposed, place strategies can encourage:

- a range of housing types and lot sizes
- higher yields near open space, retail, commercial, community, recreation facilities and public transport
- sustainable conservation and development outcomes
- an effective and efficient road hierarchy and network
- staged development for community facilities and services commensurate with community need.

The department will lead, support or collaborate with Council to prepare place strategies for areas undergoing change. Place strategies will be prepared for:

1. regionally significant growth areas
2. areas nominated by Council and identified in its local strategic planning statement or local housing strategy that have been endorsed by the department.

These areas of change are typically of a scale that will facilitate more than 2,000 dwellings, promote significant investment, are of regional significance, contain multiple parcels of land or require complex resolution of planning matters.

If the parties responsible for a place strategy and the department's expectations on when a place strategy must be prepared differs, this does not prevent Council or proponents preparing place strategies or infrastructure servicing plans in collaboration with state agencies during other rezoning processes.

If there is a requirement for expedited infrastructure provision or coordination between agencies, Council and industry, the department's Planning Delivery Unit will work with stakeholders to resolve issues so that a decision can be made more promptly.

Table 1: Place Strategy and use of PDG

Place Strategy and use of PDG	
Regionally significant growth areas (Priority 1)	Required
Investigation areas in local strategies (Priority 2)	Optional
>2,000 dwellings	Required
Complex or Principal LEPs	Optional
Proponent-led outside local strategy and/or sequence	Optional
Already zoned	Optional

Darkinjung LALC also has a program for short, medium and long-term development and conservation aspirations. The department will work with council and Darkinjung LALC to align their objectives with relevant place strategies (see Objective 2).

Roles and responsibilities

Table 2: Regionally significant growth areas

Planning Pathway	Lead	Area
Place Strategy	Department of Planning and Environment	<ul style="list-style-type: none"> Tuggerah Somersby Central Coast Plateau
	Department of Regional NSW, Department of Planning and Environment	<ul style="list-style-type: none"> Power station sites
	Central Coast Council	<ul style="list-style-type: none"> Karagi Warnervale
State Environmental Planning Policy	Department of Planning and Environment	<ul style="list-style-type: none"> Gosford

Changes to or inconsistencies with place strategies

There may be a need to vary place strategies as new information becomes available or to correct anomalies. Any variation will consider the efficient use of infrastructure and services, significant environmental constraints and natural resources, and regional plan objectives.

Once place strategies are prepared, local strategic planning statement or local housing strategy are the preferred strategic planning mechanisms to make changes to an existing place strategy.

If planning proposals or developments are inconsistent with place strategies, the normal plan-making process, including demonstrating strategic merit, applies.



Gosford waterfront apartments
Credit: Salty Dingo

PART

2

Objectives





PART 2 | Objectives

How to use Part 2 ‘Objectives’

Actions



Actions describe initiatives led by the department, with new actions identified during the next review.

Strategies



Local strategic plans



Planning proposals

Rather than dictate additional actions for Council, the strategies identify policy positions and directions implemented through local planning (or reviews of local planning) or planning proposals.

Each strategy sets out the preferred pathway to achieve the relevant objective of the plan. If a local strategic plan or planning proposal is not consistent with a strategy, alternative approaches will be considered. Performance outcomes listed with each objective provide the assessment framework that determines whether an alternative approach achieves the objectives and vision of the plan.

Assessment pathways for local strategic planning statements and planning proposals



No risk

Consistent with strategies

Complies with the strategy to achieve the objective.



Low risk

Consistent with performance outcomes

Proposes an alternative to the strategy to achieve the objective.



High risk

Not supported

Proposes an alternative to the strategy that does not achieve the objective.

OBJECTIVE 1:

A prosperous Central Coast with more jobs close to home

Somersby industrial area
Credit: Salty Dingo



Performance outcomes

Any planning proposal or local strategic planning statement that does not comply with a strategy in this objective must demonstrate how the following performance outcomes will be achieved:

1. Power stations facilitate diverse job opportunities on their land either during operation or following closure, with land uses responding to the characteristics of their locality.
2. Employment lands provide for a variety of employment uses and diversify the employment base.
3. Employment lands close to inter-regional links support freight, logistics and industries which benefit from connections to inter-regional or global markets.
4. Employment lands close to renewable energy zones support energy intensive industries and the clustering of business which supports those activities.
5. Circular economy industries and facilities are provided for in appropriate sites.
6. New employment lands are serviced, manage biodiversity impacts and are situated to avoid land use conflict.
7. Employment lands are safeguarded by limiting the encroachment of sensitive land uses.

The Central Coast has potential to be an economic powerhouse, driven by its connectivity to the Lower Hunter and Greater Newcastle, Western Parkland and Eastern Harbour cities.

Major interchanges on the M1 Pacific Motorway can leverage the efficient movement of freight to markets creating growth in local jobs.

Global economic and policy influences will open opportunities to diversify the economy as NSW moves towards a net zero economy.

The Central Coast's proximity to Sydney means it could rapidly grow its circular economy, while coal fired power station sites could be repurposed as renewable energy hubs supporting new industry investment.

Renewable energy production

The NSW Government's *Electricity Infrastructure Roadmap* provides a coordinated framework for a modern electricity system for NSW and a plan to transform the electricity sector into one that is cheap, clean and reliable. The Hunter-Central Coast is one of at least 5 renewable energy zones in NSW.

Renewable energy zone (REZ)

REZs are clusters of modern-day power stations that combine renewable energy generation such as wind and solar, storage such as batteries, and high-voltage poles and wires. By connecting multiple generators and storage in the same location, REZs capitalise on economies of scale to deliver cheap, reliable and clean electricity for homes and businesses in NSW.

The development of the REZ will take advantage of transmission infrastructure, water resources and a skilled workforce. There is potential for new jobs in energy intensive industries like hydrogen and green chemical production, minerals processing, data centres, glass manufacturing and food processing.

Developing the Hunter-Central Coast REZ requires efforts to:

- declare the new REZ transmission infrastructure as critical state significant infrastructure (already occurred)
- plan for the REZ transmission infrastructure (underway)
- assess and consult on REZ transmission infrastructure and private sector energy generation and storage projects
- formally declare the intended network capacity (size), geographic area (location) and infrastructure
- finalise the access scheme for the energy projects that will participate in the REZ
- begin a competitive process for the REZ access scheme
- continue to consult with the community develop benefit-sharing schemes.

The Energy Corporation of NSW (EnergyCo NSW) will coordinate the delivery of the Hunter-Central Coast REZ and lead consultation with councils, Aboriginal stakeholders and local communities. It will drive the upfront strategic planning and develop benefit-sharing schemes.

Strategy 1.1



Following completion of the Hunter-Central Coast REZ, local strategic planning should consider:

- opportunities to leverage new employment in energy intensive industries that benefit from proximity to the energy infrastructure within the renewable energy zone
- the proximity of sensitive land uses to ensure sensitive land uses do not encroach on activities within the REZ.

Advanced manufacturing, logistics and warehouses

The Central Coast's manufacturing, logistics and warehousing sectors will evolve, with the emergence of smart manufacturing, artificial intelligence and robotics, and more distributed manufacturing. E-commerce increases demand for warehouse and logistic properties to accommodate automated warehousing.

Employment lands will need to be planned to respond to opportunities and technologies, including catalytic investments and the transition to net zero. Manufacturing reforms will require an efficient supply chain and new industrial capacity close to and integrated with major population centres.

Planning and development controls will need to be flexible, and development supported by the timely provision of the right infrastructure.

With more than 70,000 light and heavy vehicles travelling between the Hunter, Central Coast and Sydney each day, the lands surrounding interchanges on the M1 Pacific Motorway are suited for employment, particularly manufacturing (i.e. engineering and food manufacturing), logistics and warehousing. Efficient freight movements provide access to local markets and beyond, especially for industrial and manufacturing sectors, and agricultural and resource industries.

Strategy 1.2



Planning proposals for new employment lands must demonstrate they:

- are located in areas which will not result in land use conflict
- can be adequately serviced and any biodiversity impacts are manageable
- respond to the employment land needs for the Central Coast LGA.

Strategy 1.3



Local strategic planning should consider:

- how existing employment land areas, including those that provide urban services, will be retained unless opportunities for urban renewal arise through the relocation of industry
- if there is sufficient supply of vacant, serviced employment land providing capacity for a range of different sized employment enterprises
- the employment land needs for Central Coast LGA and identify flexible planning and development control frameworks to support their growth
- opportunities to facilitate growth in logistics, circular economy, new economic enterprises and industries and their supply chains
- the suitability of transport interchanges and bypasses for employment lands in consultation with Transport for NSW
- lands around the interchanges of the M1 Pacific Motorway should be used for employment activities that benefit from easy access to key markets such as manufacturing, logistics and warehousing
- the proximity of sensitive land uses and ensure they do not encroach upon these interchanges.



Eastcoast Beverages
Credit: Salty Dingo

Circular economy

The circular economy changes how products are made, assembled and sold to minimise waste. Products and materials are kept in use for as long as possible, encouraging cooperation across industries where waste streams from one industry become inputs to another.

A transition to a circular economy will generate jobs, strengthen the economy, increase accessibility of materials, maximise the value of resources and reduce waste. Already, the resource recovery industry is focused on value-adding and the production of high quality, well-sorted recycled materials.

The *NSW Waste and Sustainable Materials Strategy 2041* aims to reduce waste, increase recycling, reduce emissions and harm to the environment and realise the environmental and economic benefits of a circular economy.

Circular economy principles

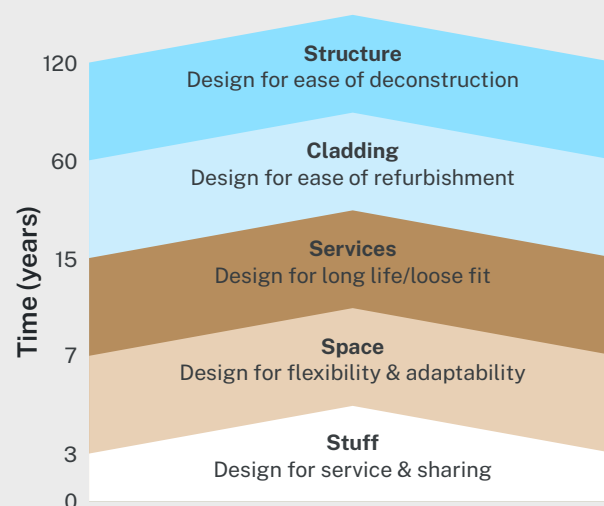
The Central Coast will transition towards a circular economy by focusing on seven key principles:

1. Sustainable management of all resources
2. Valuing resource productivity
3. Design out waste and pollution
4. Maintain the value of products and materials
5. Innovate new solutions for resource efficiency
6. Create new circular economy jobs
7. Foster behaviour change through education and engagement

Designing for longevity, adaptability or flexibility in buildings

A building will typically be designed to last for 100 years or more. Features like the façade may be replaced a few times over the lifespan of a building, while bathrooms, kitchens, flooring, furniture and furnishings will typically be replaced more often. Predicted impacts of sea level rise for low lying areas will require more adaptable housing with 50-year horizon for building design.

Development should be designed to accommodate change, such as how often it will be reconfigured or remodelled, and how services, interior space and furnishings can support re-use or recycling. For instance, commercial buildings may provide generous floor to ceiling heights and open grids to ensure the interior can accommodate a range of tenants.



Strategy 1.4

Local strategic planning should consider:

- alignment with the *NSW Waste and Sustainable Materials Strategy 2041* and the seven circular economy principles identified in this plan
- opportunities to support the circular flow of materials by enabling new remanufacturing, resource recovery, re-use and recycling facilities and the expansion of existing circular economy facilities
- the location of circular economy facilities and existing waste management centres, and ensure sensitive land uses do not encroach on these areas or limit their future expansion
- opportunities to promote circular economy outcomes through local policy guidance and development controls relating to building design, materials, construction and waste management.





Alternative land uses for power station sites

Early planning

Alternative land uses should be considered at the design stage when planning for the rehabilitation and closure of existing power stations.

The transition to cleaner forms of energy generation will impact several power stations sites in the Central Coast, some of which may become available as operations close.

Rather than returning land to its previous state, there may be opportunities to utilise some features to leave an economic legacy, such as employment lands, renewable energy generation, biodiversity, open space or cultural or scenic values. The most appropriate uses will depend on the characteristics of each site and its surrounds. This will be evaluated through a place strategy process in consultation with the community.

Action 1.1

The department will investigate the feasibility of site compatibility mechanisms to allow development applications to be lodged for non-permissible uses and associated subdivision for those parts of mine or power station sites where existing infrastructure like hard stand areas, workshops, stores, treatment plants and rail loops are concentrated.



Strategy 1.5



Planning proposals for power station sites identified as regionally significant growth areas will be supported by a place strategy which demonstrates how the proposal will:

- maximise employment generation or will attract visitors to the region
- make use of voids and/or site infrastructure such as rail loops, hard stand areas, power, water and road access
- support the growth of adjoining industrial areas or settlement areas
- enhance corridors within the landscape such as biodiversity corridors or disused infrastructure corridors
- complement areas with special amenity value such as critical industry clusters, open space, villages and residential areas
- have considered the existing and likely future uses of adjoining land and avoid land use conflict
- align with any specific guidance in the district planning priorities section of this plan.

OBJECTIVE 2:

Support the right of Aboriginal residents to economic self-determination

8 new initiatives to advance Aboriginal land rights on the Central Coast

Just as the *Uluru Statement of the Heart* calls for the establishment of a First Nations Voice enshrined in the Australian Constitution, this regional plan embeds First Nations' Voices in regional planning for the Central Coast by:

1. Partnering with Darkinjung Local Aboriginal Land Council (LALC) to prepare the plan
2. Involving Darkinjung LALC in the plan's implementation and governance framework including the urban development program committee and place delivery group
3. Adopting a vision that seeks to ensure equal access to local economic, employment and education opportunities for Aboriginal residents and connect all residents to Country
4. Elevating the right of Aboriginal residents to economic self-determination as an objective of the regional plan to recognise the importance of delivering this aspiration in achieving the future vision of the Central Coast
5. Facilitating the opportunity for Aboriginal voice and self-determination regarding their future housing needs
6. Recognising the value of Aboriginal knowledge in biodiversity conservation planning due to the interconnectedness of Aboriginal culture with Country, and the right of Aboriginal people to be involved in decision-making
7. Identifying the strategic merit of Darkinjung LALC landholdings and their potential to deliver future jobs and homes
8. Requiring the alignment of local strategic planning with Darkinjung LALC's Development Delivery Plan (and by extension Community Land and Business Plan) to strengthen the link between Aboriginal land rights and the planning system.

As a land use plan, this regional plan acknowledges the importance of land to Aboriginal people and their sacred connection to Country. The NSW Government is committed to improving the economic self-determination of Aboriginal residents on the Central Coast.

Elevating the aspirations of the Central Coast Aboriginal community in the regional plan provides the opportunity to do things better than we have in the past, and that is especially pertinent when it comes to the resolution of Aboriginal land claims and recognising native title rights and interests.

When undertaken in partnership with the Aboriginal communities, regional planning can create opportunities for Aboriginal people to achieve their cultural, economic, environmental and social aspirations through land ownership, translating the potential values of returned land into real and tangible benefits.

Partnership with Darkinjung Local Aboriginal Land Council

The department recognises that Darkinjung LALC is a unique and significant landowner on the Central Coast with special responsibilities to improve, protect and foster the best interests of Aboriginal people within the region.

The department is committed to working collaboratively and cooperatively with Darkinjung LALC in the implementation of the Darkinjung Delivery Framework, which provides the strategic basis for a pipeline of development opportunities to enable Darkinjung LALC to achieve its social, cultural economic and environmental objectives.

Land rights

The *Aboriginal Land Rights Act 1983* (ALRA) provides land rights to Aboriginal communities in NSW as compensation for the historic dispossession of these communities from their traditional lands.

Darkinjung LALC leads economic development for Aboriginal residents of the Central Coast by activating vacant Crown Land acquired under the ALRA for environmental, cultural and economic purposes, including the generation of income, jobs, housing and local services on the Central Coast.

Darkinjung LALC 2016-1019 Community Land Business Plan

“Darkinjung is the largest private landowner on the Central Coast. Our land is our asset base. Our land is our cultural connection. Our land is our wealth. Our land creates responsibility. Our land creates opportunity!”

It takes too long to process land claims or complete negotiation processes, with regulatory frameworks impacting the exercise of land rights.

Darkinjung LALC currently has over 1,000 Aboriginal land claims awaiting determination. The inefficiencies of the Aboriginal land claim system in NSW are well known, however there is a need for greater recognition of the impact of these administrative inefficiencies on the social, cultural, environmental and economic aspirations of Aboriginal people. Conversely, the prompt, equitable and efficient resolution of Aboriginal land claims and negotiations to return Crown land to Aboriginal communities will pave the way for improved Aboriginal land planning outcomes, driving economic self-determination for Aboriginal people.

Aligning with the objects of the ALRA with the regional plan will support Darkinjung LALC to improve, protect and foster the best interests of all Aboriginal residents by:

- creating an effective pathway for Darkinjung LALC to pursue their short, medium and long-term development and conservation aspirations as outlined in their community land and business plan and/or development delivery plan
- aligning district planning priorities with Darkinjung LALC's social, cultural, environmental and economic aspirations
- identifying matters for consideration in local and regional decision-making relating to Darkinjung LALC land, specifically for active planning proposals or short-term priorities (both development and conservation lands)
- recognising the strategic merit of sites within Darkinjung's Development Delivery Plan and streamlining the assessment of their development proposals
- considering opportunities to integrate Aboriginal land claim and planning processes to streamline processes towards economic self-determination.

Darkinjung LALC has successfully activated and utilised the economic potential of their land by forging working relationships with Council, state agencies and development partners.

The regional plan and Central Coast Local Strategic Planning Statement are central to enabling Darkinjung LALC to achieve the objectives of their community land and business case.

Chapter 3 – Aboriginal land of the *State Environmental Planning Policy (Planning Systems) 2021* (Aboriginal Land SEPP) and associated planning measures aim to provide LALCs with greater certainty in developing their landholdings. Darkinjung LALC was instrumental in the development of the Aboriginal Land SEPP in 2019 and is the only LALC that currently has land mapped in the SEPP. For land where the Aboriginal Land SEPP applies, Darkinjung LALC can utilise alternative assessment pathways for their development proposals.

In addition to this, the relevant planning authority must consider Darkinjung's Development Delivery Plan during the assessment of planning proposals and development applications.

The department will work with the Central Coast Aboriginal community to align strategic planning and Aboriginal community aspirations. In practice, Darkinjung LALC's lands will be considered across the hierarchy of strategic plans and environmental matters identified and resolved early in strategic planning.

Process for Identifying and endorsing LALC Sites for SEPP (Planning Systems) 2021



Native title rights and interests

The *Native Title Act 1993* (Cth) provides legal recognition of the traditional communal, group or individual rights and interests which Aboriginal people have in land and water, where Aboriginal people have exercised their rights and interests in accordance with traditional law and custom pre-dating European settlement. Native title rights typically include property rights to:

- access and camp on an area
- visit and protect important places
- hunt, fish and gather food and bush medicine
- in some cases, possess, occupy, use and enjoy the area.

Aboriginal people need access to Crown land to exercise their native title rights and to care for Country and undertake cultural practices. Although there are no registered native title groups or active native title claim applications on the Central Coast, the department will work with active native title claims and native title determinations (where they are positive) to protect native title rights and interests are protected and to ensure the planning system does not restrict the use of land for spiritual, cultural but also economic purposes.

Action 2.1



The department will continue to work with Darkinjung LALC to:

- review and improve the Aboriginal Land Planning Framework as required
- meet the aspirations of their Development Delivery Plan
- strategically assess landholdings and progress Darkinjung LALC's planning and development priorities
- identify suitable biodiversity approval pathways, navigate the complexities of the *Biodiversity Conservation Act 2016* for LALCs and support the establishment of Darkinjung LALC's conservation estate to achieve improved environmental and economic outcomes on the Central Coast

Action 2.2



The department will build the delivery capacity of Darkinjung LALC to ensure the local Aboriginal community is involved in reform of the NSW planning system, particularly as regards matters of Aboriginal land planning, Aboriginal cultural heritage and biodiversity conservation.

The department will further consider capacity building options (e.g. funding, professional development, partnerships or secondments) to involve the Central Coast Aboriginal community in regionally significant planning and development, especially where people feel a strong historical or cultural connection to the land.

Action 2.3



The department will accelerate the assessment of Darkinjung LALC planning proposals where the proposal is identified in the Darkinjung Development Delivery Plan, has been the subject of pre-lodgement agency consultation, and has adequately addressed any relevant site-specific considerations, including known environmental values and the infrastructure that is or will be available to meet the demands arising from the proposal.

Strategy 2.1



Local strategic planning will align with the Aboriginal land planning outcomes identified in any development delivery plan within the LGA to:

- account for local Aboriginal community interests and aspirations in strategic planning decision-making
- further partnerships with the Aboriginal community and build the delivery capacity of Darkinjung LALC
- maximise the flow of economic, social and cultural benefits generated by land ownership to Aboriginal residents
- streamline assessment processes for Darkinjung LALC.

OBJECTIVE 3:

Create 15-minute neighbourhoods to support mixed, multi-modal, inclusive and vibrant communities

Performance outcomes

Any planning proposal or local strategic planning statement that does not comply with a strategy in this objective must demonstrate how the following performance outcomes will still be achieved:

1. Urban settlement patterns maximise the use of existing infrastructure and reduce travel demand, especially by car.
2. Neighbourhoods maximise mobility independence and active and public transport opportunities.
3. Neighbourhoods provide local access to education, jobs, services, open space and community activities.
4. Neighbourhoods encourage healthy lifestyles with opportunities to experience and engage in the cultural, entertainment, sport and recreation, and educational activities.
5. Neighbourhoods establish or reinforce local identity.
6. Public spaces are designed to invite community interactions and economic, social and cultural activity. They enable a sense of social inclusion, wellbeing, comfort and belonging.
7. Places are designed to be greener to support the regeneration of and connection to the natural environment.

The following table identifies the indicators of performance.

Table 3: Indicators of performance

Context		Neighbourhood scale Homes are within a 15-minute:	Strategic centre scale Homes are within a 30-minute:
Urban	Urban core	<ul style="list-style-type: none"> walk or bike to most daily and weekly needs 	<ul style="list-style-type: none"> public transport to infrequent and specialised needs
	General urban	<ul style="list-style-type: none"> walk or bike to many daily needs public transport to daily and weekly needs 	<ul style="list-style-type: none"> public transport to infrequent and specialised needs
Suburban	Inner suburban	<ul style="list-style-type: none"> walk or bike to many daily needs public transport to daily and weekly needs 	<ul style="list-style-type: none"> public transport to infrequent and specialised needs
	General suburban	<ul style="list-style-type: none"> walk, bike or public transport to some daily and weekly needs 	<ul style="list-style-type: none"> public transport to infrequent and specialised needs
Rural	Villages	<ul style="list-style-type: none"> walk, bike or drive to some daily and weekly needs 	<ul style="list-style-type: none"> drive to infrequent and specialised needs
	Rural residential	<ul style="list-style-type: none"> drive to most daily and weekly needs 	<ul style="list-style-type: none"> drive to infrequent and specialised needs
	True rural	<ul style="list-style-type: none"> 30-minute drive to most daily and weekly needs 	<ul style="list-style-type: none"> drive to infrequent and specialised needs

More people are working from home and use their local neighbourhood centres and shops for everyday needs. This means people enjoy healthier lifestyles, with less pressure and time spent on commuter road and rail networks.

As life evolves to a new normal, we can actively address not only the learnings and challenges arising out of the COVID-19 pandemic, but also the pre-existing challenges and needs the region already faced.

Capitalising on these behavioral shifts requires a rethink of the role and function of neighbourhood centres to improve local services and public places, or to encourage a greater mix of shared facilities, working hubs with health, education, community and social services.

Options for a less car dependent future

Most Central Coast neighbourhoods developed from the mid-20th century were designed for cars, whether these were long or short trips. This means the places people live in today, and the different land uses, urban designs and transport infrastructure, make the car the most attractive and often the only realistic choice.

However, the combination of low density, separated land uses and car-prioritising infrastructure decisions has consequences in terms of household costs, equity and choice. If we reduce car dependency and vehicle ownership, we can reduce public health and infrastructure costs; reduce greenhouse gas emissions and air pollutants; improve the environment; and increase personal health and social equity.

This requires better walking, cycling and public transport networks, ideally that also integrate nature into neighbourhoods to get more people outdoors while creating wildlife corridors and stormwater solutions. These networks can lead to better place-based connections, where more people participate in and feel part of community life.

We can realise these outcomes by designing new communities, and retrofitting existing low density residential areas, into 15-minute neighbourhoods.

Reducing car dependency

As car travel becomes more expensive and congestion remains a challenge, people need new transport options. As long as it is easier to move around in a car more than walking, cycling or public transport, people who can afford to drive will do so.

Providing opportunities for getting to destinations without having to drive can help people save time and money, while opening up valuable street space for safer, more sustainable transportation options for all.

As people choose new ways of getting around, streets need to be able to serve everyone. By efficiently managing valuable kerb space for parking, new mobility options, delivery and freight, we can improve access and reliability for drivers, while creating opportunities for people who choose not to use a car.

The 15-minute neighbourhood

The 15-minute neighbourhood changes how we plan and design growth. It supports people who want to live and work locally and who seek to get around without a personal vehicle. It's already a concept that we can see in the region, in more traditional towns and suburbs developed before the 1960s, including Gosford, Terrigal and Woy Woy.

Rather than cities, towns, villages and communities being separate zones for living, working, education, recreation and entertainment, they can be mixed neighbourhoods where people can generally access most everyday needs within a 15-minute walk or cycle from where they live.

Instead of residential growth radiating from a strategic centre, the 15-minute neighbourhood re-establishes the role and convenience of local centres, public areas and attractive, healthy streets, alongside the still-important centres that provide major concentrations of goods, services and employment.



Centres hierarchy

Strategic centres are the primary activity destinations providing the highest level of community, cultural, civic and commercial uses and services.

Local centres provide shopping, dining, entertainment, health and personal services to meet the daily and weekly needs of the local community.

Neighbourhood centres are integrated within a residential neighbourhood and encourage people to walk to their daily needs in a place with a strong identity for the surrounding community.

The 15-minute neighbourhood includes:

- **mixed use** neighbourhoods that might include health providers, shops, artisans, markets, sports, cultural life, schools and parks near residential areas
- **access** to different attractions and everyday uses and services via active and public transport networks
- a **density** of human activity to support neighbourhood uses and services.

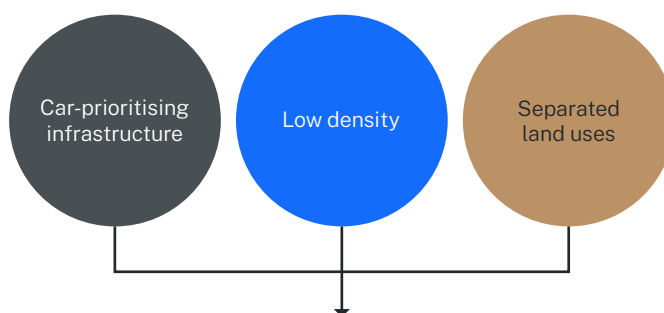
Planning proposals and related development controls can also consider elements that make it easier to walk in a neighbourhood, like smaller street block sizes or more intersections. It can be costly and time-consuming to retrofit structural walkability after new suburbs are built. These factors should be included as a priority in designing the 15-minute neighbourhood.

Achieving the 15-minute neighbourhood objective will require amendments to planning controls to enable a greater variety of land uses and diversity of housing, alongside investment in footpaths, bus stops, schools or parks. Infrastructure plans will need to be updated to align with the new planning controls and the earlier introduction of walking, cycling and bus networks.

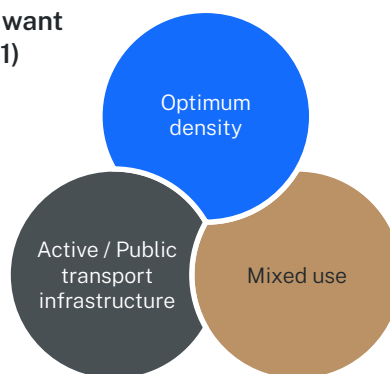
Potential conflicts between residential and non-residential uses, such as noise, smell, air emissions, waste water, waste products or traffic generation, should be managed through appropriate development controls or design solutions. They should not be used to justify prohibiting the mixing of land uses that create 15-minute neighbourhoods.

While some areas within the Central Coast do not possess the qualities needed to support 15-minute neighbourhoods, opportunities to invest in these neighbourhoods over the 20-year life of the plan will realise the right growth, community, resilience and equity outcomes.

Where we are (2022)



Where we want to be (2041)



Avoca Beach, Central Coast
Credit: Destination NSW



Different regional contexts

The Central Coast contains many different communities across various urban, rural and coastal contexts, each of which will see the 15-minute neighbourhood take a different shape. This will depend on the elements of mix, access and density.

By recognising these various contexts in local plans 15-minute neighbourhoods will respond to the qualities of each community, with the appropriate for the level of services and quality of life. These different characteristics are considered in the following table.

Table 4: Regional contexts

Context	Current mix and density	Current access
Urban core Metropolitan city centres with density around public transport.	High variety of land uses, urban activities and services. Predominantly apartments within medium to high rise buildings.	Multi-modal with higher-order public transport like light rail or rapid bus.
General urban Urban areas including strategic and local centres.	Variety of land uses and low to medium rise housing.	Mobility options with at least reasonably frequent, connected train or bus service.
Inner suburban More mixed use than car-dependent suburbs.	Mix of low rise housing around high streets or former village centres with established street trees. May include traditional civic landmark buildings.	Still somewhat multi-modal, usually with a general grid-like connected street pattern.
General suburban Greenfield urban release areas.	Generally segregated land use and mainly single detached housing. May include a shopping mall.	Almost all trips require a car.
Villages Relatively isolated centres to service the local rural community.	Compact settlements that include non-residential uses such as a local shop, pub or shared services.	Almost all trips require a car.
Rural residential Lifestyle locations with rural scenic outlooks and forms of small scale and niche agriculture.	Large lot serviced subdivisions without retail or commercial offerings.	Almost all trips require a car.
True rural Agricultural producing areas and locations with large environmental and wilderness areas.	Predominately natural or agricultural areas with few dwellings.	Almost all trips require a car.

Applying the 15-minute neighbourhood concept within urban and suburban contexts creates the greatest opportunity given the concentration of people, access to services and infrastructure and desire to increase the proximity between residential and non-residential uses.

Strategy 3.1



Local strategic planning will identify the location of urban core, general urban, inner suburban and general suburban contexts that apply to the LGA and consider strategies to achieve 15-minute neighbourhoods in the various urban and suburban areas.



Strategy 3.2

Planning proposals that propose a residential, local centre or commercial centre zone will not prohibit the following land uses within urban core, general urban, inner suburban and general suburban contexts:

- business premises
- restaurants or cafes
- take-away food and drink premises
- neighbourhood shops and supermarkets
- educational establishments
- early education and care facilities
- health services facilities
- markets
- community facilities
- recreation areas

Assets that can contribute to 15-minute neighbourhoods include:

- tree-lined streets, including road verges
- squares and plazas with trees, planting and water sensitive urban design
- private and semi-private gardens around apartment buildings, backyards, balconies and roof gardens
- regional parks, urban parks, open space reserves, formal gardens and community gardens
- river and creek corridors, cycleways and safe routes along road, rail or light rail corridors
- ovals, school and other institutional playing fields, and other major parks and golf courses
- green roofs and walls including roof gardens and living walls.

A richer tree canopy makes a place more comfortable and attractive, diminishes traffic noise, absorbs air pollutants, screens unwanted views and can have positive economic impacts. It influences micro-climates by transpiring water, changing wind speeds, shading surfaces, protecting against over-exposure to UV radiation, and mitigating urban heat islands. Well-designed tree plantings can also alleviate concerns about needing to remove or modify trees to address engineering, wiring or maintenance issues.

Neighbourhoods should include outdoor furniture, covered spaces, bubblers and toilets. Their size and function should match their location; for instance, large open spaces with sports fields are best on the edge of neighbourhoods while small, civic spaces are best in a neighbourhood's centre.

Strategy 3.3

Planning proposals will incorporate:

- a small neighbourhood centre if the proposed residential yield exceeds 1,500 dwellings or
- a large neighbourhood centre if the proposed residential yield exceeds 4,000 dwellings.

The neighbourhood centre will:

- support a floor area informed by a local retail demand analysis
- have enough developable area to accommodate the uses over one level with at grade parking to reduce costs
- be located to maximise its convenience for the vast majority of residents of which it serves
- be located in a high profile location (i.e. main arterial road or precinct with strong pedestrian traffic)
- be supported by a walkable catchment and pedestrian friendly environment.

Central Coast Council's *Greener Places Strategy*

Council's *Greener Places Strategy* includes mechanisms to sustain and enhance the urban forest canopy across all land parcels in urban suburbs by:

- increasing tree planting in 19 priority suburbs with the greatest level of urban heat island effect
- commencing successional planting in Council's passive open space reserves
- replacing removed public trees by planting new trees in the same suburb
- requiring developers to complete quality landscaping in medium and high-density development.

