

URBIS

# TUGGERAH GATEWAY SITE PLANNING PROPOSAL

## URBAN DESIGN REPORT

PREPARED FOR  
**SCENTRE GROUP**  
08 DEC 2023  
FINAL

# EXECUTIVE SUMMARY

**Tuggerah Gateway Site is situated between Westfield Tuggerah and the M1 Motorway interchange forming the western gateway to the Tuggerah locality.**

The Planning Proposal outlines the Gateway Site vision which:

- Celebrates the natural assets of Rocky Outcrop, Environmental Conservation Land and Mardi Creek;
- Create a diverse and inclusive neighbourhood in proximity to Westfield Tuggerah for everyday retail and services amenity.
- Promotes active transport to the retail centre, surrounding open spaces and neighbourhood and the train station;
- Create a robust open space network with a series of active open spaces, pedestrian links, and WSUD integration as amenities to the residents; and
- Delivers up to 1,206 dwellings by 2036 with capacity up to 2,112 dwellings with varied housing offer.
- Delivers up to 275 jobs by 2036.

A summary of the key outcomes of the proposed scheme are outlined opposite.



## PROTECT AND ENHANCE BIODIVERSITY

Protect existing areas of high environmental and biodiversity value and enhance this through urban biodiversity initiatives.



## RESTORE A CLEAN, HEALTHY MARDI CREEK

Restoring Mardi Creek along its original alignment and re-establish the riparian corridor.



## LINKED BY GREEN AND BLUE SPINES

Establish a network of connected green and blue spines extending through the site. These will be designed as multi-functional, high-performance spaces that bring water management, open space, biodiversity, active and passive recreation together.



## WORK WITH THE LANDFORM

Align streets and homes with the undulating landform of the site creating views and vistas which connect neighbourhoods and green spaces to one another.



## UNDERGROUND THE TRANSMISSION LINE

Unlock site flexibility and usability, future-proofing outcomes to deliver high value amenity by under grounding the transmission lines.



## A COMPACT MIXED-USE COMMUNITY

The future role and function of this site within the Tuggerah Regional Centre leverages its proximity to Westfield Tuggerah, Tuggerah Train Station and the M1 Motorway to create a compact, mixed-use and well-connected community within a multi-nodal centre.



## ACCOMMODATE DIVERSITY THROUGH A VARIED HOUSING OFFER

Accommodate a diverse and inclusive community by delivering up to 2,112 dwellings that consists of varied housing typologies, sizes and tenures including terraces, detached homes, Independent Living for Seniors, apartments and affordable housing.



## DELIVER JOBS THROUGHOUT THE PROJECT LIFE-CYCLE

Adopt an interim uses strategy of short-term bulky goods retail transitioning to future mixed use development along Wyong Road. This provides jobs opportunity throughout the project life-cycle.



## CREATE A WALKABLE LOCAL NEIGHBOURHOOD

Creating a connected, comfortable and people focused network of streets to capitalise on the proximity of everyday retail services, facilities and amenities at Westfield Tuggerah that prioritise pedestrian journeys and reduce reliance on car trips.



## CELEBRATE LIFE IN THE TREE TOPS

Design the built form to nestle into the existing vegetation by retaining the green frame of existing vegetation, retaining mature vegetation where possible and injecting new vegetation to frame view lines along streets and connections.



## STREETS WITH IDENTITY

Allow residents to explore their community through the provision of diverse streetscapes.

- Clear connectivity within the precinct;
- Link the precinct with the Westfield Tuggerah and Conservation Zone;
- Balance big luxurious streets and little intimate streets; and
- Celebrate community identity through street profiles.



## ACTIVE & HEALTHY CONNECTIONS

Provide safe, continuous and comfortable active transport and recreation connections from the site to destinations beyond that prioritise inclusive pedestrian and cycle connections to key places including Westfield Tuggerah and onto Tuggerah Station and Town Centre and Tuggerah Lake in the east.



## DISTINCTIVE NEIGHBOURHOOD LIVING

Enhance the precinct's undulating landforms to create distinct neighbourhoods with their own identity and character and linking them with the established nature and community amenities.

WOODBURY  
ESTATE PARK

WYONG ROAD

ROCKY  
OUTCROP

WESTFIELD  
TUGGERAH

TONKISS STREET

PACIFIC MOTORWAY

LINEAR PARK

GREEN BOULEVARD

CONSERVATION  
ZONE

MIXED USE LOTS INTERIM USES - BULKY GOODS



Tuggerah Gateway Site

**RESIDENTIAL USES**

- ① Mixed Use
- ② Interim Bulky Goods
- ③ Medium Rise Residential
- ④ Low - Medium Rise Residential
- ⑤ Independent Living Units/ Seniors Living
- ⑥ Townhouse
- ⑦ Terrace Homes (rear loaded)
- ⑧ Detached Homes - Standard Lot
- ⑨ Detached Homes - Large Lot

**OPEN SPACES**

- ⑩ Central Green Park - Multi-purpose Lawn with BBQ Facilities
- ⑪ Hillside Park - Multi Purpose Outdoor Recreational Space
- ⑫ Linear Park Connector
- ⑬ Mardi Creek Riparian Corridor
- ⑭ Conservation Land
- ⑮ WSUD Open Space Corridor
- ⑯ Pedestrian Through Site Link

**ACCESS AND MOVEMENT**

- ⑰ Left-in left-out Intersection at Wyong Road
- ⑱ Primary Intersection at Tonkiss Street - with Safe Pedestrian Crossing
- ⑲ Secondary Intersection at Tonkiss Street
- ⑳ Shared Pedestrian/ Cycleway
- ㉑ Pedestrian Footpath

1:3,000 @ A3  
0 25 50 75 100 125 150



MT TANGY DANGY

# CONTENTS

EXECUTIVE SUMMARY	2
INTRODUCTION	4
1 PLANNING CONTEXT	10
2 UNDERSTANDING PLACE	16
3 KEY DIRECTIONS	32
4 CONCEPT PLAN	34
5 LAYERED STRATEGIES	38
6 PROPOSED PLANNING CONTROLS	63

## URBIS STAFF RESPONSIBLE FOR THIS REPORT:

Director Design	Madonna Locke
Urban Designer	Hadi M. Nurhadi
	Stella Zhou, Jessica Chen, Chen Qu
Project Code	P0033029
Report Ref	05RPT_TGP_UDReport-revE_-forexhibition
Report Status	Revision E
Date	08 Dec 2023

"We acknowledge the Traditional Owners of the country on which we meet today and their unique and spiritual connections to the land, waters and culture. We pay our respects to their Elders past, present and emerging."

© Urbis 2021

This publication is subject to copyright. Except as permitted under the Copyright Act 1968, no part of it may in any form or by any means (electronic, mechanical, photocopying, recording or otherwise) be reproduced, stored in a retrieval system or transmitted without prior written permission. Enquiries should be addressed to the publishers.

URBIS.COM.AU

# INTRODUCTION

## PROJECT BACKGROUND

### Scentre Group Landholding Overview

Scentre Group own three land holdings at Tuggerah on the Central Coast, identified as the Tuggerah Gateway Precinct in strategic planning documents, with a total site area of 70.85ha, being:

- The Gateway site,
- The Westfield Tuggerah Shopping Centre site, and
- The Triangle site.



Figure 1 Scentre Group Tuggerah Landholdings

Scentre Group purchased the site in 1990, following the closure of the Wyong District Abattoirs and associated meat works in 1989 which has operated on the site since the early 1900's. In October 1995, the \$170 million Westfield Tuggerah shopping centre opened on the central of three site in the form of a single storey shopping centre supported by car parking.

The shopping centre was expanded in 2005 adding a second level and restaurant precinct. While the vision for the three sites since purchase has been for a mixed-use precinct including a range of uses including tourist accommodation, residential, bulky goods, entertainment and recreation areas. However for circa 30 years, both the Tuggerah Gateway and Triangle sites have sat vacant and underutilised on either side of Westfield Tuggerah. This planning proposal relates to the redevelopment of the Gateway Site.

### Tuggerah Gateway Site Opportunity

Located at the junction of the M1 Motorway and Wyong Road, and in proximity to Tuggerah Station, the Tuggerah Gateway site benefits from a high degree of exposure to passing trade and excellent levels of transport accessibility. These character traits, combined with its status as the largest englobed landholding within the Tuggerah Regional Centre, means it presents a significant opportunity to contribute to the realisation of the potential future growth and development of this centre.

### Recent Planning Activity

Acknowledging the strategic potential of the site, a number of investigations and studies have been undertaken by both government authorities and Scentre Group over the years to understand the future potential of the site and options for interim redevelopment proposals. The following planning policies are relevant as at September 2021. This includes:

- **Major Centre Designation:** Identification of Tuggerah-Wyong area as a 'Major Centre' within the previous Central Coast Regional Strategy (CCRS) in 2007.
- **Major Project Submission:** In April 2008, Scentre Group submitted a concept plan to DPIE for consideration as a Major Project under the former provisions of Part 3A of the *Environmental Planning and Assessment Act 1979 (EP&A Act)*. The proposed uses for the site included:
  - 120,000sqm mixed use – including 13,000sqm bulky goods adjacent to the Tonkiss Street / Wyong Road intersection;
  - 140,000sqm business park;
  - 450-550 residential units.The Major Project did not proceed.
- **Wyong Local Environment Plan 2013:**
  - **The Triangle Site Rezoning:** The Triangle Site (located to the west of existing Westfield Tuggerah), was zoned under the *Wyong Local Environmental Plan 2013 (WLEP 2013)*. The Tuggerah Gateway Site and Westfield Shopping Centre were deferred from inclusion in the WLEP 2013 due to a number of matters requiring resolution.
  - **The Westfield Shopping Centre and Gateway Sites Rezoning:** The WLEP 2013 was amended on 18 November 2015 to include the B4 Mixed use, RU6 Transition and E2 Environmental Conservation zones for the Gateway Site. The Westfield Tuggerah Site was rezoned to B3 Commercial Core.
- **Gateway Site (part) Development Application:** In December 2014, a development application (DA) for bulky goods development was lodged comprising a concept plan for 2 stages across the B4 Mixed Use rezoning. Stage 1 included a Masters Home-maker Improvement Centre with the overall concept plan providing for 22,638 sqm retail / bulky goods floor space. This included a Voluntary Planning Agreement (VPA) for regional road infrastructure upgrades. The development did not proceed, due to the collapse of the Masters Home-maker Centre chain.

- **Central Coast Regional Plan 2036:** In 2018 the NSW Department of Planning and Environment (now DPIE) prepared the Central Coast Regional Plan in partnership with Central Coast Council to manage growth and change over the next 20 years. This included the establishment of the Northern Economic Growth Corridor and Tuggerah as a Strategic Centre within this.
- **Central Coast Council Local Strategic Planning Statement (LSPS) 2020:** The LSPS was prepared and finalised in accordance with the Regional Plan following the release of the Tuggerah Town Centre Vision. Comprising approx. 5,000 dwellings and the transformation of the shopping centre into a living centre.

### Stakeholder Engagement

In preparing the Planning Proposal, the proponent and project team has met with numerous stakeholders to ensure a positive and appropriate outcome is achieved on the site. A series of discussions and meetings with Central Coast Council, DPIE, TfNSW and Greater Sydney Commission have confirmed that there is now a strong desire, and alignment across agencies, to realise the potential of the Gateway Precinct as part of wider precinct and infrastructure planning for Tuggerah which is currently underway including:

- Tuggerah Structure Plan by DPIE
- The Central Coast Regional Transport Plan
- Faster Rail Investigations by TfNSW.

To achieve this, the balance of the Gateway Site must be rezoned. The rezoning process needs to be initiated by a Planning Proposal request to Central Coast Council in the first instance. The rezoning must be based around place-based master plan which demonstrates both strategic and site-specific merit as required by DPIEs Guidelines to Preparing Planning Proposals.

This Planning Proposal builds on this previous work undertaking more detailed site investigations to inform a Concept Plan that delivers on previous commitment from key stakeholders.

## PLANNING PROPOSAL SUMMARY

The Planning Proposal for the Tuggerah Gateway Site has been prepared on behalf of Scentre Group (the proponent) in support of a proposed amendment to the Wyong Local Environmental Plan 2013 (WLEP 2013) at the Tuggerah Gateway Site at 60 Wyong Road Tuggerah to facilitate a mix of retail, recreation and residential land uses.

The key objectives of the Planning Proposal include:

- Provide additional residential dwellings with various typologies to meet demonstrable medium and long term housing demand.
- Inject jobs into the local economy, closer to home.
- Deliver an expanded recreation offer for the community.
- Retain vegetation to ensure this significant landscape setting is conserved, and the scenic quality of the site is protected.
- Deliver new services and amenities for the future residents and broader community.
- Improve safe and efficient access to, from and within the site, to Tuggerah Train Station.
- Develop the land in a way that will not significantly impact on environmentally sensitive land.
- Minimise bushfire risks so that the development does not compromise the safety of future users.

## PURPOSE OF THIS REPORT

Urbis was engaged by Scentre Group to prepare the Concept Plan for the Gateway Site. This Concept Plan was prepared through a comprehensive urban design process in collaboration with a team of technical experts. This Urban Design Report (UDR) has been prepared to support the Planning Proposal that seeks approval for the rezoning of the Gateway Site (The Site) with a total area of approximately 41.65ha.

This report provides a summary of the process undertaken to inform the development of and rationale underpinning the Concept Plan considering:

- The existing and future context of Tuggerah Regional Centre including the role and function, planned development, proposed infrastructure investment, future character and place-based outcomes;
- The desired future character of the area including connectivity to the adjacent local amenities, services and nearby facilities located in Westfield Tuggerah and the town centre;
- The existing site conditions and opportunities and constraints for redevelopment;
- An understanding of Place through the natural features of The Site including existing bushland, natural land overflow, undulating topography and the Mardi Creek.