Green infrastructure for a 15-minute neighbourhood

With climate change, urbanisation and the pandemic, it is increasingly important to provide access to nature and green infrastructure in each community. All locals should be able to move easily between urbanised and more natural spaces.

Strategy 3.4



Local strategic planning should consider local infrastructure and street design guidelines and controls to achieve safe, accessible and attractive streets for all modes of transport as well as trails, parks and public spaces that will encourage active living, community interaction and opportunities to integrate nature in neighbourhoods.

Strategy 3.5



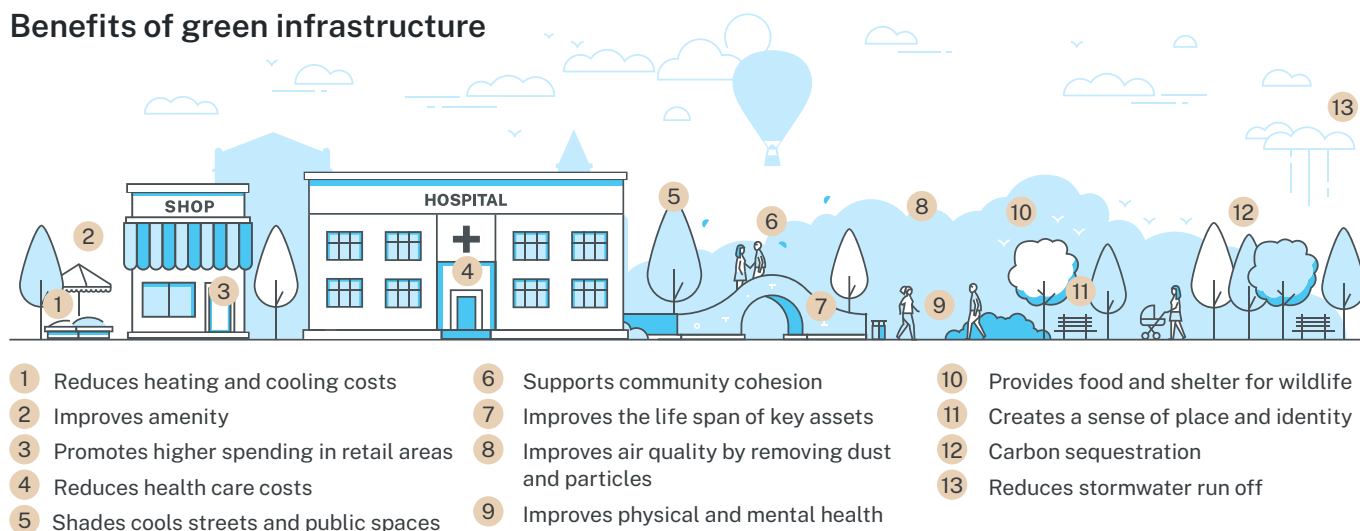
Local strategic planning will propose goals and strategies to make a cooler region by greening urban areas, buildings, transport corridors and open spaces to enhance the urban forest.

Strategy 3.6



Local strategic planning should consider strategies to ensure 90% of houses are within a 10-minute walk of open space, recreation areas or waterways.

Benefits of green infrastructure



Space for people

For decades, streets have been designed for cars rather than people. Transforming streets for people will require a new approach to urban design and coordinated effort across governments, community and industry, focused on a holistic consideration of streets, public spaces and green corridors.

The street network is one of the largest public spaces for the community. When designed for people, streets contribute considerably to public life.

More people will walk or ride if they can access well designed streets, paths and public spaces separated from traffic, with clear wayfinding, end-of-trip facilities and adequate shade.

Streets should offer continuous footpaths on both sides of the road, barrier-free access to public transport and services, and the ability for people to move easily between urbanised and more natural areas.

This includes children aged 8-16 who could walk or cycle beyond their trip to school – such as getting to sport and hobbies, or socialising with friends – while freeing up parents' time. This preventative health approach could address physical and mental health and social isolation problems experienced by some young people, or overweight and obesity issues, especially for people living further from green spaces.

Street without supportive greening



Street with supportive greening





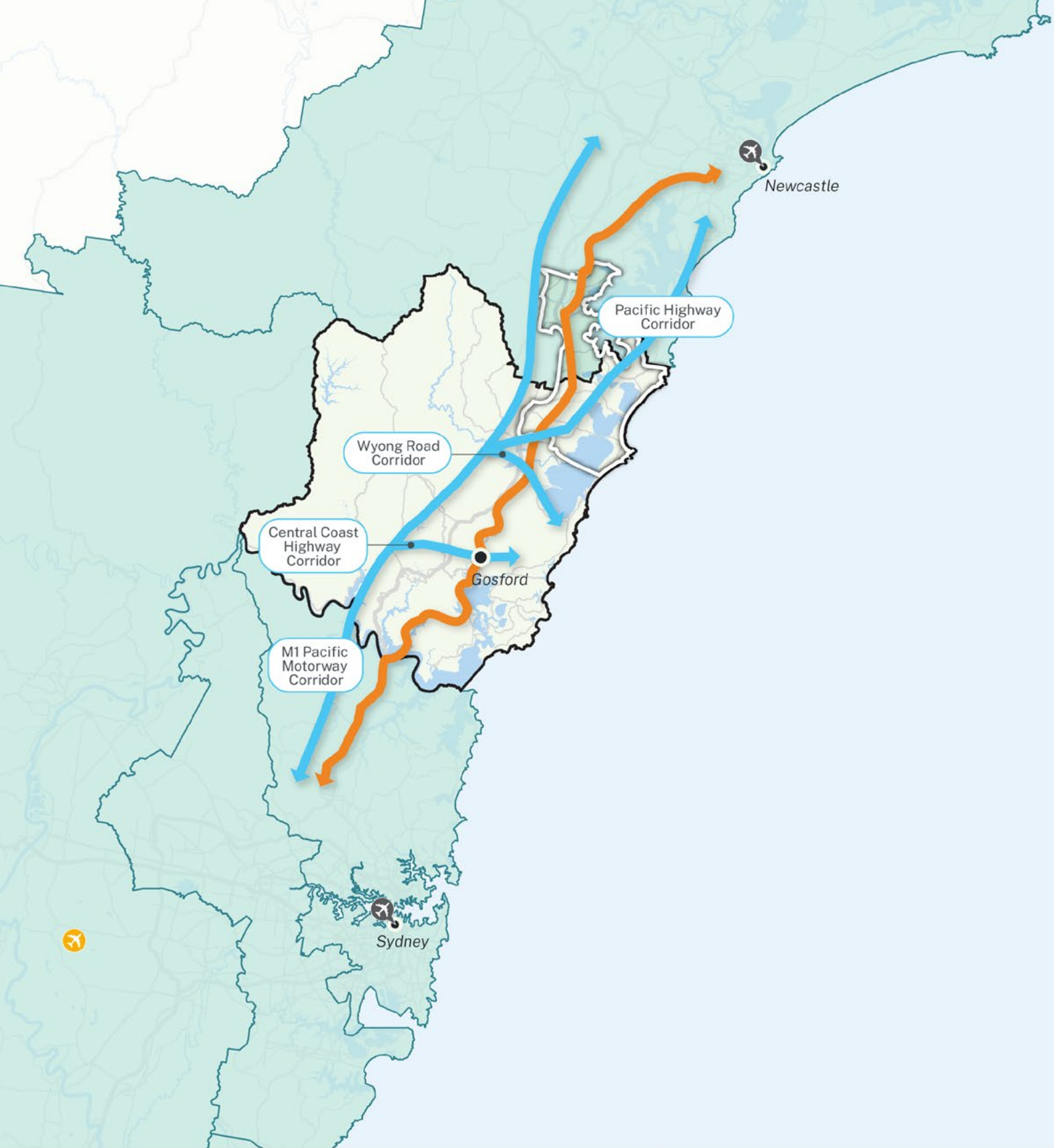


Figure 3: Inter-regional linkages



- | | | |
|---------------------------------|----------------------|------------------------|
| Central Coast region boundary | Cities and towns | Airport |
| Central Lakes district boundary | Regional connections | Western Sydney Airport |
| Six Cities | Railway | Roads |

OBJECTIVE 4:

An inter connected Central Coast without car-dependent communities



Gosford train station

Performance outcomes

Any planning proposal or local strategic planning statement that does not comply with a strategy in this objective must demonstrate how the following performance outcomes will still be achieved:

1. Access is provided to housing, jobs and services by walking, cycling and public transport.
2. Urban areas and densities support the efficient and viable operation of public transport services.
3. Key transit corridors provide for the efficient movement of freight.
4. A robust digital infrastructure network to service business and social interaction.

Nearly every aspect of life in the Central Coast is linked by transport. These systems can be seamless when they work well, but deeply problematic when they leave people, goods or places behind.

While many workers shifted to remote work during the COVID-19 pandemic, people still needed to travel to work, especially those working in essential services. Today, more people are returning to their workplaces. This requires a continued focus on congestion, the separation of home and work locations, worsening emissions and noise pollution, heightened vulnerability to climate change.

These issues originate, in part, from decades of public and private development and transport investment decisions focused on cars. Reducing car dependence while maintaining easy access to destinations is an enormous challenge. We need to benefit both individual travellers and the region as a whole, including people without private car access.

Mobility

The upheaval of the COVID-19 pandemic is influencing walking and cycling, digital connections, and demand for the delivery of goods to homes and workplaces. This may bring more people to the Central Coast, particularly as connectivity across the Six Cities Region becomes faster and easier.

The department has developed a 3-scale structure that drives our planning for residents, workers and visitors to access to goods and services they need without the time of travel reducing their quality of life.

The 15-minute neighbourhood, discussed in Objective 3, focuses on local connections and mobility around neighbourhoods as ‘feeders’ to mass public transport.

In rural contexts, it is ambitious to think local needs can be accessed within a walk or cycle; however, the department is aiming for people to be able to access most needs within a 30-minute drive to a strategic centre.

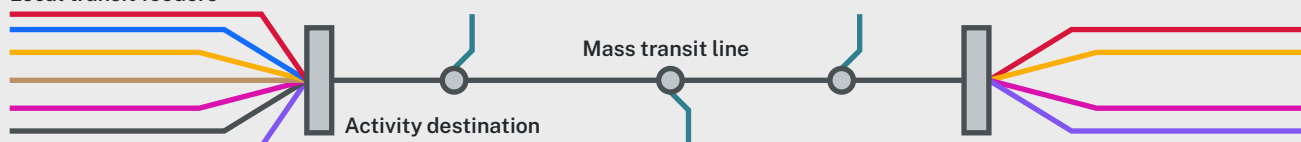
This allows for reasonably easy travel across communities and differing contexts by walking, cycling or public transport to less frequent, more specialised needs within 30 minutes. It emphasises public transport services between key destinations.

The 90-minute region will connect the Central Coast to the Eastern Harbour City, Central River City, Western Parkland City, Lower Hunter and Greater Newcastle City and the Illawarra-Shoalhaven City. Fast rail will be essential to this vision.



Local, mass and fast transit

Local transit feeders



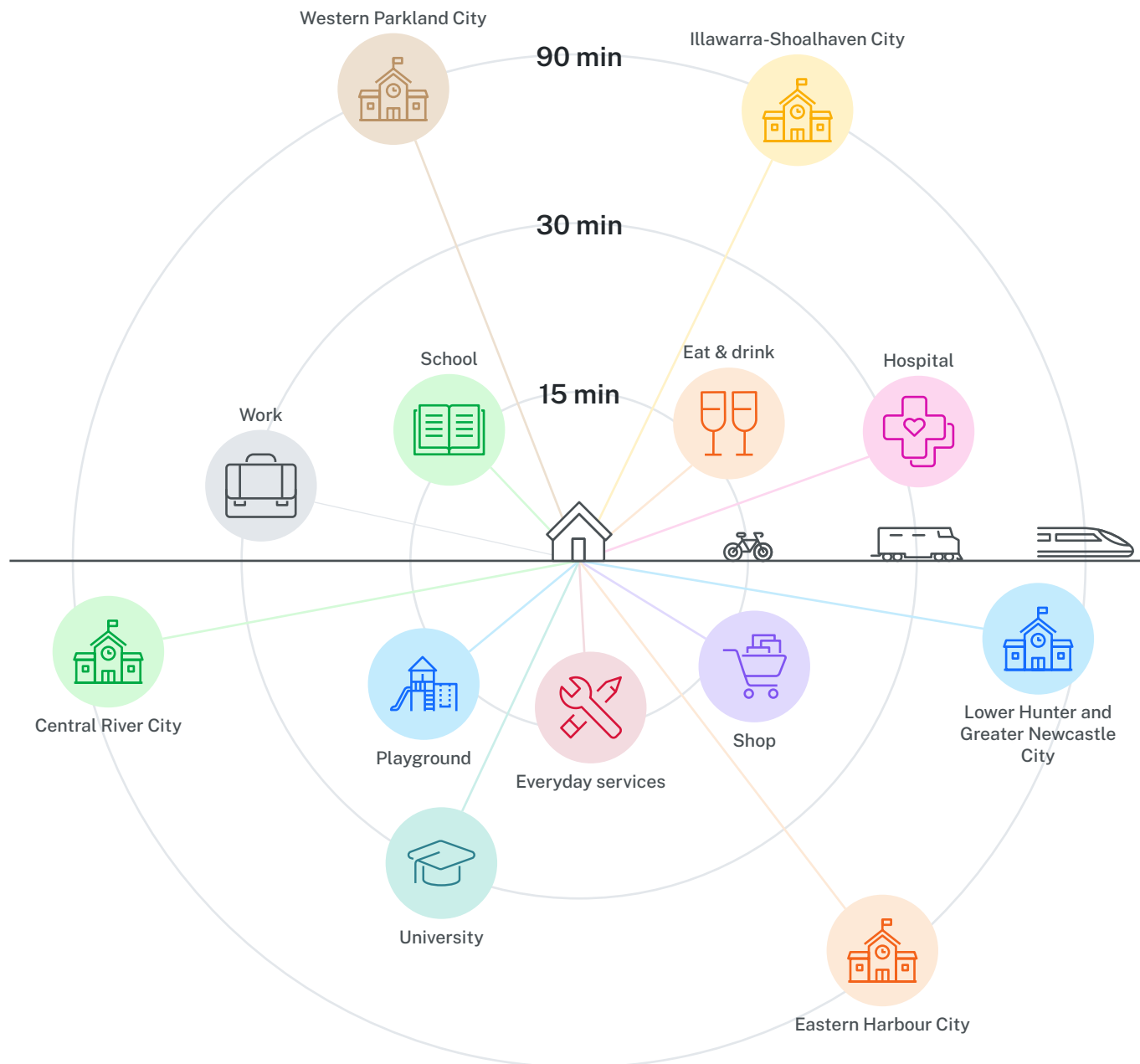
Local public transport

Local public transport serves neighbourhoods with sufficient human activity and a variety of land uses. The right service level should enable most people to do most of the things they want to do, most of the time, without needing a car.

A benchmark boarding rate of 8 passengers per service per hour is considered an economically warranted local bus service.¹

This is likely to require a 30-minute minimum service frequency for about 18 hours a day, with increased peak frequencies if loadings suffice.

Local services should be complemented by mass transit services operating at higher frequencies and over more direct routes, with a synchronised timetable.



One-second mobility

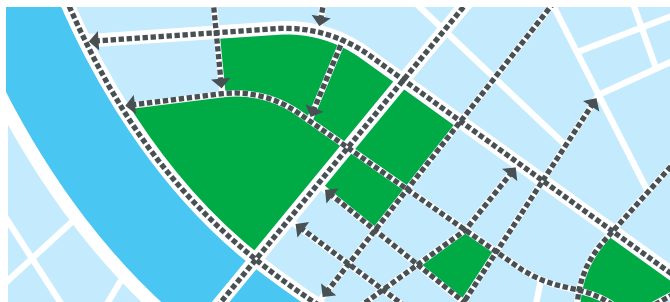
The digital or virtual environment is accessible instantly - we think of this as one-second mobility. It depends only on bandwidth speed and latency.

Transport systems interact with digital systems to provide benefits but also added complexities. For example, online shopping and physical parcel delivery has shifted the prominence of physical retail environments; ridesharing is shifting personal transport practices and casualising employment. These changes will continue to reshape transport demand, logistics and supply chains, fleet composition and employment opportunities.

Data-intensive high-bandwidth global practices must remain in reach for the region's prosperous and sustainable future within a global context. Here, we aim for local transport mobility to support people's local lifestyles, reinforced by regional, national and international accessibility well beyond the inevitable constraints of physical location.

Digital access reduces the need for travel and pressure on the transport network, given less people need to travel for banking, postal services, public administration, food and retail, or health and education.

Street pattern provides for a hierarchy with direct sightlines to key destinations



Pedestrians are given priority



Scale 1: 15-minute neighbourhoods

Walking and cycling

More people are cycling and walking for commuting, health and leisure. We need infrastructure and policy responses that contribute to the safety and comfort of pedestrians, cyclists, skateboarders, and people who use wheelchairs or scooters.

Many of these responses can be achieved in the near term, and they would promote healthier, more environmentally friendly options for local trips or more convenient ways to access public transport or avoid parking.

Attitudes towards cycling

Research² around those who might cycle considers 4 broad groups, by proportion of the population:

1. **Strong and fearless** (1%): People willing to cycle with limited or no specific infrastructure.
2. **Enthusied and confident** (7%): People willing to cycle if some infrastructure is in place.
3. **Interested but concerned** (60%): People willing to cycle if quality infrastructure is in place.
4. **No way, no how** (33%): People unwilling to cycle even if quality infrastructure is in place.

Protected bike lanes and off-street paths can connect people to commercial corridors, public transport stops and community places. Lower vehicle speeds will improve safety for all road uses, encouraging more people to cycle, walk and roll safely.

The configuration of streets for all users, not just drivers, will also make a difference. This requires wider footpaths; easier-to-use and safer pedestrian crossings; traffic-calming measures to reduce vehicle speeds; more curb space for public transport stops, small package deliveries, pick-ups and drop-offs; and repurposing street parking for outdoor dining.

Council manages most of the roads, pathways, open spaces and land use zoning process in local neighbourhoods.

Strategy 4.1



Local strategic planning will consider aligning active transport strategies (within and across LGA boundaries) with future growth areas and local infrastructure contribution plans to ensure development supports movement through walking and cycling.

Council may consider minimum bicycle parking standards to reflect the aspirations of 15-minute neighbourhoods in the urban core, general urban, inner suburban and general suburban contexts.

Council's cycle infrastructure focus areas

Council's priority cycling connections to activity centres, public transport, schools/education facilities, between centres and for recreational and tourism³ will focus on:

- connections within 5 km of Gosford, Ourimbah TAFE and University of Newcastle campus
- Gosford to Tuggerah/Wyong
- the southern shores of Lake Macquarie, Lake Munmorah, Budgewoi Lake and Tuggerah Lake
- Lake Munmorah to Ettalong tourist route
- Woy Woy to Warnervale
- Kariong to Terrigal
- two signature projects: Gosford to Point Clare Railway Shared Path and Magenta Shared Path (The Entrance to Toukley).

Strategy 4.2



Local strategic planning will consider transport initiatives to complement increased diversity of land uses and housing typologies in neighbourhoods by:

- rolling out low-speed zones supported by physical changes to the road environment
- upgrading existing paths and streets, with more crossing opportunities, and better landscaping, shading and lighting
- planting trees along streets and paths
- re-allocating vehicle lanes to other public space within and around key destinations
- prioritising pedestrian movements in and around key destinations, including at traffic signals
- using low-cost and/or temporary infrastructure to trial or test local initiatives
- streamlining processes for community or council led local walking, cycling and place making initiatives
- using technology to improve places and movements.

Car parking

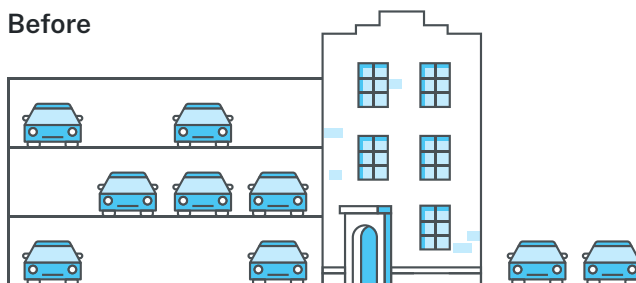
Minimum parking requirements can lead to a glut of parking. This encourages driving, increases pollution, fosters poor urban design, and buries the costs of driving and parking in rents, goods and services.

Zoning-mandated parking supply creates more parking than most developers would otherwise build. Building car parking is expensive; costs can be reduced by reducing car parking in areas that don't need it.

Less space for parking means more space (and money) for housing, green infrastructure, and other better and higher uses. It also means fewer cars on congested roads.

Car parking needs to better reflect the context in which development is proposed, such as its proximity to public transport stops, bike or car share options, shops or other services.

Before



After



Strategy 4.3



Local strategic planning will consider opportunities to:

- connect existing coastal walkways and cycleways to enhance the user experience and link coastal towns and villages
- integrate walking and cycling networks into the design of new communities
- prioritise walking and cycling in areas around schools, health services, aged care facilities, sporting, cultural and recreational facilities
- explore ideas from the *Streets as Shared Spaces program*.

Strategy 4.4



Local strategic planning should consider maximum parking limits in neighbourhoods and centres well served by walking, cycling and public transport and consider opportunities for park and ride, carpooling, car sharing and other initiatives that can help to reduce car dependency.

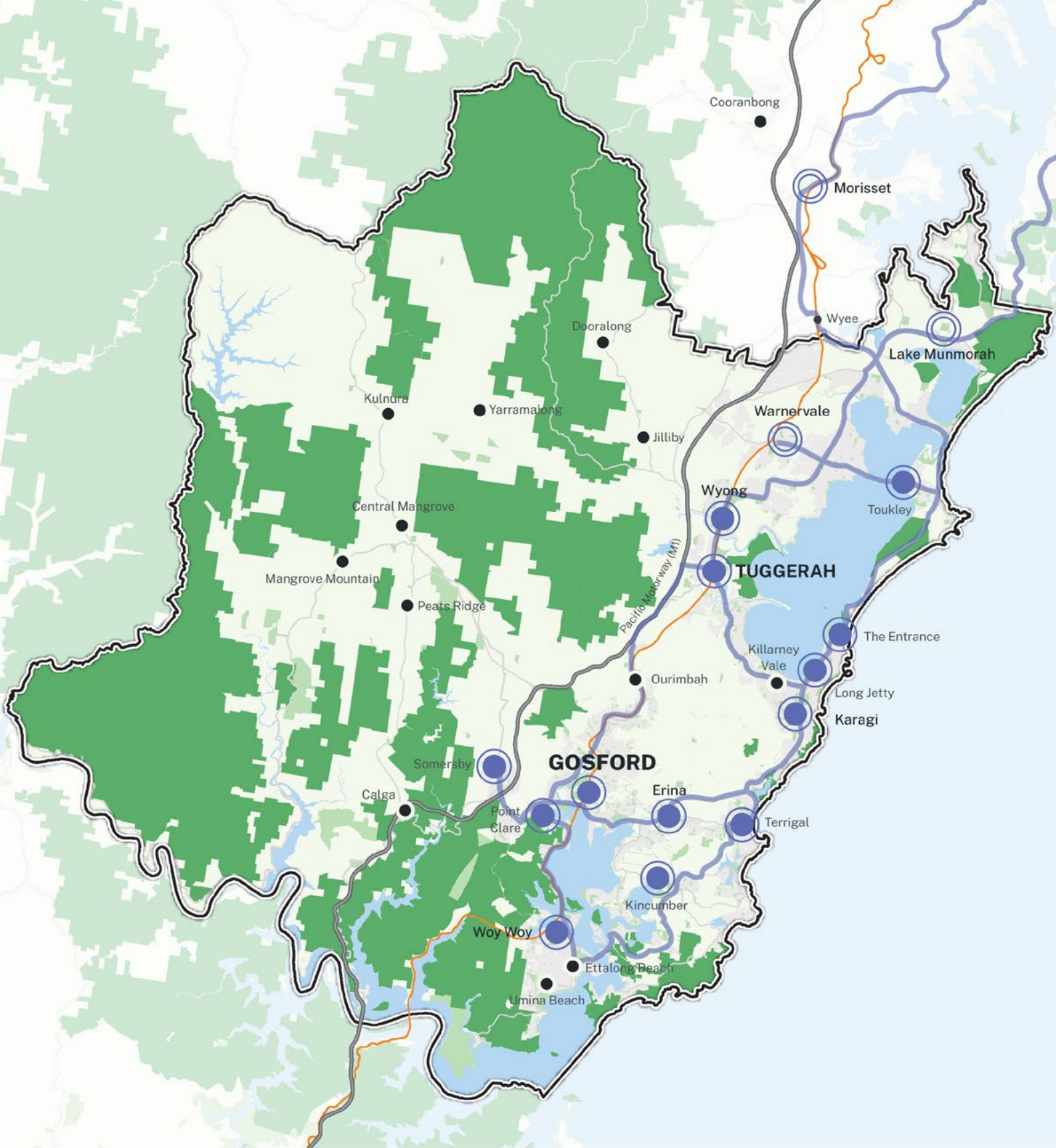


Figure 4: Key transit corridors



- | | | | |
|-------------------------------|-----------------------------|----------|--------------------------------|
| Central Coast region boundary | Key activity destination | Rail | Existing urban area |
| Centre | Emerging growth area centre | Motorway | National park and state forest |
| | Key transit corridor | Road | Open space |
| | | | Water body |



Gosford bus terminal. Gosford, NSW

Scale 2: 30-minute strategic centres

Mass public transport

The efficiency, simplicity and quality of connections between public transport modes can influence people's willingness to use public transport.

Key corridors between strategic centres should be the focus of high frequency public transport services such as light rail or bus rapid transit. Integrated land use and transport planning around key activity destinations and key transit corridors can support future transit opportunities.

The north-south rail connection services the western edge of the coast's urban area. In addition to better north-south connections we also need east-west connections so that people can travel from the coast to employment and other activity centres such as Gosford, Tuggerah and Wyong.

Local initiatives to promote use of public transport could include:

- focusing growth and providing a range of land uses around public transport nodes and along transit corridors
- linking public transport routes in growth areas to routes serving existing urban development, without gaps or circuitous routing, and doing so early to embed a public transport culture
- prioritising bus movements at intersections and along corridors
- providing good service information and customer experiences
- providing seating, shelter, lighting, electronic information, safe crossings and where appropriate amenities and food outlets at bus stops
- linking public transport to neighbourhood open space.

Strategy 4.5



Local strategic planning will spatially identify key activity destinations and key transit corridors and consider strategies to integrate land use and transport planning in collaboration with Transport for NSW.

Strategy 4.6



Local strategic planning should be integrated with transport planning to ensure:

- places maximise sustainable transport opportunities, including active and public transport that supports a compact urban area
- ease of use and connection across the network, including mobility, accessibility, parking and how people get to and from transport
- inclusive and accessible systems for people of all ages and abilities.

Scale 3: 90-minute region

The NSW Government's Six Cities vision aims to create good jobs where people live, attracting world-class industry and talent and delivering the infrastructure to connect the cities together. Improving north-south connections within the Six Cities Region will increase access to more jobs for more people and enhance business-to-business links.

Fast rail

The NSW *Fast Rail Network Strategy* will be a blueprint for a future fast rail network. It will stage the delivery of improved rail connections for the Six Cities and beyond. This will strengthen the economic productivity and connect people to jobs, services, and more affordable housing.

A fast rail corridor from Sydney to Newcastle will influence the future prosperity of the Central Coast. It could reduce travel times to give people more choice about where they live and work. It could also provide a catalyst for regional growth by attracting investment, creating jobs and supporting growth in key industries.

The Central Coast's proximity to Greater Sydney and Greater Newcastle already provides economic, social and recreational benefits that will be enhanced by fast rail connections.

The department, Transport for NSW and Central Coast Council will coordinate precinct planning around fast rail stations to integrate new vibrant places with existing communities. This will be complemented by regional development activities and new business investment that will see an increase in jobs, markets and workers. Integrated land use and transport planning will result in fast rail stations connecting with mass transit and local transport services to support 30 minute strategic centres, providing better connections to destinations throughout the Central Coast.

Strategy 4.7



Local strategic planning will ensure land is protected to enable the long-term fast rail vision by preventing incompatible development occurring near alignments once corridors are identified.

Freight

Globally integrated transportation systems enable just-in-time production, reduce inventories and serve just-in-time consumption. The Central Coast is integrated into an integrated global logistics system.

Allowing freight to move freely is essential for business and industry access to local markets and beyond, particularly for the agricultural and extractive resource sectors mainly located west of the M1 Pacific Motorway.

The M1 Pacific Motorway shrinks the distance between people and places. The interchanges at Somersby, Ourimbah, Tuggerah and Warnervale illustrate how it shapes the Central Coast.

Strategy 4.8



Local strategic planning will consider opportunities to:

- protect, maintain and improve the existing and approved freight transport networks
- balance the need to minimise negative impacts of freight movements on urban amenity with the need to support efficient freight movements and deliveries
- limit incompatible uses in areas expected to have intense freight activity
- limit incompatible freight uses in and near residential areas.

Artist's impression of fast rail
Credit: Transport for NSW



OBJECTIVE 5:

Plan for ‘nimble neighbourhoods’, diverse housing and sequenced development

Performance outcomes

Any planning proposal or local strategic planning statement that does not comply with a strategy in this objective must demonstrate how the following performance outcomes will still be achieved:

1. Efficient use of existing infrastructure and services.
2. Appropriate access to employment, goods, services and infrastructure.
3. A variety and choice of housing types for existing and future housing needs.
4. Densities support local business and public transport services.
5. Protection of agricultural, environmental, resource and industrial lands.
6. Maintains scenic and recreational values of natural, rural and coastal landscapes.
7. A diversity of housing provides for choice, independence and affordability to match the specific needs of different communities.

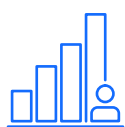
The continued growth and economic success of the Central Coast brings challenges relating to affordable housing and homelessness. Smart and strategic housing construction is fundamental –it contributes to the region’s economy, generates employment, and supports 15-minute neighbourhoods.

The regional plan considers housing to be more than a mathematical exercise. Housing needs to be considered for both quantitative and qualitative outcomes: not just overall supply, but how that housing can contribute to create sustainable, resilient and vibrant places to live.

Neighbourhoods need to become more nimble to accommodate different demographics. Neighbourhoods should support people to grow older in communities they know and allow people to stay in communities they grew up as kids. Rigid and difficult to change planning controls limit these choices.

The *NSW Housing Strategy 2041* is underpinned by 4 pillars of supply, diversity, affordability and resilience. The regional plan gives spatial effect to these pillars in the Central Coast and guides local land use and infrastructure planning.

Four pillars of the NSW Housing Strategy 2041



Supply

Includes amount, location and timing of the supply of new housing. Planning for the supply of new housing should respond to environmental, employment and investment considerations, and population dynamics.



Diversity

Considers different types of housing and looks at how a diverse choice of housing can reflect the needs and preferences of households.



Affordability

Recognises people live in diverse tenures based on their income and circumstances, and that housing should be affordable, stable and supportive of their aspirations and wellbeing.



Resilience

Includes matching housing to community and environmental issues, so people, communities and their homes are safe, comfortable and resilient.

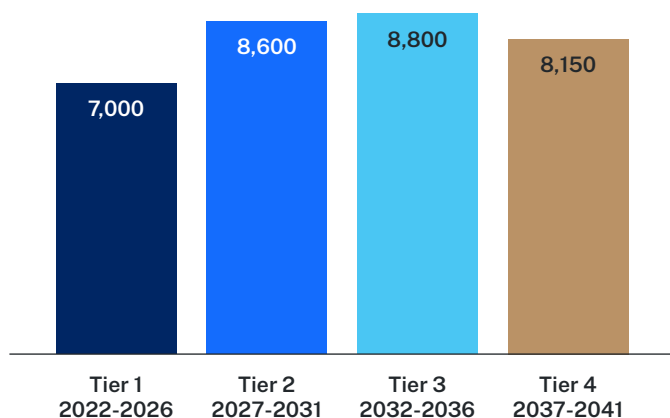
Housing supply

The Central Coast's population is projected to increase to 404,250 people by 2041 requiring an additional 32,550 dwellings.⁴

These projections are based on available evidence and represent a basis from which to plan. The projections reflect current planning frameworks and strategies, and the potential demographic outcomes of contemporary decisions.

Future decisions, such as infrastructure investments and land use plans, will change future development patterns including growth and distribution. Local strategic planning may seek to accommodate growth beyond the base-level. This should be guided by the objectives and strategies to ensure long-term growth is consistent with the vision.

Projected dwelling requirements



Planning for housing supply

The projected dwelling requirement is the minimum number of dwellings required to account for population projections. We plan for a contingency (i.e. additional dwellings) earlier in the planning process to account for the likely reduction in overall yield as sites are subject to more detailed assessment that refine the developable area. The contingency should be highest during strategy stages to reflect reliability and availability of information.

Decisions about where and how to accommodate new housing influences people's lifestyles, the natural environment, carbon emissions, public infrastructure costs, public health costs and outcomes, social equity and economic competitiveness.

More sustainable urban forms encourage efficient use of land and a greater diversity of housing to match how people live. This reduces the need for significant and costly new infrastructure while responding to market changes and local conditions.

Greenfield and infill housing

Greenfield housing is new housing in an area not previously used for urban purposes.