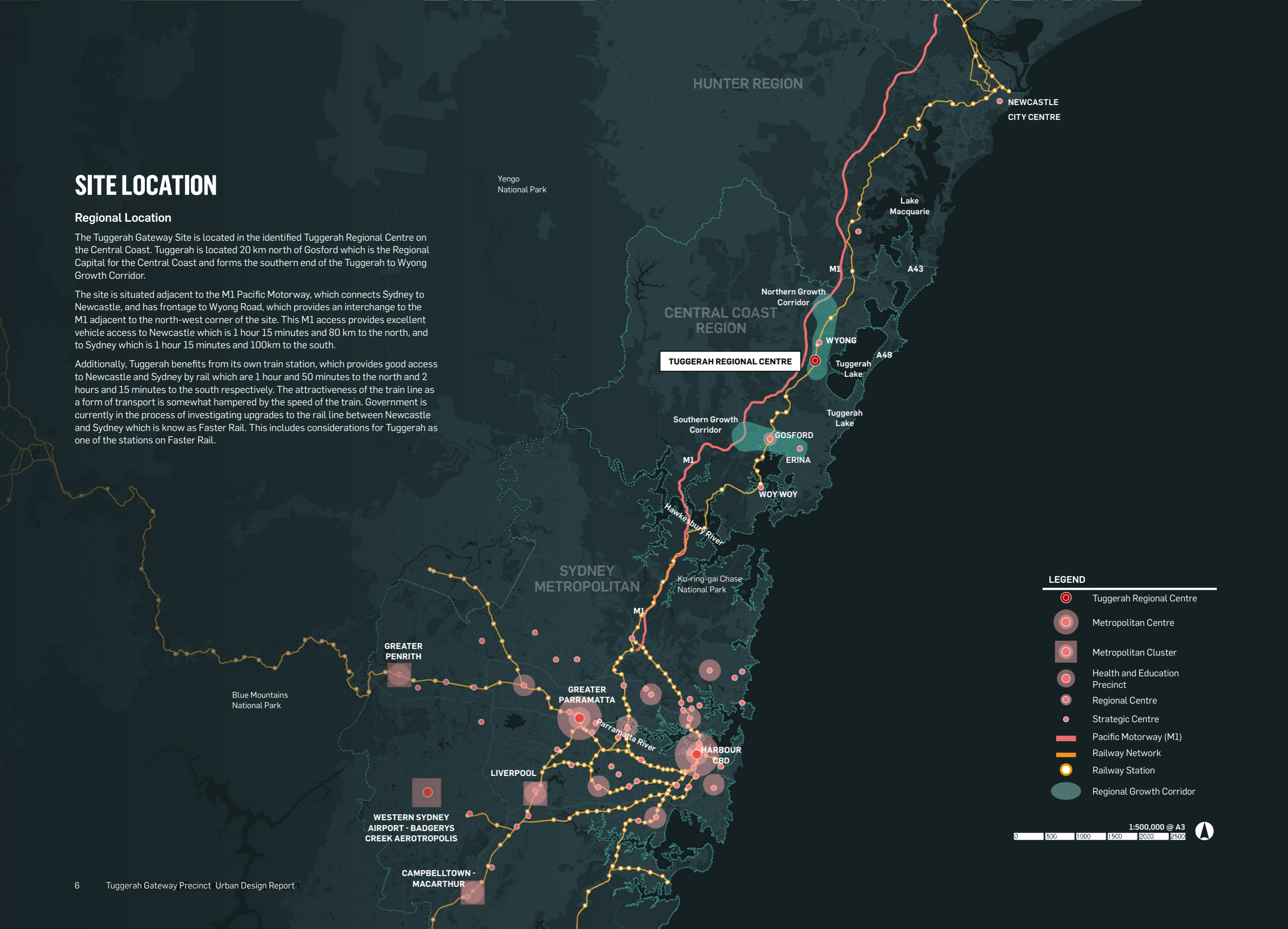
# SITE LOCATION

## Regional Location

The Tuggerah Gateway Site is located in the identified Tuggerah Regional Centre on the Central Coast. Tuggerah is located 20 km north of Gosford which is the Regional Capital for the Central Coast and forms the southern end of the Tuggerah to Wyong Growth Corridor.

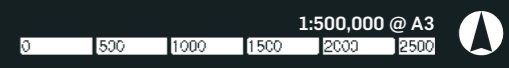
The site is situated adjacent to the M1 Pacific Motorway, which connects Sydney to Newcastle, and has frontage to Wyong Road, which provides an interchange to the M1 adjacent to the north-west corner of the site. This M1 access provides excellent vehicle access to Newcastle which is 1 hour 15 minutes and 80 km to the north, and to Sydney which is 1 hour 15 minutes and 100km to the south.

Additionally, Tuggerah benefits from its own train station, which provides good access to Newcastle and Sydney by rail which are 1 hour and 50 minutes to the north and 2 hours and 15 minutes to the south respectively. The attractiveness of the train line as a form of transport is somewhat hampered by the speed of the train. Government is currently in the process of investigating upgrades to the rail line between Newcastle and Sydney which is know as Faster Rail. This includes considerations for Tuggerah as one of the stations on Faster Rail.



**LEGEND**

- Tuggerah Regional Centre
- Metropolitan Centre
- Metropolitan Cluster
- Health and Education Precinct
- Regional Centre
- Strategic Centre
- Pacific Motorway (M1)
- Railway Network
- Railway Station
- Regional Growth Corridor





### Tuggerah Regional Centre Context

Tuggerah Regional Centre is a dispersed centre characterised by single land use precincts aligned along key transport and movement infrastructure spines which form a cross and divide the centre into quadrants. The Gateway Site is located at the eastern extent of the centre. Key features within the centre include:

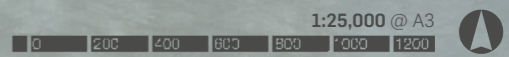
- **Wyong Road, Pacific Highway and the railway line** - Form the major east west and north south spines within the centre.
- **Westfield Tuggerah** - Is the major retail and amenity centre within the region located to the west along the Wyong Road alignment forming part of the entry experience from the M1 interchange.
- **Tuggerah Station** - located at the heart of the precinct where Wyong Road and the Pacific Highway meet.
- **Supa Centre** - An existing bulky goods retail and home-maker centre located immediately adjacent to the south east of the station.
- **Employment Zones** - Two precincts including:
  - A linear north-south precinct along the western side of the Old Pacific Highway from south of Wyong Town Centre to beyond Tuggerah; and
  - A triangular precinct between Wyong Road and the railway to the south east of the station.
- **Wyong Town Centre and Wyong Railway Station** - approximately 3km to the north.
- **Residential Neighbourhoods** - contained neighbourhoods nestled within undulating vegetated hills and meandering creeks including
  - **Woodbury Park** - To the north of Wyong Road accessed opposite the Tonkiss Street intersection is a low density residential neighbourhood.
  - **Residential neighbourhood** - to the south east of Westfield Tuggerah centre.

The Site is also surrounded by network of open spaces that includes:

- **Tuggerah Lake** - Expansive lake to the east of the centre.
- **Central Coast Regional Sport & Recreation Complex and Tuggerah Oval** - situated to the east of The Site across the railway line.
- **Central Coast Mariners Football Club** - situated to the east of the Site adjoining Supa Centre
- **Mt. Tangy Dangy and Ourimbah State Forest**, existing environmental conservation bushland situated to the south and west of The Site respectively; and
- **Central Coast Wetlands - Pioneer Dairy**, the largest area of open space with access to the public in the Wyong Precinct situated 2km to the northeast of The Site access the railway line.

TUGGERAH LAKE

Figure 2 Tuggerah to Wyong Context Plan



© 2021, PSMA Australia Ltd, HERE Pty Ltd, ABS. Produced by Urbis Pty Ltd ABN 50 105 256 228 Apr 2021

# SITE DESCRIPTION

The Tuggerah Gateway Site is located at 60 Wyong Road, Tuggerah within the Central Coast Local Government Area (LGA) and consists of two lots being:

- Part Lot 3 DP 1084221; and
- Part Lot 2 DP 1056960.

The site has a total site area of 41.65ha and is bound by:

- Wyong Road to the north which is a dual carriageway arterial road which provides an interchange to the M1 and includes a landscape median, and vegetation and the Mardi Creek corridor adjacent to the site.
- Tonkiss Street to the east which navigates steep land and **Westfield Tuggerah** situated to the east of this. Three vehicular access points distributed along Tonkiss Street provide at-grade access to different levels of the centre and associated parking and service access. The southern half of the Westfield Tuggerah site is also dense vegetation.
- M1 Pacific Motorway to the west including the on-ramp from the Wyong Road interchange and vegetation along the boundary to the site.
- Mt. Tangy Dangy bushland to the south.

The Site is a large vacant site currently used for grazing. As the location of a former abattoir, its natural landscape condition has been substantially modified. This is evident by the cleared grass landscape of the site compared to the surrounding dense bushland character.

The Site is characterised by the following existing features:

- **Mt. Tangy Dangy** - Natural bushland which forms an elevated green tree canopy backdrop to the site beyond the southern boundary.
- **Undulating topography** - With steep slopes within the southern portion of The Site from Mt. Tangy Dangy down towards Wyong Road. The site slopes away from Mt Tangy Dangy from south to north. Natural steep slopes are situated primarily within the south-eastern portion of the site (current E2 Environmental Conservation zone) and within the rocky outcrop to the north-west and to the south-west part of the site. The ground levels in the site vary from 8m AHD in the north east corner to 74m AHD in the south east corner.
- **A prominent rocky outcrop** - A local highpoint within the site characterised by natural boulders and clusters of mature trees in the north-west corner;
- **Mardi Creek** - Identified as a stream 1 strahler order in NSW spatial data - the mapped alignment traverses under the Pacific Motorway wrapping around the rocky outcrop and along the northern boundary crossing Wyong Road at the Tonkiss Street intersection. The existing site conditions reflect this alignment as well as multiple channels of water flowing from east to west across the northern portion of The Site.
- **Existing overland flow alignment** - Overland flow captured within local drainage alignment and localised topographical feature meandering from the south-west corner of The Site towards Mardi Creek.
- **Existing soil stockpile** - In the north-east corner of The Site has impeded the original flows of Mardi Creek and created a series of undefined channels and generally water laden land.
- **Dense planting** - In the south-east corner of the site which is currently zoned E2 Environmental Conservation.
- **Scattered vegetation** - Across the remainder of the site which is generally patchy.
- **An existing electrical transmission line** - There is an existing Ausgrid overhead 132kV transmission line which bisects the site in a north-south direction. The standard easement for a 132kV transmission line is 45m. This is currently characterised by timber power line poles similar to a residential context.
- **An existing unsealed driveway** - Providing access to the site off Tonkiss Street approximately opposite the level 1 parking access to Westfield Tuggerah meandering into the centre of the site.

The aerial and site photos following illustrate these existing features of the Tuggerah Gateway Site and immediate context.



Figure 3 Tuggerah Gateway Site

1:5,000 @ A3  
0 50 100 150 200 250





WOODBURY  
ESTATE PARK

WYONG ROAD

WESTFIELD  
TUGGERAH

TUGGERAH  
LAKE

MT TANGY DANGY

TUGGERAH GATEWAY SITE

ROCKY  
OUTCROP

MARDI CREEK  
ALIGNMENT (NSW DATA)

NATURAL LAND  
OVERFLOW

PACIFIC MOTORWAY

# 1.0 PLANNING CONTEXT

Planning in NSW is underpinned by a series of cascading strategic planning documents which align land use, transport and infrastructure between three tiers of government and across State agencies for the first time in a generation. This is supported by site specific planning controls. Together these documents set out the existing and future planning context and considerations for any future development of a site. It applies to the Gateway Site as follows:

This section of the report provides a summary of:

- The key strategic planning directions relevant to the Gateway Site as contained within:
  - Central Coast Regional Plan 2036 (2018);
  - Central Coast Local Strategic Planning Statement (2021);
  - Tuggerah to Wyong Economic Growth Corridor (2020); and
- Additionally, a summary of the statutory development controls and built form guidance which underpin the built form implications for the site have been provided as contained within:
  - Wyong LEP 2013;
  - Draft Central Coast LEP 2018; and
  - Draft Central Coast DCP 2018.

Note:

The planning policies discussed in section 1.0 Planning Context is relevant as at September 2021.

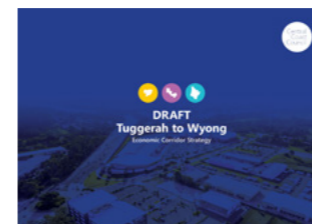
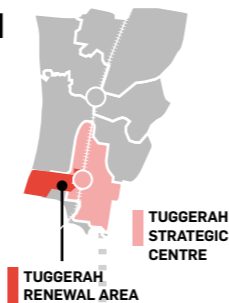
## 1.1 STRATEGIC PLANNING ALIGNMENT

The following key directions for the site are a synthesis of the key directions for the site from all of the strategic planning documents.

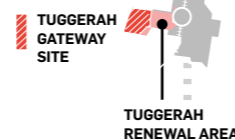
### CENTRAL COAST REGION



### NORTHERN GROWTH CORRIDOR



### TUGGERAH STRATEGIC CENTRE VISION



## KEY DIRECTIONS

The following key directions for the Tuggerah Gateway site are a synthesis of key directions and outcomes relevant to the site as contained within the relevant strategic planning documents. For a detailed review of each document, please refer to Appendix A.

### 1. TUGGERAH IS A FOCUS FOR NEW JOBS AND HOUSING DIVERSITY

Deliver infrastructure and transport investment that keeps pace with population growth whilst maintaining local amenity by concentrating new jobs and a greater diversity of housing through renewal and intensification of established centres.

- As a Strategic Centre, Tuggerah's is identified as having a catchment of 5,000-10,000 people locally and a scale of 3km (5 minute drive) with the following outcomes.
- Create integrated community hubs which incorporate multiple uses and cater for a wide range of needs including consulting and health services, studios, music labs, café's, club rooms and meeting and performance spaces.

#### Specific Outcomes for Tuggerah Strategic Centre:

- Develop Tuggerah as a **vibrant mixed use centre** with regionally significant business, employment, retail, entertainment, transport and housing opportunities.
- **Key Precincts:**
  - **Tuggerah (TOD):** Medium to long-term mixed-use Transit Oriented Development in proximity to Tuggerah Station including residential, employment and sporting precinct, following flood mitigation works.
  - **Town Centre:** Provide a town centre focus to Anzac Road, including a "town square" with an active link between Westfield and Tuggerah Rail Station.
  - **Westfield Tuggerah:** Regional shopping destination providing broad fashion, convenience, grocery and recreation offer and provides for dining and entertainment into the evenings.
  - **Central Coast Sporting and Recreation Complex:** Explore recreational and associated development such as short term accommodation, training and education facilities to build on the success of the Pioneer Dairy and Regional recreation corridor.
  - **SupaCenta:** Tuggerah Home-makers Centre.

## 2. RESPECT AND PROTECT SCENIC VALUES AND NATURAL FEATURES

Protect the Central Coast's scenic amenity by planning for development that respects the distinct qualities of different places and protects areas of high environmental value.

- **Create Sustainable and Resilient Communities through** affordable and efficient buildings which provide comfort and protection from weather extreme and benefits from lower energy costs. Support local businesses with sustainable practices and promote the concept of circular economy.
- Ensure the integrity of natural bushland areas are retained and protected as key attractors to provide natural respite, environmental amenity and enhanced interaction with nature for residents, workers and visitors to the Corridor for recreation, relaxation and education purposes.
- Minimise disturbance of areas of native vegetation, natural ecosystems and high biodiversity value.

### Specific Outcomes for Tuggerah Strategic Centre:

- Development which responds to the flood characteristics of the area.
- Regional bushland trail gateway at Tuggerah M1 Interchange.
- Scenic gateway to be protected with significant view corridors from the M1 across the Gateway Site.

## 3. INTEGRATE LAND USE, TRANSPORT AND INFRASTRUCTURE PLANNING

Plan for communities to be better connected by an integrated transport system that prioritises safe walking, cycling and public transport.

- Deliver well connected inter-regional transport through the rail interchanges and bus interchange supported by sufficient parking.
- Provide a efficient, accessible and responsive public transport network that improves connectivity within and between our centres and integrates the principles of commuter efficiency with accessibility for all types of movement patterns.
- Consider land use outcomes that promoting multi-purpose car trips and fewer vehicle movements across the region including medium to high density residential and office buildings based around commercial core and functional public transport connections.
- Limit retail activity outside planned centres.
- Maximise the use and capacity of existing infrastructure, the efficiency of new infrastructure and the provision of enabling and supporting infrastructure for new and intensified development.

### Specific Outcomes for Tuggerah Strategic Centre:

- Provide an upgraded commuter car park at Tuggerah Station and opportunities for transit-oriented development.
- Clustering freight and logistics businesses around the M1 Pacific Motorway interchange at Tuggerah.
- Work with agencies to explore options and secure a Fast Rail stop as a key attractor.

## 4. LEVERAGE TRANSPORT ACCESSIBILITY AND INVESTMENT TO ATTRACT JOBS AND ENHANCE EMPLOYMENT AREAS

Enhance the competitive value of the region by providing a diversity of employment options within the Centre and encouraging business and employment activities that leverage the major inter-regional transport connections to Sydney and the Hunter regions

- Support development towards an innovative sector through the transition to higher value and more complex manufacturing activities offering highly specialised and technologically advanced products that embody new knowledge and technological change.
- Facilitate emerging logistics and warehousing enterprises.
- Build the knowledge economy by investing in high-amenity, mixed-use centres that will attract new enterprise.
- Protect employment land: Ensure businesses have certainty about the long-term security of employment lands, by resisting pressure for residential development in the area.

### Specific Outcomes for Tuggerah Strategic Centre:

- Provide a viable alternate bulky goods destination to Erina to cater for the northern half of the region.
- Preserve, enhance and stimulate the growth and economic development of existing employment lands in Tuggerah Business Park and Tuggerah Straight.
- Encourage and support co-location of business and technology related services close to regional road and rail transport in Tuggerah.

## 5. INCREASE HOUSING DIVERSITY

Review development controls to deliver appropriate housing density, accelerate housing supply and improve housing choice to meet community needs.

- In mixed-use environments providing quality housing located above ground floor commercial uses to maximise amenity and access to services.
- High-amenity settings for medium density residential in Strategic Centres in keeping with their distinctive character. Including studio, and one and two-bedroom dwellings, to match forecast changes in household sizes.
- Greater diversity of housing and lot types and sizes, including small-lot housing in infill and greenfield housing locations.
- Address the housing needs of older people, students and seasonal populations.
- Identify the discrete housing needs of each community, including for social and affordable housing.
- Resist rezoning significant sites and releasing new urban land in the short to medium term.

### Specific Outcomes for Tuggerah Strategic Centre:

- **Westfield Tuggerah:** Resolve connectivity, amenity and flooding constraints to deliver future expansion and infill mixed-use and residential along with amenity, better streets, pedestrian connections to the station and open space.
- **Tuggerah Gateway site:** Included in the existing capacity testing as urban renewal land.

## 6. PUBLIC DOMAIN CELEBRATES THE DISTINCTIVE CHARACTER AND CULTURAL IDENTITY OF THE REGION

Attractive mixed-use places that respond to the character and role of the centre and have a strong sense of identity and place.

- Improve the quality of the public domain and enhance the amenity and attractiveness of existing places.
- Manage the urban forest and enhance green infrastructure through urban greening initiatives and creating a Green Grid network. Consider overlapping opportunities to create character and connect habitat.
- Strengthen the local street network including a defined street hierarchy, delivery of key links and prioritisation of the pedestrian experience.

### Specific Outcomes for Tuggerah Strategic Centre:

- Anzac Road: "town square"
- Westfield Tuggerah: green, open-air, town centre street

## 7. HEALTHY AND ACTIVE LIFESTYLES

Provide a suite of facilities and assets that encourage the whole community to embrace the social, economic and environmental benefits of healthy lifestyle.

- Provide a diverse and attractive network of accessible sport and recreation facilities and assets and urban open space that provides for active lifestyles and passive recreation opportunities in a way that more effectively addresses community needs and expectations into the future.
- Consolidate open space to create strategically located, recreational, multi-use destinations integrated with movement networks providing a mix of quality play spaces and day to day recreational amenity, catering for all ages and ability types.
- Improve key pedestrian links to overcome topography and major road / rail infrastructure with a particular focus on improving pedestrian amenity for residential and employment areas within 800m of train stations.
- Encourage cycling as a mode of transport through improved, legible and safe network that enables cyclists to ride between key destinations within the corridor including priority connections between centres, public transport hubs, schools and recreational / tourism routes and providing supporting facilities.
- Improve pedestrian and bicycle linkages between major retail, centre support, employment, transport, sport and recreation infrastructure and the surrounding residential areas.
- Support Health and Wellness Industries.

### Specific Outcomes for Tuggerah Strategic Centre:

- **The Tuggerah Lake Loop:** Expand existing, major commuter and recreational regional cycle link that connects the corridor, Toukley and The Entrance via a connection along the Pacific Highway and main roads to include new sections of off-road routes through safer, scenic areas providing local and district recreation and tourism benefits.
- Improve active links between Tuggerah Station, Westfield Tuggerah and Tuggerah Town Centre.
- Integrate the Central Coast Regional Sporting and Recreation Complex (near the existing Mariners Precinct) with the Regional Recreation Corridor.

## 1.2 SITE SPECIFIC CONTROLS

### WYONG LOCAL ENVIRONMENTAL PLAN 2013 (WLEP 2013)

The primary development controls applying to The Site are outlined in the Wyong Local Environmental Plan 2013 (WLEP 2013). The relevant clauses of this LEP as they apply to the subject site are

<b>Land Zoning</b>	<ul style="list-style-type: none"> <li>B4 Mixed Use (13.2 ha)</li> <li>RU6 - Transition (26.3ha)</li> <li>E2 - Environmental Conservation (2.0ha)</li> </ul>
<b>Height of Building</b>	No height restrictions
<b>Floor Space Ratio</b>	No floor space ratio
<b>Minimum Lot Size</b>	<ul style="list-style-type: none"> <li>B4 zone – No Minimum</li> <li>RU6 Transition zone and E2 Environmental Conservation zone – 40ha.</li> </ul>

### DRAFT CENTRAL COAST LOCAL ENVIRONMENTAL PLAN 2018 (CCLEP 2018)

On 23 November 2016 Council resolved to prepare a Planning Proposal to consolidate the provisions of the Local Environmental Plans (LEPs) operating across the Central Coast Local Government Area (LGA). After assessment and a public exhibition process, the consolidated region-wide Central Coast Local Environmental Plan (CCLEP) and Development Control Plan (CCDCP) was adopted by Council on 14 December 2020. The CCLEP is yet to be finalised and gazetted.

While the majority of the provisions remain consistent with the WLEP 2013, minor amendments have been made to the zone objectives specifically to B4 Mixed Zone encouraging a diverse and compatible range of activities i.e. commercial, cultural, tourism, leisure, education and health services.

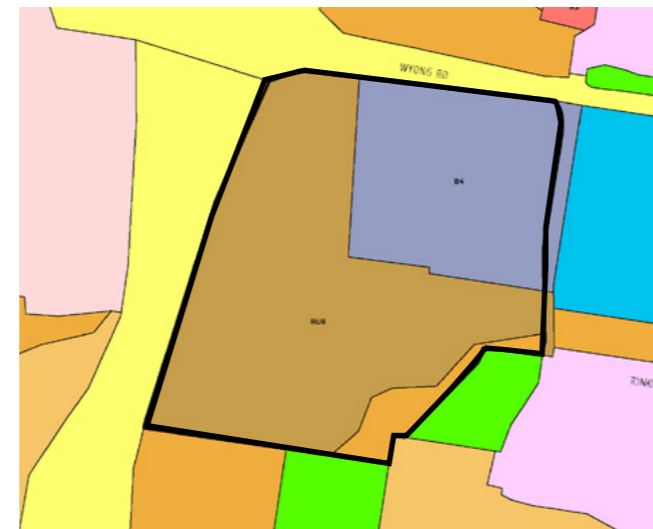


Figure 4 Land Zoning

LEGEND	
	Tuggerah Gateway Site
	B4 Mixed Use
	RU6 Transition
	E2 Environmental Conservation

#### KEY DIRECTIONS FOR GATEWAY SITE

- The Planning Proposal needs to take a comprehensive review of the existing site characteristics to identify the appropriate future LEP controls for the site in alignment within the strategic outcomes envisaged for the site.

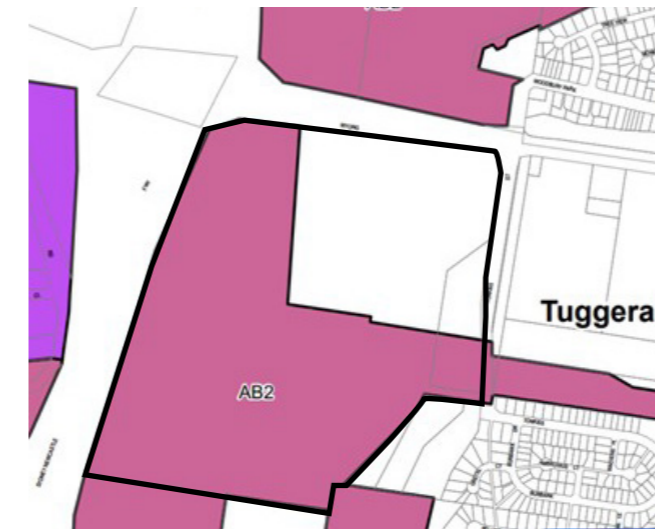


Figure 5 Minute Lot size

LEGEND	
	Tuggerah Gateway Site
	AB2 Minimum lot size 40 ha
	Z Minimum lot size 2 ha

### DRAFT CENTRAL COAST DCP 2018 (CCDCP 2018)

The consolidated draft DCP was adopted by Council on 14 December 2020. As with the Draft CCLEP 2018, this DCP consolidated the provisions of the DCPs operating across the Central Coast LGA without reviewing the majority of the provisions for site specific outcomes.

It is envisaged that a site specific DCP will be prepared for the Gateway Site. Notwithstanding this, a review of the draft DCP identified the following chapters within the DCP as relevant reference in the preparation of any site specific controls as part of the planning proposal.

#### DCP CHAPTERS

5.34.1.3.2 Area Plans

5.34.2.1 Private Domain Controls

5.34.2.1.1 Built form

5.34.2.1.2 Access and Car Parking

5.34.2.1.3 Flooding and Drainage

5.34.2.1.4 Landscaping

5.34.2.1.5 Materials and Building Finishes

5.34.2.1.6 Residential Development

5.34.2.1.7 Roofscape

5.34.2.1.8 Servicing and Storage

5.34.2.1.9 Setbacks

5.34.2.1.10 Signage

#### KEY DIRECTIONS FOR GATEWAY SITE

- It is recommended a site specific DCP for the development the Tuggerah Gateway Site is prepared in collaboration with Council.

## 1.3 INDICATIVE GROWTH TARGETS

The following diagram summarises the various housing and employment targets identified across the strategic planning documents and explores the alignment of the Tuggerah Town Centre Vision prepared in 2019 with these. This includes:

- Central Coast Regional Plan 2036
- Central Coast LSPS; and
- Tuggerah to Wyong Economic Growth Corridor Strategy.

This analysis reveals:

- Overall there is consistency between all of the documents in terms of the anticipated growth in jobs and dwellings.
- The Corridor Strategy identifies:
  - Potential (subject to approval) for up to an additional 5,000 homes (on top of the 750 target) within the Tuggerah Renewal Area which comprises predominantly the Scentre Group Landholdings.
  - Capacity for up to 2,558 additional homes of which 1,341 homes are assumed to be delivered through the redevelopment potential of the Scentre Group landholding - specifically the R1, RU6 and B4 land.
  - A shortfall of 3,659 homes between the identified State Government potential and the capacity testing for the Scentre Group land holdings.
  - Capacity for up to 23,270 jobs which is 19,870 jobs more than estimated to 2036.

## TUGGERAH GATEWAY SITE URBAN RENEWAL AREA

Tuggerah Gateway Site is identified as an urban renewal area where land owners and NSW Government are working together to consider options for development as *'expanded shopping centre and for a range of uses that may include residential, transport, leisure, health and education uses'*.

Guidance for the development of the site includes:

***"The State Government has announced plans for the Gateway site at Tuggerah (Approx. 5,000 dwellings and revamp of Westfield's shopping centre). The Site's strategic location as a prominent gateway site should be considered in The Site's development. Opportunities to maintain and enhance its landscaped character, and provide new connections, infrastructure and amenity should be considered."***

This has been included as part of the existing precinct capacity to 2036.















Preliminary principles and key development outcomes It identifies key principles and outcomes for the site as including:

- Place based controls for lot size, deep soil and building design to ensure the precinct is dominated by large trees and landscape.
- A strategy for retention of water in the landscape.
- A strategy for pedestrian connections to the nearby centre and railway station.
- A robust, public street grid that connects to the existing station precinct and shopping centre.
- Minimum targets for non-retail employment uses to ensure a diverse centre which increases opportunities for residents to work near home.
- A minimum open space target of 25% of The Site, excluding detention areas.
- A minimum 5% affordable housing target.
- Principles to reduce the generation and transportation of waste and recycling materials.

### KEY DIRECTIONS FOR THE GATEWAY SITE

- There is strategic planning support for the delivery of jobs and housing within the Tuggerah Renewal Area.
- The most recent targets identify the following outcomes for the three Scentre Group sites identified as the Tuggerah Renewal Area:
  - 5,000 additional homes and
  - 2,760 additional jobs.
- Site specific testing of the capacity of the site is needed to be undertaken based on:
  - Market demand and supportability including alignment of uses with site locational characteristics
  - A detailed understanding of the existing characteristics of the sites and the opportunities and constraints this presents to renewal.