Infill housing is new housing in urban areas, where a site might be re-used within its existing footprint for new housing, businesses or other urban development. Infill housing occurs in urban core, general urban and early suburban contexts.

Careful planning requires us to consider the proportion of greenfield and infill housing. Infill housing development reduces public infrastructure spending; increases support for walking, cycling and public transport; and the lowers per-capita greenhouse gas emissions. It also contributes to 15-minute neighbourhoods.

The regional plan is seeking a greater diversity of housing in and around Gosford City Centre, the regional growth corridors and local centres, including The Entrance, Long Jetty, Bateau Bay, and Killarney Vale. Wyong could be revitalised as a mixed use centre servicing the northern part of the region with infill residential development in central locations.

The importance of small sites (2,500m²) to meeting housing needs should not be underestimated. Increasing the rate of housing delivered on these small sites will increasingly become a strategic priority. It diversifies the sources and locations of housing, while also supporting those wishing to pursue custom, self-build and community-led housing.

Strategy 5.1



Local strategic planning should consider the following benchmarks as a guiding principle:

District	Infill	Greenfield
Central Lakes	60%	40%
Narara	80%	20%
Tuggerah	80%	20%



Housing density and diversity

Housing needs to be planned in a way that meets varied and changing needs of people across their life, in areas where residents can access public transport, public open space and services, such as established towns and neighbourhoods. The regional plan is seeking a mix of densities in terms of the urban and suburban context, and has proposed minimum and desired dwelling density targets within urban and suburban contexts that will be implemented through local strategic planning.

These targets can be met through a diversity of housing types, including attached dwellings, dual occupancies and multi-dwelling housing, organised and clustered to support walking, cycling and public transport in 15-minute neighbourhoods.

Action 5.1



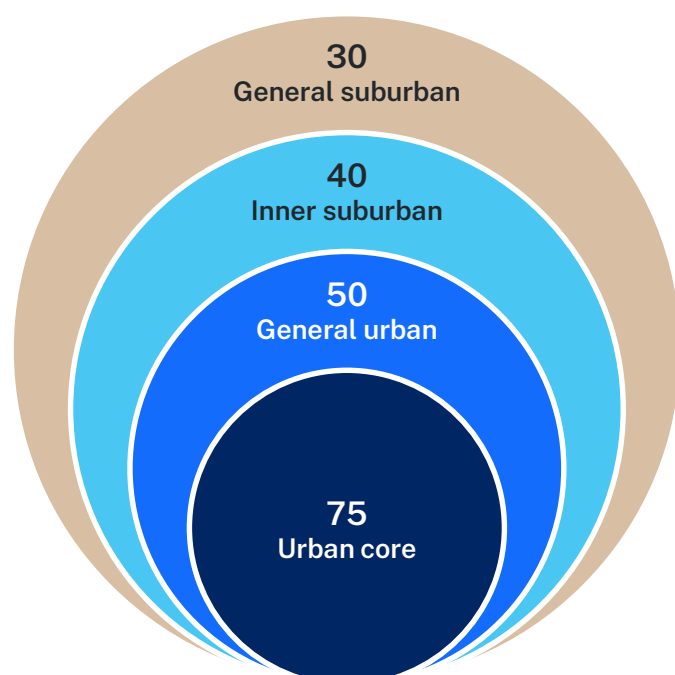
The department will develop guidance to achieve desired density and allow an appropriate mix of building types and tenures within the general suburban context, along with well-designed and walkable streetscapes

Strategy 5.2



Local strategic planning will consider amendments to planning and development controls that reflect the desired density targets for the urban core, general urban, inner suburban and general suburban contexts.

Dwelling per hectare



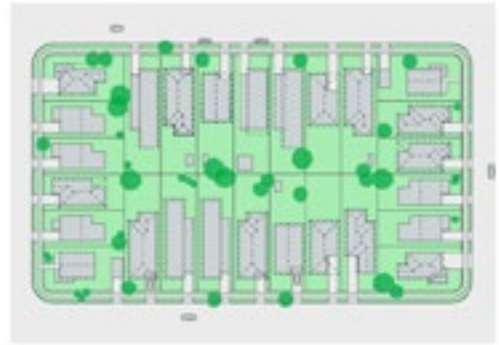
30 dwellings per ha, unless within 800 m of strategic centres and public transport corridors, which should achieve minimum 50 dwellings per ha

40 dwellings per ha, unless within 800 m of strategic centres and public transport corridors, which should achieve minimum 75 dwellings per ha

50 dwellings per ha, unless within 800 m of strategic centres and public transport corridors, which should achieve minimum 75 dwellings per ha

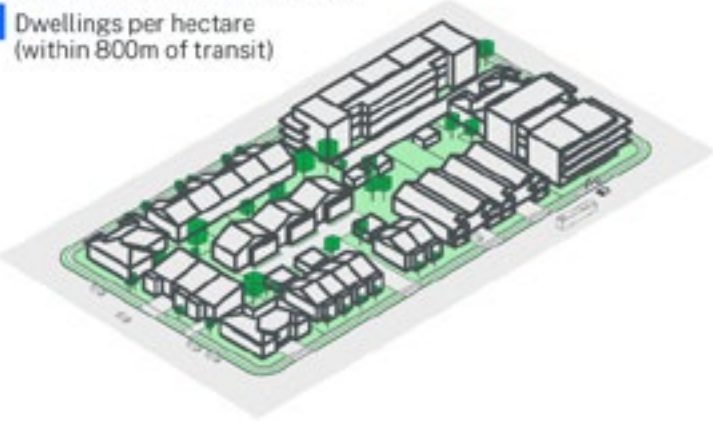
General Suburban Context

30 Dwellings per hectare



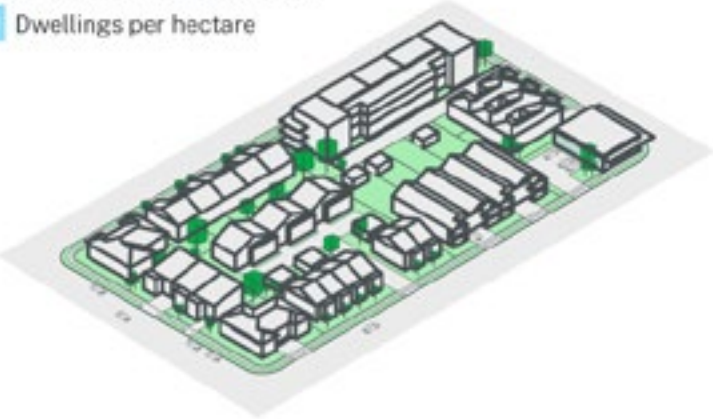
General Suburban Context

50 Dwellings per hectare
(within 800m of transit)



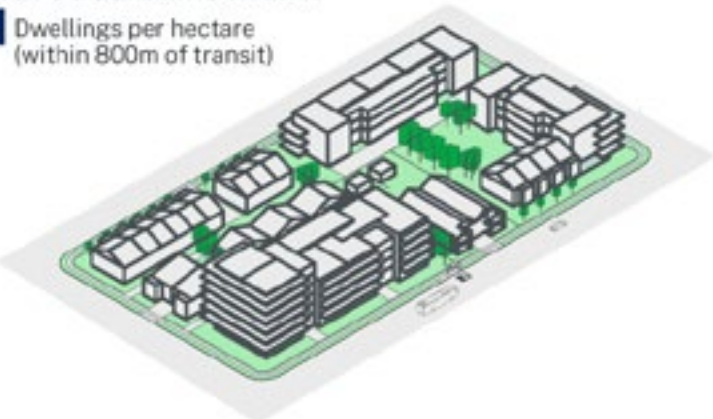
Inner Suburban Context

40 Dwellings per hectare



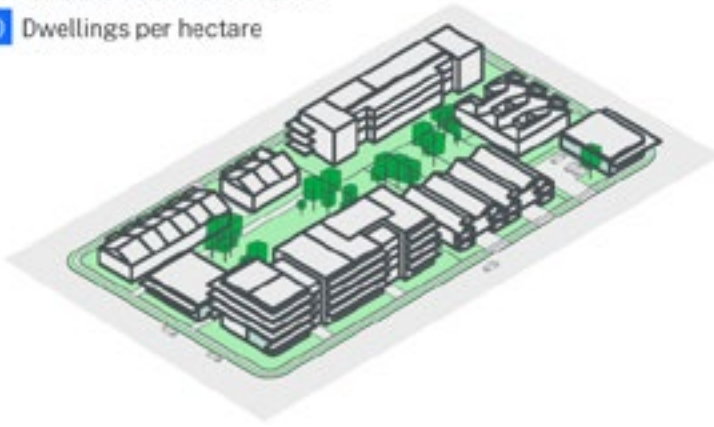
Inner Suburban Context

75 Dwellings per hectare
(within 800m of transit)



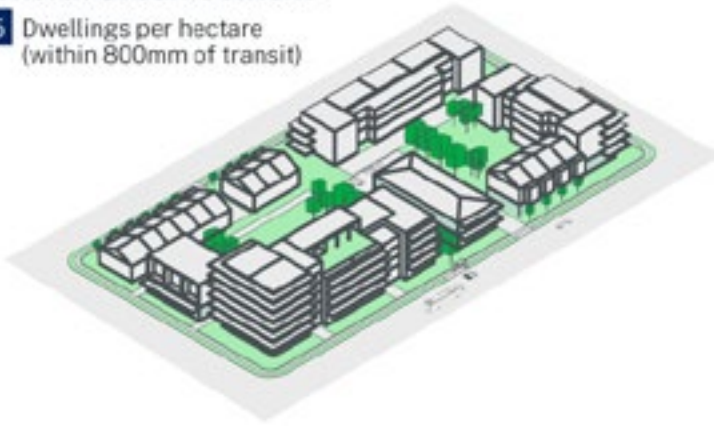
General Urban Context

50 Dwellings per hectare



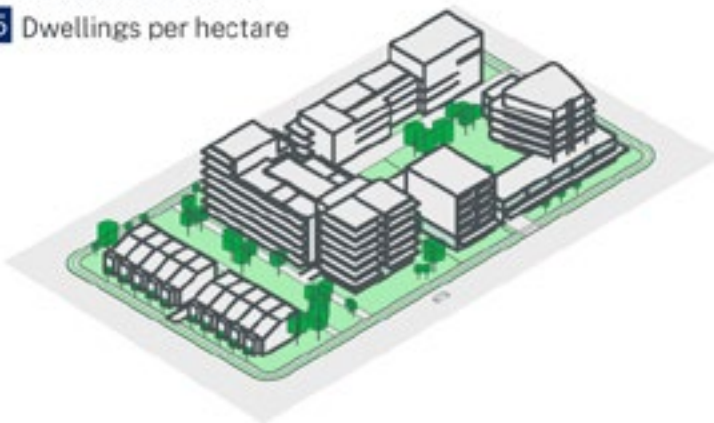
General Urban Context

75 Dwellings per hectare
(within 800m of transit)



Urban Core Context

75 Dwellings per hectare





Low to mid rise housing diversity

Low rise housing includes dual occupancies, manor houses and terraces (up to 2 storeys) that typically require less land and can improve housing affordability by providing smaller homes on smaller lots. Terraces, dual occupancies and manor houses can provide private open space, in most cases at ground level. These types of homes can be supplemented by mid-rise housing up to 4 storeys to promote human-scale built form.

A focus on building typologies between 2 and 4 storeys within walking distance of town centres, public open space and rail stations can balance the need for housing choice, while optimising existing infrastructure, protecting the natural environment and respecting local character.

Housing of this human scale can also support related housing and planning objectives, including:

- supporting small and medium-sized developers in providing new homes
- diversifying the sources, locations, type and mix of housing supply and the type of sites available in addition to larger renewal and release sites
- increasing housing provision in accessible parts of the Central Coast to address demand and provide homes in more affordable price brackets
- providing opportunities for custom-build housing, social housing and community-led housing projects
- supporting town centre economies

- supporting public transport patronage and a mix of land uses in greenfield areas
- providing opportunities for contemporary methods of construction.

Strategy 5.3



Planning proposals will not prohibit the following housing typologies within residential zones that apply to urban core, general urban, inner suburban and general suburban contexts:

- attached dwellings
- boarding houses
- dual occupancies
- group homes
- multi dwelling housing
- secondary dwellings
- semi-detached dwellings.

Strategy 5.4



Local strategic planning will consider opportunities to support community driven innovative housing solutions, such as prefabricated and manufactured housing, 3-D printed housing, and tiny houses, where they are well designed and appropriately located.

Focus for more housing density



Housing for Aboriginal residents

There are more than 17,000 Aboriginal people living on the Central Coast, making up 4.9% of the population.⁵

Facilitating the opportunity for Aboriginal self-determination in housing, and maintaining the quality and integrity of housing stock, can encourage a sense of pride and help tackle discrimination issues. Aboriginal expression in housing can enable this, not only by promoting the sharing of knowledge and tradition, but also by contributing to a living culture for Aboriginal communities.

Co-led planning and development initiatives with Darkinjung LALC will leverage its social housing program and include the potential of a community-led Aboriginal home ownership scheme for the Central Coast.

Local strategic planning should ensure appropriately sized and affordable housing for Aboriginal people, families and supporting their legal rights and interests of land and waters.

Strategy 5.5



Local strategic planning will consider:

- the proportion and availability of housing for Aboriginal people and whether this is increasing, stable or decreasing relative to need
- co-led planning and development initiatives with Darkinjung LALC that leverage its social housing program.

Affordable and social housing

Affordable housing is provided by community housing providers to very low, low and moderate-income households at a discount to market rent. Collaborating with community housing providers builds capacity, facilitates partnerships and helps to remove any planning barriers.

Social housing provided by the NSW Government was mainly built before the 1970s, when social housing provided a pathway to home ownership for low-income families requiring family-sized homes.

Increasing the overall supply of social and affordable housing will help the people who need it. However, this housing must also match need – for example, it must also meet the needs of smaller households.

Council's *Central Coast Affordable and Alternative Housing Strategy* adopted a target of making an additional 7,600 affordable homes available between 2016-2036.

The department will provide support Council should it consider an affordable housing contribution scheme or seek changes to their LEP to capture affordable housing contributions under *State Environmental Planning Policy (Housing) 2021* (Housing SEPP). This gives community and industry certainty about planned affordable rental housing and how affordable rental housing contributions will be determined and the rate applied.

Action 5.2



The department will establish the Central Coast Affordable Housing Roundtable with councils, community housing providers, state agencies and the housing development industry to collaborate, build knowledge and identify barriers to increase the supply of affordable housing.

Strategy 5.6



Local strategic planning should consider preparing an affordable housing contributions scheme with the support of the department.

Strategy 5.7



Local strategic planning should consider opportunities to work with affordable housing providers and identify sites that may be suitable for supported and specialist accommodation taking account of:

- local housing needs
- sites with access to relevant facilities, social infrastructure and health care, and public transport
- the increasing need for accommodation suitable for people with health conditions.

Seniors housing

The Central Coast will experience substantial growth in its older population, with the number of residents aged 80 and over is projected to double over the horizon of the regional plan.

Older people prioritise factors such as maintenance, the ability to move around, personal and property security, home size and ongoing costs. More manageable homes allow people to live independently in their local area as they get older.

Built-to-rent housing is owned corporately and, although not specifically targeted at seniors, could be suitable for seniors or anyone seeking to downsize without leaving their area.

Strategy 5.8

Local strategic planning should consider planning for appropriate locations for lifestyle villages, such as locations within 800m of local and strategic centres or key transit corridors.

Where lifestyle villages are proposed outside these locations, the village or community should be on unconstrained sites and have:

- reticulated water and sewer
- indoor and outdoor recreation facilities adequate for the number of proposed residents such as bowling greens, tennis courts, golf course, swimming pool, or off leash dog park
- community facilities that promote gathering and social connections such as a restaurant, community hall, or community garden
- access to bus services providing frequent trips to local centres and shops

Lifestyle villages are developments that offer convenience and exclusive use of shared facilities and can connect residents of a similar age.

Table 5: Central Coast affordable housing targets 2016-2036

Central Coast affordable housing targets 2016-2036				
	Small renting households	Family renting households	Small purchasing households	Family purchasing households
Affordable to very low income households	+1,900	+1,400	+500	+500
Affordable to low income households	+500	+900	+500	+600
Affordable to moderate income households	+100	+100	+200	+400

Central Coast Council, *Affordable and Alternative Housing Strategy*, 2020

Short-term rental accommodation

The Central Coast is a popular tourism destination for domestic and international visitors. Short-term rental accommodation attracts visitors to quality and well-located accommodation. Non-hosted short-term rental accommodation can be undertaken 365 days per year across the Central Coast.

With several factors placing pressure on regional housing supply and affordable rental accommodation, a new regulatory framework is in place with a new planning policy, fire safety standards and a Government-run register.

Council has access to the register for compliance monitoring and can use the information to inform local housing strategies and strategic planning for tourism and economic development.

Strategy 5.9

Local strategic planning should consider the demand for hotels, motels and short-term rental accommodation.

OBJECTIVE 6:

Conserve heritage, landscapes, environmentally sensitive areas, waterways and drinking water catchments

Performance outcomes

Any planning proposal or local strategic planning statement that does not comply with a strategy in this objective must demonstrate how the following performance outcomes will still be achieved:

1. Areas of high environmental value are protected to contribute to a sustainable region.
2. The biodiversity network is sustainably managed and provides social, environmental, health, cultural and economic benefits.
3. Development outcomes maintain or improve the environmental value or viability of the biodiversity network.
4. Connection with Country is at the core of designing and planning new projects and places.
5. Aboriginal cultural heritage is recognised and celebrated as living and dynamic and not dealt with statically through harm prevention and protection alone.
6. Items, areas, objects and places of heritage significance are conserved.
7. Water management uses innovative approaches in urban, rural and natural areas to enhance and protect the health of waterways, wetlands, coast and bays.
8. Water quality in drinking water catchments is protected.

A connection to nature is at the centre of this regional plan. The Central Coast's natural areas, including waterways, national parks and World Heritage-listed wilderness areas contribute to healthy lifestyles, liveability and economic prosperity. Year-long temperate weather; fresh food from local farms; and easy access to beaches, forests and mountains attract residents and visitors alike.

High environmental values

The NSW Government has adopted the following criteria to define areas within the state of high environmental value (HEV):

- areas protected for conservation including existing conservation areas, national parks and reserves, declared wilderness areas, marine parks, Crown reserves dedicated for environmental protection, and conservation and flora reserves
- important habitat mapping for serious and irreversible impact species
- koala habitat
- native vegetation of high conservation value, including vegetation types that have been over-cleared or occur within over-cleared landscapes, old growth forests and rainforests
- key habitat for threatened species and populations and threatened ecological communities
- wetlands, rivers, estuaries and coastal features of high value
- areas of geological significance.

Local strategic planning and planning proposals should ground truth data layers using the HEV criteria.

Biodiversity conservation planning

The Central Coast exhibits high ecosystem and species diversity, including outstanding biodiversity assets which, in addition to their intrinsic values, provide clean air and water and the natural resources that underpin industries such as tourism.

Loss of habitat and carbon sink stores associated with clearing and increasing urbanisation is one of the main threats to biodiversity. Conservation planning protects the most important habitat to maintain the viability of species and identifies suitable development areas to accommodate urban growth. It can also identify offset areas suitable for biodiversity stewardship agreements or considered for acquisition or transfer into public ownership, such as a new or extended public reserve.

Conservation planning must recognise the Aboriginal knowledge of high environmental values, the connection of Aboriginal people to Country, and the right of Aboriginal people to be involved in decision-making. A collaborative approach to biodiversity conservation planning between the NSW Government, Council and Darkinjung LALC will also benefit Aboriginal cultural heritage in all its forms.

Development certainty and conservation outcomes are best achieved by strategic planning, rather than development application processes. Local strategic planning and planning proposals should apply the 'avoid, minimise and offset' hierarchy.

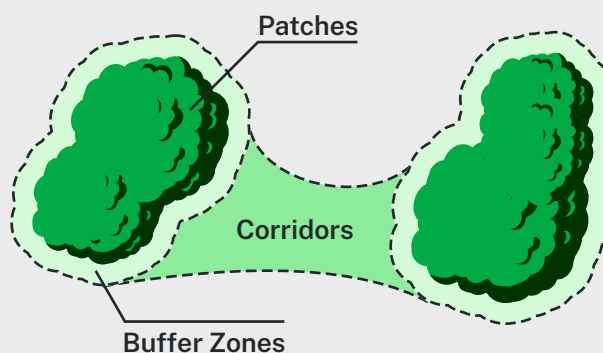
This requires local strategic plans and planning proposals to:

- demonstrate how impact to areas of high environmental value will be avoided
- provide measures to mitigate impacts on biodiversity
- provide offsets where there are unavoidable impacts.

Applying the avoid, minimise, offset hierarchy prior to or at rezoning will provide certainty for development outcomes and streamline assessment processes.

Biodiversity network

A biodiversity network includes **patches** - areas of remnant vegetation such as national parks, state forests and other core habitat - and **corridors** that wildlife use to move around. Networks support active, healthy and resilient communities, helps to mitigate climate change and improves air and water quality.



Central Coast's biodiversity

Records of more than:



2,100

native plant species



108

native mammals



384

native birds



122

native reptiles
and amphibians



6,493 ha

of rainforest



624 ha

of wetlands



9

wetlands of national significance



75.5 km

of coastline.⁶

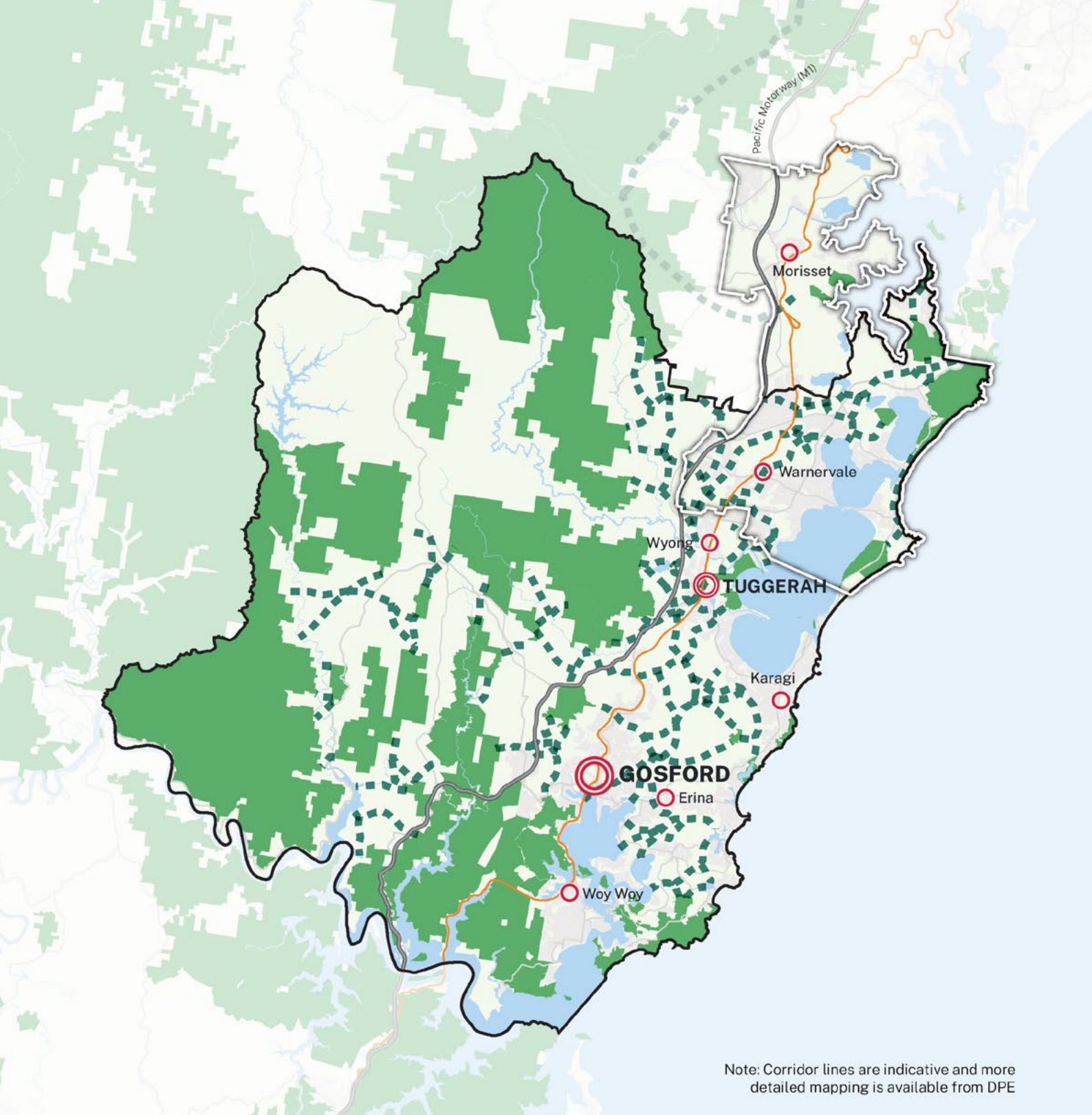


Figure 5: Biodiversity network



- | | | | |
|--|---------------------------------|--|--------------------------------|
| | Central Lakes district boundary | | Railway |
| | Regional boundary | | Motorway |
| | Metropolitan city | | Road |
| | Regional city | | National park and state forest |
| | Strategic centre | | Urban land |
| | Biodiversity corridors | | Water body |

Biodiversity corridors

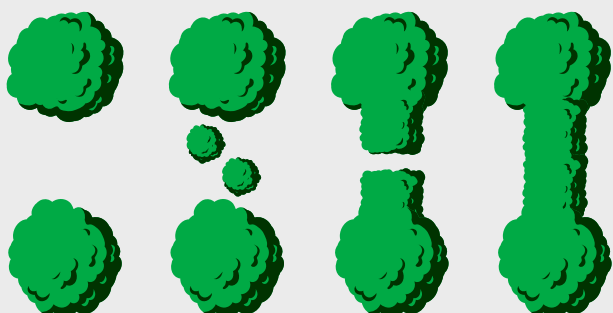
Biodiversity corridors support ecological processes for plants and wildlife movement. They help species to adapt to changes in habitat and climate, providing refugia where species can retreat and persist when environmental conditions change.

Large areas of remnant vegetation, such as national parks, state forests, council reserves, floodplains, foreshores and riparian vegetation, can be connected to secure biodiversity corridors.

Local, regional and even continental-scale actions will accrue benefits for specific populations and entire species, so that species can move to new areas as necessary under climate change.⁷

Biodiversity corridor connections can be improved through the planning system by securing corridors in a conservation zone or revegetating corridor gaps as part of a biodiversity stewardship agreement.

Sustaining regional habitat connectivity



Lower Connectivity

Higher Connectivity

The biodiversity network includes:

- large areas of remnant native vegetation known as core habitat, including the Dharug National Park and Olney State Forest
- corridors connecting areas of core habitat, particularly between the mountains in the west to the ocean foreshore in the east
- wildlife corridors that join discontinuous patches of vegetation and continuous lineal strips of vegetation along riparian areas and connect to core habitat areas or regional and locally important corridors
- the Coastal Open Space System.

Corridors identified in this plan are at a broad scale. Corridor mapping at different scales is available from the Department of Planning and Environment and Council. The appropriate scale of corridor should be referenced for the particular planning process under consideration.

Bouddi National Park



Strategy 6.1

Local strategic planning will protect important environmental assets by:

- seeking advice from local Aboriginal knowledge holders to find common approaches that will support the health and wellbeing of Country
- maintaining and enhancing areas of high environmental value
- recognising areas of high environmental value in local environmental plans
- considering opportunities for biodiversity offsetting in areas of high environmental value
- minimising potential development impacts on areas of high environmental value and biodiversity corridors by implementing the 'avoid, minimise and offset' hierarchy
- improving the quality of, and access to, information relating to areas of high environmental value
- implementing appropriate measures to conserve areas of high environmental value
- identify, map and avoid, where possible, areas of high environmental value that occur within urban growth 'investigation' areas of this regional plan and local strategic plans.

Strategy 6.2

Local strategic planning will:

- identify regionally and locally significant biodiversity corridors and a framework for where conservation priorities and opportunities can be secured. The level of protection afforded to biodiversity corridors should be commensurate with the contribution they make to the wider ecological network
- consider the location and function of biodiversity corridors when determining future urban growth areas.

Strategy 6.3

Local strategic planning should consider opportunities to strengthen the Coastal Open Space System by expanding its links and extending new corridors to balance growth in the north of the region and protect the network of natural areas across the region.

Strategy 6.4

Planning proposals must ensure the biodiversity network is protected within an appropriate conservation zone unless an alternate zone is justified following application of the avoid, minimise, offset hierarchy.

Strategy 6.5

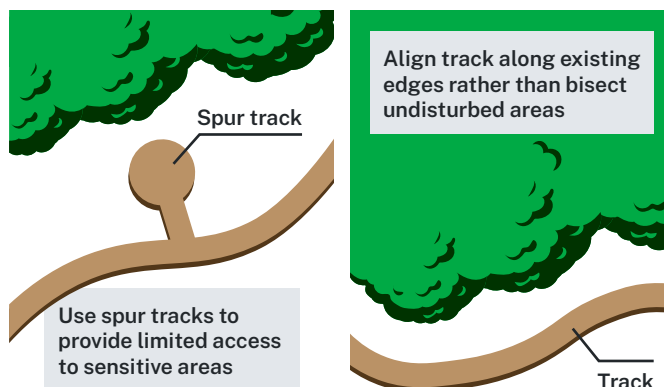
Planning proposals should promote enterprises, housing and other uses that complement the biodiversity, scenic and water quality outcomes of biodiversity corridors. Particularly, where they can help safeguard and care for natural areas on privately owned land.

Outdoor recreation

While the biodiversity network provides habitat for native species it can, when suitable and when well planned, be used for nature-based recreation. Identifying buffers around patches and corridors can inform the design of recreational tracks in appropriate locations, allowing people to connect with nature while maintaining the conservation role of the biodiversity network.

Other considerations for nature-based recreation within or adjoining the biodiversity network include:

- aligning tracks along or near existing human-created or natural edges rather than bisecting undisturbed areas
- keeping a track and its zone of influence away from specific areas of known sensitive species
- avoiding or limiting access to critical habitat patches
- providing diverse track experiences so that track users are less inclined to create tracks of their own
- using spur tracks or dead-end tracks to provide access to sensitive areas because these tracks have less volume
- generally, concentrating activity rather than dispersing it.



Urban forests

As climate change, population growth and urban heating place pressure on people and places, a healthy urban forest will contribute to the health and liveability of the Central Coast. An urban forest, or thicker tree canopy cover, can provide shade and cooling, minimising urban heat island effect and improving street-level comfort for pedestrians. Other elements, like green infrastructure and ecosystem services, can also benefit communities, while reducing the cost of traditional hardstand infrastructure and improving the quality of the urban environment.

Urban forests also support a range of species, including endangered animals and other species of high environmental value. Even green roofs and walls can also provide habitat for wildlife. They meet other objectives such as achieving net zero emissions, improving resilience and reducing air pollution.

To build the urban forest as a living ecosystem we need to select the right species, improve soil moisture retention, reduce stormwater flows, improve water quality and re-use, and reduce infrastructure conflicts.

Heritage

Aboriginal cultural heritage

Cultural heritage provides tangible connections to the past. Conserving Aboriginal heritage and respecting the Aboriginal community's right to determine how it is identified and managed will preserve some of the world's longest-standing spiritual, historical, social and educational values.

The landscape of the Central Coast creates a cultural identity for the community, with scenic amenity providing a dramatic backdrop and setting for development. New development needs to respect the scenic values and character of different places.

The unique Aboriginal cultural values are interconnected with Country through interwoven and inseparable earth, water, plants, animals, knowledge, traditions and stories. These are living and dynamic values that cannot be dealt with statically through harm prevention and protection alone.

The **Ochre Grid** is an emerging approach to considering Aboriginal culture and heritage as part of a holistic concept of the urban environment.

Ochre is both a colour and a substance. By being a colour, it belongs to the grey (roads), green (parks, landscaping) and blue (waterways) layers of infrastructure familiar to current design and planning for the Central Coast. Ochre is also used in ceremony and painting by Aboriginal people to share cultural knowledge.

By working collaboratively with the local Aboriginal community, we can infuse urban design principles with elements of Aboriginal culture. Greater representation of Aboriginal perspectives in local planning informs more sustainable land use practices, reduces socio-spatial disadvantage and strengthens Aboriginal cultural heritage.

Further partnerships with Aboriginal communities will ensure Country is cared for appropriately and sensitive sites are protected so Aboriginal people have access to their homelands to continue cultural practices.

Non-Aboriginal cultural heritage

The region has rich environmental heritage which includes numerous buildings and sites, including the World Heritage-listed convict track in the west.

These heritage assets are fundamental to the region's cultural economy. Regeneration of heritage assets through adaptive re-use will create unique and exciting places, along with opportunities for investment and jobs. This is particularly important in neighbourhoods undergoing renewal and change including Gosford and Wyong.

Strategy 6.6



Local strategic planning will ensure all known places, precincts, landscapes and buildings of historic, scientific, cultural, social, archaeological, architectural and aesthetic significance to the region are identified and protected in planning instruments.

Strategy 6.7



Local strategic planning will consider Aboriginal cultural and community values in future planning and management decisions.