### LEGEND

	Central Coast Region
	Other Locations and Centres
	Growth Corridor - Southern Corridor
	Growth Corridor - Northern Corridor
	Tuggerah Precinct (Includes Tuggerah Renewal Area)
	Wyong and East Wyong Precinct
	North Wyong and Watanobbi Precinct
	Existing Capacity based on current controls (by precinct colour above)
	Tuggerah Renewal Area
	B3 Local Centre Zone (Westfield Shopping Centre Site)
	R1 General Residential (Scentre Group Triangle Site)
	B4 Mixed Use (Tuggerah Gateway Part Site - 13.2 ha)
	RU6 Rural Transition (Tuggerah Gateway Part Site - 26.3 ha)
	E2 Environmental Conservation (Tuggerah Gateway Part Site - 2 ha)

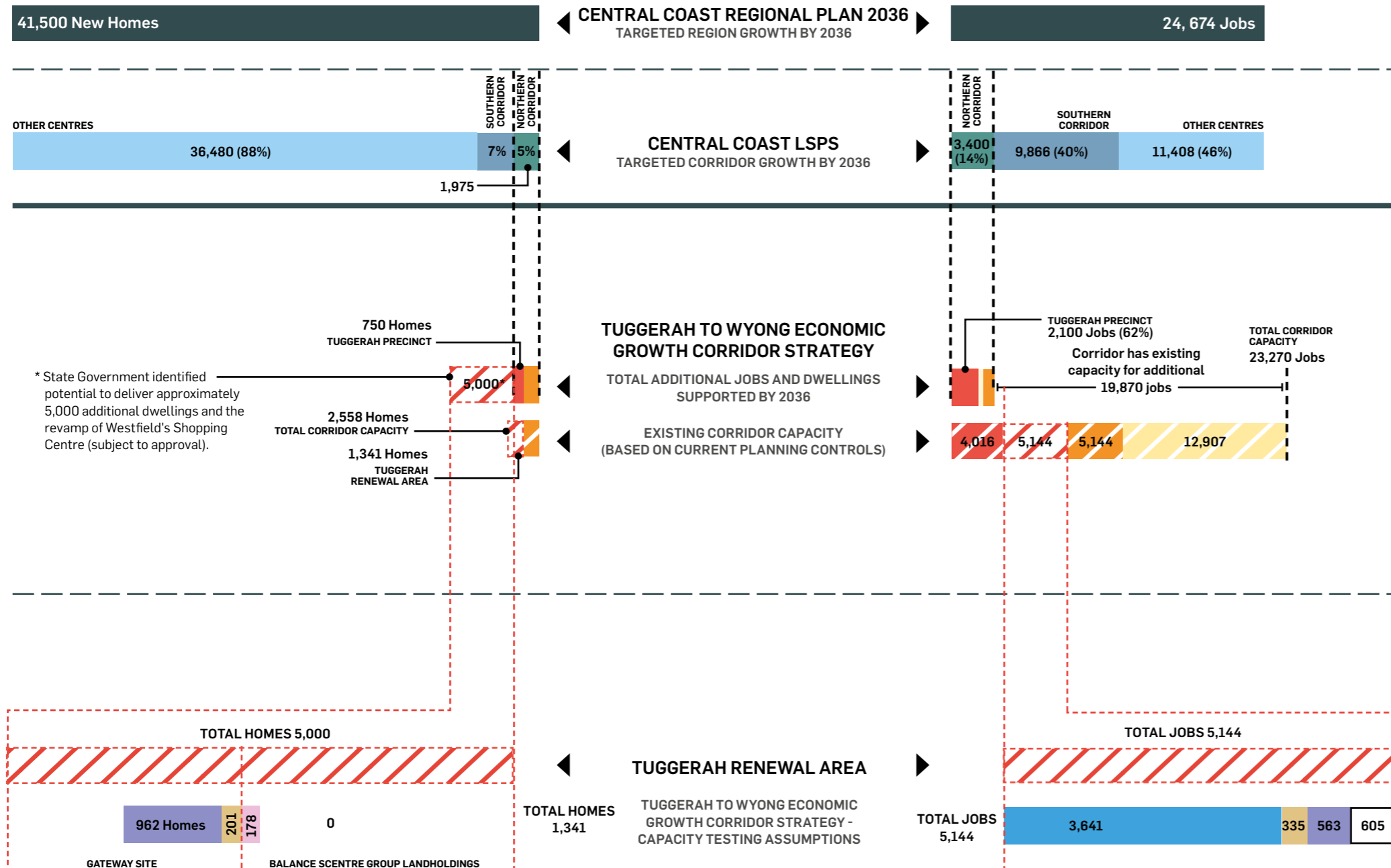
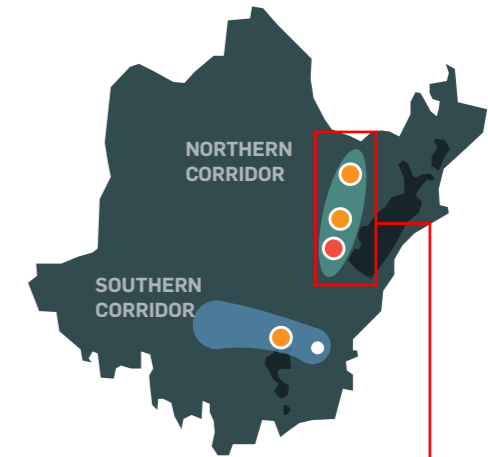
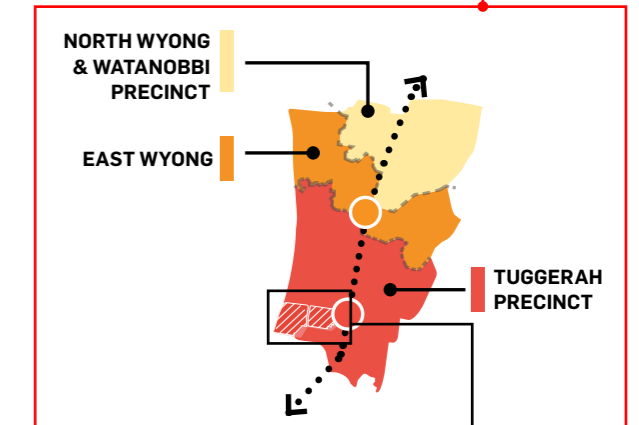


Figure 6 Comparison of Central Coast Growth Targets



INSET: TUGGERAH TO WYONG ECONOMIC GROWTH CORRIDOR



INSET: TUGGERAH RENEWAL AREA

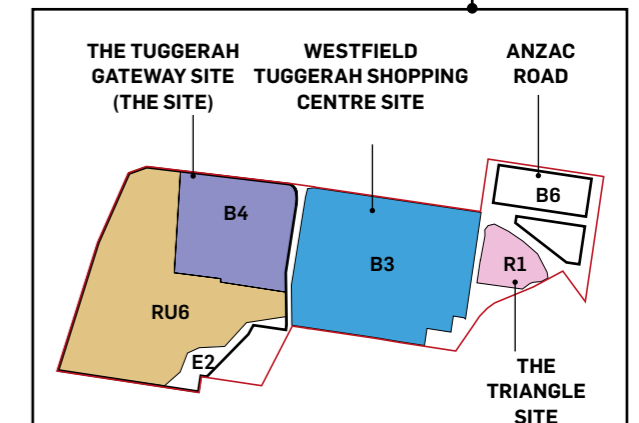


Figure 7 Capacity Reference Plans

# 2.0 UNDER- STANDING PLACE

*"Character is what makes an area distinctive. It is the translation of land use and built form, the local economy, public realm and private spaces and the tradition and history of Aboriginal and non-Aboriginal cultures, intrinsically linked to individual places. Character is fluid and reflected by people who value and influence the places they are connected to in different ways."*

Source: NSW Local Character and Place Guideline

Understanding and nurturing the unique identity of each place whilst also meeting the existing and future needs of our communities will ensure we create places, neighbourhoods and cities that are healthy, responsive, integrated, equitable and resilient.

NSW Government in partnership with the NSW Government Architect have prepared a series of guidelines to assist in understanding local character and place.

This chapter of the report has been prepared in alignment with these guidelines to understand the strategic and local place characteristics of the locality. These have been explored at two key scales being:

- Strategic Place Drivers; and
- Local Place Analysis.

## 2.1 OVERVIEW

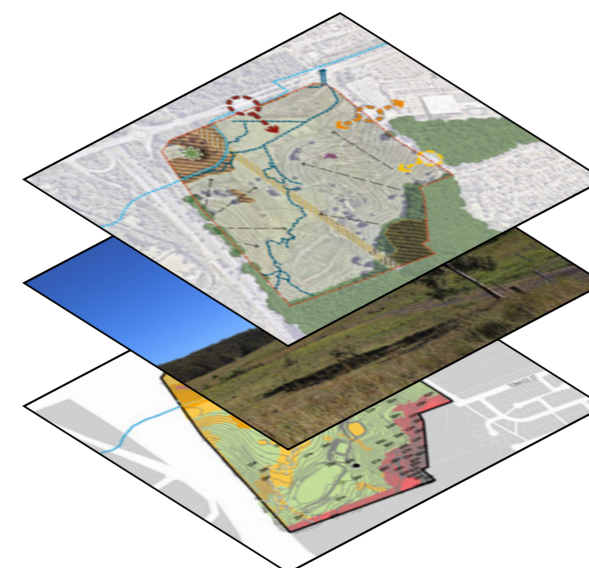
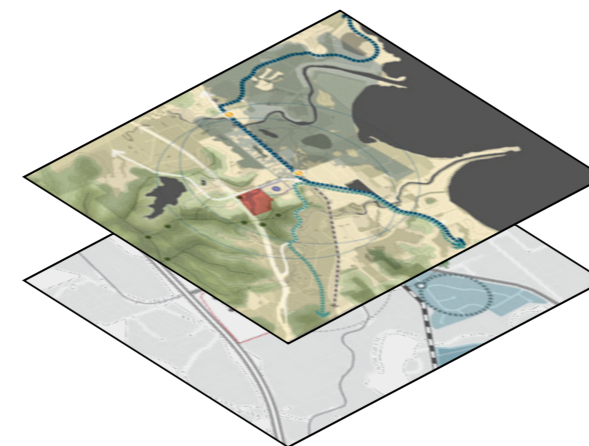
### STRATEGIC PLACE DRIVER

The strategic Place Driver analysis have been undertaken under three considerations being:

- Landforms and Topography
- Role and Functions

### LOCAL PLACE ANALYSIS

- Place Opportunities;
- Place Character; and
- Consolidated Constraints Map



## 2.2 STRATEGIC PLACE DRIVERS

### 2.2.1 SCENIC QUALITY, NATURAL FEATURES AND ACTIVE TRANSPORT NETWORK

#### Scenic Quality And Natural Features

The Central Coast is well loved for its spectacular natural environment. Characterised by its unique spatial features including its rugged beaches and coastline, expansive inland lakes, harbours and wetlands, lush national parks and undulating hills forming a backdrop in the west. Urban development in the region has been characterised into two key typologies - a series of coastal towns around these stunning natural features and a series of linear inland economic corridors.

Tuggerah is located in a unique part of the Central Coast characterised by its inland location on the banks of Tuggerah Lake. The Lake is the largest of three interconnected coastal lagoons that form the Tuggerah Lakes wetland system which are separated from the ocean through a narrow channel at The Entrance. The area around the Tuggerah Lakes was inhabited by the local Aborigines known as the Darkinjung people prior to European discovery in 1796.

The Gateway Site, as part of the Tuggerah Renewal Area, are situated at the transition of two distinct landforms features being:

- Undulating landforms characterised by rolling fingers of hills with a bushland character in the west; and
- Low lying, flat and expansive land extending east from the Tuggerah Lake water body in the east.

The Site is nestled within landscape features which bring the meeting of these two characteristics together creating a unique local character **"where the hills meet the lakes"**. This unique character differs from the primary Central Coast character most people are familiar with of *"coastal villages"*.

#### Regional Active Transport Network

The Central Coast Council Bike Plan 2019-2029 identifies three Priority Connections in relation to the Tuggerah Town Centre, being:

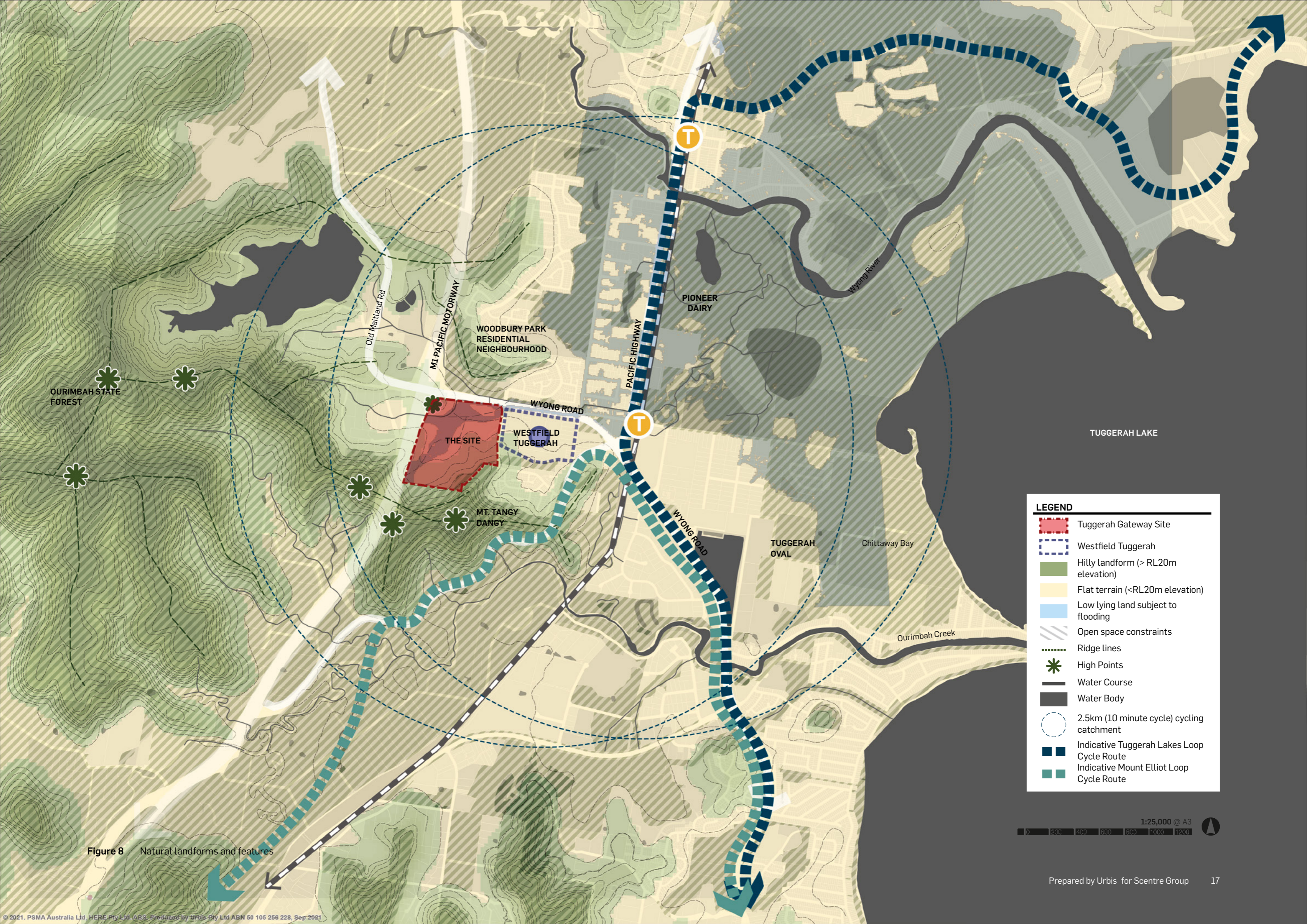
- Priority 1 - Connections to Activity Centres -
  - 2.5km cycling catchment from Tuggerah Town Centre
- Priority 2 - Connections to Public Transport
  - 2.5km cycling catchment from Tuggerah Station and Bus Terminal (Westfield)
- Priority 5 - Cycling for Recreational & Tourism - runs along Pacific Highway and Wyong Road shared path:
  - Tuggerah Lakes Loop; and
  - Mount Elliot Loop.