The Blue Grid

Waterways

Rivers and riparian corridors link landscapes into neighbourhoods, towns and cities. Many settlements are established alongside rivers and watercourses, with main streets evolving with the reliance on road transport – meaning many towns turn their backs on waterways.

Connections with waterways can draw from an area's heritage and create attractive public spaces or recreation areas. This can occur alongside improvements to riparian zones and river channels.

Waterway restoration and creek rehabilitation helps to stabilise riverbanks, mitigate flood, avoid erosion and protect fish habitat vegetation management and artificial wetlands.

Water quality

The connection between water and settlements is felt in the towns and villages within drinking water catchments, such as in the Watagan district. These places are attractive places to live and important to the tourism and agricultural sectors. However, new development or land uses within drinking water catchments could degrade water quality, increasing the costs of treating water.

The *NSW Water Strategy* and draft *Central Coast Water Security Plan* identify the need for sustainable water use and protecting water quality and drinking water supplies in the face population growth and climate change.

A risk-based approach to land use change in water catchments considers mitigation and infrastructure measures to manage water quality and supplies. Neutral or beneficial water quality objectives will be applied to land use planning in surface and groundwater drinking water catchment areas to protect waterways, including watercourses, wetlands, groundwater dependent ecosystems, riparian lands, estuaries, lakes, beaches and marine waters.

On-site sewage treatment, often associated with rural residential development, is a risk to water quality. Increasing water and wastewater capacity to towns and villages, after undertaking a servicing strategy investigation, will benefit communities and the Central Coast.

Coastal environments

The connection to water also extends to the coastline, including inland and coastal lakes. These are the places where communities and visitors go to celebrate the outdoors and experience the rich terrestrial and marine biodiversity.

The Central Coast contains ecologically sensitive coastal ecosystems, including coastal wetlands and littoral rainforests. The *NSW Coastal Management Framework* guides the management of sensitive coastal lakes and estuaries, and coastal wetlands and littoral rainforest ecosystems that are susceptible to the impacts of land use development or that may be subject to coastal hazards exacerbated by climate change.

Strategy 6.8



Local strategic planning will identify and protect drinking water catchments and storages ensuring that incompatible land uses will not compromise future water security.

Strategy 6.9



Local strategic planning should identify opportunities to rehabilitate critical waterways in partnership with Local Land Services.

Strategy 6.10



Local strategic planning will ensure identification of future urban growth areas has considered water infrastructure needs within drinking water catchments.

Strategy 6.11



Local strategic planning will support the sustainable growth of recreation and tourist facilities in inland and coastal lakes and encourage non-polluting passive enjoyment where possible whilst maintaining a natural shoreline.

Strategy 6.12



Planning proposals will demonstrate that development within a drinking water catchment or sensitive receiving water catchment will achieve a neutral or beneficial effect on water quality.



Pearl Beach, Central Coast
Credit: Destination NSW

OBJECTIVE 7:

Reach net zero and increase resilience and sustainable infrastructure

Performance outcomes

Any planning proposal or local strategic planning statement that does not comply with a strategy in this objective must demonstrate how the following performance outcomes will still be achieved:

1. Communities are designed and equipped to be safe, hazard-resilient places.
2. Neighbourhoods have inbuilt flexibility and adaptability to accommodate new uses and users in the long term.
3. The effects of climate change are managed to optimise safety and resilience for communities and the natural environment.
4. Development is located away from high-risk areas to avoid community exposure to natural hazards as far as is practical.
5. Places are designed to support the goal of net zero emissions by 2050 and opportunities for mitigation and adaptation to a changing climate and environment.

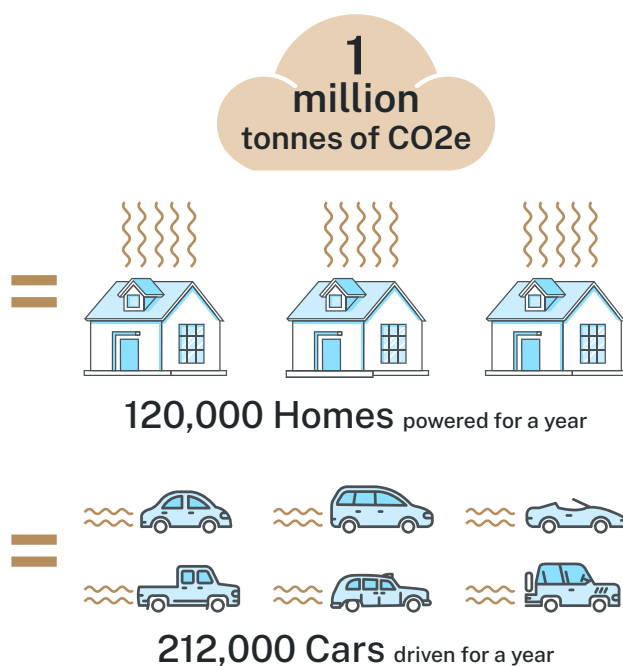
There is a growing risk of climate-related impacts on people, cultural, natural and economic systems and the built environment. Embedding resilience in strategic planning and identifying workable adaptation and mitigation measures will be the key to the future.

The *NSW Climate Change Policy Framework* commits NSW to achieving net zero emissions by 2050, starting with a 50 per cent cut in emissions by 2030 compared to 2005 levels. This includes *Net Zero Plan Stage 1: 2020–2030*, which outlines how we will reduce emissions while growing the economy, creating jobs and reducing household costs.

The Central Coast is at the forefront of collaborative approaches to assist reduce emissions, support clean air, promote a circular economy and low emissions transport. In response, this regional plan considers the effects of climate change as a guiding principle for all planning decisions. Further, it aims to stimulate the green economy by facilitating innovation, greener design and place-based solutions, complemented by initiatives to reduce energy use such as BASIX.

Local strategic planning can plan for a net zero future consistent with the regional plan by enabling:

- 15-minute neighbourhoods
- compact settlement that focus on redevelopment of urban centres and inner-city neighbourhoods
- development in town centres and main streets rather than car-dependent commercial developments
- micro-mobility solutions such as shared bikes and electric bikes to cover the tricky last mile of journeys
- green building design and district renewable approaches
- renewable energy developments, using materials with low embodied emissions and the circular economy
- green infrastructure and natural spaces
- place-based planning approaches that holistically consider ecologically sustainable development.



Greenhouse gas emissions

Reducing emissions will avoid significant human interference with the climate system so that ecosystems can adapt naturally to climate change. It will protect food production and enable sustainable economic development.

The shift to a net zero emissions economy will also create opportunities in sectors in which NSW has a competitive advantage, such as professional services, agriculture, advanced energy technology, property management and financial services.

We measure greenhouse gas emissions in terms of millions of tonnes (Mt) of carbon dioxide equivalent (CO₂e).

In 2019, around 141 megatonnes (Mt) of carbon dioxide equivalent (CO₂e) was emitted in NSW, excluding the land sector. Land use, land use change and forestry reduced total NSW emissions by 5 Mt (3%) as a result of more carbon dioxide being absorbed by plants than released from land use and land clearing.

Many types of trees, agricultural land and waterways have climate change mitigation benefits through carbon sequestration. Landowners and managers could participate in growing carbon markets by establishing carbon offsets on private, public or Aboriginal managed lands. Further, blue carbon sequestration – where mangroves, salt marshes, seaweed and seagrasses remove carbon dioxide from the atmosphere – make vegetated coastal ecosystems highly efficient carbon sinks.

Intergovernmental Panel on Climate Change (IPCC) and cities

The IPCC's *Climate Change 2022: Impacts, Adaptation and Vulnerability* report emphasises that what cities do in the next decade matters a great deal.

Cities are responsible for the majority of CO₂ and methane emissions, producing between 67 and 72 percent of emissions in 2020.

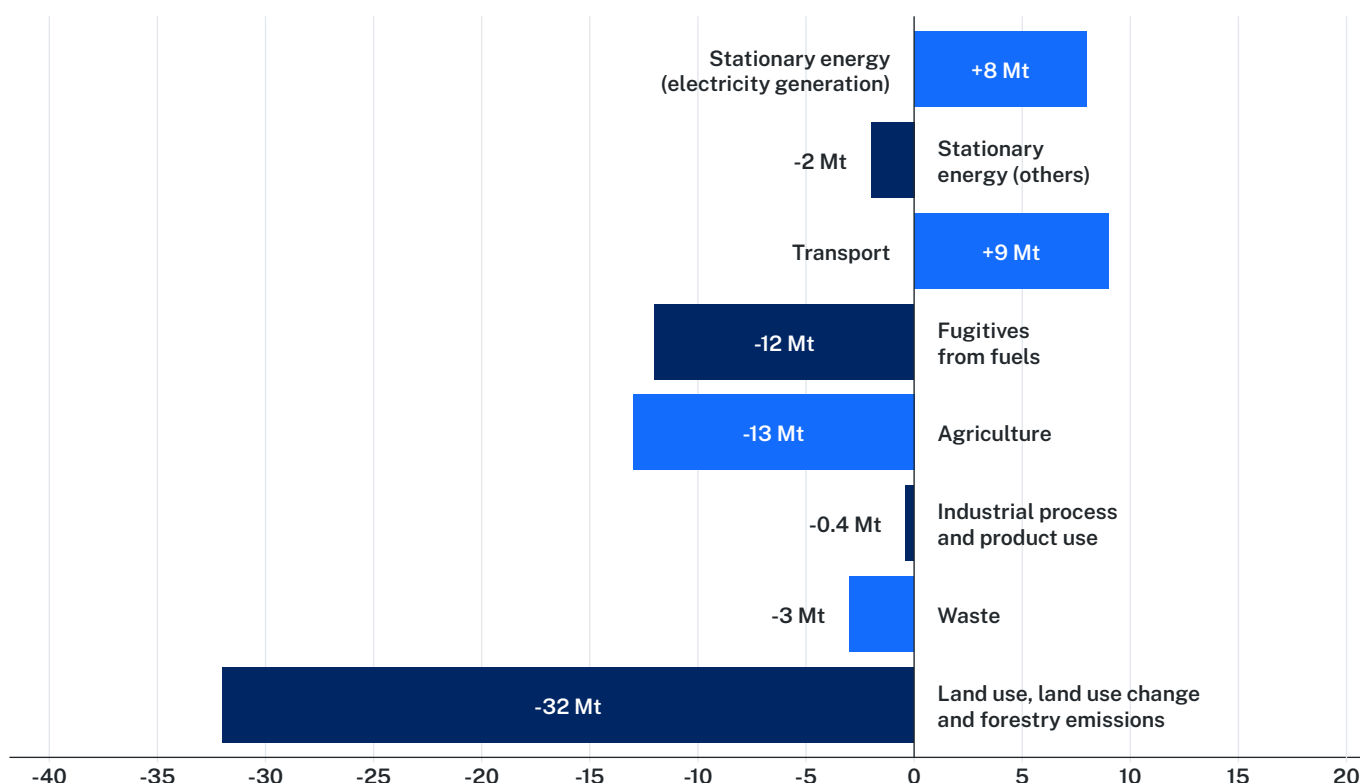
Without immediate and significant action, urban emissions could double by mid-century as urban populations, land areas, and economic impact continue to grow. The actions cities take in the next decade is a significant matter.

The IPCC report outlines three strategies for cities to dramatically reduce their emissions:

- reduce urban energy consumption across all sectors, including through land use and transportation planning and infrastructure
- electrify and switch to new zero emissions resources
- enhance carbon stocks and uptake through urban green and blue infrastructure, which can also offer multiple co-benefits.

This regional plan seeks to ensure the Central Coast takes decisive action to support the behavior change needed, including on reducing private car use and the associated emissions.

Change in emissions from 1990 to 2019 in Mt CO₂e



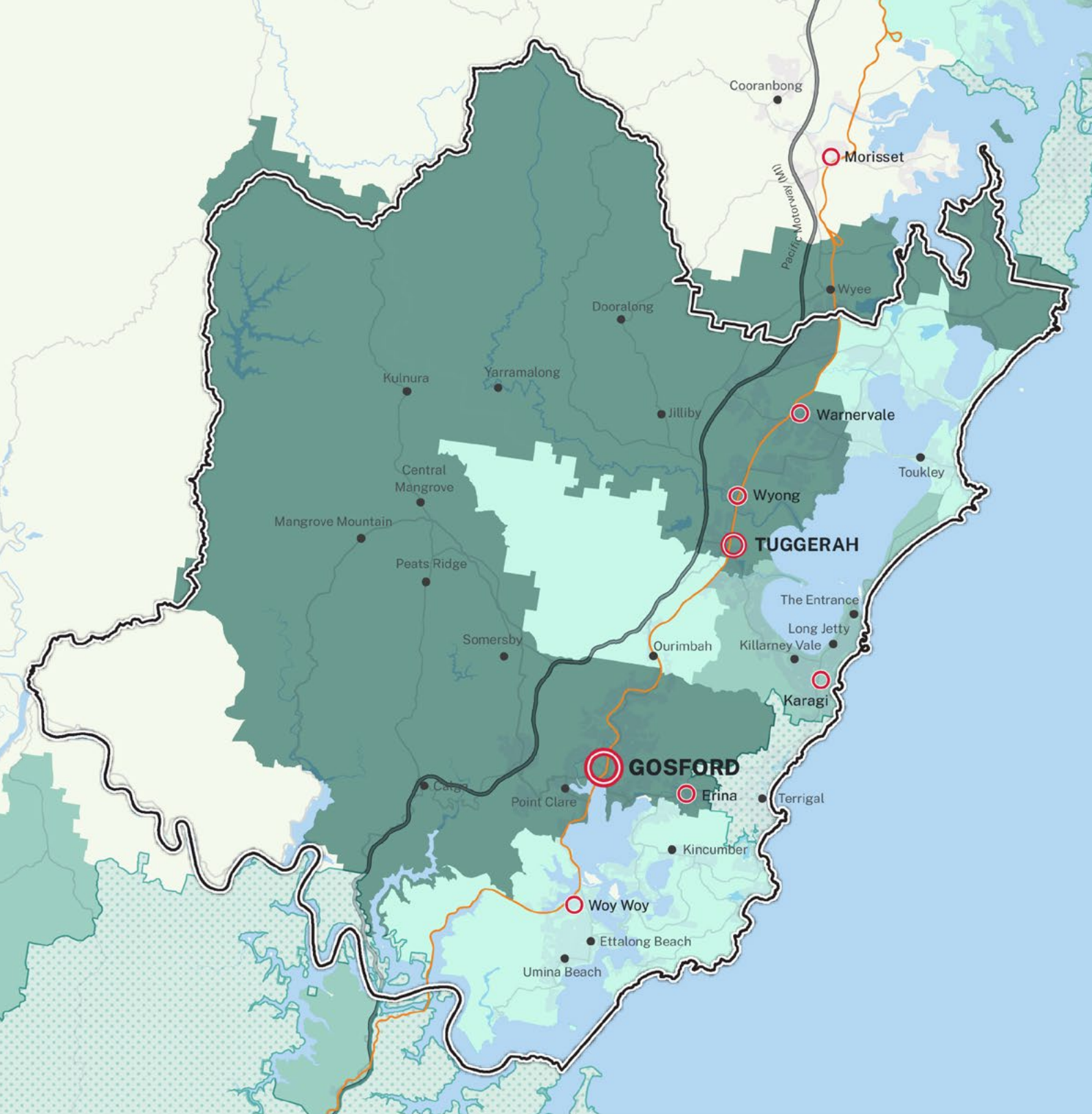


Figure 6: Optimal number of plugs for metropolitan charging zones





Energy generation systems

The *NSW Electricity Infrastructure Roadmap* sets out the Government's 20-year plan for the generation, storage, firming and transmission infrastructure needed for clean, cheap and reliable power.

This can reduce the impact of rising energy prices and the cost of transition to a net-zero emissions economy while making NSW the national leader in energy efficiency, including through programs for vulnerable households.

Other opportunities to grow emerging industries in areas ready to accommodate this change including the Somersby and Warnervale regionally significant growth areas.

Net zero transportation

The first goal is to reduce the use and need for private cars, with the second goal to be that cars are as low emissions as possible and need to be driven less.

Future Transport 2056 sets out potential cost-effective pathways to support net zero emissions by 2050, including low-emissions vehicles and a cost-effective, low-emission energy supply. The *NSW Electric Vehicle Strategy* also aims to make electric vehicles affordable to run and buy in NSW.

The lack of public charging infrastructure is a barrier to the uptake of electric vehicles, as is the need for home charging systems. A regional approach to planning for new charging points for electric vehicles can incorporate council infrastructure to support fleet transitions and collaborations with industry partners.

The NSW Government is investing in electric vehicle super highways by co-investing in ultra-fast chargers at minimum 100 km intervals across all major highways. Several locations in the Central Coast are within optimal zones for charging. This will improve access to charging infrastructure and encourage more visitors.

Strategy 7.1



Local strategic planning will:

- identify opportunities to increase active transport choices
- establish minimum electric vehicle parking requirements in new development
- consider opportunities to deliver micro-mobility transport infrastructure in areas of the region where topography, distance or climate makes walking and cycling challenging.

Strategy 7.2



Local strategic planning should support the rollout of electric vehicle charging infrastructure by identifying potential sites for charging stations, including council-owned land, and how these locations can be activated as places.

Strategy 7.3



Local strategic planning must protect and enhance the region's carbon sinks.

Air quality

Poor air quality has direct impacts on the health, quality of life and life expectancy of Coasties. Exposure to air pollution can cause cardiovascular and respiratory disease and some cancers, with impacts often greater for children, older people or those with chronic health conditions such as asthma.

Improving air quality, and protecting people from exposure, is essential to overall community health, especially as forces such as climate change and population growth increase pressures on air quality.

This regional plan sees no reason for the Central Coast not to achieve the World Health Organisation's targets for nitrogen dioxide and other pollutants, such as particulate matter.

Major sources of air pollution include wood heaters, mining and transport-related emissions. Smoke from bushfires and dust storms also result in serious health impacts and climate change is expected to increase the frequency and intensity of these extreme events.

The *NSW Clean Air Strategy* includes commitments to integrate air quality considerations into strategic and local planning. This should occur as early as possible in the planning process, so that sensitive land uses such as childcare centres and aged care facilities are located away from emission sources, to avoid street canyons and improve air flows and dispersion of pollutants, and to integrate green infrastructure to separate pollution from sensitive uses and to disperse and absorb pollution.

Strategy 7.4



Local strategic planning should ensure that air quality considerations are integrated into decision-making at the earliest stage of planning processes.

Strategy 7.5



Planning proposals must protect sensitive land uses from sources of air pollution, such as major roads, railway lines and designated freight routes, using appropriate planning and development controls and design solutions to prevent and mitigate exposure and detrimental impacts on human health and wellbeing.

Resilience and climate change

Climate change was felt directly during the widespread bushfires of 2019–20, flooding of 2021–22 and increased coastal erosion.

The Central Coast is expected to experience an increase in its average, maximum and minimum temperatures for the near future (2030) and far future (2070). Rainfall on the Central Coast is expected to increase in Autumn and Summer and decrease in Spring and Winter.

These changes in climate are likely to increase the risk from natural hazards including coastal processes, storms and floods, bushfires, heatwaves and drought. Natural hazards can disrupt road and rail networks and interrupt access to essential services including water, sewerage, power, telecommunications and digital connectivity.

Residents, tourists, towns and communities can become isolated for extended periods, which can impact social networks. Visiting tourists may not be aware of the dangers and emergency procedures. Over long periods of time this can be detrimental to local economies that rely on tourism.

A more climate resilient region will increase the capacity of individuals, communities, businesses and systems to survive, adapt and thrive no matter what stresses and shocks they face. The land use planning system is essential to creating resilient places.

Given the uncertainty of exactly how and when these hazards will manifest, we need common sense solutions to better prepare residents for any scenario. Good land use planning can help avoid or mitigate the worst effects of natural hazards and ensure sensitive land uses and infrastructure such as homes, hospitals and schools are appropriately located to allow people to safely evacuate if there is an emergency.

The Hunter and Central Coast Regional Adaptation project identifies how climate change may affect local communities and identifies responses. Councils are already building this work into their strategic planning and other processes and the NSW Government will continue to work with Council as required.

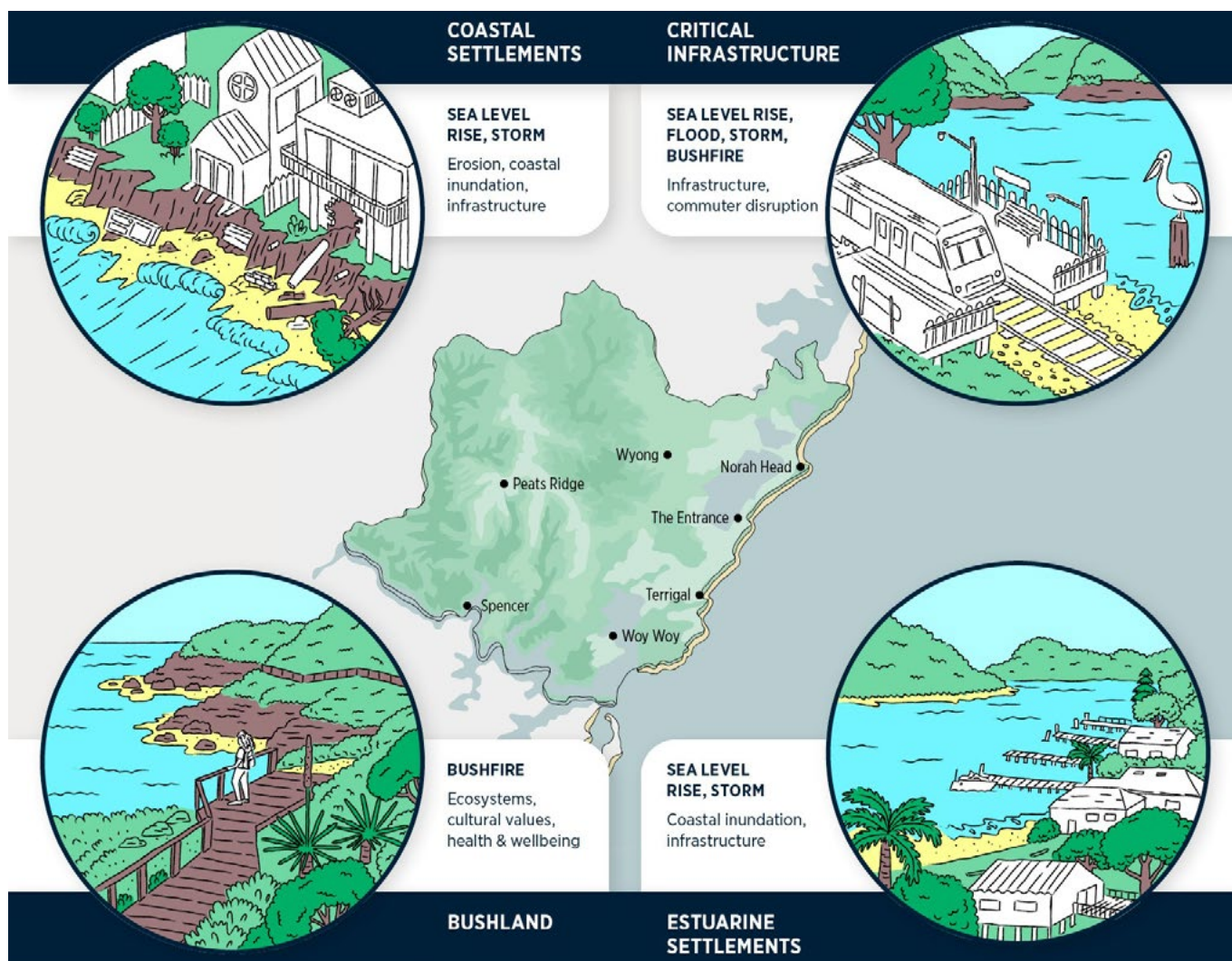
Walkabout Wildlife Sanctuary, Calga
Credit: Destination NSW



Land use planning resilience principles

- 1 Resilience is a foundational characteristic of sustainable places and communities.
- 2 Risk is identified and addressed for sustainable and adaptable places and communities.
- 3 Governance and accountable decisions are improved for the long-term benefits of the community and the place.
- 4 Resilience is embedded into the regulatory framework.
- 5 Settlement planning is informed by resilient social, cultural, economic, environment and built outcomes.
- 6 Resilience is advanced through locally led and place-based approaches for shared responsibility.
- 7 Recovery, adaptation and transition pathways are business as usual.

Regional impacts



Strategy 7.6



Local strategic planning will consider pathways to build resilience, reduce vulnerabilities and support initiatives that can transform the region.

Strategy 7.7



Local strategic planning will demonstrate alignment with the NSW Government's natural hazard management and risk mitigation policy framework including:

- *Planning for Bushfire Protection 2019*
- *NSW Coastal Management Framework*
- *Floodplain Development Manual and the Flood Prone Land Policy*
- *Planning for a more resilient NSW: A strategic guide to planning for natural hazards*
- any other natural hazards guidance that is released.

Strategy 7.8



Local strategic planning will ensure future residential areas are not planned in areas where:

- residents are exposed to a high risk from bushfire, flood and/or coastal hazards, considerate of how these may be impacted by climate change
- evacuation is likely to be difficult during a bushfire or flood due to its siting in the landscape, access limitations, hazard event history and/or size and scale
- any existing residential areas may be placed at increased risk
- increased development may cause evacuation issues for both existing or new occupants.

Communities connected to water

A connection to water is what attracts people to the Central Coast. We need to improve the way we plan for these communities in line with the changing climate so people can continue to enjoy this connection without increasing risks to property and life.

Sea level rise and inundation

The most recent sea level rise projections are from the Intergovernmental Panel on Climate Change (IPCC) predict an increase on the central NSW coast of:

- between 0.21m and 1.06m by 2100
- between 0.28m and 1.95m by 2150.

Sea level rise is predicted to impact coastal developments and must be considered in planning for new settlements. Sea level rise may result in inundation of low-lying areas, adversely impact building structures and foundations, damage or compromise infrastructure, and negatively impact coastal ecosystems. Over the longer term, loss of sand and permanent inundation of land around beaches will impact local tourism and local economies.

Sea level rise and inundation risks is highest around tidal lakes and close to the larger and more heavily populated coastal river systems such as areas adjoining Tuggerah Lakes and Brisbane Water, and around the coastal lagoons from Cockrone to Wamberal. Much of this development is only marginally above current high tide levels and is highly vulnerable to sea level rise.

Considering sea level rise and inundation when planning future development will reduce existing risks to the community, and avoid creating additional risks in new settlements. Where risks can't be reduced over time, adaptation of existing settlements will be necessary. This includes considering the interactions between sea level rise and other hazards, including coastal hazards, storms and flooding.

Maintaining healthy coastal ecosystems that accommodate coastal processes can reduce the impact that sea level rise has on surrounding areas.

Coastal hazards

The Central Coast is already subject to coastal erosion, shoreline recession and cliff or slope instability risks. These can damage properties and infrastructure, and reduce the amenity of beaches and coastal foreshores. These hazard events are expected to become more frequent and severe with climate change.

Areas at The Entrance North, Hargreaves Beach, Norah Head, Wamberal Beach and Terrigal Beach are at high immediate risk from coastal hazards with houses, infrastructure and community facilities threatened. These risks, and the cost of responding to hazard events, are projected to increase significantly over the next 50 to 100 years, exacerbated by sea level rise.

Land use planning informed by coastal management programs will consider coastal hazards to avoid or acceptably mitigate risks for future development.

Storms and flood

Storms and floods bring valuable rainfall and water to the Central Coast, yet they can have severe impacts on people, businesses, infrastructure and environments. They also cause damage to property and infrastructure and can cause emotional distress, injury and loss of life. Climate change is expected to make storm and flood events more severe.

Areas within the Tuggerah district are particularly vulnerable to flooding and future development must ensure there is no increased risk to residents and that flood impacts are not exacerbated.

Land use planning must also take account of risks presented from concurrent storm and flooding events in low-lying areas around coastal lakes, lagoons and estuary openings, where the interaction of floodwaters and tidal surges from storm events occur concurrently and at increasing intensity.

To adapt to storms and floods, we need to understand how they interact with coastal hazard risks, and plan for the risks they present to communities.



Drought

Drought impacts the environment, industries, economy and people—including physical and mental health risks. Climate change is increasing temperatures and affecting rainfall and climate systems. This combination of effects is likely making drought conditions worse.

The *Greater Hunter Regional Water Strategy* is designed to manage water needs over the next 30 years. The strategy looks at existing and near-future risks to water security, and factors that could affect these risks. In particular, it considers the risk of a drought that would be worse than the worst drought on record and the effect it would have on water security.

Strategy 7.9



Local strategic planning will:

- map areas that are projected to be affected by sea level rise and other coastal hazards to limit the potential exposure of new development to these hazards
- be consistent with any relevant coastal management program adopted and certified for that area
- consider opportunities to adapt existing settlements at risk of exposure to sea level rise and coastal hazards in accordance with the *NSW Coastal Management Framework*, such as:
 - raising houses and roads
 - relocating or adapting infrastructure to manage coastal hazard risks, such as ingress of tidal water into stormwater systems and/or
 - undertaking beach nourishment
- consider opportunities to maintain natural coastal defences against sea level rise, such as:
 - maintaining or expanding coastal and riparian buffer zones
 - replanting and protecting coastal dune systems
 - fencing creeks and rivers to keep livestock out, limit erosion and protect water quality
 - controlling invasive species and/or
 - protecting and restoring mangroves and salt marsh areas to limit flooding, inundation and erosion.

Resilience to bushfires and heat waves

Bushfires

The Central Coast is at high risk of bushfire, and this risk is increasing with climate change. Increases in fuel load, fuel dryness, fire weather and lightning strikes are together likely to result in more frequent bushfires.

Bushfires can cause loss of life, property and infrastructure damage, poor air quality and long-lasting impacts to soil and water systems. They have devastating impacts on plants, animals, ecosystems and economies that rely on the land such as viticulture.

There are many semi-rural settlements with a direct interface with dense bushland, particularly within the Narara district. While these areas offer lifestyle benefits and access to nature, the increased bushfire threat must be carefully considered in future land use planning.

Heatwaves

A heatwave is when maximum and minimum temperatures stay unusually high for 3 or more days. They affect human health and kill more Australians than any other natural hazard. Heatwaves also put pressure on infrastructure and services, and affect the environment and agriculture.

Adapting built environments and homes can minimise the impacts of heatwaves. We can design the urban environment to reduce how much heat is absorbed by buildings and roads can reduce heat island effect and help to keep temperatures down.

Designing homes to keep cool in summer without using energy can make them more comfortable and reduce pressure on the energy supply.

As urbanisation increases impervious surfaces, future development controls will need to integrate adequate green infrastructure into the design of urban buildings, streets and spaces.

OBJECTIVE 8:

Plan for businesses and services at the heart of healthy, prosperous and innovative communities



The Factory, West Gosford
Credit: Destination NSW

Performance outcomes

Any planning proposal or local strategic planning statement that does not comply with a strategy in this objective must demonstrate how the following performance outcomes will still be achieved:

1. The function and vitality of centres, and main streets is strengthened, and urban renewal responds to heritage and local character.
2. Centres and main streets provide a diverse array of land uses and activities.
3. New centres or main streets support the existing network of centres and do not undermine its function or future growth.
4. Centres and main streets adapt to the demands of a transitioning economy, serve the current and future economic and social needs of the community and business, and drive productivity, collaboration and economic growth.
5. Knowledge clusters are globally and nationally connected vibrant, collaborative places that drive innovation and creativity in the market, attract investment and enhance human capital.
6. Tourism activities support domestic and international visitors, providing diverse and sophisticated tourism experiences, and complement the landscape setting and avoid land use conflict.

Town centres and main streets are central to the lives of Coasties. They provide focus in a post-pandemic society for the local community, both geographically and in relation to the sense of identity and broad mix of services they provide.

The Central Coast offers world-class facilities, diverse employment and entertainment, and transport networks. It is this lifestyle which sets the region apart from other parts of NSW.

The spaces within and around town centres and main streets have an important public function,

with public space, markets, parks, gardens and other open space providing opportunities for people to gather, meet, socialise and be entertained.

Key to this success is the network of centres from the bustling Gosford to villages in the Watagan district. They provide a sense of identity and a focus for the community, both geographically and in terms of the broad mix of uses they provide. The diversity and vitality of the Central Coast's centres will need to evolve as economic trends, technology advances and community behaviours change.

Centres and main streets

Centres and main streets support a variety of uses, from business and services, to civic and community functions, to housing. They contain diverse activities for people throughout the week (day and night) and offer plenty of places for people to connect.

Centres and main streets need to be visually engaging, embrace heritage and Country, and celebrate local identity. They need to be resilient and able to adapt to changing needs, like the shift to working from home. The 15-minute neighbourhood objective of this plan seeks to build on that momentum.

Retailing is evolving. It is now a mix of physical stores, click and collect distributors, direct delivery to homes, and workplaces and showrooms for digital businesses. This may require new spaces where there is identified demand, or see a transition of surplus retail floor space to more intensive forms of mixed use development that include a residential component.

The last mile needs of freight must still be considered, and developing appropriate freight facilities in commercial areas can reduce congestion, improve local amenity, and free up kerbside space from cars to other uses.



Strategy 8.1



Local strategic planning should consider:

- encouraging resilient, accessible and inclusive hubs with a range of uses including town centre uses, night-time activities and civic, community, social and residential uses
- focusing commercial and retail activity in existing commercial centres
- identifying locations for mixed use and/or housing-led intensification in and around centres and main streets to strengthen and support existing uses while enhancing local character and heritage assets
- planning for accessible and attractive active and public transport access from adjoining neighbourhoods both within and to centres and main streets
- activating centres and main streets through active street frontages, restaurant/café seating, digital connectivity, outdoor entertainment, community gardens, place-making initiatives and events
- ensuring centres and main streets are the primary locations for commercial activity and contributors to the local as well as district-wide economy and that new areas complement the function of existing centres and main streets
- managing parking to encourage active streets and public spaces and reinforce compact centres
- providing well-designed built and natural shade for comfort and protection against overexposure to UV radiation
- enabling a diverse range of tourism accommodation and attractions in centres and particularly main streets.

Strategy 8.2



Planning proposals will accommodate new commercial activity in existing centres and main streets unless it forms part of a proposed new community or is an activity that supports a 15-minute neighbourhood.



The Bon Pavilion, Gosford
Credit: Destination NSW

Night-time economy

The night-time economy can encourage people to dine out or enjoy entertainment or cultural experiences. Industries like transport and logistics, cleaning, education, manufacturing, retail and health care also employ workers that work through the night. The night-time economy refers to all economic activity taking place between 6pm and 6am.

Both communities and visitors expect cities and town centres to provide a safe and flourishing economy and community life from late afternoon to early morning. The Central Coast can become a 24-hour global region, with businesses and people looking to expand beyond the usual daytime economy into new night-time economic opportunities.



Opportunities to encourage expansion of the night-time economy include:

- supporting small business entrepreneurs through the approval process
- reviewing operating hours of public transport, shopping districts, and community facilities
- supporting street markets and footpath dining and activation of the streets and public domain
- extending hours of recreation, cultural and community facilities
- investing in outdoor lighting at skateparks, ovals or sporting facilities
- managing noise impacts and working with NSW Police and Council to ensure safe night-time environments.

Strategy 8.3



Local strategic planning should consider:

- opportunities to promote the night-time economy in suitable centres and main streets, particularly where night-time public transport options are available
- how to improve access, inclusion and safety, and make public areas welcoming for consumers and workers
- diversifying the range of night-time activities including extending opening hours for shops, cafes, libraries, galleries and museums
- addressing the cumulative impact of high concentrations of licensed premises and other noise generating activities to manage land use conflict in these areas
- fostering the relationships between the creative industries, live performance and the night-time economy.

Knowledge and innovation clusters

The economy is diversifying as it attracts new residents and businesses. This trend will increase with the global reach of the Six Cities Region and connections to Greater Sydney. This creates an opportunity to identify and grow knowledge and innovation clusters, particularly around the region's major hospitals at Wyong and Gosford.

The University of Newcastle (Ourimbah) and Gosford Hospital campuses provide world class-education, health and research services, supplemented by a network of hospitals, TAFEs and other training organisations.

Access to health care services and education improve quality of life and boost workers' skills. With a growing and ageing population, and an increase in complex and long-term health conditions, planning needs to support hospitals and ancillary services. Education and training facilities should also be supported.

Strategy 8.4



Local strategic planning should consider:

- identifying knowledge and innovation clusters and specialist industries
- opportunities to consolidate their growth and allow them to intensify and specialise over time
- supporting the co-location of mutually supportive and value-adding activities that do not compromise the primary function of the cluster
- emerging industries and technologies and opportunities to support their growth.

Visitor economy

With the Six Cities Region, the Central Coast could be a world-class location for sustainable and nature-based and cultural tourism, drawing from the rugged beauty of the region's national parks, Coastal Open Space System, or pristine beaches.

Existing tourism infrastructure, access to domestic and international markets, and environmental and cultural values attract visitors. Improved transport connections will enable a diversity of experiences.

The network of towns and villages serve as focal points for tourism. The mix of centres, villages and main streets are gateways from which visitor experiences in surrounding areas begin. As attractive places of activity they provide a diverse entertainment offering, reflect local community values, embrace scenic vistas and celebrate both heritage and Country. Digital technology and night-time economy initiatives to these areas will improve the visitor experience and maximise opportunities for local business.

Improving the availability of accessible serviced accommodation is important to ensuring that as many visitors as possible can stay on the Coast and experience its visitor attractions and businesses.

Strategy 8.5



Local strategic planning should consider:

- identifying towns and villages which have a strong tourism presence and/or serve as gateways to visitor experiences in surrounding areas
- supporting a diverse range of tourism development in these areas, including events and place-making initiatives which celebrate the local community, heritage and Country
- implementing planning and development controls which support nature-based and agri-based tourism while maintaining scenic views and amenity, environmental or cultural values, or primary production activities of that locality
- identifying opportunities to leverage digital technology and infrastructure to enhance the visitor experience
- identifying strategies to grow active transport connections both within tourism gateways and their surrounding landscape
- promoting serviced apartments in town centres and regionally significant growth areas where they are well-connected by public transport.

Strategy 8.6



Planning proposals to facilitate tourism activities will:

- demonstrate that the scale and type of tourism land use proposed can be supported by the transport network and complements the landscape setting
- be compatible with the characteristics of the site and existing and likely future land uses in the vicinity of the site
- demonstrate that the tourism land use would support the function of nearby tourism gateways or nodes
- be supported by an assessment prepared in accordance with the Department of Primary Industries' Land Use Conflict Risk Assessment Guide if the use is proposed on or in the vicinity of rural zoned lands.

OBJECTIVE 9:

Sustain and balance productive rural landscapes



Eastcoast Beverages, Kulnura
Credit: Salty Dingo

Performance outcomes

Any planning proposal or local strategic planning statement that does not comply with a strategy in this objective must demonstrate how the following performance outcomes will still be achieved:

1. Mines, quarries and irrigated or important agricultural lands are protected from encroachment by sensitive uses.
2. Food and fibre processing facilities, service and value-adding industries related to agriculture and primary industry production are increased.
3. Dispersed rural settlement is prevented to protect agricultural production and avoid unreasonable or uneconomic demands for public infrastructure or services.
4. Existing towns and villages in and around the equine and viticulture clusters are strengthened by orienting residential growth toward these locations.
5. The productive capacity and resource base for agriculture is recognised and managed for long-term agricultural production, particularly for irrigated or important agricultural land.

The Central Coast's landscapes are an important resource for the region and its rural communities, sustaining some of the most mature, diverse and successful rural and resource industries in NSW. They provide security through food, fibre and lumber production, support economic diversity and resilience, and contribute to local identity and sense of place.

These areas will evolve as agricultural techniques change and the need for construction materials shift. With access to global gateways, the Six Cities the Central Coast is well positioned to maximise these opportunities.

Resources

NSW needs a reliable supply of construction materials to support continued growth. These include sand and gravel, crushed rock, recycled materials and secondary aggregates created from construction, demolition and excavation.

A lot of the aggregates used in the Six Cities comes from the Central Coast.

Future planning will need to consider the appropriate supply bank on the Central Coast to meet future demand across the Six Cities.

Strategy 9.1



Planning proposals will consider the location of mineral and energy resources, mines and quarries and ensure sensitive land uses would not encroach on those operations. A noise study may be required to demonstrate impacts on the operations can be avoided or mitigated.



Coal conveyor infrastructure

Agriculture

The Central Coast is recognised for its agricultural diversity from citrus and poultry farms to flowers and oysters.

The Central Coast's agricultural sector benefits from the quality of natural features and systems and the competitive advantages of infrastructure networks and proximity to markets, including the global gateways of Newcastle and Sydney.

Council should identify and consider important agricultural lands in local strategic planning to minimise land use conflicts. Planning controls for rural lands should help communities to adapt and build on strategic advantages to continue the profitability and sustainability of existing and emerging rural enterprises and activities.

Opportunities should encourage the intensification and diversification of on-farm agricultural activities and the introduction of new rural value-adding activities, such as farm stays, camping, farm gate or events.

Enabling intensive agriculture and ways to facilitate downstream value-add like food and fibre processing and their supply chains should also be explored.

Strategy 9.2



Local strategic planning should consider:

- protecting important agricultural lands, rural industries, processing facilities and supply chains from land uses which may result in land use conflict or fragmentation
- opportunities to promote the diversification and innovation of agricultural activities and ways to facilitate the upscaling of productivity without acquiring more land
- supporting activities to value-add and provide additional income streams for farmers
- ensuring the impacts of development on aquatic habitats in aquacultural estuaries are minimised to support aquaculture.

Rural towns and villages

Rural areas provide a unique lifestyle choice, offering landscape settings and main streets. While these areas will not accommodate significant growth, they do need to grow sustainably, be resilient, and respond to change. The maximum scale of any growth, relative to the existing scale of the townships, must be in proportion to the growth expected in the LGA overall.

Planning for these areas must be consistent with the district planning principles and be able to be supported by local infrastructure.



Strategy 9.3

When identifying expansion opportunities for rural towns and villages (including rural-residential), local strategic planning should consider the location of primary production and conservation lands and determine appropriate rural town and village growth boundaries to limit the encroachment of development into areas that have important agricultural, ecological, scenic or heritage value.

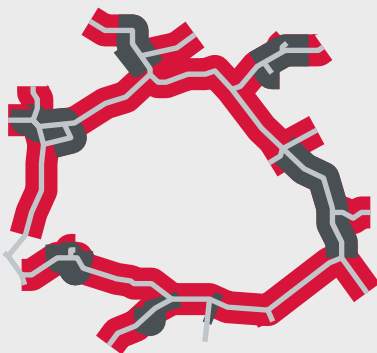


Strategy 9.4

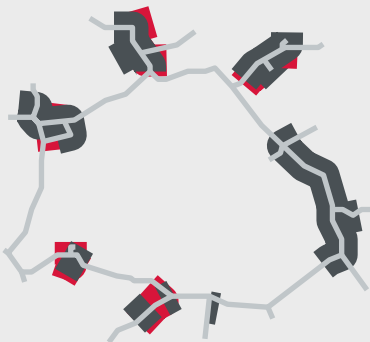
Planning proposals to expand rural town and village growth boundaries will be supported by an assessment prepared in accordance with the Department of Primary Industries' Land Use Conflict Risk Assessment Guide to limit or avoid conflicts between residential uses and agricultural activities.

Rural town and village growth boundaries

Development without growth boundary



Development with growth boundary



- New development
- Existing development
- Road

Identifying rural town and village growth boundaries will protect rural land with important agricultural, ecological, scenic or heritage value and sustain the viability of services and infrastructure in existing settlements. This approach will attract new residents to sustain rural towns and villages particularly as digital connectivity improves and working from home opportunities increase.



Fanelli Organics, Mangrove Mountain
Credit: Salty Dingo

PART

3

District planning and growth areas



Warnervale, Hamlyn Terrace housing estate
Credit: Salty Dingo



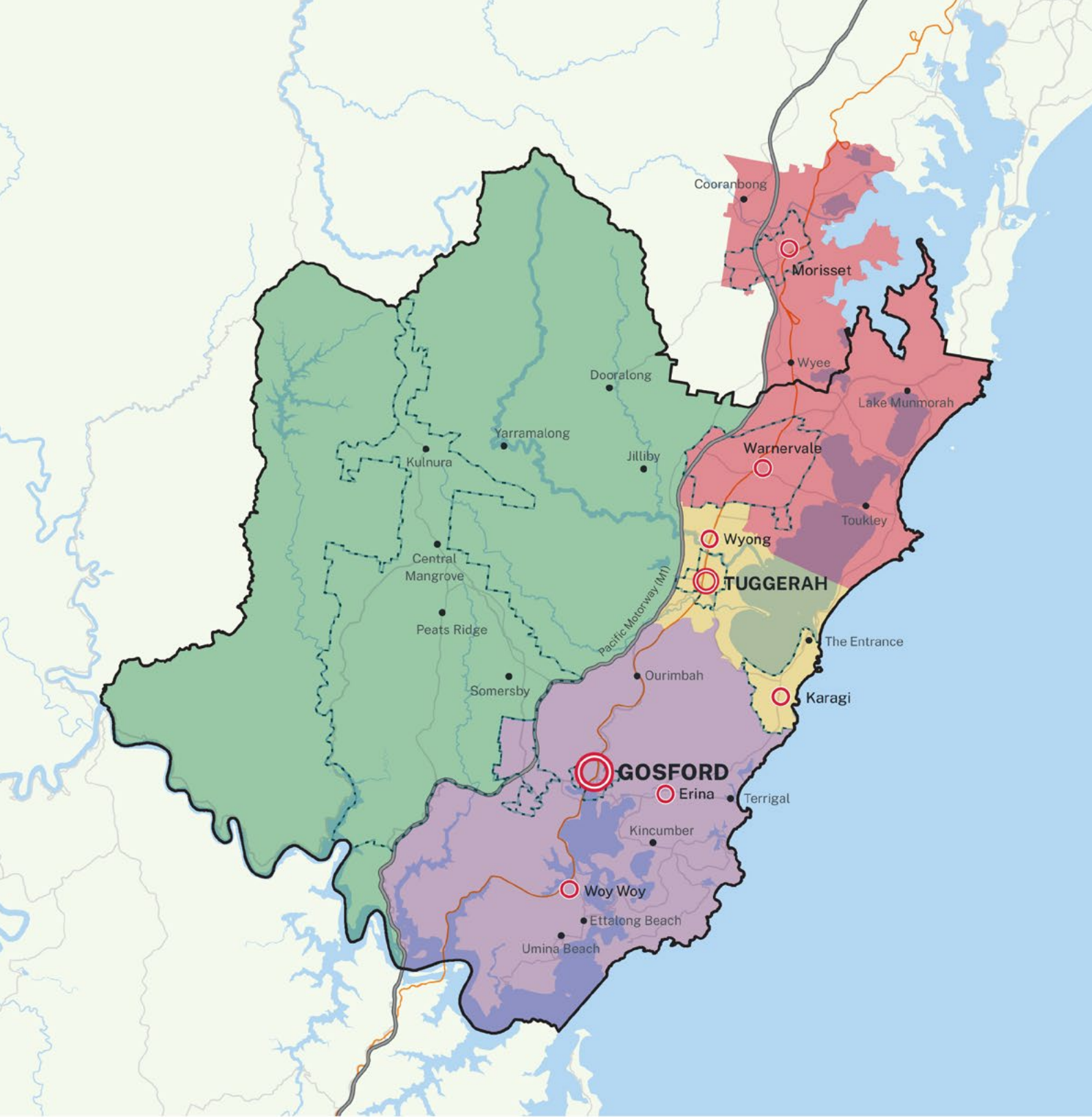


Figure 7: Central Coast districts

- | | |
|---------------------|--------------|
| — Regional boundary | — Railway |
| — Place strategies | — Motorway |
| ⊙ Metropolitan city | — Road |
| ⊙ Regional city | ■ Water body |
| ⊙ Strategic centre | |
| ● Centre | |
-
- | DISTRICTS: | |
|------------|---------------|
| ■ | Watagan |
| ■ | Central Lakes |
| ■ | Tuggerah |
| ■ | Narara |



Koolewong Marina
Credit: Salty Dingo

PART

3

District planning and growth areas

The Central Coast features diverse urban, rural and natural landscapes and characteristics. The regional plan divides the Central Coast into 4 districts that each share similar characteristics, such as economic and infrastructure, geography and settlement patterns, housing markets, community expectation and levels of self-containment.

We use this district-based approach to:

- identify planning priorities that build on and provide greater clarity and direction to the regional plan vision and objectives
- identify regionally significant growth areas and actions for achieving the regional plan objectives
- guide the application, weighting and prioritisation of state interests set out in planning mechanisms
- inform other plans and programs, including local strategic planning statements and local plans and place strategies, to prioritise and coordinate the planning and provision of infrastructure and services.

The NSW Government and Council will work together on each district's planning priorities, including local planning responses that sequence both planning and investment.

Council will reflect the planning priorities in local strategic planning. Matters not addressed in the priorities will be implemented in line with the regional vision and objectives.

Growth areas address regionally significant locations requiring further investigation, tailored planning responses, activation and or specific infrastructure investments.

Regionally significant growth areas will be the basis for preparing more detailed place strategies via the place delivery group that integrate the Movement and Place Framework, *Better Placed*, *Greener Places Guide* and *NSW Public Spaces Charter*.

Planning proposals prepared on land within or immediately adjoining these areas before the adoption of a place strategy must be consistent with the place strategy outcomes identified in this plan for each regionally significant growth area.

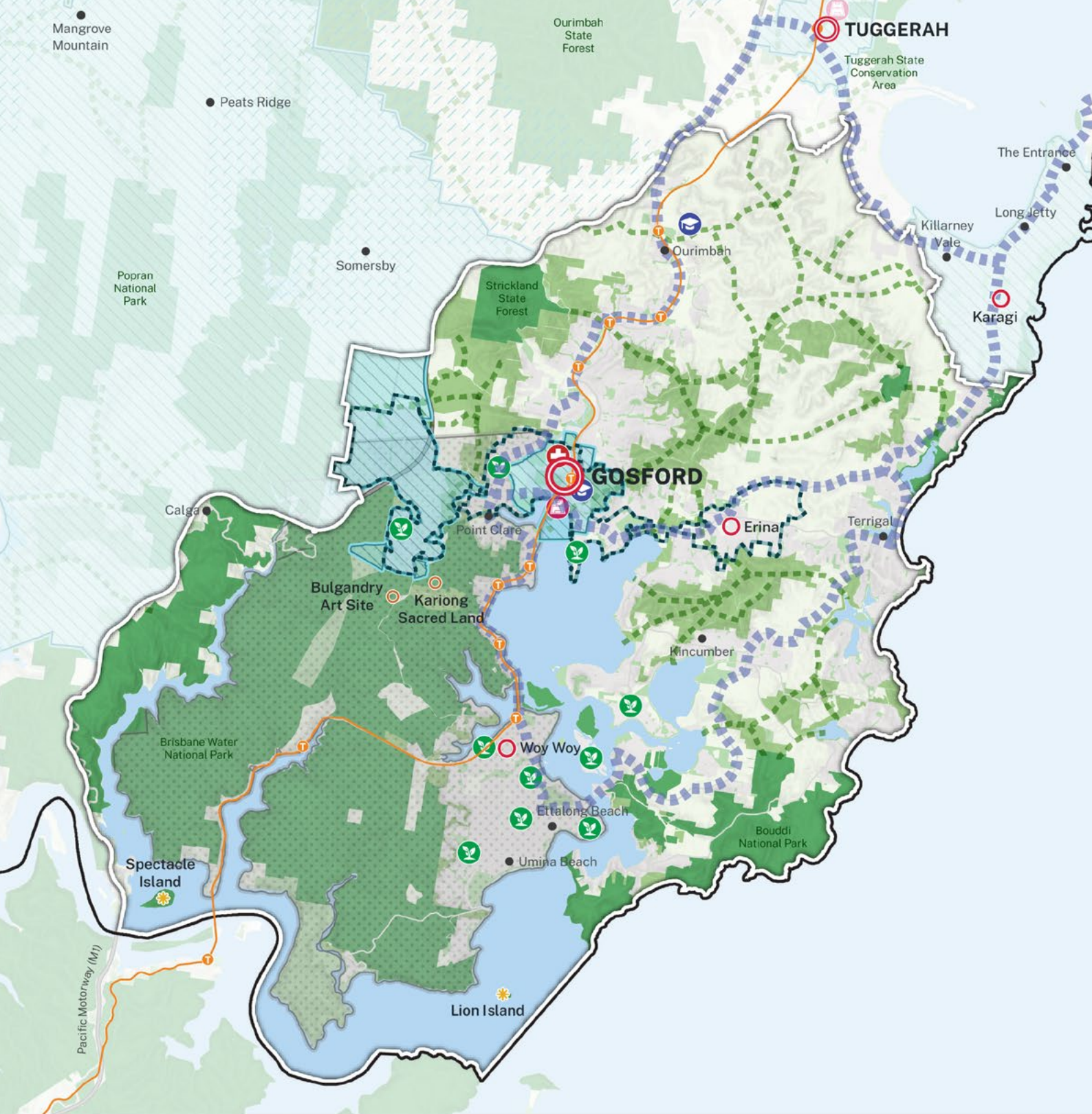
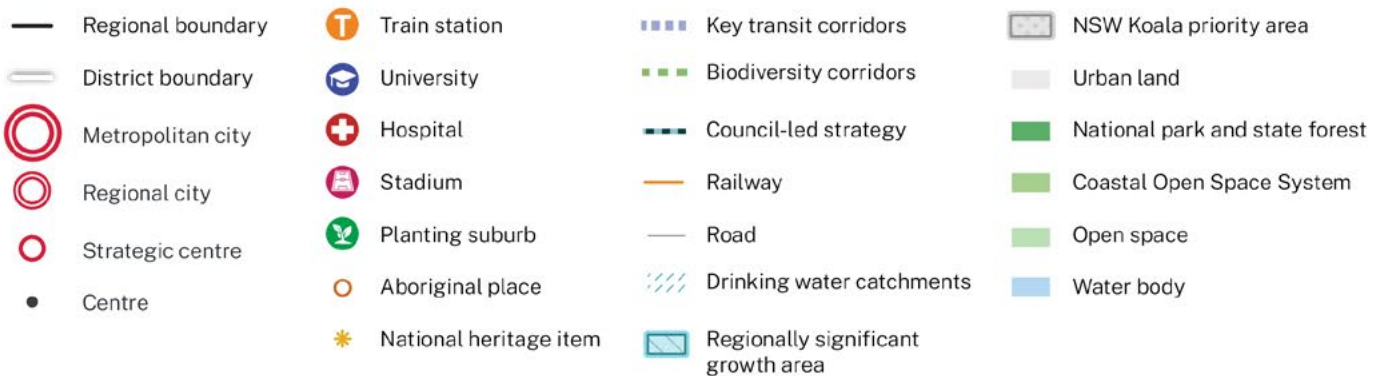


Figure 8: Narara district



Narara District

‘Narara’ is the Aboriginal name for Brisbane Water, which defines the district.

The Narara district is the Central Coast’s major urban area, incorporating the regional capital of Gosford, strategic centres of Woy Woy and Erina, the emerging centre of Lisarow and tourism centres at Ettalong Beach, Umina Beach, Terrigal and Avoca Beach. Each of these places has its own culture and history to be celebrated in future planning.

The district anchors the diverse and prosperous Central Coast and shares strong connections with Greater Sydney. It is characterised by:

- spectacular coastal, bay and island areas that provide a diversity of lifestyle options
- a growing and increasingly urbanised Gosford that is being revitalised with investments in health care, education, residential apartments, affordable housing, tourism and commercial sectors
- Woy Woy Peninsula, the most populous area, where urban forests connect residents to green spaces
- a diverse economy with tourism, food production and knowledge-based industries
- an integrated transport network focused on Gosford, with efficient public transport services and an advanced walking and cycling network
- the natural assets and environmental values of Brisbane Water and Bouddi National Parks, along with the Coastal Open Space System
- Kariong Sacred Land and Bulgandry Art Site Aboriginal places.

Connecting with Country

The Bulgandry Art Site Aboriginal place in Brisbane Water National Park has a range of rock art engravings including a man in a headdress and animals including wallabies, fish and a dolphin.

The Narara district will be supported as the social, cultural and economic heart of the Central Coast. This can be achieved by:

- focusing economic development in the Somersby to Erina Growth Corridor
- building resilience on the Woy Woy Peninsula by limiting development in hazard areas and revitalising centres through public domain improvements
- investing in green and active transport connections to reduce car dependency
- protecting vegetated ridgelines and enhancing the enjoyment of conservation areas for passive recreation activities compatible with the natural environment
- identifying appropriate urban expansion opportunities to ensure a sufficient supply of safe, diverse and affordable housing
- planning for the Gosford City Centre regionally significant growth area as the region’s capital
- planning for the Somersby regionally significant growth area as the premier industrial area.



The BOX on the Water, Ettalong Beach
Credit: Salty Dingo

PLANNING PRIORITY 1:**Focus economic development in the Somersby to Erina Growth Corridor**

The Somersby to Erina Growth Corridor is the focus of housing and employment growth in the Narara district. The corridor includes 6 centres connected by the Central Coast Highway: Somersby, Mount Penang and Kariong, West Gosford, Gosford City Centre, East Gosford and Erina. It will support development opportunities in affordable housing, health, education, research, Aboriginal community and cultural services, high-tech and food manufacturing and clean technologies.

For the corridor to reach its potential, new jobs must be complemented with improved walking, cycling and public transport connectivity. The Central Coast Highway links activity destinations to support high-frequency public transport. This should be supplemented by walking and cycling connections from the surrounding localities to each centre and transit stops along the corridor.

Council has identified a 'Great Weekender Trail' Catalyst Project, which will identify walking and cycling links between the many cultural activities, landscape and natural attractions and cottage industries within the corridor. Walking and cycling connections should be aligned with the trail.

Connections to the M1 Pacific Motorway and rail corridor could be strengthened for the efficient and productive movement of freight and people.

Protecting Brisbane Water National Park, Presidents Hill, Rumbalara Reserve and Kincumba Mountain Reserve and the significant views to them will maintain the corridor's unique character and sense of place and community while supporting further economic growth.

Centres like Terrigal, Umina Beach and Ettalong Beach will continue to be places for housing, employment and lifestyle opportunities.

Council will continue to undertake more detailed planning for each of the corridor's 6 centres with a focus on improving local amenity and maintaining sense of place.

The NSW Government will support Council to plan for the Somersby and Gosford City Centre regionally significant growth areas to ensure coordinated investment and growth.

PLANNING PRIORITY 2:**Build resilience on the Woy Woy Peninsula by limiting development in hazard areas and revitalising centres through public domain improvements**

At the southern edge of Brisbane Water, the Woy Woy Peninsula offers superb hospitality spots, endless water views and plenty of charm. These attributes have made the area a popular tourism destination for over 130 years.

Woy Woy is the most populous and urbanised area of the Central Coast. Future planning will consider the potential impacts of climate change including increasing temperatures exacerbating the urban heat island effect, sea level rise and coastal inundation. New development on land exposed to a current or future coastal hazard will be avoided. The urban tree canopy will be increased.

Woy Woy, Umina Beach and Ettalong Beach will be revitalised through public domain improvements. New development will contribute to housing diversity while enhancing the area's characteristics.

PLANNING PRIORITY 3:**Invest in green and active transport connections to reduce car dependency**

The Narara district is well positioned to support 15-minute neighbourhoods, which will reduce traffic and parking congestion in Gosford, Erina and Woy Woy, while encouraging walking and cycling.

Council should consider reducing off-street parking requirements for residential developments with less than 50 dwellings within a 15-minute walk of high-frequency public transport. Any reduction must be preceded by investment in walking, cycling and/or public transport.

The topography, settlement structure and proximity of centres on the Woy Woy Peninsula make it a prime location for cycling. Investment in dedicated bike lanes or shared paths with adequate tree planting to provide shade, along with bicycle parking within centres, will provide a viable alternative to car use.

Transport for NSW and Council will coordinate current and future road upgrades.

PLANNING PRIORITY 4:

Protect vegetated ridgelines and enhance the enjoyment of conservation areas for passive recreation activities compatible with the natural environment

The Coastal Open Space System is a network of reserves managed by Council. Its substantially unaltered condition provides a range of wildlife habitats and biodiversity corridors and opportunities for low-impact recreation, education and cultural activities in connection with nature

The *NSW Koala Strategy* sets an ambitious target to double koala numbers in NSW by 2050. Local strategic planning that identifies koala habitat, avoids clearing and fragmentation of koala habitat, and aims to increase and restore connectivity of koala habitat is required to achieve this goal.

The Brisbane Water koala population surrounding Gosford and Woy Woy has been identified in the *NSW Koala Strategy* as a priority population.

Many of NSW's coastal koala populations, particularly those that are east of the M1 Pacific Highway are in long-term, severe and ongoing decline. Without significant action, these populations may be extinct within the next 30-50 years. Coordinated and strategic conservation efforts are required at all levels of government to ensure intervention efforts are successful.

Habitat loss is one of the key threats to koala populations. Local strategic planning needs to avoid or mitigate impacts on koala habitat, so it is not fragmented or lost. Habitat loss increases the risk of vehicle strike incidents, domestic dog attacks, populations becoming isolated, and greater rates of disease.

The *NSW Koala Strategy* supports councils undertaking ecological assessment and community engagement to develop koala habitat maps. The maps will guide local strategic planning and ensure Council can strategically conserve habitat and connections in their local area. Through effective planning, direct and indirect impacts to the koala can be avoided.

Council can strengthen connections between the natural areas of the Coastal Open Space System and lesser vegetated areas within the urban environment by implementing the *Central Coast Greener Places Strategy*, including planting trees on private land or around schools, health facilities, parks and golf courses.

PLANNING PRIORITY 5:

Identify appropriate urban expansion opportunities to ensure a sufficient supply of safe, diverse and affordable housing

The Narara district includes a network of underutilised land near Erina, Erina Heights, Lisarow, Terrigal and Wamberal. Some of these lands have attributes conducive to urban development given proximity to centres and employment areas, access to essential infrastructure and relatively few environmental constraints.

Council will investigate appropriate locations for urban expansion and prioritise growth where land:

- is not categorised as flood planning area
- is outside a drinking water catchment
- has a slope of less than 18 degrees
- does not have high environmental value
- is greater than 500 m from any known mineral resource
- can be developed without increasing existing or future residents' risk of exposure to natural hazards
- does not have the potential to create land-use conflict with existing agricultural or resource extraction undertakings
- is serviced by reticulated water, sewer, electrical, and telecommunication infrastructure
- is within a 15-minute walk or cycle of an existing local or strategic centre.

Somersby regionally significant growth area

Somersby is a thriving employment hub nestled in the mountains. The area supports diverse businesses in manufacturing, tourism warehousing, heavy industrial uses, transportation and logistics.

Direct access to the M1 Pacific Motorway, proximity to Gosford City Centre and integration with its bush setting all attract industry and innovation enterprises. Expanding employment capacity will improve services with access to the M1 Pacific Motorway and Central Coast Highway.

Somersby is a significant economic asset and employment area for the Central Coast. Demand for space is growing following the opening of NorthConnex, with many employers in Greater Sydney. Its development can only occur alongside the conservation of the natural and Aboriginal heritage.

This heritage includes plants, animals and creeks unique to the area, including threatened species. Conserving the biological and physical heritage is fundamental to the identity of present and future generations. Conserving the Aboriginal heritage is fundamental.

There are opportunities to futureproof Somersby and make it a more sustainable employment area by planning for bushfire resilience and promoting circular economy activities.

Somersby rests on the Central Coast Plateau and is surrounded by productive agricultural land that must be protected from potential land use conflict, as the area reaches its full potential.

Given the relatively small supply of unconstrained, developable land remaining, new opportunities will need to capitalise on the need for local jobs, job retainment, and responses to changes in technology and supply changes.

Mount Penang and Kariong are emerging employment precincts east of the M1 Pacific Motorway, focused on recreation and sports. These areas need to complement the opportunities at Somersby.

Investigations to determine future growth areas should identify:

- areas where development can proceed with relatively minimal constraints
- areas of biodiversity value that should be protected
- sites of Aboriginal cultural values, as well as areas of cultural significance to the Darkinjung people.

Place strategy outcomes

1. Industrial precinct

- Balance developable land for industrial uses and land retained for important environmental and Aboriginal cultural heritage values.
- Investigate an extension of industrial uses in the north underpinned by the methodology that informed the Somersby Plan of Management and ensure new development complements established uses.
- Avoid compromising the integrity or effectiveness of the precinct to accommodate industrial-type activities and their ability to operate on a 24-hour basis.
- Maintain regionally significant green corridors to the east and west, to connecting the surrounding mountains, national parks and state forests.
- Preserve corridors needed for future long-term transport initiatives.
- Maintain the environmental buffer to the Brisbane Water National Park.

2. Tourism precinct

- Maintain and expand tourism uses at the site of the Australian Reptile Park.
- Ensure future uses at the former Old Sydney Town site minimise sensitive land uses.
- Design any residential development to avoid compromising existing or potential industrial activities at the industrial precinct.

3. Mount Penang and Kariong Precinct

- Integrate Mount Penang's valued open space and complementary education and commercial uses with the site's landscape, heritage and cultural values.
- Investigate traffic and transport connections and accessibility to the Central Coast Highway, M1 Pacific Motorway and Gosford City Centre in line with the Mount Penang, Kariong and Somersby Integrated Transport Plan.
- Maintain existing bushland to the east as a green corridor connecting to the surrounding national parks and state forests.
- Retain Kariong as a neighbourhood with a vibrant local centre and enhanced public spaces.
- Consider housing opportunities in Kariong that maintain the green corridor network.