The Site is situated within these cycling catchment and adjacent to the regional recreational and tourism cycling route.

#### KEY OUTCOME

- The Site has a unique Central Coast's inland landscape character **"where the hills meet the lake"**.
- The Site provides opportunity to connect to the wider recreational and tourism cycling routes.





**LEGEND**

- Tuggerah Gateway Site
- Westfield Tuggerah
- Hilly landform (> RL20m elevation)
- Flat terrain (<RL20m elevation)
- Low lying land subject to flooding
- Open space constraints
- Ridge lines
- High Points
- Water Course
- Water Body
- 2.5km (10 minute cycle) cycling catchment
- Indicative Tuggerah Lakes Loop Cycle Route
- Indicative Mount Elliot Loop Cycle Route

Figure 8 Natural landforms and features

1:25,000 @ A3  
 0 200 400 600 800 1000 1200

## TUGGERAH MULTI-NODAL CENTRE ROLE & FUNCTION

Tuggerah is defined as a Regional City in the 6 cities region context, and is identified as being in a state of evolution. Anchored by the Tuggerah Railway Station, which opened in 1890, it was historically a dairy area. Today it is characterised by a car-oriented urban development layout which has occurred over the past 30 years. Its future is looking to create a transit-oriented, mixed-use vibrant centre.

### Faster Rail

A future fast(er) rail service is being considered along the Central Coast line connecting Sydney to Newcastle. Station locations being considered include Tuggerah Station.

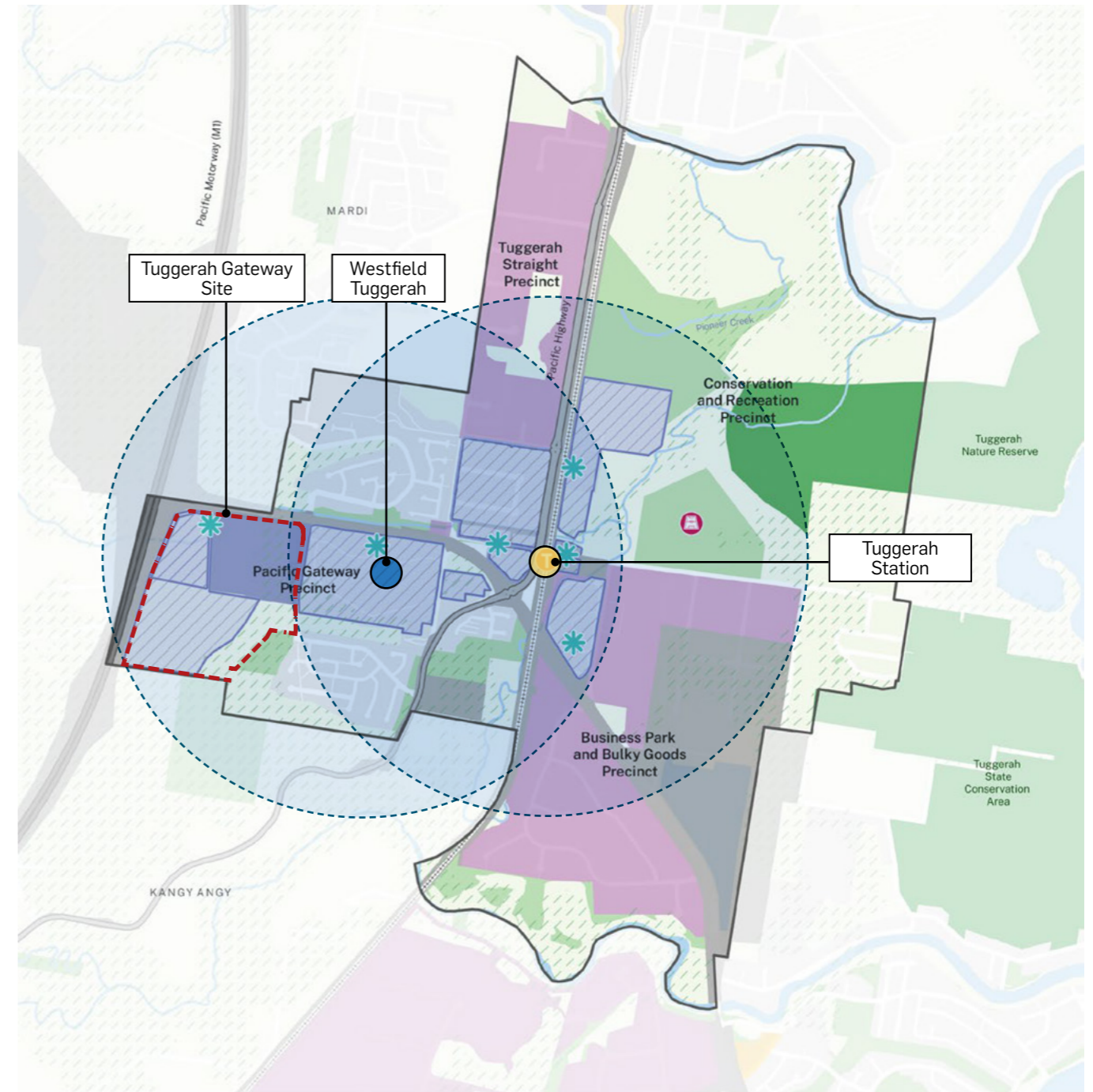
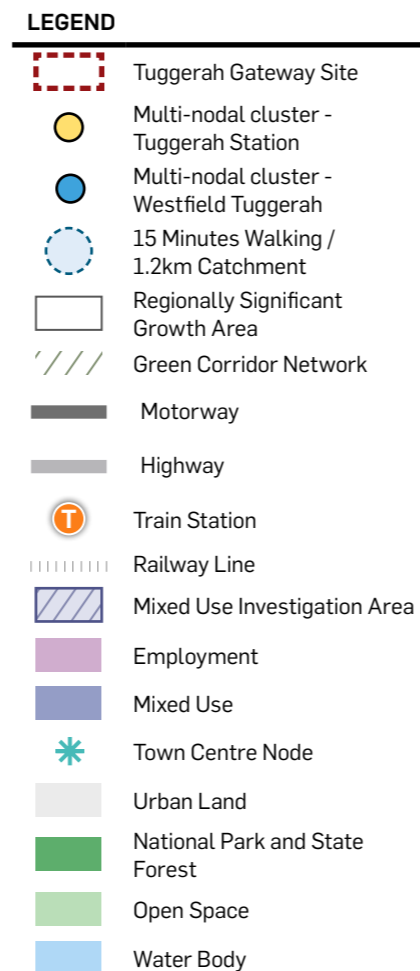
### Multi-Nodal Centres

The evolution of Tuggerah Regional City needs to build on its strengths which includes successful established precincts which each have a key areas of focus. These precincts characterise Tuggerah as a multi-nodal centre which will see intensification around key regional services and include:

- **Tuggerah Station - a cluster of town centre nodes:** Five town centre nodes have been identified within the intensification and renewal of land around the train station to the north of Wyong Road. Each has a different role and function.
- **Westfield Tuggerah:** Integration of the existing Westfield Tuggerah and the Tuggerah Gateway Site to create a walkable and connected 15 minute neighbourhood with regional and local shopping, everyday services and facilities, and prioritised active transport.
- **Tuggerah Business and Industrial Precincts including:**
  - **Tuggerah Straight:** located between the old Pacific Highway and Gavenlock Road from Tuggerah to Wyong; and
  - **Tuggerah Business Park and Bulky Goods Precinct:** located south of the Super Centre between the old Pacific Highway, Wyong Road and Ourimbah Creek.

### KEY OUTCOMES

- Tuggerah Gateway Site is an essential part of the Westfield Tuggerah multi-nodal with a town centre node within the site.



**Figure 9** Tuggerah Multi-nodal Centres within the Tuggerah Regionally Significant Growth Area in Central Coast Regional Plan 2041

### 15 Minute Neighbourhood

The Tuggerah Gateway Site has significant potential to be part of a 15 minute neighbourhood integrated with the Westfield Tuggerah site. The indicative 15 minute catchment, accessible by walking, cycling, and public transport, have been identified using the principles in Figure 11 as follows::

- Everyday & often needs - 15 minutes walking catchment (~1.2km):
  - Westfield Tuggerah / Shopping Centre
  - Bus Interchange
  - Tuggerah Public School
- Sometimes - 15 minutes bike ride / bus catchment (~3km):
  - Tuggerah Station
  - Employment Lands
  - Regional Sporting Fields
  - Regional Recreational Open Space

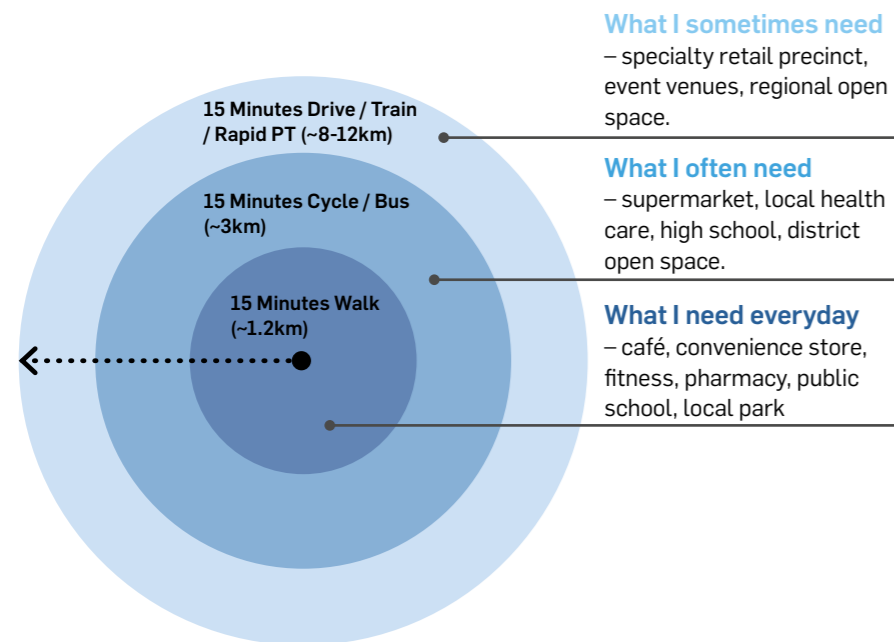


Figure 11 Walking Catchments Principles

#### LEGEND

- Tuggerah Gateway Site
- Multi-nodal cluster - Tuggerah Station
- Westfield Tuggerah
- 15 minute catchment / 1.2km for walking & 3km for cycling and bus
- Regionally Significant Growth Area
- Green Corridor Network
- Motorway
- Highway
- T Train Station
- Railway Line
- Mixed Use Investigation Area
- Employment
- Mixed Use
- ✱ Town Centre Node
- Urban Land
- National Park and State Forest
- Open Space
- Water Body

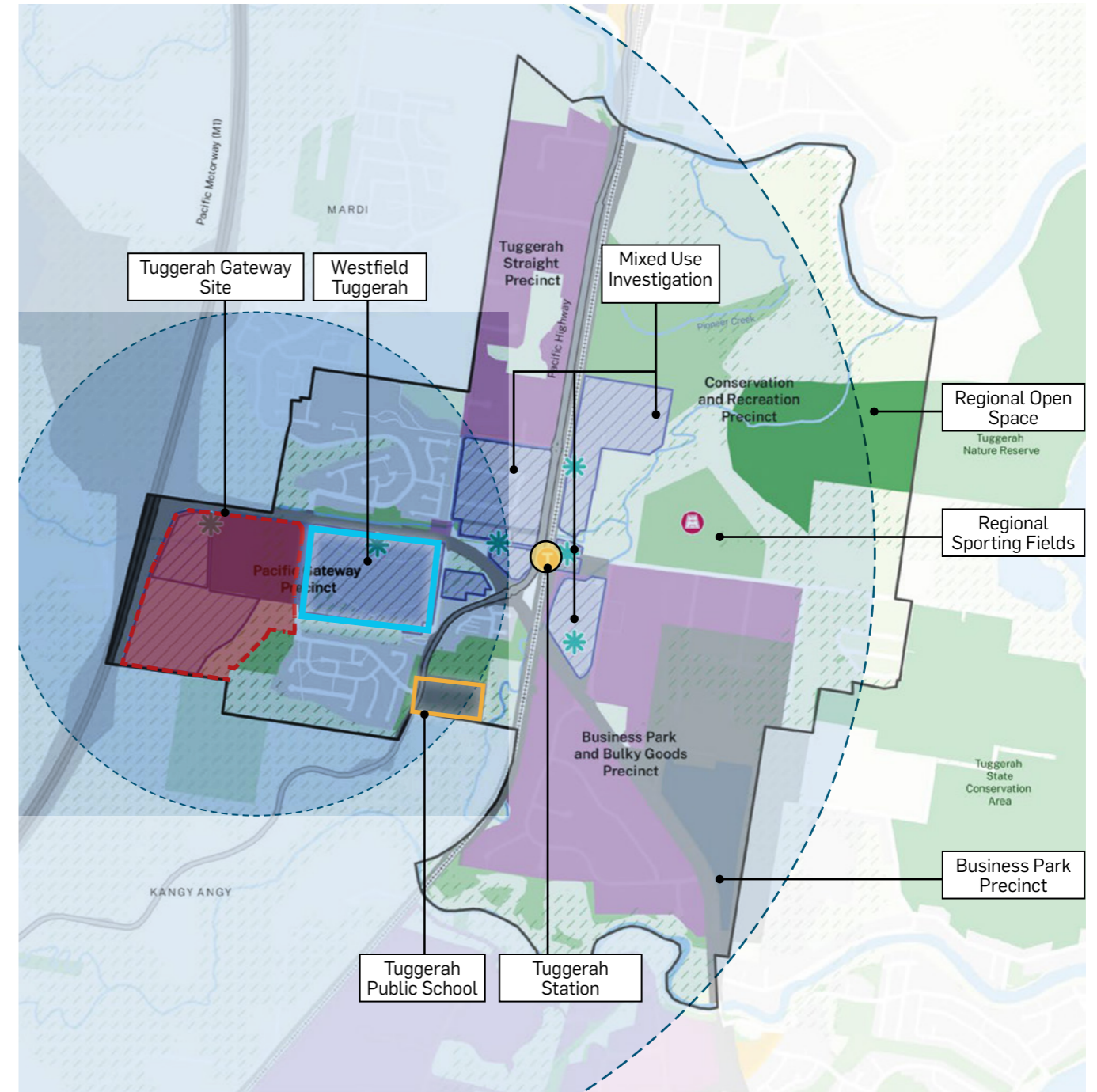


Figure 10 Tuggerah Gateway Site Role and Function

## 2.3 LOCAL PLACE ANALYSIS

The following section identifies the local place analysis of The Site that includes:

- Place Opportunities;
- Place Character; and
- Consolidated Constraints Mapping

### PLACE OPPORTUNITIES

The Site situated in a prominent location being next to Westfield Tuggerah and Motorway exit. It provides a unique site characteristics and opportunities. This includes:

- Undulating topography - potential view corridor;
- Rocky Outcrop - High points with natural boulders;
- Environmental conservation/ bushland to the south - natural assets;
- Westfield Tuggerah to the west - major retail and service amenity;
- Natural land overflow - natural low topography with slow and meandering natural drainage corridor;
- Mardi Creek - stream order 1 creek along the northern boundary as part of the blue grid; and
- Accessibility:
  - Approved VPA for a left-in left-out intersection from Wyong Road;
  - Potential primary intersection at Tonkiss Street in alignment with the Westfield Tuggerah middle access; and
  - Secondary access at Tonkiss Street to the south.