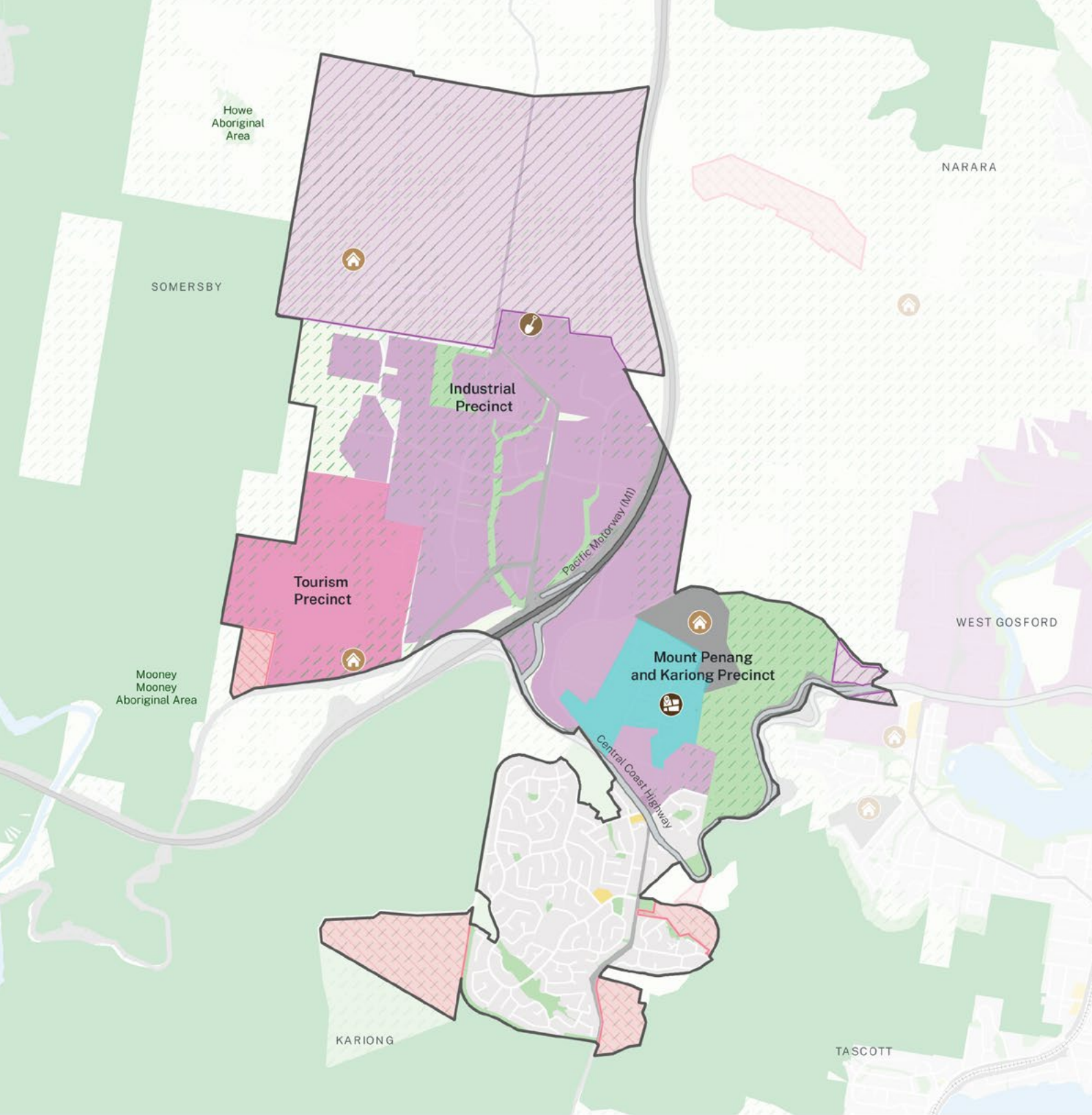


Figure 9: Somersby regionally significant growth area



Gosford City Centre regionally significant growth area

Gosford City Centre is the regional capital of a healthy, prosperous and connected Central Coast. It will remain the focus of professional, civic and health services. Gosford is a vibrant and diverse hub with employment opportunities, housing choice, health and education precincts, efficient public transport, events, restaurants, bushwalks and cycleways, shopping, culture and waterfront activities to rival any city.

The Government Architect NSW's Urban Design Framework provides the long-term vision for Gosford City Centre. Planning controls require new development to exhibit design excellence and contribute to the natural, cultural, visual and built character values of Gosford City Centre.

Gosford waterfront, Leagues Club Park and Central Coast Stadium offer diversity and nightlife in the area could attract a younger population. Further investment in a performing arts facility, cultural centre, library, museum, art gallery or community meeting centre will reinforce Gosford as the region's capital.

The NSW Government will work with Council to promote commercial development by relocating public sector employment to the city centre. Health and education clusters will be promoted as Gosford becomes more accessible to the Six Cities Region.

The University of Newcastle campus will initially bring 1,000 students to the CBD, with that figure growing to 3,000 over a decade. The Gosford Hospital redevelopment and investment in jobs and growth is underway.

Connecting with Country

The Darkinjung LALC was actively involved in the design of Leagues Club Park. Aboriginal culture is imbued into the site's cultural heart, a circular gathering space formed by large timber poles adorned with stunning designs by a local artist and create a unique space for the community to gather, relax and learn.

The park's tidal terrace is filled with sandstone animal 'islands' inspired by the nearby Bulgandry art site. These are covered and exposed as the tide rises and falls.

The preparation of a Gosford City Centre Strategic Cultural Framework to guide proponents will support and celebrate Aboriginal community, culture and Country.



Gosford
Credit: Salty Dingo



Place strategy outcomes

1. Civic Heart Precinct

- Retain Kibble Park as a central meeting place and maintain sunlight to public spaces and protect view corridors to Presidents Hill and Rumbalara Reserve, to bring the character of bushland reserves into the city.
- Promote a diversity of built form and provide for footpath uses and activities.
- Promote civic and education uses.
- Improve safe connections between public transport interchanges and education facilities.
- Enable development adjoining the rail corridor and establish a green link from the hospital to the waterfront.

2. City North Precinct

- Create an education and employment precinct integrating the redevelopment of Gosford Hospital, Central Coast Clinical School and Research Institute and University of Newcastle campus on Mann Street.
- Ensure walking, cycling and public transport connections improve access to the education and employment precinct.
- Plan for a range of housing types to support a diverse and varied population, including key workers, students, young professionals and seniors.

3. City South Precinct

- Make the area a key arrival point to Gosford connecting Brisbane Water to the City Centre and maintain visual connections and views to Presidents Hill and Rumbalara Reserve.
- Ensure an inclusive and active place of arrival with Central Coast Stadium, Tidal Terrace and Brisbane Water.
- Explore development opportunities to activate the waterfront and contribute towards the revitalisation of Gosford City Centre.
- Incorporate the waterfront into the city through urban design that reflects the natural and cultural qualities of the environment and enables public access.
- Conserve significant local heritage buildings and landscapes that contribute to the character of the area.

4. Enterprise Precinct

- Create an enterprise precinct, where built form responds to the site constraints and maintains the prominence and views of Presidents Hill as viewed from the Central Coast Highway.
- Provide a mix of urban services such as building supplies, bulky good retailers, professional consulting rooms, plant hire, printing, artisan industries, self-storage, vehicle repair and vehicle showrooms as a transition from industrial uses in West Gosford and intensive residential and retail uses in Gosford City Centre.
- Manage edge effects and impacts from competing land uses.
- Incorporate pedestrian pathways and attractive public areas into the enterprise precinct.



Leagues Club Park, Gosford
Credit: Salty Dingo

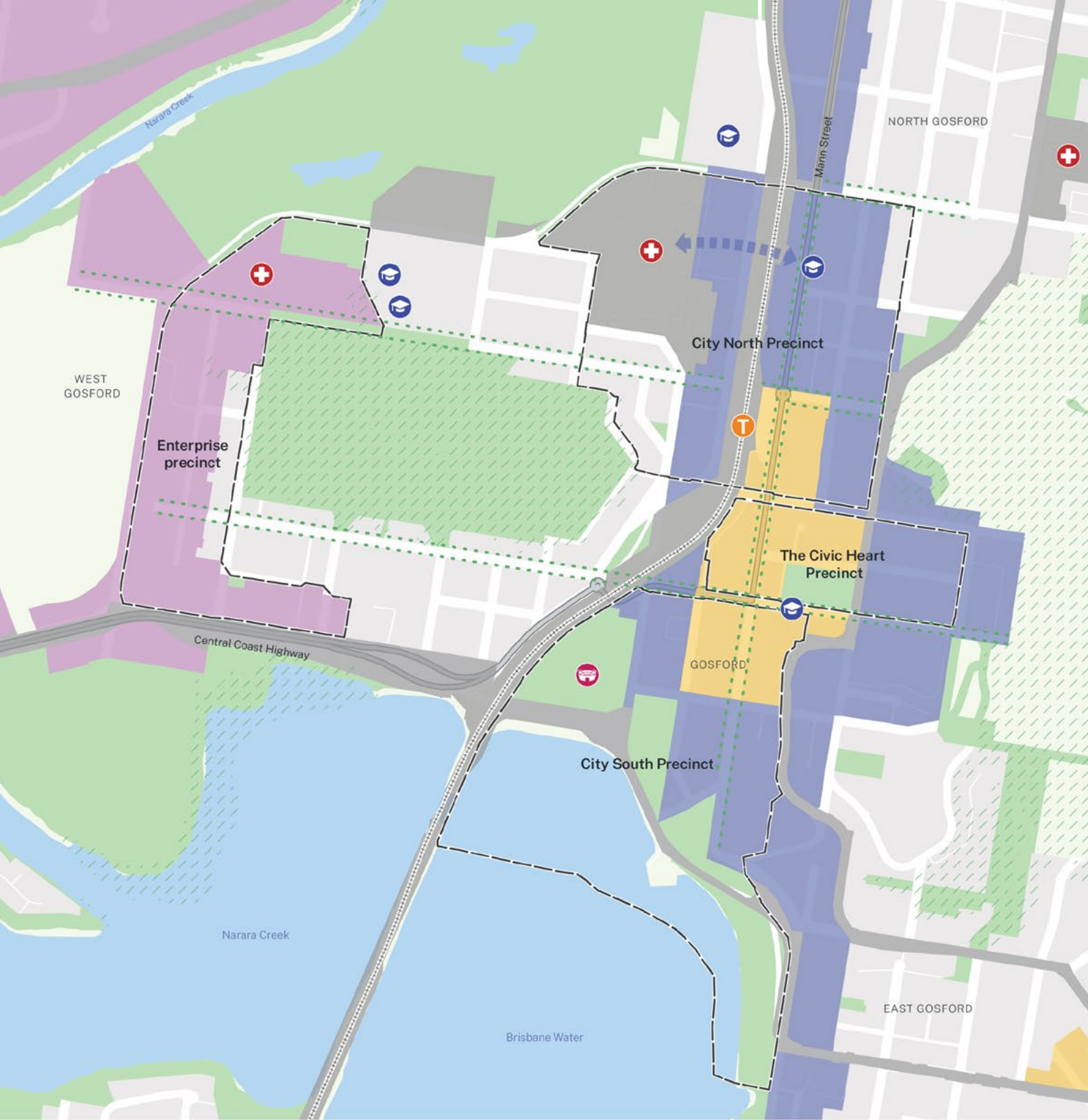
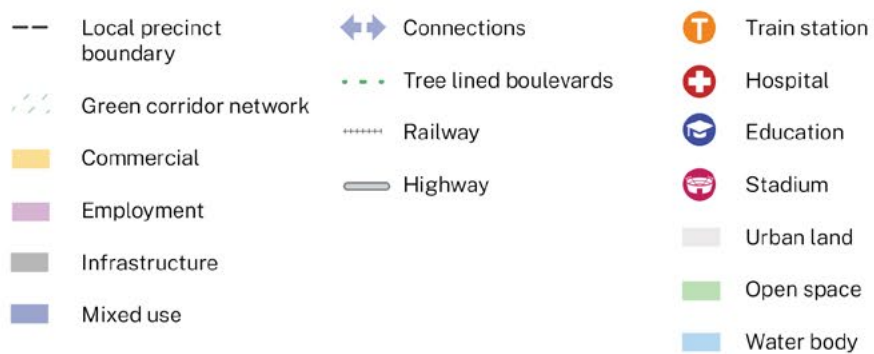


Figure 10: Gosford City Centre regionally significant growth area



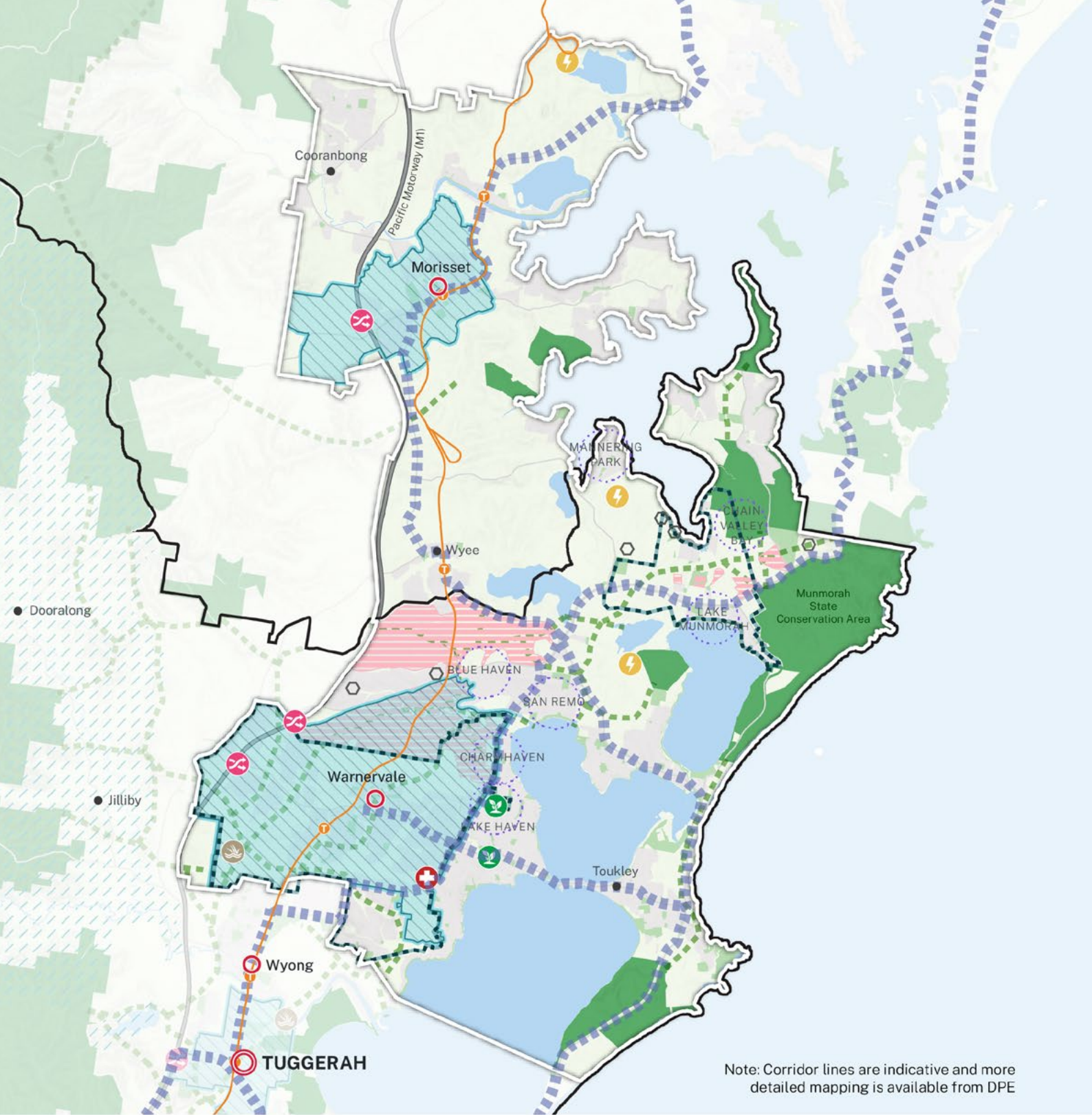


Figure 11: Central Lakes district



— Regional boundary	Primary motorway interchange	Key transit corridors	Regionally significant growth area
— District boundary	Hospital	Biodiversity corridors	Strategically located but constrained land
Regional city	Power Station subject to remediation plan and investigation	Council-led strategy	Urban land
Strategic centre	Wetland	Railway	National park and state forest
Centre	Planting suburb	Motorway	Open space
Retrofitting suburban areas	Quarries and mines	Road	Water body
Train station		Drinking water catchments	

Central Lakes District

The Central Lakes district is emerging as the primary growth front between the Central Coast and Greater Newcastle. An inter-regional and coordinated approach will balance environmental outcomes with the development of well planned communities.

The closure of Lake Munmorah power station in 2012 will be followed by the closure of the Eraring and Vales Point power stations within the decade. These sites, in addition to employment areas in Warnervale, Wallarah and Bushells Ridge, can provide new jobs near where people live, connected to global gateways in the Hunter and Greater Sydney. There are also opportunities to promote circular economy initiatives.

Central Lakes district will be home to many more people in the future, in a mix of suburban and urban places and housing choices in and around Morisset, Wyee, Warnervale and Lake Munmorah. People will enjoy living near quality open spaces, wetlands, lakes and the wider natural landscape.

Conservation planning will protect biodiversity values and maintain the natural links between the mountains in the west and waterways in the east.

The Central Lakes district contains the Central Coast's major urban growth opportunities and will increasingly integrate with Greater Newcastle. This will be achieved by:

- accelerating the number of homes and jobs in identified precincts
- planning for alternative land uses at former power station sites
- retrofitting suburban areas to enhance quality of life
- enhancing the blue and green grid
- promoting sustainable use of mineral and energy resources
- planning for the Morisset and Warnervale regionally significant growth areas.

Beachcomber Hotel and Resort, Toukley
Credit: Destination NSW



PLANNING PRIORITY 1:**Accelerate housing and employment growth in identified precincts**

Existing local and regional planning includes the *North Wyong Shire Structure Plan*, the draft *Greater Warnervale Structure Plan* and *Greater Lake Munmorah Structure Plan*. The priority now is to translate these plans into new homes and workplaces, using a risk-based approach to planning proposals that are consistent with the relevant plans and staging.

Local strategic planning will coordinate infrastructure provision to support the timely and efficient release of land for development, including inter-regional infrastructure and service delivery in Warnervale, Bushells Ridge and Wyee.

Planning will promote industry-focused investment in the Wyong Employment Zone by resolving infrastructure contributions and biodiversity offsets, including biodiversity certification.

Planning proposals in Central Lakes district precincts that satisfy the following criteria will be given an accelerated assessment, with an intention for a gateway determination to be issued by the department in 5 working days for land:

- not categorised as flood planning area
- with a slope of less than 18 degrees
- that does not exceed the clearing threshold for any area of native vegetation
- greater than 500 m from any known mineral resource
- identified in future infrastructure delivery plans for the provision of water, sewer, transport and electricity.

In this regard, 'land' means the extent of land proposed to be used for residential or employment purposes. Planning proposals must consider all land within the precinct identified in the regional plan.

Strategically located, constrained sites subject to further investigation

Further investigation is required for land located with access to existing and proposed major roads and utilities infrastructure that will also contribute to the formation of the green corridor. Investigations into ecology and stormwater management are required to determine conservation and development potential.

Development of these sites must be balanced with biodiversity conservation, within the broader context of the green corridor. Detailed ecological investigations will focus on:

- the location, nature and conservation value of the vegetated land including any threatened species listed under state or Commonwealth legislation
- how this land, or parts of it, will complement the green corridor
- the location of local ecological corridors, including riparian areas, and links to planned corridors outside the district
- the extent of potential biodiversity losses from development and the need for, and extent of, offsets.



Housing development, Hamlyn Terrace
Credit: Salty Dingo

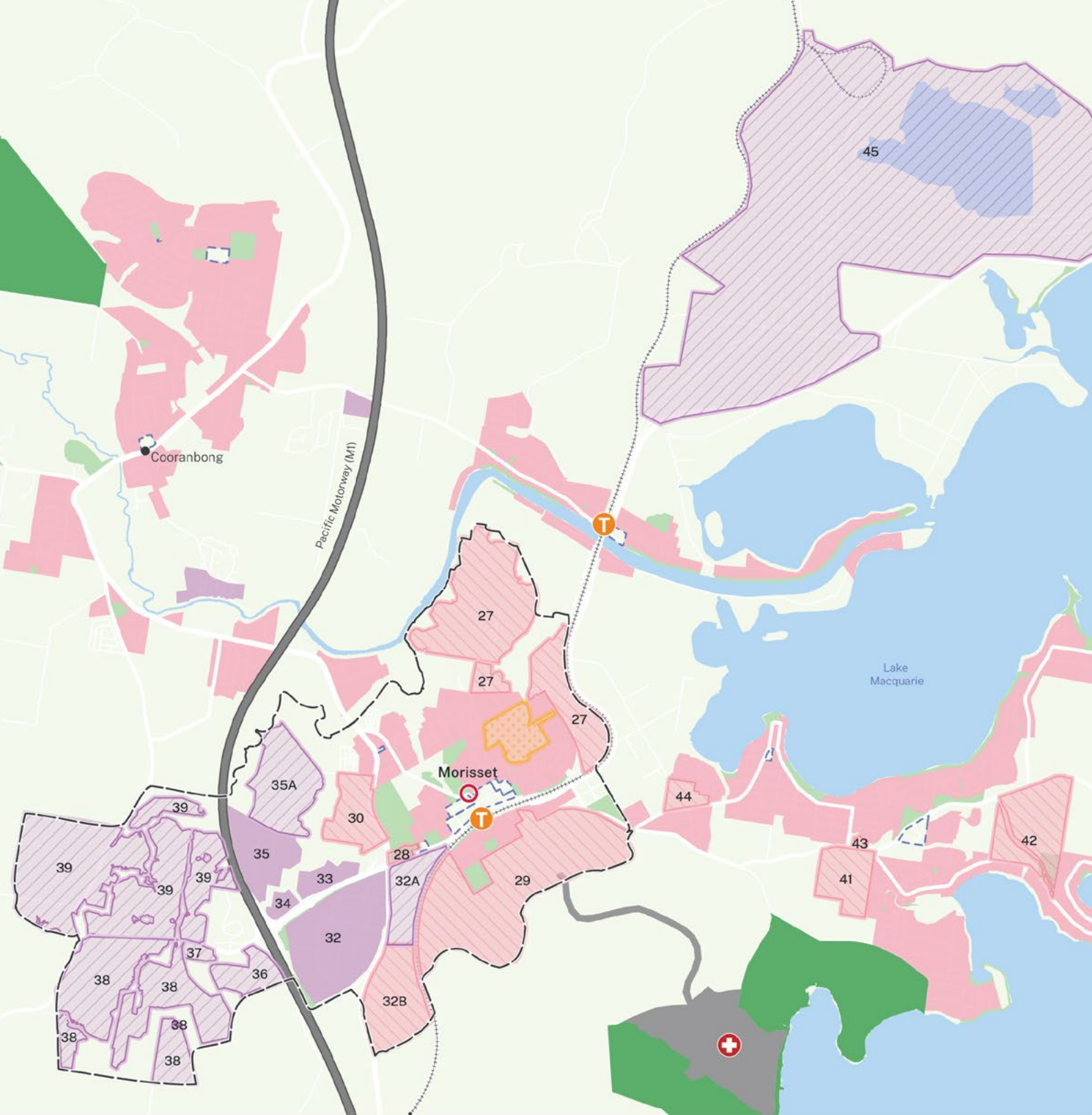


Figure 12: Morisset precincts for future jobs and homes



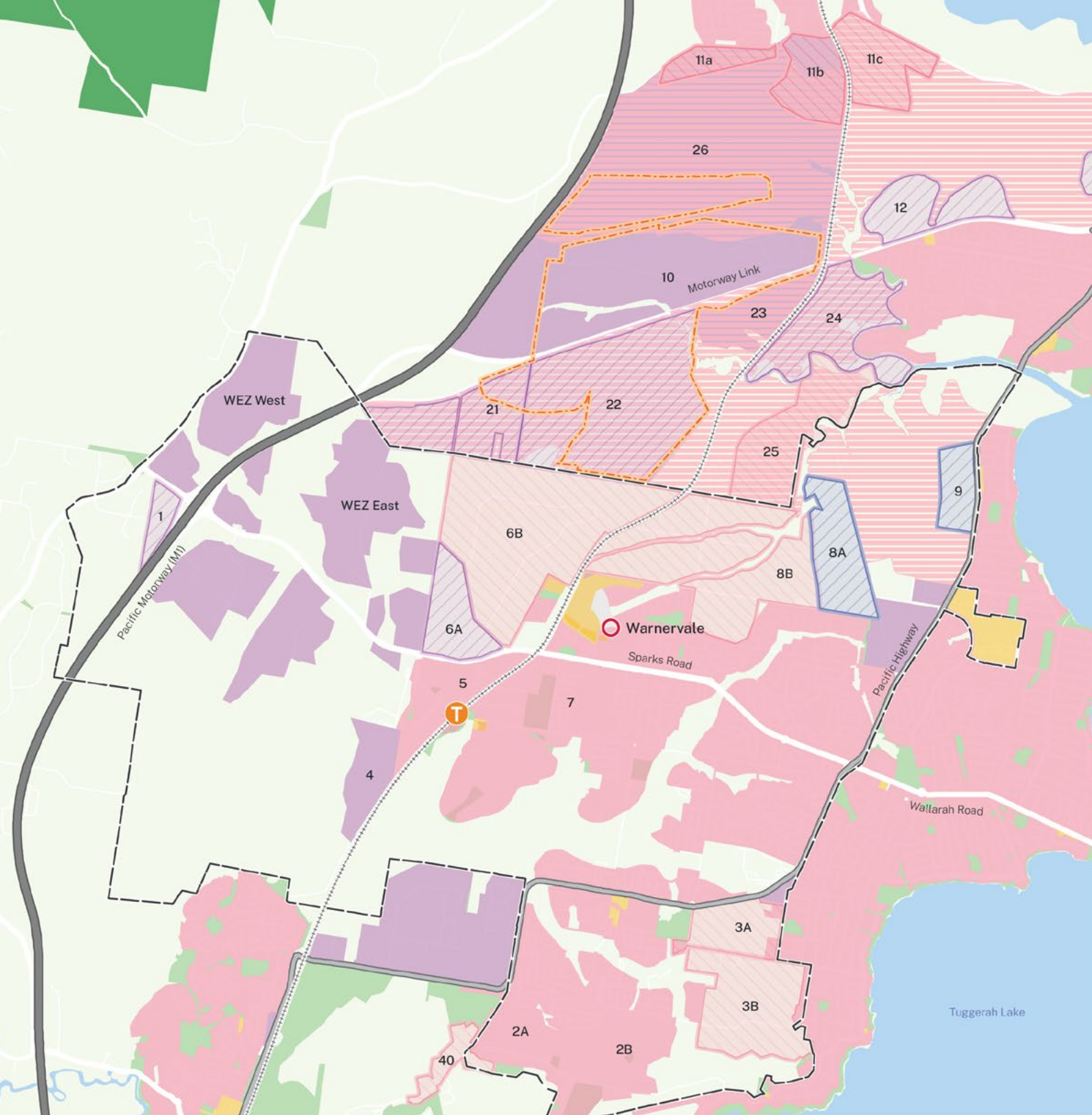


Figure 13: Greater Warnervale precincts for future jobs and homes



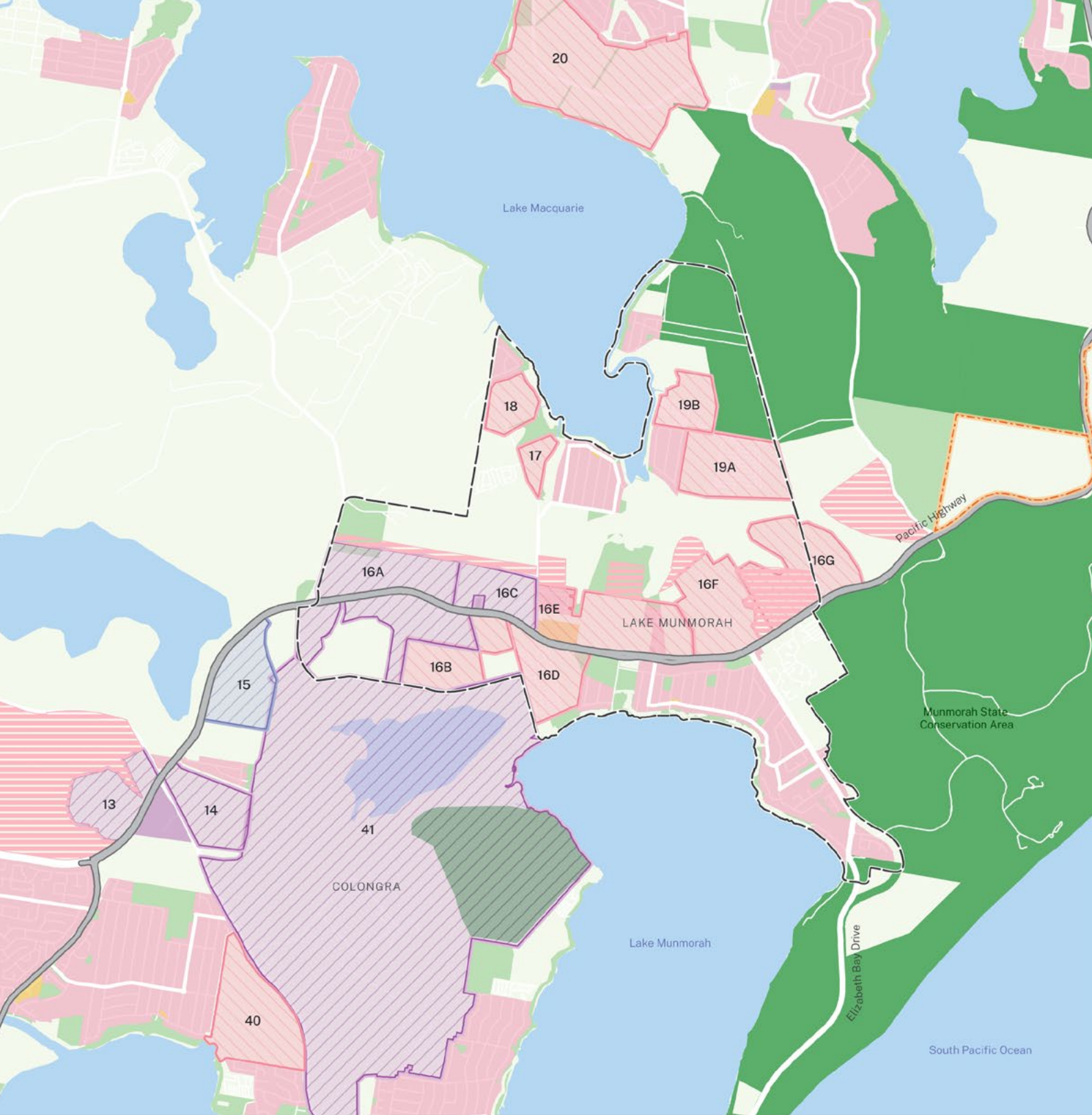


Figure 14: Greater Lake Munmorah precincts for future jobs and homes



PLANNING PRIORITY 2:

Plan for alternative land uses for former power stations and mining sites

When large power station sites or mines close or cease operation, we can consider how the land could be repurposed. These sites have substantial infrastructure and vegetated areas near urban areas, making them potentially suitable for various new land uses.

The Central Lakes district is home to the former Lake Munmorah Power station, Eraring Power Station and Vales Point Power Station, as well as several mines that could be re-used over the 20-year period of this plan. Existing hard stand areas, vehicular access and transmission lines could support renewable energy and batteries. Freight and logistics and industrial uses, including heavy industry where a site benefits from existing vegetation buffers to residential areas, could be explored.

The unique ecological attributes of the sites and access to adjoining waterbodies provide an opportunity for biodiversity or recreation uses by leveraging site areas already utilised for conservation and recreation. Residential uses may be suitable in some areas, and low impact and passive recreation activities could be connected with surrounding urban areas.

Place strategy planning will consider alternative land uses opportunities. Appropriate remediation of contaminated lands and ash repositories (including possible re-use options) must be progressed prior to any development.

PLANNING PRIORITY 3:

Retrofit suburban areas to enhance quality of life

Infill development will reduce the use of cars for most everyday trips, even in existing suburbs. Diverse and mixed use neighbourhoods will lead to more complete communities where people can access their daily needs by walking and cycling.

San Remo, Lake Munmorah, Blue Haven (west), Lake Haven, Charmhaven, Mannering Park and Chain Valley Bay could all be retrofitted to transform them into 15-minute neighbourhoods.

These will be influenced by building typologies, pedestrian and bicycle connections and functional open space and, from a regional perspective, the opportunities of 30-minute connected community development models.

Local strategic planning will provide for diverse housing, lot types and sizes, including small-lot housing in infill and greenfield housing locations.

PLANNING PRIORITY 4:

Enhance the blue and green grid

The Central Lakes district blue and green grid links urban parks, bushland, farms, drinking water catchments, lakes and beaches. Considering each asset that collectively makes up the blue and green grid will provide opportunities for healthy lifestyles, protection of water catchments and habitat for wildlife.

Lake Macquarie and the Tuggerah Lakes are essential waterways; however, water quality is declining and stormwater and management of flows need to be improved. The lack of land to treat urban stormwater before it enters the lake system is a major constraint.

Innovative planning and design can reduce the impact of development, such as water capture and re-use; at-source stormwater treatment and infiltrations; end-of-pipe stormwater treatment and re-use; bank stabilisation and riparian rehabilitation; and increased infiltration throughout the water catchment.

Expanding the Central Coast's Coastal Open Space System into the Central Lakes district will secure biodiversity corridors and high environmental value areas to maintain viability.

Any development in new growth areas will need to maintain the integrity of the biodiversity corridors and not compromise the movement of wildlife between the mountains and the ocean. This will reinforce the landscape and visual setting for urban development.

Residential development will result in long travel distances between people's homes and goods and services. A regional cycleway and shared path network with shading, water views and access to the regional biodiversity corridor can entice those who wish to ride a bike in their neighbourhood and beyond. Key anchor points include Warnervale town centre, San Remo and Lake Munmorah. Shared networks should connect residential areas with schools and other education facilities.

PLANNING PRIORITY 5:

Promote sustainable use of mineral and energy resources

Mineral and energy resources need to be managed and protected from incompatible development or encroachment that could lead to mineral resource sterilisation. This could lead to higher management costs or a reduced potential to sustain or grow rural and resource industries.

The district contains regionally significant construction, mineral and energy resources such as sand, gravel, hard rock, sandstone (dimension stone), clay and coal deposits. Extraction of these resources supports major infrastructure projects, industries and agricultural businesses.

Development proposals for aggregate extraction will be promoted if they are in accordance with the district planning principles and local strategic planning. They should balance economic benefits with the protection of the environment and local communities.

Both clay and gravel resource areas are identified in state planning policy and directions to ensure they are considered in local planning. Both resources could continue to be extracted over the long term.

Clay resources in the district have state significance due to their quality, the local roof tile manufacturing plant and proximity to Greater Sydney and major transport infrastructure.

Planning for these areas and the surrounding areas must ensure:

- mining and quarrying remain a permissible use, with development consent, in the resource areas
- appropriate land use buffers are provided between these areas and future development
- these areas contribute to the longer term formation of a green corridor, both during extraction (e.g. by maintaining existing vegetation links and/or restoration on areas not being quarried or mined) and on completion of resource extraction.



Morisset regionally significant growth area

Morisset and the supporting local centres of Cooranbong and Wyee represent the largest future growth area in the Central Coast and Hunter and will be a major point of connection between Greater Newcastle and Central Coast communities. Its future growth is important to both the Hunter and Central Coast.

Morisset will emerge as a regionally significant mixed use centre supporting diverse businesses and services, as well as opportunities for more intensive multi-storey commercial, mixed use and residential development. Land release will be staged to optimise infrastructure delivery.

Easy connections will be maintained with the emerging centres of Warnervale and Lake Munmorah. Coordinated planning will benefit the district's communities and businesses, with road network improvements and partnerships between government, industry and the Biraban and Darkinjung LALCs.

With the closure of mines and major power stations, Morisset's economy will cater for renewable energy and circular economy developments, a growing lifestyle and tourism market, health services, goods distribution and urban food production.

Place strategy outcomes

1. Morisset Central Precinct

- Create a vibrant social heart with inviting main streets, active street fronts and mixed use development with a central community hub and civic space.
- Plan for a mix of housing and a diverse offering of business services, retail and dining, and health and social services.
- Create a main shopping strip close to transport infrastructure.
- Plan for mixed use opportunities adjacent to the city centre to provide a 15-minute neighbourhood.

2. Morisset M1 Interchange Gateway Corridor

- Encourage intensive agriculture, including precision farming and greenhouses, for ongoing food security and to make use of strategic connections to wholesale distribution centres.
- Incorporate private recreation facilities with other uses, such as manufactured home estates and seniors living.
- Expand industrial, business and specialised retail employment uses.

- Leverage proximity to the M1 Pacific Motorway to support employment in Mandalong Road West, including freight, warehousing and logistics, that complements nearby centres.

3. Conservation area

- Revegetate previous cleared areas to promote corridor linkages north of Mandalong Road.
- Retain the east-west biodiversity corridor connecting the shores of Lake Macquarie with the Watagans National Park.
- Retain and enhance areas of high environmental and biodiversity value and incorporate these into a network of habitat corridors and conservation areas.

4. Urban expansion areas

- Increase to higher residential housing densities adjacent to Morisset rail station.
- Improve connectivity with Morisset Central Precinct and gateway to the southern Lake Macquarie State Conservation Area and adjacent conservation land.
- North Morisset: Plan for housing anchored by a central neighbourhood common and quality pedestrian and cycle connections to surrounding precincts.
- Morisset East: Transition Marconi Road small lot production to accommodate low rise residential uses, sensitive to the operation of Morisset wastewater treatment plant. Connect walking and cycling links to Morisset Central precinct, Bonnells Bay and open space foreshore areas.
- West Morisset: Develop residential land to accommodate the growing population. Build pedestrian and cycle connections to surrounding precincts. Identify Morisset Hospital as a sub-precinct for revitalisation and improved foreshore access.

5. Urban support

- Transition Moira Park Road investigation land to accommodate expansion of urban services as required.

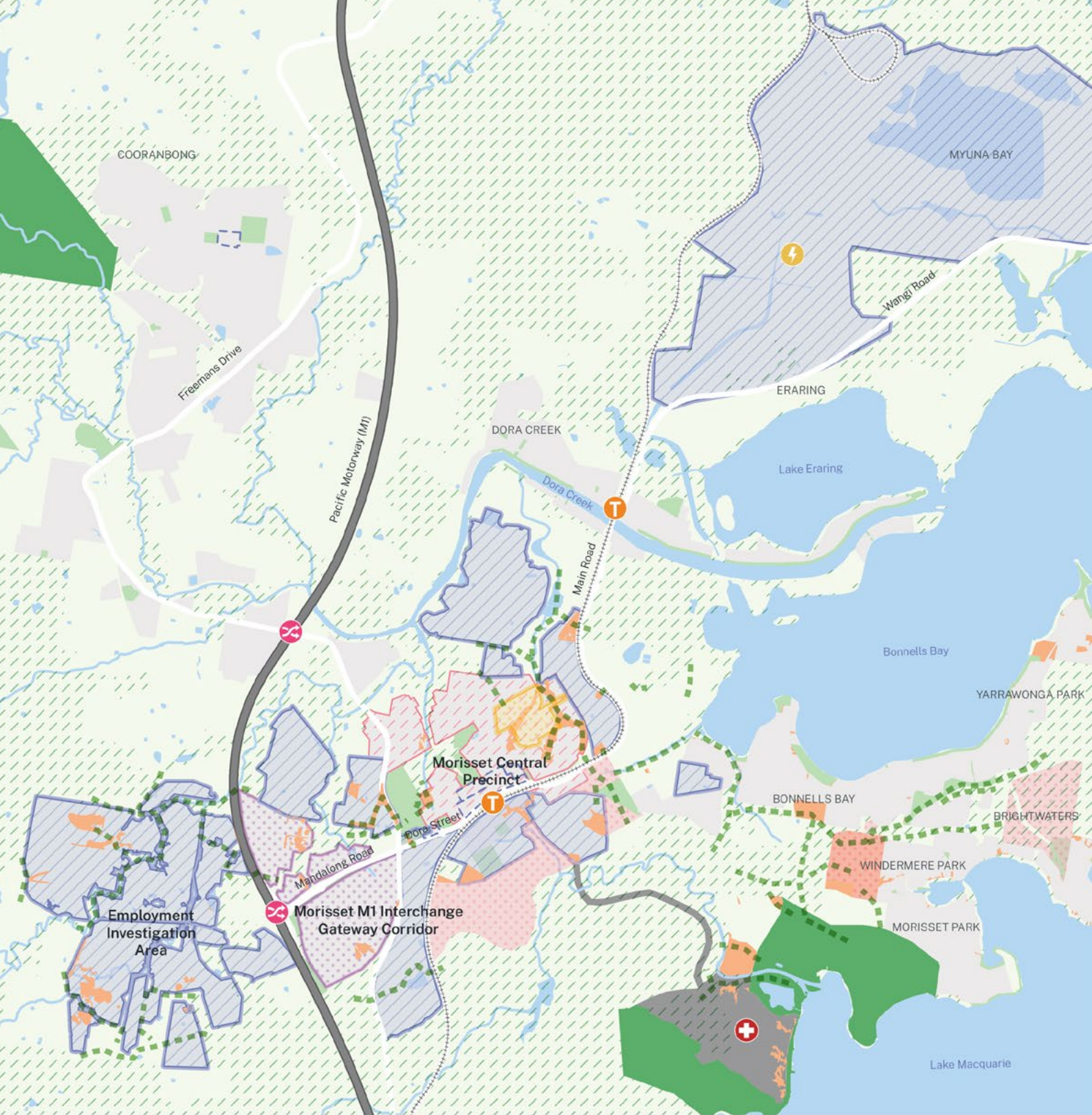


Figure 15: Morisset regionally significant growth area



- | | | | |
|--|--|-----------------------|--------------------------------|
| Proposed Morisset community hub and town centre activation project | Endangered ecological communities | Train station | Existing urban areas |
| Employment opportunity | Investigation (subject to ecological assessment) | Power station | National park and state forest |
| Infill | Conservation zone | Transport interchange | Open space |
| Mixed-use investigation area | Railway | Morisset Hospital | Water body |
| Crown land | Pacific Motorway (M1) | | |
| | Biodiversity corridors | | |

Warnervale regionally significant growth area

Unlocking the potential of Warnervale will help transform the economic potential of the northern Central Coast. The area can accommodate industrial, manufacturing (engineering and food manufacturing), logistics and warehouse land uses and there are also opportunities to progress circular economy and sustainable materials industries.

The proposal for a new Warnervale town centre goes back to 1977. While residential development has occurred since then, the commercial development associated with a new rail station is no longer proposed. A rethink of a new town centre is needed so it can service the wider Warnervale area as it grows.

The Wyong Employment Zone, incorporating the Sparks Road and Pacific Highway corridors, requires a coordinated review to prioritise delivery, infrastructure and biodiversity offset actions. This will consider recent development proposals and future transport services between the town centre and surrounding homes.

Dozens of aviation trainers and students use the Central Coast Airport every day, as well as medical evacuations and bushfire emergency responses. This is an important asset for the district.

Table 6: Warnervale town centre urban design principles

Warnervale town centre urban design principles	
Principle 1	Embrace the natural features of the site and embellish the public domain and open space network with additional greenery.
Principle 2	Prioritise walking and cycling by considering site grade, desire lines and through site links to create a connected community that exemplifies the 15-minute neighbourhood.
Principle 3	Create an accessible, active and vibrant town centre that appeals to residents, visitors and investors by promoting fine grain built form and prioritising the pedestrian experience.
Principle 4	Promote active and public transport options to decrease the dependence on private vehicles within and around the community for a safer and more activated precinct.
Principle 5	Orient activity towards the street to help create safe and vibrant public areas. Provide a visual exchange between commercial, social and residential uses and the street.
Principle 6	Provide more mid rise living adjacent the town centre and open spaces for vibrancy and convenience, while also focusing development along key pedestrian routes.
Principle 7	Supply a mix of housing typologies including affordable housing for a diverse and well-rounded community.
Principle 8	Establish a robust structure plan which can adapt to market demand and investor interest through typology mix or density.
Principle 9	Provide a staged approach to development that aims to reach the site's maximum yield potential.



Place strategy outcomes

1. Employment Zone North Precinct

- Ensure there are large industrial lots to support regionally significant employment uses.
- Sequence reticulated water and sewer infrastructure to employment land.
- Include specialised precincts, such as for automotive related uses, off Mountain Road.
- Use Sparks Road as a landscaped corridor with limited direct vehicle access.

2. Employment Zone South Precinct

- Plan for land uses that complement businesses operating in Warnervale Business Park including the Woolworths Distribution Centre.
- Align the Central Coast Airport master plan and plan of management to satisfy the recommendations from the review of the *Warnervale Airport (Restrictions) Act 1996* and the requirements of the repeal of the Act.
- Expand aviation activities at Central Coast Airport including freight and logistics, joy flights and parachute jumps, training and education, maintenance and servicing.
- Protect Porters Creek Wetland.

3. Town Centre Precinct

- Create a traditional main street with busy street fronts, rear-loaded car parking areas and connections to Hill Top Park.
- Prioritise walking, cycling or public transport use.
- Create a shared path network from the town centre to the Wyong Employment Zone, Lake Haven and Wadalba.
- Achieve a minimum density of 50 dwellings per hectare to increase the viability of non-residential uses and transport services.

4. Station Precinct

- Redevelop land surrounding Warnervale rail station allowing for a transition from single detached dwellings in adjoining growth areas to duplexes and townhouses within a 10-minute walk of the station.
- Expand recreation and cultural heritage experiences.
- Create a link road between Wyong and Warnervale.



Morisset Lake Picnic Area

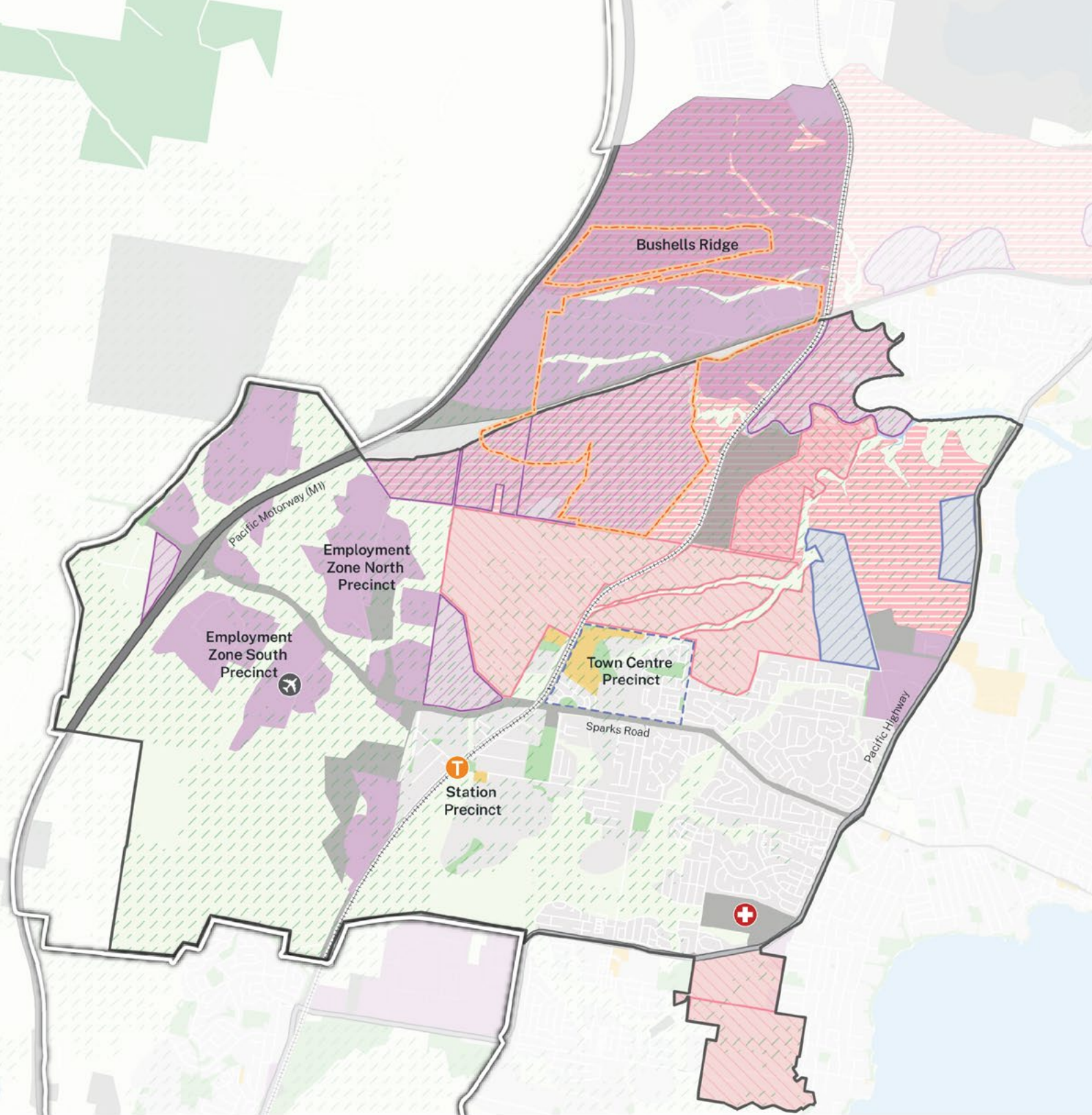


Figure 16: Warnervale regionally significant growth area



District boundary	Strategically located but constrained land	Railway	Urban land
Regionally significant growth area	Employment investigation area	Motorway	National park and reserve
Warnervale town centre	Employment	Highway	Open space
Green corridor network	Residential investigation area	Airport	Water body
Mixed-use investigation area	Commercial	Train station	
Extractive resource areas (clay and gravel)	Infrastructure	Hospital	

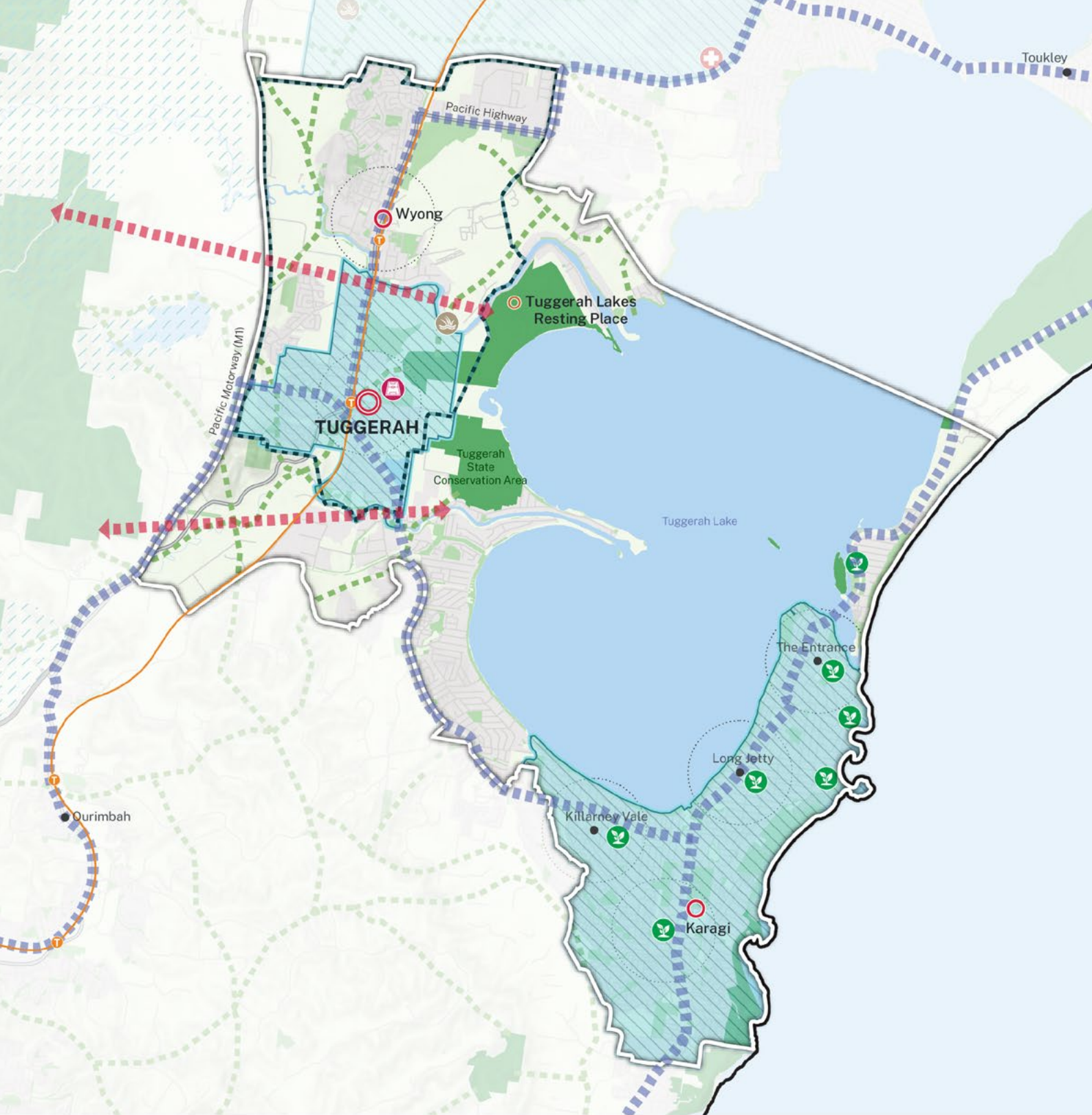
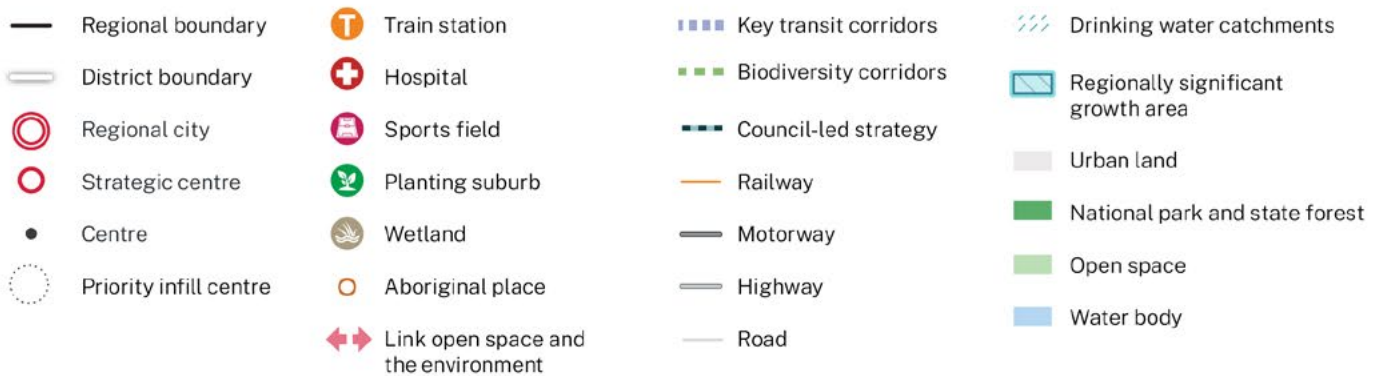


Figure 17: Tuggerah district



Tuggerah District

Picnic on the lake
Credit: James Vodicka



‘Tuggerah’ is the Aboriginal name for Tuggerah Lake, which defines the district.

The Tuggerah district is a location for economic development, residential growth and investment in health, education, research, knowledge-based industries, professional services, sport and leisure, agribusiness, food manufacturing, high-tech manufacturing and clean technologies.

Historically, this district was utilised by Sydneysiders for holidays and recreation, yet Tuggerah and Wyong are now places that attract people from throughout the Central Coast to access shops, services and employment.

The district is characterised by:

- a vibrant coastal-urban lifestyle with access to rivers, estuaries, lakes, beaches and a range of centres
- residential areas around urban centres and along high-frequency public transport corridors
- an urbanised edge surrounding Tuggerah Lake and the historic settlement of Wyong
- its role as a popular tourism destination
- scenic amenity created by the Tuggerah Lake and surrounding ridgelines.

The Tuggerah district will flourish with employment opportunities, housing choice, and a diverse range of cultural and recreational activities focused around Tuggerah Lake that support the best aspects of an urban-coastal lifestyle. This will be achieved by:

- focusing growth in the Tuggerah to Wyong Growth Corridor to support an economy that is adaptive, innovative and rich in a diversity of jobs
- planning for the development of a health precinct surrounding the redevelopment of Wyong Hospital
- maintaining and improving the strong relationship with green open space and the environment
- maximising connectivity between key activity destinations
- maintaining or improving the water quality of Tuggerah Lakes
- planning for the Tuggerah regionally significant growth area
- establishing a new strategic centre and regionally significant growth area known as Karagi (Aboriginal name for the channel) that integrates future development around and connecting The Entrance, Long Jetty, Bateau Bay and Killarney Vale.

PLANNING PRIORITY 1:**Focus growth in the Tuggerah to Wyong Growth Corridor to support an economy that is adaptive, innovative and creates new jobs**

The Tuggerah to Wyong Growth Corridor is the Tuggerah district's focus for economic development, residential growth and investment in health, education, research, knowledge-based industries, professional services, sport and leisure, agribusiness, food manufacturing, Aboriginal community and cultural services, high-tech manufacturing and clean technologies.

The NSW Government and Council have aligned strategic planning for the corridor to ensure it continues to be the focus of employment and commercial activity. The success of the corridor relies on defining complementary roles for each centre.

Wyong will expand on its civic, administrative, residential, commercial and cultural roles – capitalising on its prominent hilltop position, heritage character and riverfront location.

The NSW Government has committed \$84 million to fast-track infrastructure projects that will support the upgrades to Wyong Town Centre.

Tuggerah will grow to be a regionally significant mixed use centre, with a range of employment, entertainment and housing choices. It will need better pedestrian connections and development that responds to the area's flood characteristics of the area.

The corridor requires efficient connections for business to the M1 Pacific Motorway and rail corridor for the movement of freight and people.

A significant natural setting spans the 2 centres. The creek corridor and wetlands could be a recreational space with walking and cycling links between the centres.

Employment lands at Wyong and North Wyong connect producers and markets, environmental values, food and beverage offerings, recreation and sporting assets.

PLANNING PRIORITY 2:**Plan for the development of a health precinct at Wyong Hospital**

Wyong Hospital provides care and support across the district. It is a key employer and service centre for the Tuggerah and Central Lakes districts.

Its redevelopment will increase health capacity on the Central Coast and meet the growing healthcare needs of the community.

Local strategic planning will leverage significant NSW Government investment to establish a broader health precinct, offering specialised medical services and complementary and supporting services. This will be done in collaboration with Health Infrastructure NSW and the Central Coast Local Health District.

PLANNING PRIORITY 3:**Maintain and improve the strong relationship with green open space and the environment**

A car-dominant and suburban development pattern limits connections to natural landscapes. The intersection of several major roads accommodating high traffic volumes severs places, particularly for pedestrians and cyclists.

The district is where the hills meet the water and this will need to be reflected in future urban and built form.

Connections to the landscape should be re-established with developed orientated to the Wyong River, Ourimbah Creek, Central Coast Wetlands-Pioneer Dairy, Tuggerah Nature Reserve and State Conservation Area, Tuggerah Lake and The Entrance Channel. Where possible, development will fill the gaps in the foreshore and coastal walks.

PLANNING PRIORITY 4:**Maximise connectivity between key activity destinations**

Wyong Road is the main transit corridor that connects Tuggerah, Wyong and Karagi as well as the hinterland in the west with the lakes and coast to the east. It should be the focus of land use and transport planning to maximise development and transit opportunities.

Prioritising infill within a 15-minute walk of centres on the coast like Long Jetty and Bateau Bay will benefit residents by taking advantage of the district's access to open space and bicycle networks.

Local strategic planning will consider the interconnection of centres and focus development along major transit corridors to increase the potential for higher order public transport services such as rapid bus or even light rail.



Long Jetty Foreshore
Credit: Salty Dingo

PLANNING PRIORITY 5:**Maintain or improve the water quality of Tuggerah Lakes**

A lack of controlled stormwater management flowing into Tuggerah Lakes has resulted in poor water quality. The lack of land to treat urban stormwater before it enters the lake system is a major constraint for stormwater management. Council is taking positive measures in actioning water quality measures and water sensitive design is required for developments that could have an adverse impact on coastal water catchments, water quality and flow.

The Tuggerah Lakes Expert Panel investigated matters related to water quality in Tuggerah Lakes. Its report acknowledges the need to manage the catchment to improve water quality.

Innovative water quality solutions can reduce the impact from development. This includes water capture and re-use; at-source stormwater treatment and infiltrations; end-of-pipe stormwater treatment and re-use; bank stabilisation and riparian rehabilitation; and increased infiltration throughout the water catchment. Development will be considered if standard DCP provisions of 80% total suspended solids (compared to a do-nothing approach) is sufficient, or if a neutral impact is specified.

Development proposals must demonstrate that future development will ensure a neutral or beneficial effect on water quality.

Connecting with Country

The Tuggerah Lakes waterways have always been a focal point in Aboriginal culture. Sites around the estuary were used for shelter, cultural meetings, traditional burials and hunting. To this day, Aboriginal people cherish the lakes as a source of food and a vital space for recreation and teaching traditional fishing practices.

The Tuggerah Lakes Resting Place is an Aboriginal Place declared under the *National Parks and Wildlife Act 1974*.

Tuggerah regionally significant growth area

Tuggerah is around an hour to Greater Sydney and Greater Newcastle making it a major employment, distribution and retail centre. Tuggerah could become an advanced manufacturing hub, providing higher order industrial uses that do not exist in the local market, to leverage its existing industrial base.

Tuggerah will be a regionally significant mixed use centre, evolving as a 15-minute neighbourhood. Investment can address the barriers of the rail corridor and natural landscape to east-west connections and provide walking and cycling options.

Green infrastructure, green-oriented development and green links will connect the area with the Central Coast Wetlands/Pioneer Dairy. Walkable green links could include a link between the Central Coast Wetlands recreational trail walk and Tuggerah Rail Station. Pedestrian and cycle paths along blue and green connections will encourage active and healthy living.

Tuggerah and Wyong will serve different a role and function in the future and better connections between the centres are required. Tuggerah has green amenity and more capacity for development near the rail corridor and open space. Improving connectivity will open access to different types of housing and jobs while contributing to wider economic growth of the district.

Development proposals in Tuggerah must demonstrate how the development will integrate into the town centre nodes with a vibrant and diverse range of activities for the community. Development proposals must improve accessibility and alignment between homes and workplaces, retail, health and education facilities.

Improved public domain connections to the rail station will make better use of this public infrastructure. Opportunities for future transport-oriented development will be encouraged.



Tuggerah Westfield
Credit: Salty Dingo



Tuggerah
Credit: Central Coast Council

Place strategy outcomes

1. Tuggerah growth area urban design principles
 - Plan for Tuggerah as a regionally significant mixed use centre.
 - Design a multi-nodal town centre focused on the transport interchange.
 - Facilitate walking and cycling connections between separate quadrants.
 - Ensure flood mitigation responds to environmental constraints.
 - Create green-orientated development and public space along blue and green grid connections.
 - Create better connections between Tuggerah and Wyong.
2. Tuggerah Straight Precinct
 - Maintain the physical and visual links between Tuggerah and Wyong.
 - Investigate improved connections between Tuggerah and Wyong to improve walking, cycling and public transport travel times and safety.
 - Promote job opportunities in manufacturing, construction and retail.
 - Provide a town centre focus to Anzac Road and walking and cycling connections to the Westfield/Gateway and business park/bulky goods precincts.
3. Pacific Gateway precinct
 - Increase the integration of retail with other town centre nodes by attracting wider range of visitors and improving night-time experiences.
 - Promote buildings that are responsive to the local area and facilitate walking and cycling between retail, employment, transport and sport and recreation areas.
4. Business park and bulky goods precinct
 - Increase mixed use opportunities within a walkable distance of Tuggerah Station.
 - Strengthen Tuggerah as regional destination for commercial businesses and specialised retail uses servicing the Tuggerah district.
5. Conservation and recreation precinct
 - Enhance opportunities for recreational uses with access to the Tuggerah Lake foreshore, Wyong River foreshore and Pioneer Dairy Wetlands.
 - Promote stormwater detention to minimise urban runoff impacts on the Tuggerah Lakes.
 - Increase integration with other activity nodes as part of a regionally significant mixed use centre.
 - Ensure any development within walking distance of the Tuggerah Station improves or increases walking and cycling links and reflect the character and connection of the adjacent wetlands in urban design.
 - Leverage the Central Coast Regional Sporting and Recreation Complex to increase walking and cycling links to regional trails, eco-tourism, education and other visitor attraction activities.
 - Investigate the need to create a regional park adjoining the regional sports park.