In addition, there are few site challenges for consideration being:

- Threatened Ecological Community within the bushland to the south and rocky outcrop to the north-west;
- Existing transmission line traversing N-S of The Site that potentially can be relocated underground.

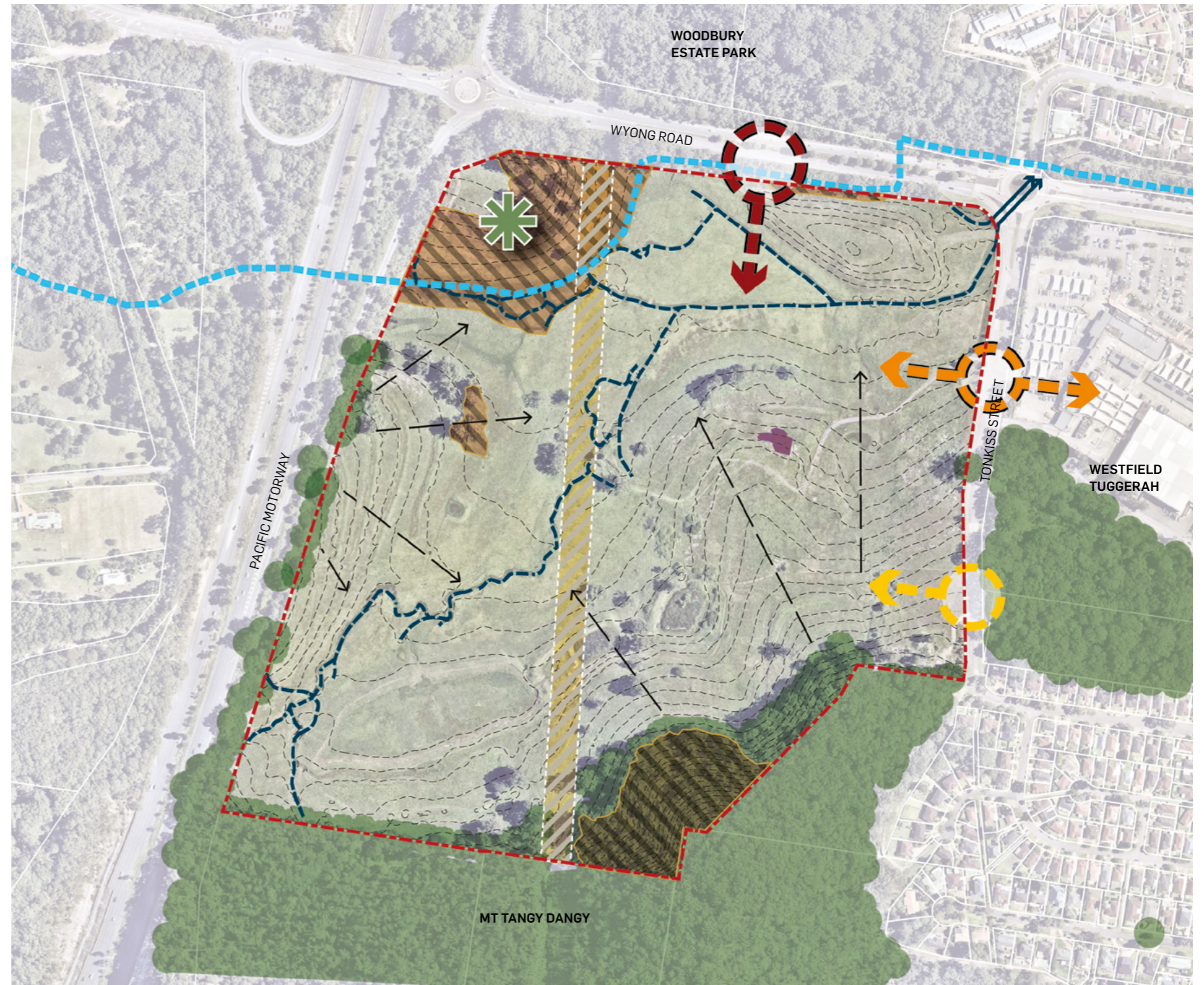
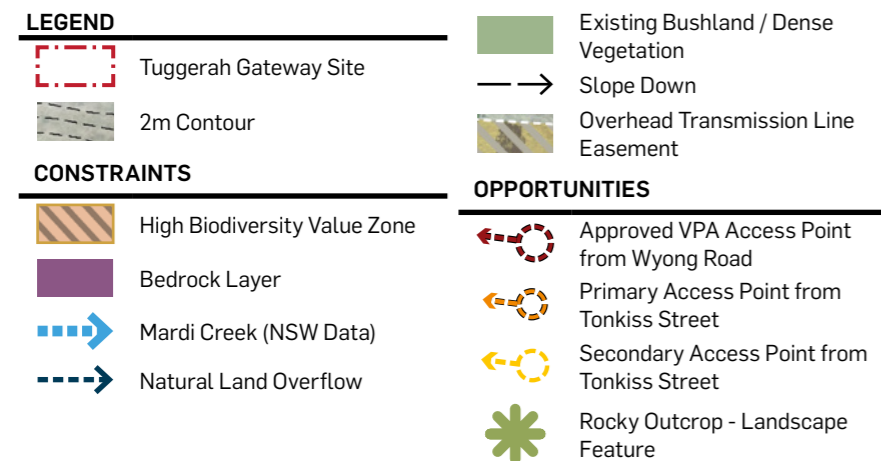


Figure 12 Place Opportunities Plan

## MATERIALITY

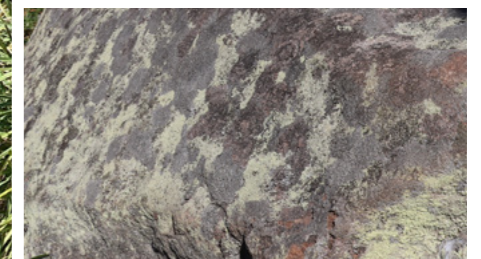
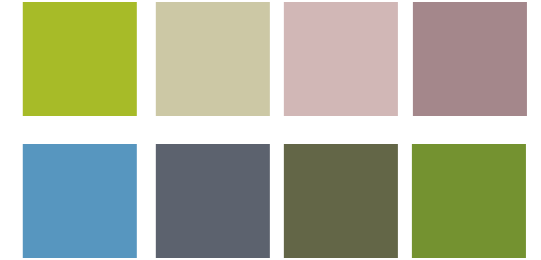
The Site's natural features also establish a materiality for the site inspiring a material and colour palette for exploration in developing the open space and public domain outcomes. This includes:

- Green Bushland;
- Rocky boulders;
- Moss;
- Wetlands and marshes;
- Tree Lines;
- Waterway; and
- Tree trunks.

The following figures illustrates The Site elements that form this material and colour palette inspiration.

## KEY OUTCOMES

- Tuggerah Gateway Site has a distinctive existing rugged and adventurous landscape character with undulating hills and framed in green.



## PLACE CHARACTER

Five unique characteristics define the existing place qualities and identity of the site:

- Undulating landforms for elevated views;
- Framed in green treetops;
- Rocky Outcrop;
- Connected through creek lines; and
- Everyday amenities on your doorstep.

The following photos capture these five distinct place qualities of The Site.



## UNDULATING LANDFORMS FOR ELEVATED VIEWS



## FRAMED BY GREEN TREETOPS



## ROCKY OUTCROP



## CONNECTED THROUGH CREEK LINES



## EVERYDAY AMENITIES ON YOUR DOORSTEP



## 2.4 CONSOLIDATED CONSTRAINTS MAPPING

A comprehensive set of technical investigations under five key categories were undertaken to identify the development footprint for the site and inform the preparation of the Concept Plan being:

### PLANNING

- Zoning; and
- Title Restrictions (Easement)

### PHYSICAL

- Slope and Topography;
- Biodiversity;
- Contamination;
- Geotechnical;
- Acid Sulfate Soils;
- Noise.

### HERITAGE

- Indigenous Heritage






### HAZARD

- Bushfire; and
- Flooding

### ACCESS AND MOVEMENT

- Access and Movement;

For each technical constraint, investigations were undertaken to determine the level of constraints with outcomes mapped on the site under five categories, being

	Encumbered Land - Not Developable
	Encumbered Land - Significant Mitigation Required
	Encumbered Land - Mitigation Required
	Unencumbered Land - Developable with Standard Mitigation Practice
	Unencumbered Land - Developable land

The following series of diagrams identify the key constraints mapping that influence the indicative developable areas, being:

- Title Restrictions (Easement);
- Slope and Topography Summary;
- Biodiversity;
- Bushfire; and
- Flooding

A consolidated constraints map of the site was prepared based on the synthesis of the individual technical maps illustrated at the end of this section.

A comprehensive summary of each of the individual technical constraints maps is contained within Appendix B of this document.



Figure 13 Constraints Map - Title Restriction (Easement)

### KEY FINDINGS

- There is an existing Ausgrid overhead 132kV transmission line which bisects the site in a north-south direction. The standard easement for a 132kV transmission line is 45m. If the transmission line is retained it presents a number of constraints to the future redevelopment of the site including the ability for bulk earthworks to include changes in levels within the easement.
- Investigate the opportunity to underground transmission line within the site to deliver a more comprehensive redevelopment of the site.

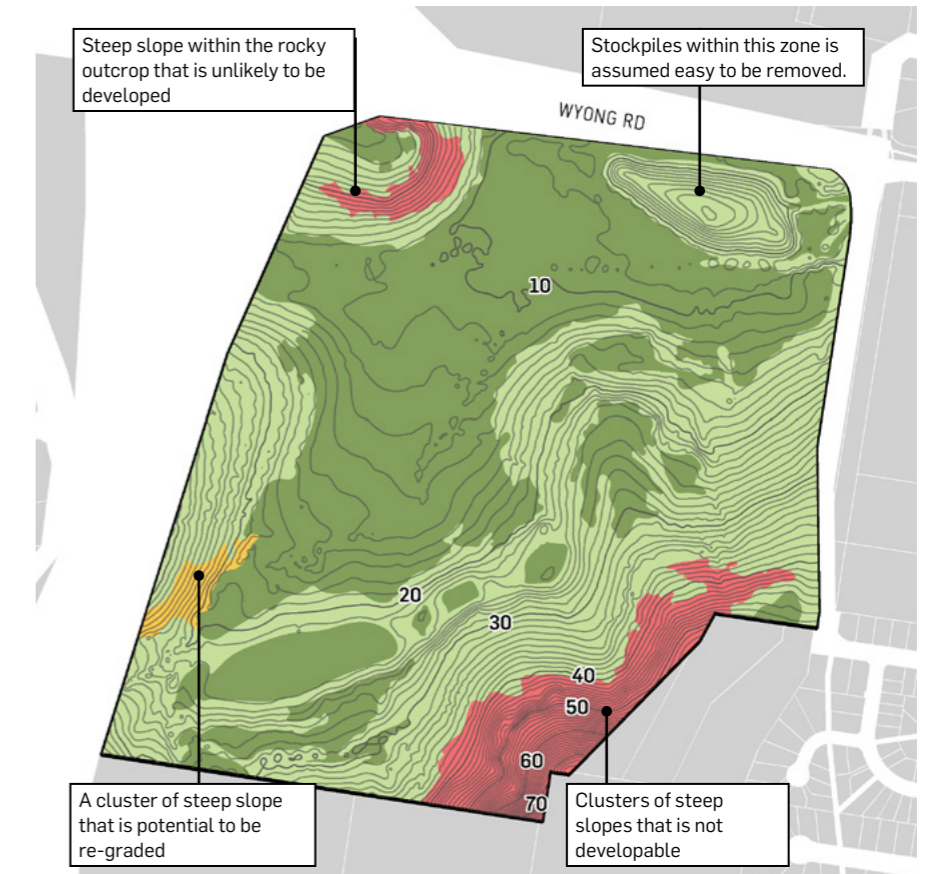


Figure 14 Constraints Map - Slope and Topography Summary

### KEY FINDINGS

- Detailed investigation and bulk earthworks approach required in areas identified as encumbered - mitigation required to inform the preparation of the concept plan.