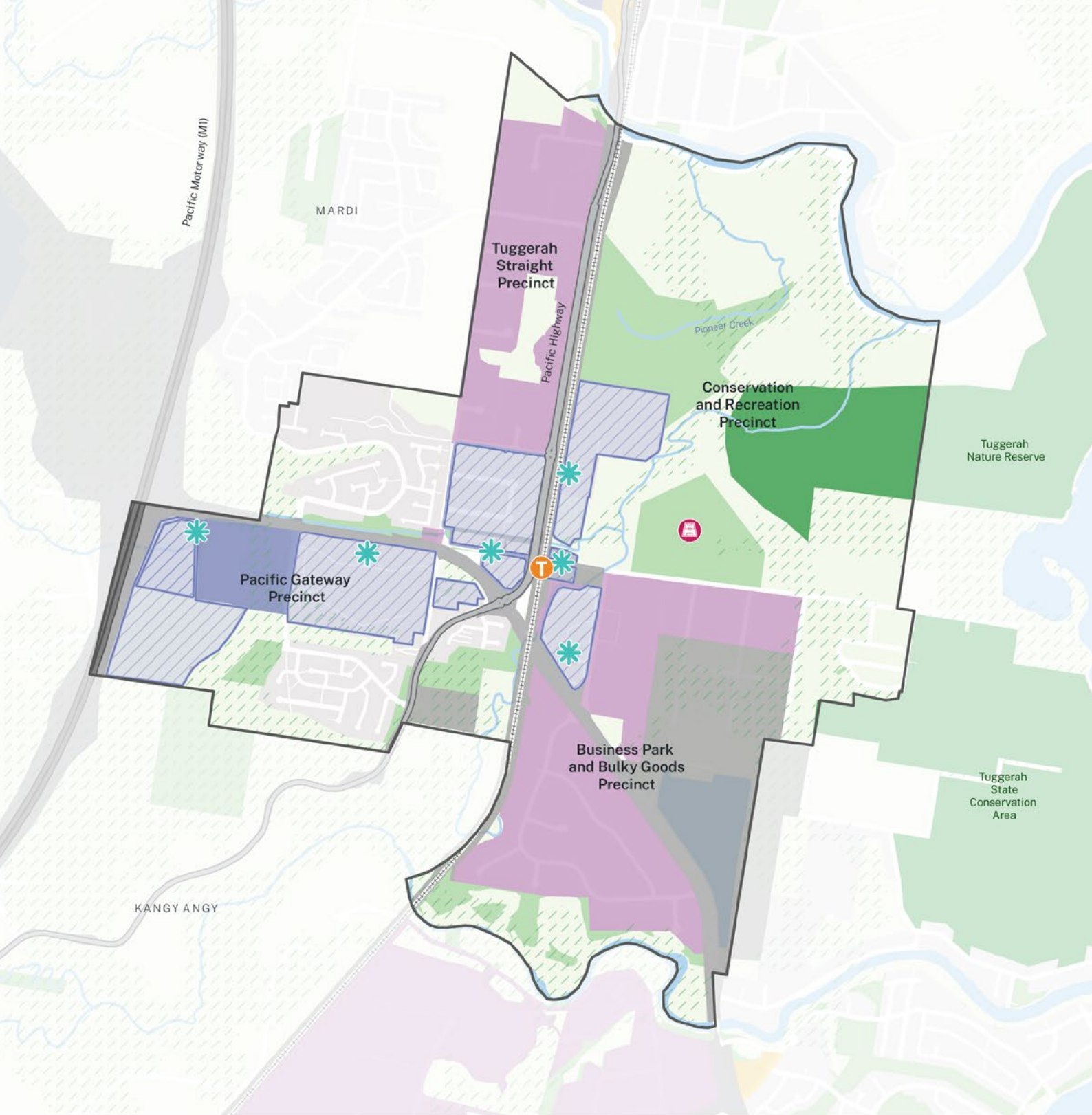


Figure 18: Tuggerah regionally significant growth area



- | | | | |
|--------------------------------------|----------------|------------------|--------------------------------|
| — Regionally significant growth area | Employment | ----- Railway | Urban land |
| --- Green corridor network | Commercial | — Motorway | National park and state forest |
| ▨ Mixed use investigation area | Infrastructure | — Highway | Open space |
| Mixed use | | T Train station | Water body |
| | | Sports field | |
| | | Town centre node | |

Karagi regionally significant growth area

‘Karagi’ is the Aboriginal name for the narrow channel that divides the mainland and connects Tuggerah Lake to the ocean.

A new strategic centre – Karagi – will be established by focusing development and enhancing connections between these local centres.

The area has traditionally been focused on tourism, with attractive coastal residential areas and centres with potential for growth.

The existing structure of residential neighbourhoods around grid street patterns, and predominantly single detached dwellings, is suited to urban consolidation and low to mid rise housing. The Entrance has a high rate of unoccupied dwellings, reflecting the popularity of short-term rental housing. More permanent residents will make Karagi vibrant year-round.

Future rapid bus routes will support the growth of Karagi with direct connections to Gosford, Erina, Woy Woy, Tuggerah and Wyong. This will reduce the need for private vehicle ownership – a priority, given that Karagi’s population of almost 30,000 people has around 23,000 privately owned motor vehicles.

The area around Tuggerah Lakes is subject to flooding, coastal hazards and sea level rise. Consequently, increasing housing stock needs to be carefully considered. Current housing stock has potential to double to an average of 40 dwellings per hectare if flooding issues can be managed. Land in the local centres could achieve an average of 75 dwellings per hectare, with any new housing to match the area’s existing character.

A collaborative effort across government can sustainably manage development, particularly Council’s Coastal Management Program and Floodplain Risk Management Program.

Development in the Karagi area will be focused on The Entrance in the short to medium term to boost the viability of the town centre, while development in Long Jetty and Killarney Vale will be preceded by the design and funding of an upgrade to the Central Coast Highway.

Table 7: Expected built form in Karagi

Built form element	Outside local centres	Within local centres
Private open space	Courtyards, side-yards, front yards and verandas	Balconies, communal space and larger public parks/plazas
Parking	Rear loaded garage, surface	Surface, under croft, basement
Bulk and title type	Mix of 2 storey detached, zero lot, duplex and attached houses, Torrens and community titles	>3 storey apartments, strata title



Place strategy outcomes

1. The Entrance Precinct

- Plan for diverse commercial activities, including supermarkets, boutiques and outdoor dining facilities in the town centre, the commercial core of the precinct.
- Support retail, commercial, cultural and visitor activities along the Tuggerah Lake foreshore with mid to high rise density residential accommodation around the town centre.
- Plan for recreation and public use of the open space network, foreshore and Tuggerah Lake.
- Ensure development supports the viability and growth of The Entrance town centre.
- Plan for low rise and small-scale residential development that respects scenic amenity with reserves along the ocean and lake fronts.
- Support The Entrance as a regional tourism destination and lifestyle hub with capacity for activities and events after sunset and diverse lifestyle choices for residents.

2. Long Jetty Precinct

- Orientate quality facilities, attractions and activities to open space, active and passive recreation, leisure, culture and entertainment.
- Plan for eateries, boutiques and small bars that offer entertainment options for visitors and locals, and activate the precinct after dark.
- Align with a *Central Coast Regional Transport Plan* to overcome traffic issues including an upgraded Central Coast Highway to support development opportunities.

3. Bateau Bay Precinct

- Create a diverse and vibrant centre for the higher order retail and shopping needs maximising the potential of the commercial core.
- Plan for development with frontage to EDSACC Oval ensuring that most people are within a walkable distance of green infrastructure.
- Make Saltwater Creek Reserve and Lions Park a landscaped gateway to Karagi connecting to a rejuvenated Tuggerah Lake Foreshore Reserve.

4. Killarney Vale Precinct

- Create a local centre that balances development with the potential risks from flooding and future coastal inundation.
- Incorporate dwelling typologies and built form that respond to any coastal management program.

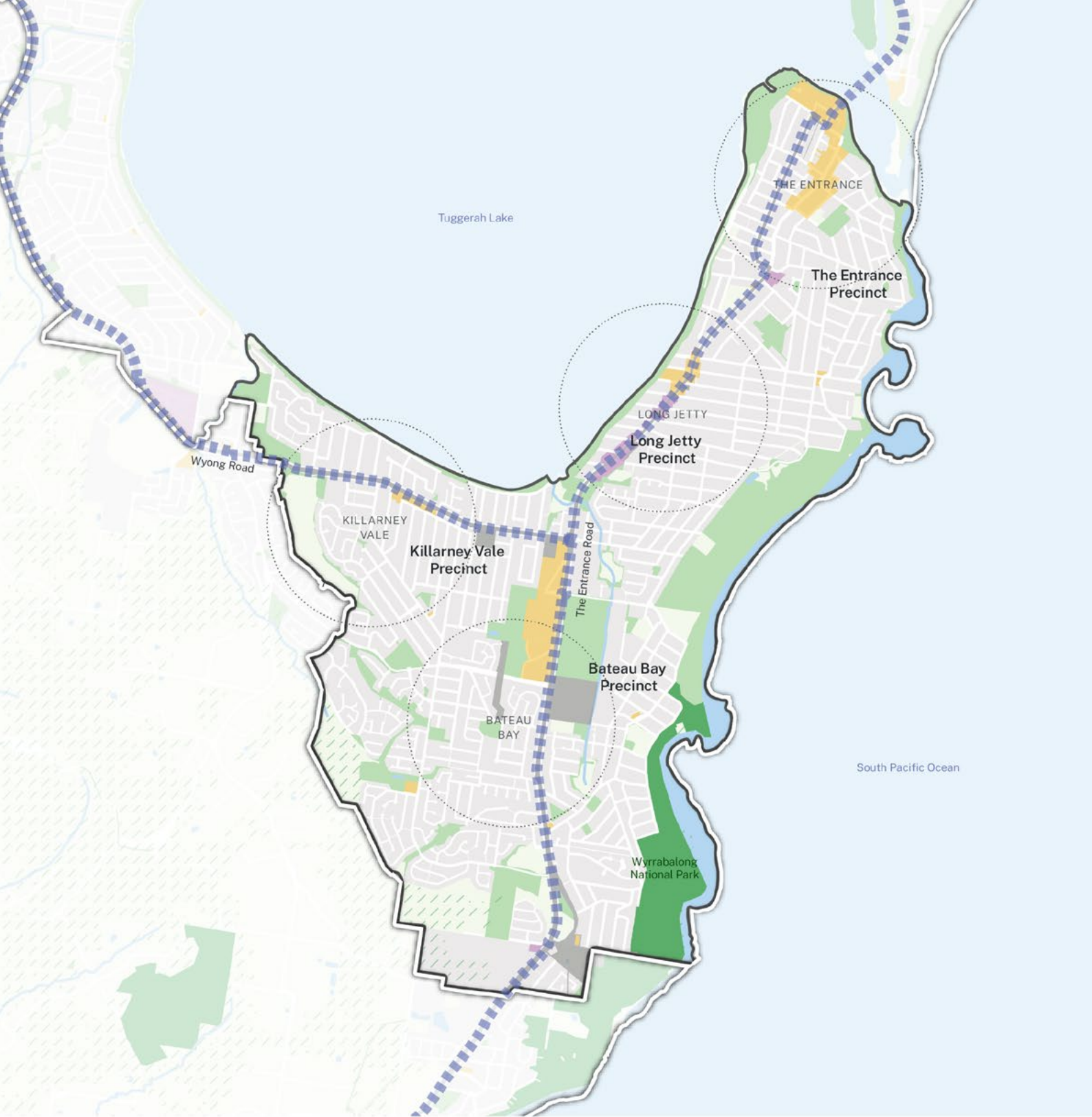


Figure 19: Karagi regionally significant growth area

- | | |
|------------------------------------|--------------------------------|
| District boundary | Priority infill centre |
| Regionally significant growth area | Key transit corridors |
| Green corridor network | Urban land |
| Commercial | National park and state forest |
| Employment | Open space |
| Infrastructure | Water body |

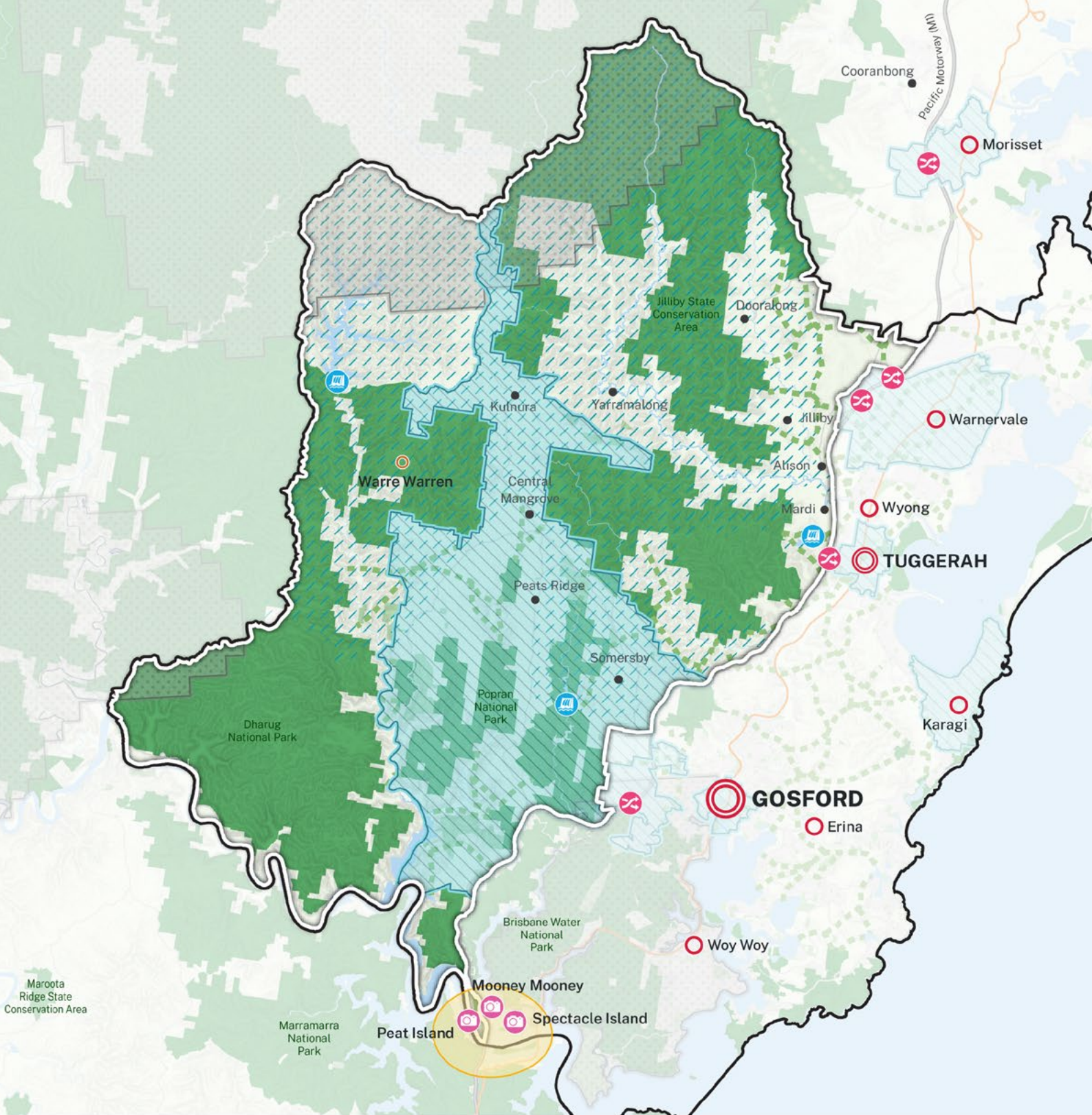


Figure 20: Watagan district



- | | | | |
|---------------------|------------------------------|---------------------------|------------------------------------|
| — Regional boundary | Primary motorway interchange | Biodiversity corridors | Regionally significant growth area |
| — District boundary | Tourism | Railway | NSW Koala priority area |
| Metropolitan city | Dam | Motorway | Tourism corridor |
| Regional city | Aboriginal place | Road | Urban land |
| Strategic centre | | Drinking water catchments | National park and state forest |
| Village | | | Water body |

Watagan District

'Watagan' is the Aboriginal name for the mountain ranges bordering the district.

The Watagan district shares similar economic and landscape characteristics with Greater Sydney's Metropolitan Rural Area and Hunter's wine country. It supports rural villages including Jilliby, Yarramalong, Kulnura, Dooralong, Central Mangrove, Mangrove Mountain, Peats Ridge and Calga.

The district is subject to development pressure given the limited potential for urban expansion east of the M1 Motorway. Employment generating uses adjacent to major inter-regional interchanges and housing connected to existing villages will be the immediate focus.

Dharug National Park covers rugged bushland just north of the Hawkesbury River in the western area of the Central Coast. It contains sandstone cliffs and a variety of natural habitats.

The district is characterised by:

- a predominantly rural lifestyle supported by open space and natural landscape settings
- fertile farmland growing a range of commercial fruit, vegetables and poultry
- water catchments and groundwater systems that supply most of the region's water for drinking, farming and industry
- a network of national parks and state forests
- the Warre Warren Aboriginal place
- the Old Great North Road (as part of the World Heritage-listed Australian Convict Sites) and Spectacle Island and Lion Island reserves (as part of the Ku-ring-gai Chase National Park).

The Watagan district is the Central Coast's rural heartland supporting sustainable development by balancing the needs of agricultural production, resource extraction, biodiversity and rural residences. Future planning will:

- protect and support agricultural land and opportunities for primary production
- grow a competitive and resilient economy through rural enterprises and diversification
- ensure rural villages enhance quality of life, the environment and the economy
- protect the Central Coast's drinking water catchments to support resilient communities
- consider for the long-term growth pattern of the Central Coast
- plan for the Central Coast Plateau regionally significant agricultural growth area.



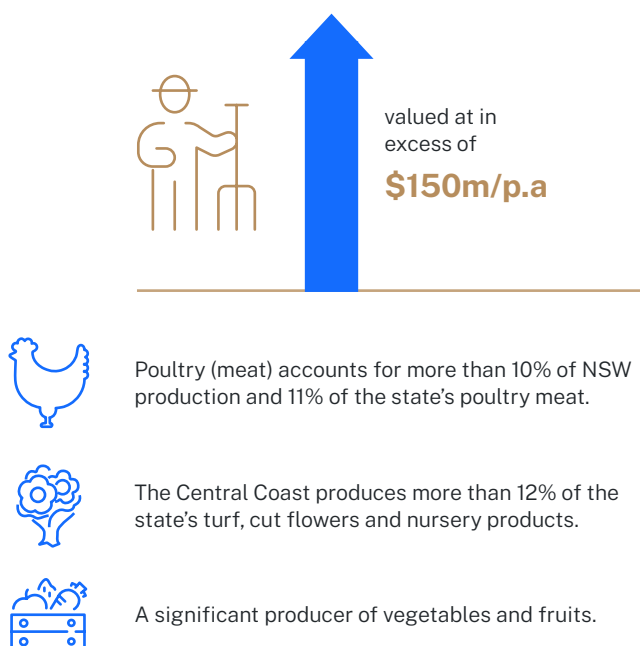
East Coast Beverages, Kulnura
Credit: Salty Dingo

PLANNING PRIORITY 1:**Protect and support agricultural land and opportunities for primary production**

Agricultural producers are well positioned on the Central Coast, by geography and natural endowments, to supply major metropolitan markets and take advantage of global mega trends. Understanding trends in consumer attitudes across key markets and customers will be crucial. Consumer demand and market access for local produce will be influenced by the Central Coast's reputation in relation to food safety, quality, governance and environmental performance. This reputation is a shared resource across agricultural producers and the community.

Quarries border the M1 Pacific Motorway, allowing easy access to Greater Sydney and global markets. This presents an opportunity to grow related primary and secondary industries as clusters to drive productivity and establish a critical mass of economic activity.

Development should support rural communities to adapt and build on strategic advantages so existing rural enterprises and activities remain commercially sustainable. The intensification and diversification of on-farm agricultural activities and introduction of new rural value-adding activities, such as farm stays, camping or farm gates, are encouraged.

The region's agricultural production**PLANNING PRIORITY 2:****Grow a competitive and resilient economy through rural enterprises and diversification**

The Watagan district could be a place for innovation, sustainability and opportunities for value-adding to primary industries. Rural diversification – the establishment of new enterprises in rural locations – could see existing businesses entering into new areas of activity or the creation of entirely new rural sectors.

Successful diversification supports existing businesses and traditional activities while embracing innovation, new activities and new business ideas. Affording people the opportunity to continue to work in rural areas helps them stay connected with their communities. Welcoming new people to the Watagan district helps maintain its vitality.

As this occurs, the intrinsic rural character should be protected. Traditional sectors such as agriculture and forestry are essential in retaining the rural character.

Locations for increasing rural enterprises should have existing or easily available infrastructure, be sensitive to the rural landscape and natural environment and allow businesses to build on existing clusters and networks. There are circumstances where, in relation to a business, new housing may be acceptable as a complementary part of a development. However, preference should be given to new housing in existing towns and villages. Home working is also becoming more and more common and should be encouraged.

Agri-tourism in the form of low-key farm stays and bed and breakfast establishments can provide an alternative income stream for producers, while educating the community about farm activities. These ancillary land uses should not compromise agricultural production; agricultural production should remain the primary land use.

Enhancing national parks and the developing niche offerings such eco-tourism in the area will bring additional tourism to the Central Coast.

Mooney Mooney, Peat Island and Spectacle Island form the southern entrance to the Central Coast. The waterfront location accessed from the M1 Pacific Motorway is an iconic tourism experience for visitors centred around the local oyster industry and heritage sites. In 2019-20, the aquaculture industry generated \$13.8 million in sales (compared to \$2.2 million in 2015-16).

Deerubbun Reserve provides public access to the Hawkesbury River and the redevelopment of Peat Island will provide new public open space, and the adaptive re-use of heritage buildings on NSW Government land, creating unique places, along with opportunities for investment and jobs. Access to the foreshore and key sites can be enhanced by providing shared pathway connections.

PLANNING PRIORITY 3:

Ensure rural villages enhance quality of life, the environment and the economy

The Watagan District's rural villages, including Jilliby, Yarramalong, Kulnura, Dooralong, Central Mangrove, Mangrove Mountain, Peats Ridge, Somersby and Calga are surrounded by pristine natural environments.

Promoting regeneration and revitalisation of small towns and rural villages will support local enterprises and jobs to ensure their viability as service centres for surrounding rural areas. Smart specialisations could include clusters of sustainable farming and food production, tourism, bioeconomy and circular economy.

Rural villages can be destinations for tourism, leisure and recreation activities within an integrated network of green and blue grids, while protecting high value assets and amenities.

PLANNING PRIORITY 4:

Protect the Central Coast's drinking water catchments to support resilient communities

Protecting water catchments and sustaining high quality and dependable water supplies is essential for the wellbeing of the community and the environment. Water must be available for agriculture to support food production, and to meet the increasing demands of communities and industry.

Linking the Central Coast water supply network to the Hunter Water network – the second largest in NSW, supplying more than half a million people – will increase the resilience of the 2 regions to future droughts.

PLANNING PRIORITY 5:

Consider the long-term growth pattern of the Central Coast

The Watagan district may be accommodate urban growth beyond 2041. To date the district has not been considered for urban growth due to the range of infill and greenfield development opportunities available east of the M1. Pacific Motorway. Future reviews of the regional plan should consider the early analysis of where and how this growth may be accommodated sustainably.

Rural residential development must not compromise the very long-term growth potential of land west of the M1 Pacific Motorway. Planning for rural residential development should be contained within defined village growth boundaries to protect the long-term viability of agricultural land, energy, mineral or extractive resource areas, biodiversity values and drinking water catchments.

A place strategy for Central Coast Plateau will identify the economic, social and environmental values of these lands to ensure future decisions are informed by comprehensive data and information.

Iris Lodge Alpacas, Jilliby
Credit: Salty Dingo



Central Coast Plateau regionally significant agricultural growth area

The Central Coast plateau has the soils, favourable climate, reliable and clean water and accessibility to Newcastle and Sydney via the M1 Pacific Motorway for continued agricultural growth.

Development proposals must demonstrate effective mitigation measures between competing land uses and landscape design measures to reduce the potential for conflict. Agricultural industries are sensitive to urban encroachment, including from rural residential housing. Measures to reduce the potential for land use conflicts between agricultural activities and rural residential will be applied.

Agricultural clustering will create efficiencies in local supply chains. This will reduce delivery times to processing facilities and increase agricultural resilience to shocks such as pandemics or natural hazards.

The place strategy will complement Council's rural lands study to strategically plan for sustainable agriculture. The extent of the place strategy boundary will be determined in consultation with key stakeholders, including Council, Darkinjung Local Aboriginal Land Council, Department of Primary Industries and Department of Regional NSW.

Place strategy outcomes

- Identify and protect intensive agriculture clusters to avoid land use conflicts, particularly with residential and rural-residential expansion.
- Ensure future rural residential development does not encroach within buffers areas of poultry farms that are subject to emissions (odour, noise, dust, lighting) and appropriately considers visual impact, waste management (dead bird management, manure and litter management), traffic impacts including of heavy vehicles, pest control and bio-security.
- Utilise the citrus farm cluster around Kulnara, Mangrove Mountain and Peats Ridge to buffer potential impacts from nearby poultry farms and to contribute to character of nearby rural villages and promote farm gate marketing, including the development of a farm gate trail.
- Promote the cluster of turf farms around the Jilliby and Wyong Creek locality.
- Promote opportunities to take advantage of the growing visitor economy including activities to strengthen combined tourism and farming operations.
- Leverage the visual appeal of flower farms and nurseries to promote tourism opportunities including farm gate trails and tours, and micro commercial markets.

Eastcoast Beverages, Kulnara
Credit: Salty Dingo



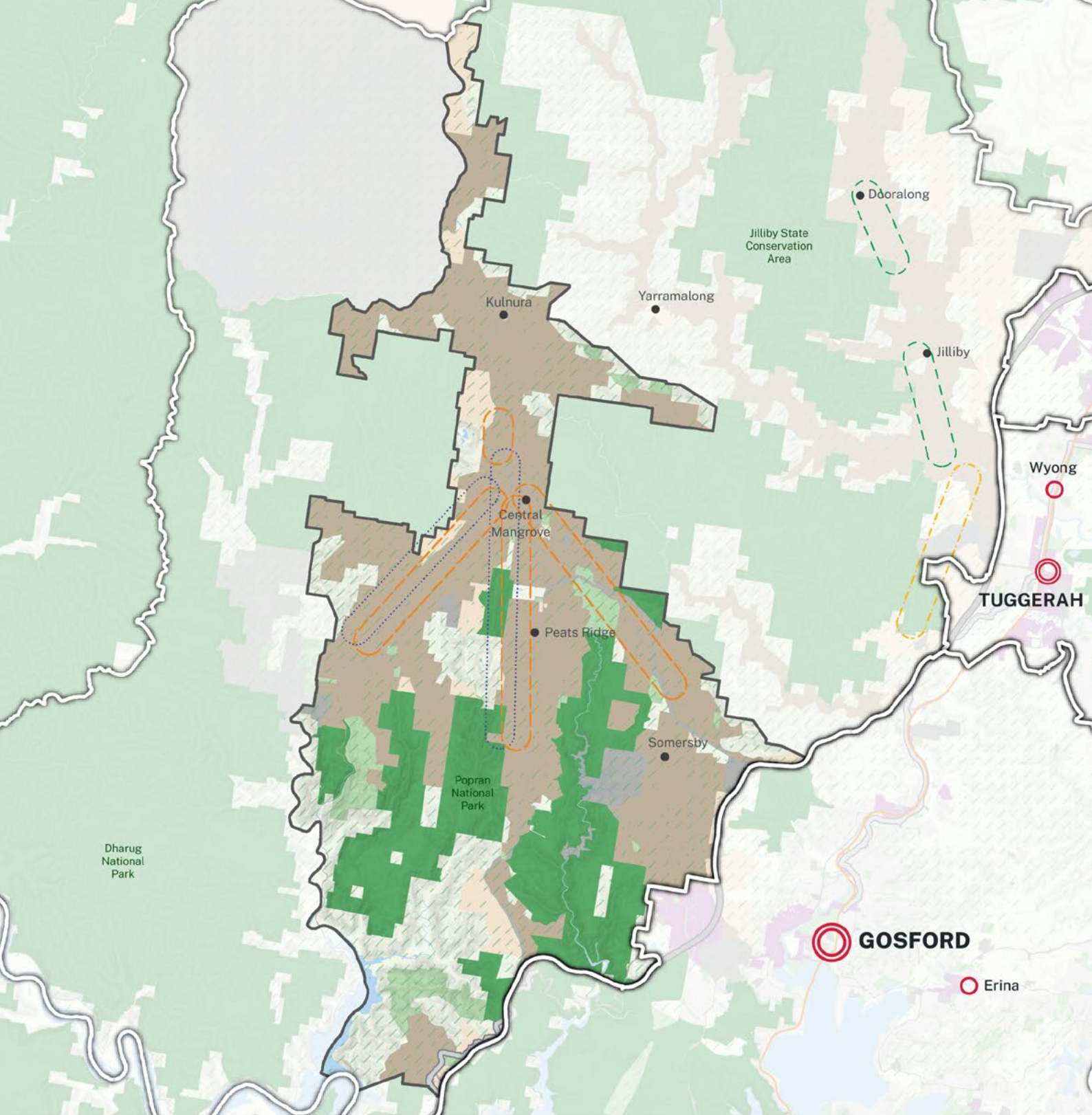
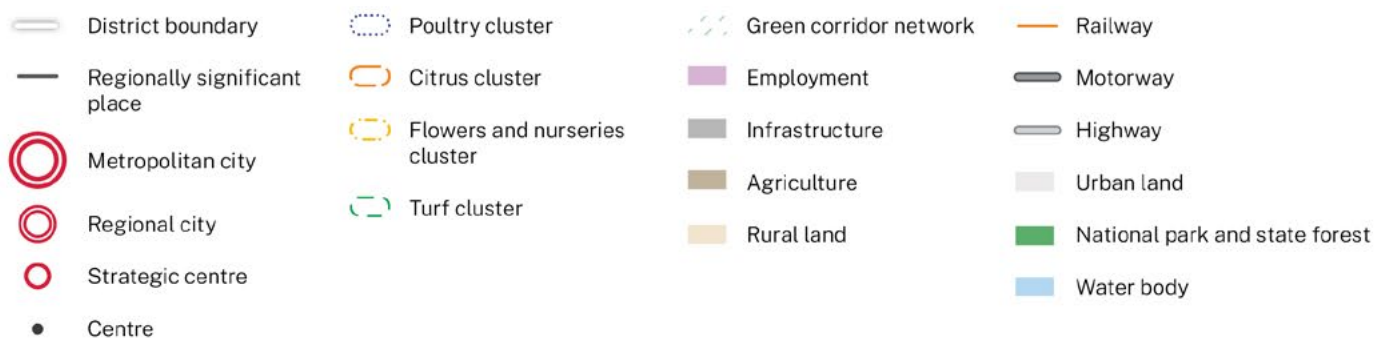


Figure 21: Central Coast Plateau regionally significant growth area



APPENDIX A:

Centres hierarchy

Gosford is economically significant to the region and to NSW. It is undergoing significant transformation through new housing and jobs. Tuggerah is the region’s regional city, the second highest order centre.

Strategic centres that are the heart of the surrounding district, including Erina, Karagi, Warnervale (emerging), Woy Woy and Wyong provide a range of civic, retail, commercial and recreational services, and the potential for increased housing and employment will be determined by Council.

Local centres provide services such as shopping, dining, health and personal services to meet the daily and weekly needs of the local community. Local centres will continue to be identified by Council in the Central Coast Local Strategic Planning Statement.

Table 8: Regionally significant centres

Typology	Centre
Metropolitan city	<ul style="list-style-type: none">Gosford
Regional city	<ul style="list-style-type: none">Tuggerah
Strategic centre	<ul style="list-style-type: none">ErinaKaragiWarnervale (emerging)Woy WoyWyong



APPENDIX B:

Repealed plans and strategies

The following plans and strategies are repealed by the Central Coast Regional Plan 2041:

- Central Coast Regional Strategy 2006-31
- North Wyong Shire Structure Plan, 2012
- Central Coast Regional Plan 2036



Bouddi National Park
Credit: Destination Central Coast

Glossary

Circular economy

An economic system aimed at minimising waste and promoting the continual reuse of resources. The circular economy aims to keep products, equipment and infrastructure in use for longer, thus improving the productivity of these resources. This approach contrasts with the traditional linear economy, which has a 'take, make, dispose' model of production.

Coastal Open Space System

A network of reserves supporting native vegetation that are managed by the Central Coast Council.

Employment lands

Land that is zoned for industrial or similar purposes in planning instruments. These uses include manufacturing; transport and warehousing; service and repair trades and industries; integrated enterprises with a mix of administration, production, warehousing, research and development; and urban services and utilities.

Enabling infrastructure

Essential services that are required for a development to occur, such as water supply, energy supply, waste water systems, stormwater drainage and vehicular access.

Green infrastructure

The network of green spaces, natural systems and seminatural systems that supports sustainable communities and includes waterways; bushland; tree canopy and green ground cover; parks, and open spaces that are strategically planned, designed and managed to support a good quality of life in the urban environment.

Growth area

Places of regional or metropolitan significance where a collaborative approach is required to deliver residential, employment or other land use change. Growth areas include land identified in plan as regionally significant and other areas where a planning proposal is greater than 2,000 homes for residential land or 200ha of proposed employment/industrial land.

Karagi

A new strategic centre focused on connecting and developing centres at The Entrance, Long Jetty, Bateau Bay and Killarney Vale. 'Karagi' is the Aboriginal name for the channel connecting Tuggerah Lake to the ocean.

Local strategic planning

Includes the preparation of local strategic planning statements, local housing strategies, employment land or retail studies, place strategies and other activities undertaken to support the development of local and regional plans by all levels of government.

Mixed use investigation area

Land that is capable of supporting a mix of contributing housing and employment uses, rather than any one dominant type of land use. Resulting development enables activities consistent with the regionally significant growth area.

Place strategy

Place-based strategy that provides coordination and delivery of planning, infrastructure and government services. It does not rezone land but provides a spatial representation of key planning factors for that place. This may include areas of biodiversity value, key transport links, areas where development is anticipated and where key supporting infrastructure will be provided to service growth. A place strategy may include a vision, directions, structure plan and an infrastructure delivery framework.

Public space

Publicly owned places accessible and enjoyable by all for free and without profit or motive. Public space includes open space such as playgrounds, beaches and other waterfronts, playing fields and bushland, libraries, museums and other public buildings, streets lanes and cycleways.

Resilience

Resilience is the capacity of individuals, communities, businesses and systems within a city to survive, adapt and thrive no matter what kinds of chronic stresses and acute shocks they experience (100 Resilient Cities).

Rural enterprises

Ancillary land uses, such as tourism, located on rural land that are consistent with the local character and add economic value to the area without creating land use conflict.

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Walkabout Wildlife Sanctuary, Calga
Credit: Destination NSW

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