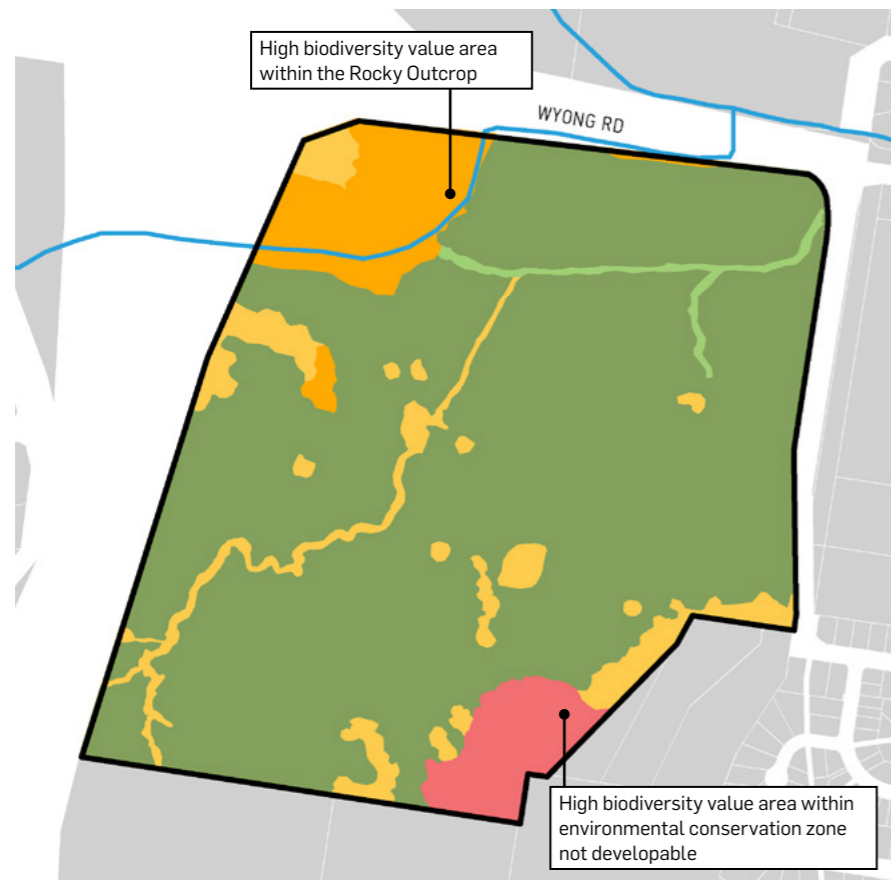


Figure 15 Biodiversity

**KEY FINDINGS**

- Mardi Creek is mapped as 1st order Strahler Stream along the Wyong Road alignment.
- There is some localised overland drainage occurring traversing the site from south-west to north-east parts of the site are not mapped as wetland areas based on Wyong DCP. Some of this is man made changes to overland flow paths and should be reinstated to natural flows.
- Concentrated of important biodiversity values near the rocky outcrop.



Figure 17 Bushfire

**KEY FINDINGS**

- Areas within the yellow zone along the southern and western boundary should avoid developments with Special Fire Protection Purpose (SFPP) i.e. schools, hospital and nursing homes.
- Residential development within the light-green zone is still permissible subject to Complying Development approval pathways.
- It is assumed that the existing vegetation within E2 zone is retained.
- APZ is generally not permitted on slopes greater than >18 degrees.



Figure 16 Flooding

**KEY FINDINGS**

- Existing flooding concerns along Mardi Creek and overland water flow are a result of man made interventions on the site that have disrupted natural flow paths.
- Reinstatement the creek line and riparian zone along the Mardi Creek alignment considering no worsening of downstream flood impacts.
- Manage natural overland flow within the proposed new development.






The following diagram identifies the consolidated constraints map based on the synthesis of the individual technical maps.

### KEY OUTCOMES FOR THE GATEWAY SITE

- The majority of The Site area are developable with minimum to low mitigation required.
- Existing distinctive natural features of the site are identified as non-developable areas or areas where medium-high level mitigation is required. These include:
  - The rocky outcrop which can become a key landscape feature within future open space provision.
  - Existing dense trees within the E2 zoned land to be retained and protected for biodiversity values.
  - Mardi Creek noting that the creek requires restoration along its original alignment and reinstating of the riparian corridor.
  - Overland flow path from the south-western corner to Mardi Creek with presents an opportunity for green and blue grid links.
- Electrical transmission line can be potentially relocated below ground and preferably confined within the road reserve to avoid easement requirements.

CATEGORIES / ASSUMPTIONS	AREA (HA)
<p><b>Encumbered - Not Developable:</b> Areas affected by constraints that are unsuitable for any future development. This includes:</p> <ul style="list-style-type: none"> <li>• <b>Bushfire Risk:</b> Areas within BAL FZ and BAL-40 which represents extreme - very high risks zones.</li> <li>• <b>Zoning:</b> Areas within E2 Environmental Conservation Zone.</li> <li>• <b>Topography and Slope:</b> Areas with predominantly steep land with more than 18% slope.</li> <li>• Areas of more than two overlapping encumbered land with medium level mitigation.</li> </ul>	5.48
<p><b>Encumbered - Significant:</b> Areas affected by constraints where future development is possible with medium to high level mitigation strategies. This includes:</p> <ul style="list-style-type: none"> <li>• <b>Biodiversity :</b> Areas within critically endangered and endangered ecological communities (EEC).</li> <li>• <b>Flooding:</b> Areas where the flood conveyance likely must be retained to avoid flood impacts elsewhere. Identified as the PMF flood-way in order to identify the key flow-paths.</li> <li>• Areas of more than two overlapping encumbered land with low level mitigation.</li> </ul>	2.35
<p><b>Encumbered - Mitigation Required:</b> Areas affected by constraints where future development is possible with mitigation strategies. This includes:</p> <ul style="list-style-type: none"> <li>• <b>Topography and slope:</b> Areas on steep land with more than 10% slope. Grading works required to enabling residential development subject to further technical study.</li> <li>• <b>Bushfire Risk:</b> Areas within BAL 12.5 - BAL 29 which represents low - medium risks zones. Developments with Special Fire Protection Purpose (SFPP) i.e. schools, hospital and nursing homes can not be undertaken. However, residential development allowed within this zone subject to building standard compliance identified in Planning for Bushfire Protection document.</li> <li>• <b>Biodiversity:</b> Areas with existing native vegetation, all threatened ecological communities, and within 10m offset of stream 1 order.</li> <li>• <b>Flooding:</b> Areas of flooding concern from the existing natural land overflow, including the land identified within the Flood Planning Level.</li> <li>• <b>Easement:</b> Areas within transmission line easement that can be underground along road corridor to allow development.</li> <li>• <b>Geotechnical:</b> Areas of waterlogged and possible soft soils in the vicinity of the watercourses.</li> <li>• <b>Contamination:</b> Areas of former effluent treatment ponds, footprint of former residence and associated stockpiles in south-east corner; former abattoir operations, possible burial pits, and existing fill stockpiles due to greater potential for contamination.</li> <li>• <b>Acid Sulfate Soil:</b> Areas to the North-east portion of The Site (below an elevation of approximately 10-12m AHD) and imported stockpiles from Westfield Tuggerah site.</li> </ul>	9.56
<p><b>Unencumbered - Minor Mitigation Required:</b> Areas affected by constraints where future development is possible with standard mitigation practice. This includes:</p> <ul style="list-style-type: none"> <li>• <b>Indigenous Archaeology:</b> Areas with low-medium Potential Archaeological Deposits due to medium disturbed area - generally along driveway and stockpiles area.</li> <li>• <b>Noise:</b> Areas affected by noise contour &lt;60db.</li> </ul>	24.25
<p><b>Unencumbered Land - Developable Land:</b> Areas not affected by any constraints, and are suitable for future development.</p>	0.02
<b>Total Site Area</b>	<b>41.65</b>

### LEGEND - CONSOLIDATED CONSTRAINTS MAPPING

-  Tuggerah Gateway Site
-  Contour Line (2m)
-  Mardi Creek Existing Alignment
-  Natural Overland Flow
-  Transmission Line Pylons Locations

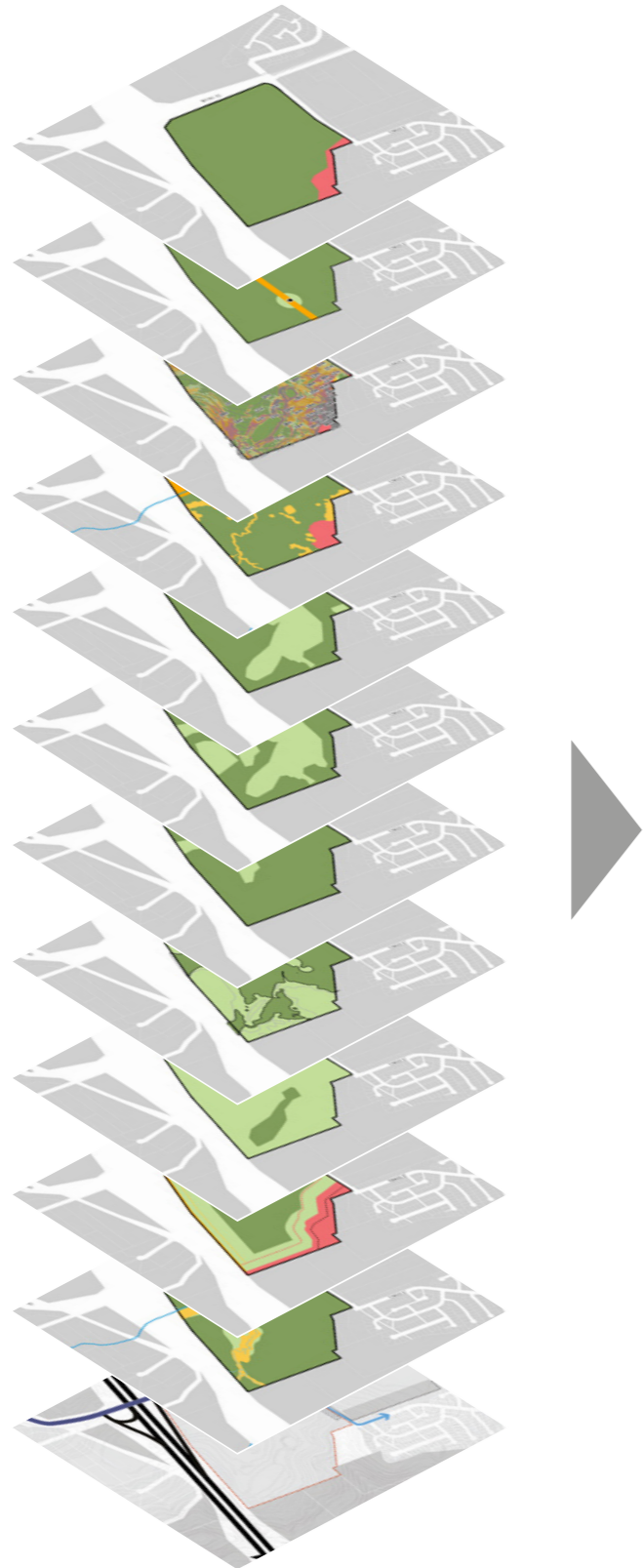


Figure 18 Consolidated Constraints Mapping

## 2.5 MARKET DEMAND ASSESSMENT

### SITE CHARACTERISTICS

Site context and existing conditions analysis identified the following key characteristics of the subject site for consideration. A site demand drivers assessment was undertaken considering the land use alignment of these characteristics with the requirements of potential land uses. This assessment provides a recommendation of the short-list of suitable land uses upon which to undertake market demand assessment to inform the preparation of a structure plan for the site.

SITE CHARACTERISTICS	DESCRIPTION
REGIONAL ROAD ACCESSIBILITY	<ul style="list-style-type: none"> <li>Excellent accessibility to regional motorway (M1) via direct access to adjacent Tuggerah Interchange off arterial level Wyong Road.</li> </ul>
ARTERIAL ROAD FRONTAGE	<ul style="list-style-type: none"> <li>High site visibility and exposure to significant levels of passing trade along Wyong Road frontage.</li> </ul>
PUBLIC TRANSPORT ACCESSIBILITY	<ul style="list-style-type: none"> <li>Site is 1-2km distance to Tuggerah train station which is approximately 15-20 minute walk. Tuggerah train station is predominantly a commuter station for workers travelling to Sydney.</li> </ul>
PROXIMITY TO REGIONAL AND LOCAL RETAIL SERVICES	<ul style="list-style-type: none"> <li>Directly adjoining Westfield Tuggerah which includes 3 supermarkets, 11 other major tenants, 203 speciality shops and cinemas.</li> </ul>
DIVERSITY OF STRONG EMPLOYMENT PRECINCTS	<ul style="list-style-type: none"> <li>Considerable employment opportunities within Tuggerah to Wyong Employment Corridor making the site attractive to potential future residents.</li> <li>Concentration of regionally significant, existing high-performing employment precincts including Tuggerah Business Park, Tuggerah Straight, Bulk Goods Precinct and Westfield Tuggerah with capacity.</li> </ul>
ACCESS TO REGIONAL OPEN SPACE AND AMENITY	<ul style="list-style-type: none"> <li>Tuggerah Strategic Centre sits on the Tuggerah Lakes foreshore which provides significant scale amenity.</li> <li>There is a concentration of regionally significant sporting and recreation facilities in the Tuggerah Strategic Centre and surrounding area.</li> </ul>
BUSHLAND SETTING	<ul style="list-style-type: none"> <li>Site is set to the backdrop of the Mount Tangy Dangy bushland which provides a green, tree-lined amenity setting as well as access to natural spaces.</li> <li>Largely surrounded by mature trees, existing vegetation and natural features on three sides.</li> </ul>
UNDULATING TOPOGRAPHY	<ul style="list-style-type: none"> <li>Site is relatively flat towards the northern boundary alongside Wyong Road and adjacent to Westfield Shopping Centre.</li> <li>Southern parts of the site and some localised areas are sloped providing northern views.</li> <li>Steep areas may restrict develop options.</li> </ul>

Table 1 Site Demand Drivers Summary

SITE CHARACTERISTICS	LAND USE ALIGNMENT						
	RESIDENTIAL	SENIORS LIVING	SHORT STAY ACCOMMODATION	RETAIL / LOCAL SERVICES	BULKY GOODS	OFFICE	TRANSPORT / LOGISTICS
REGIONAL ROAD ACCESSIBILITY	HIGH	MEDIUM	HIGH	HIGH	HIGH	MEDIUM	HIGH
ARTERIAL ROAD FRONTAGE	MEDIUM	LOW	LOW	LOW	HIGH	LOW	HIGH
PUBLIC TRANSPORT ACCESSIBILITY	MEDIUM	MEDIUM	MEDIUM	MEDIUM	LOW	LOW	N/A
PROXIMITY TO REGIONAL AND LOCAL RETAIL SERVICES	HIGH	HIGH	HIGH	HIGH	HIGH	MEDIUM	LOW
DIVERSITY OF STRONG EMPLOYMENT PRECINCTS	HIGH	MEDIUM	MEDIUM	N/A	HIGH	MEDIUM	MEDIUM
ACCESS TO REGIONAL OPEN SPACE AND AMENITY	HIGH	HIGH	MEDIUM	LOW	N/A	MEDIUM	N/A
BUSHLAND SETTING	HIGH	HIGH	HIGH	N/A	N/A	MEDIUM	N/A
UNDULATING TOPOGRAPHY	HIGH	LOW	MEDIUM	LOW	LOW	LOW	LOW
RECOMMENDATION	HIGH	HIGH	HIGH	LOW	MEDIUM	LOW	LOW

Note:

This market demand assessment in section 2.5 is relevant as at September 2021.

## LAND USE MARKET ASSESSMENT

Urbis has assessed the market suitability and supportable scale of land uses for the Gateway Site over the long term. Key findings including supportable scale on the site and indicative timing are outlined in the table below.

**Table 2** Land Use Market Assessment

LAND USE	LAND USE SUPPORTABILITY ON SUBJECT SITE	MARKET SUPPORTABLE SCALE AND TIMING
<b>RESIDENTIAL</b>	<p><b>HIGH:</b> The subject site is strongly aligned to residential development over the short to long term benefiting from:</p> <ul style="list-style-type: none"> <li>Excellent access to regional, arterial and public transport connectivity.</li> <li>Proximity to regionally significant retail, recreational amenity and employment opportunities.</li> <li>Attractive bushland setting with opportunity to achieve expansive views,</li> <li>Walking distance to local convenience shops and services.</li> <li>Strong regional low and medium density housing market as reflected in significant recent price growth and buyer demand.</li> <li>Emerging market for apartments over the next 15 years.</li> </ul>	<p>Diversity of housing product to meet changing market demand including:</p> <ul style="list-style-type: none"> <li><b>Short-Medium Term (2022 - 2036):</b> ~1,000 dwellings comprising ~500 low-medium density detached and terrace style houses and ~500 apartments in low-medium density format.</li> <li><b>Long Term (2036+):</b> additional apartments in mixed-use medium density format</li> </ul>
<b>SENIORS LIVING</b>	<p><b>HIGH:</b> The subject site is an attractive alternative location for seniors living due to:</p> <ul style="list-style-type: none"> <li>Identified shortage of retirement living in the Central Coast LGA with no projects currently proposed within Tuggerah.</li> <li>Projected growth of population of residents aged 65+ will generate strong demand for additional seniors living.</li> <li>Site offers a point of difference from the majority of retirement facilities that are location in coastal areas close to the ocean or lakes including: <ul style="list-style-type: none"> <li>Directly adjacency to Westfield Tuggerah which is a regional shopping centre with retail, medical, entertainment, dining and civic uses.</li> <li>Attractive bushland setting that is anticipated to be attractive to older residents.</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li><b>Short-Medium Term (2022 - 2036):</b> 260 independent living units over the next 15 years.</li> </ul>
<b>SHORT STAY ACCOMMODATION</b>	<p><b>HIGH:</b> The subject site is an attractive location to short stay accommodation operators due to:</p> <ul style="list-style-type: none"> <li>Strong transport accessibility and proximity to the amenity in the Westfield Tuggerah and employment in the Tuggerah Town Centre.</li> <li>Absence of existing short stay accommodation facility in or around the Tuggerah Town Centre.</li> <li>Prior to COVID-19, the short stay accommodation sector in the Central Coast was performing strongly with occupancy rates between 65-70%.</li> <li>Tourism sector anticipated to recover and then grow over the next 15 years, there is potential for a medium sized serviced apartment operation or around 60-70 rooms.</li> </ul>	<ul style="list-style-type: none"> <li><b>Short-Medium Term (2022 - 2036):</b> Medium sized serviced apartment facility with ~60-70 rooms.</li> </ul>

LAND USE	LAND USE SUPPORTABILITY ON SUBJECT SITE	MARKET SUPPORTABLE SCALE AND TIMING
<b>RETAIL / LOCAL SERVICES</b>	<p><b>LOW:</b> Limited retail development is recommended on the subject site due to:</p> <ul style="list-style-type: none"> <li>Proximity of the site to existing Westfield Tuggerah including provision of local shops and services is within walking distance and services future development.</li> <li>Capacity exists to expand and intensify future retail development on the Westfield Tuggerah site.</li> <li>Strategic Centre would benefit from the intensification of retail uses within existing precincts or adjacent to the station rather than extending further to the west.</li> <li>Noting for potential mixed-use format apartments in the longer term - small scale convenience retail, food and beverage, childcare, services and medical centre uses would be supported on the site to meet the needs of the increasing on-site resident population.</li> </ul>	<ul style="list-style-type: none"> <li><b>Long Term (2036+):</b> Floorspace provision as part of potential future mixed-use development to align with on-site residential development (~1-1.5sqm per dwelling)</li> </ul>
<b>BULKY GOODS</b>	<p><b>MEDIUM:</b> The northern, flat part of the subject site which is visible from Wyong Road is attractive to bulky goods / large format retailing due to:</p> <ul style="list-style-type: none"> <li>Visibility and access benefiting from high volumes of passing trade along Wyong Road and proximity to the Westfield.</li> <li>Limited expansion capacity of existing Tuggerah Super Centre immediately to the south of Tuggerah Station.</li> <li>General precinct proximity to Tuggerah Super Centre and bulky goods retailers located along the Pacific Highway towards Wyong.</li> </ul>	<ul style="list-style-type: none"> <li><b>Short-Medium Term (2022 - 2036):</b> Interim bulky goods / large format retailing at the corner of Wyong Road and Tonkiss Street - floorspace based on site capacity and direct market knowledge.</li> <li><b>Long Term (2036+):</b> Retention of sites in large single ownership structure future proofs sites for intensification of land use should this be appropriate in the future.</li> </ul>
<b>OFFICE</b>	<p><b>LOW:</b> The subject site is not well suited to commercial office development due to:</p> <ul style="list-style-type: none"> <li>Being located a significant distance from the majority of existing office development located in Tuggerah Business Park to the south of the train station.</li> <li>Being located more than a short walking distance from Tuggerah Train Station especially considering potential for faster rail.</li> <li>More suitable locations for office development are within walking distance of the train station in locations at the heart of the town centre or within the Westfield Tuggerah site.</li> </ul>	<b>N/A</b>
<b>TRANSPORT / LOGISTICS</b>	<p><b>LOW:</b> The subject site is not well suited to transport and logistics development due to:</p> <ul style="list-style-type: none"> <li>Constrained extent of flat part of the site along Wyong Road is not large enough to accommodate these types of businesses.</li> <li>Site is isolated from other suitable sites and/ or existing precincts.</li> <li>Alternative interchanges at Somersby and Warnervale within Central Coast LGA have also been identified for transport and logistics.</li> <li>Somersby Industrial Estate is considered to be better located as a transport and logistics hub due to its closer proximity to Sydney and not facing the same land use challenges/conflicts as Tuggerah, which has surrounding retail and residential uses.</li> <li>Other residential and employment uses are considered to better strengthen existing uses within Tuggerah Strategic Centre and therefore generate a better economic outcome for the region.</li> </ul>	<b>N/A</b>

## 2.6 STRUCTURE PLAN RECOMMENDATIONS

The following Structure Plan recommendations summarise the outcomes of the market demand assessment in the context of the existing site specific conditions.

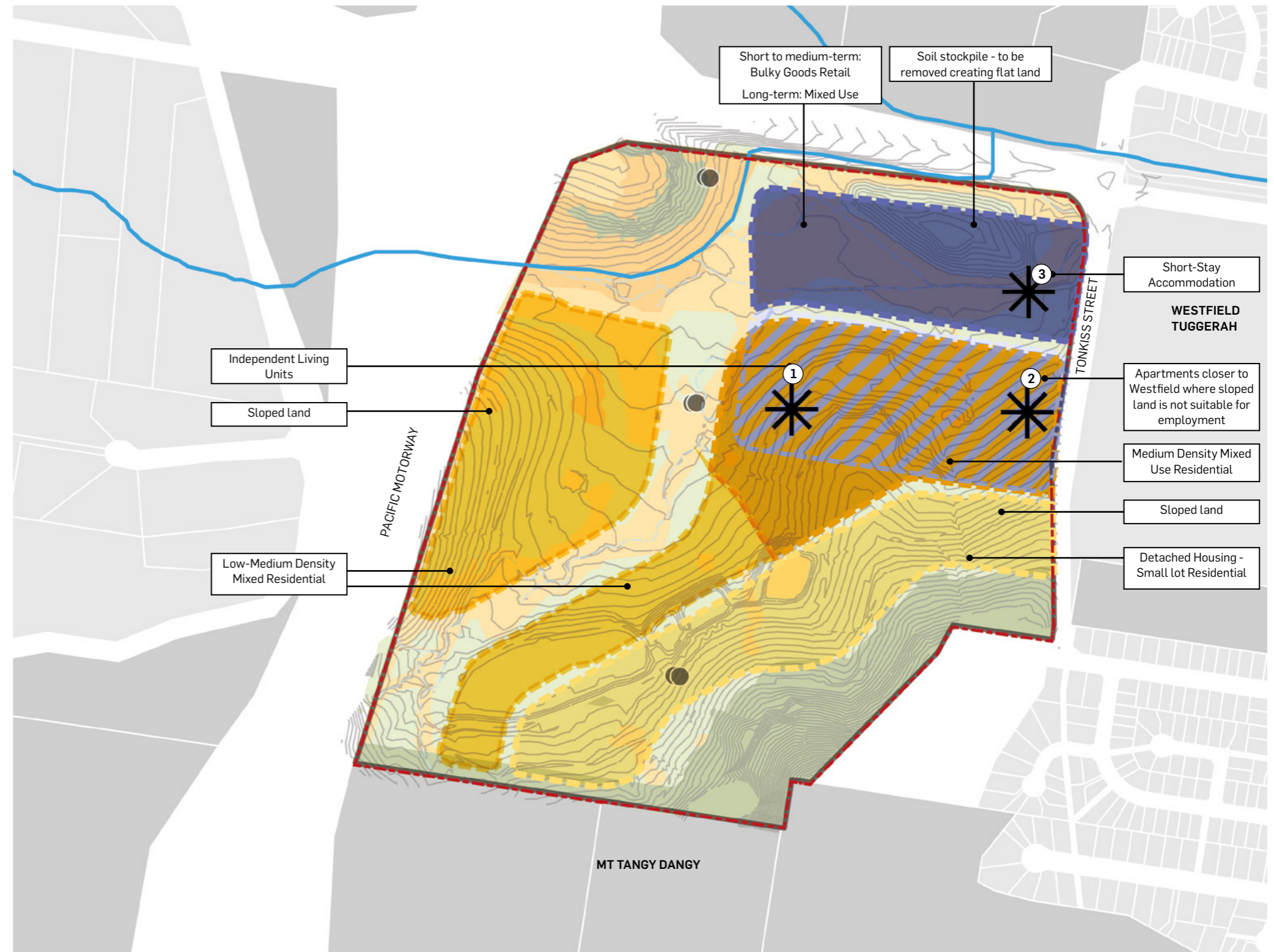
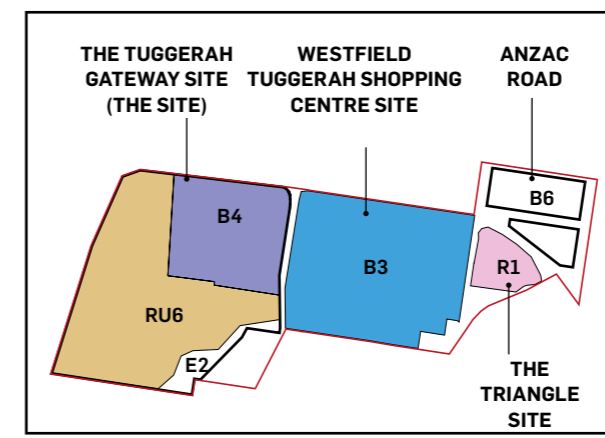
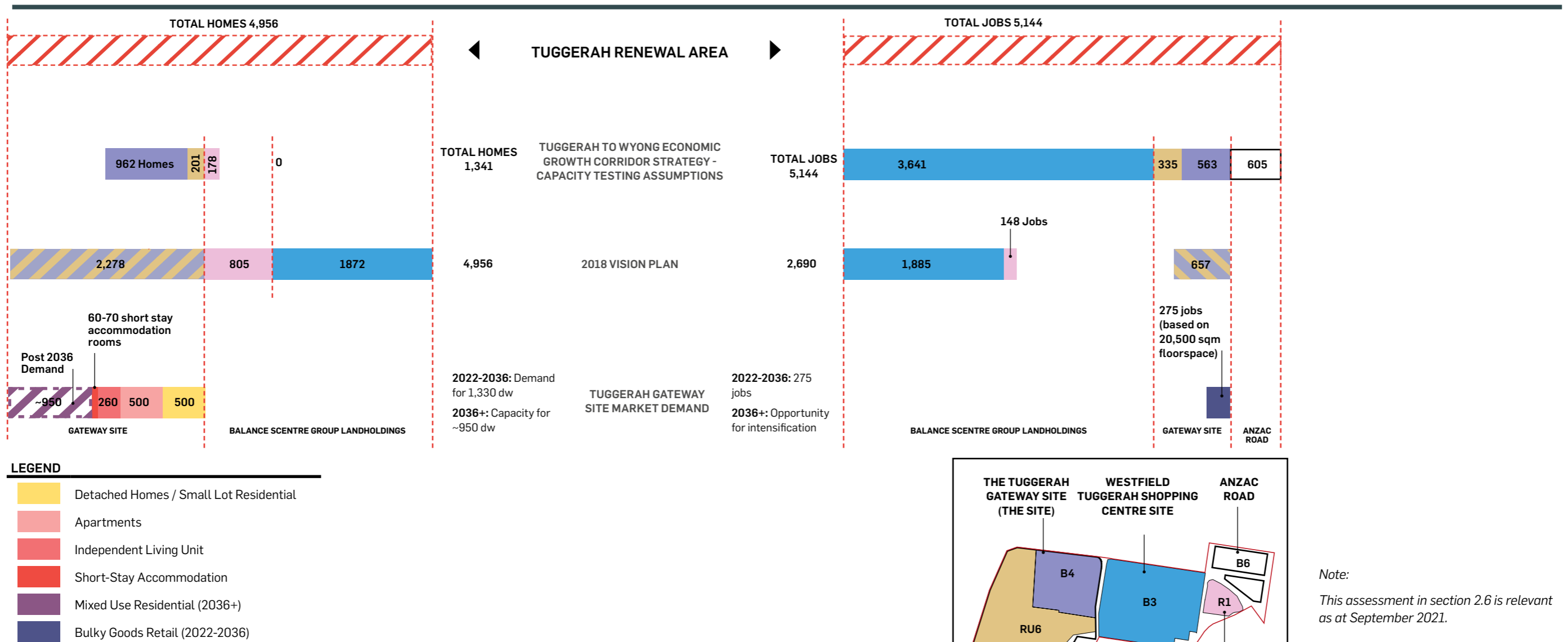


Figure 19 Site Specific Land Use Recommendations

- LEGEND**
- Tuggerah Gateway Site
  - Bulky-Goods Retail and Medium Density Mixed-Use Apartments
  - Detached Housing - Small Lot Residential
  - Low-Medium Density- Mixed Residential
  - Medium Density Mixed Residential
  - ✱ Considerations for Medium Density Mixed Residential
  - ① Potential location for ILU
  - ② Potential location for Apartments
  - ③ Potential location for Short-Stay Accommodation

**HOUSING & POPULATION**  
Additional Dwellings 

**EMPLOYMENT (JOBS)**  
Additional Jobs 



Note:  
This assessment in section 2.6 is relevant as at September 2021.

**Figure 21** Tuggerah Renewal Area Capacity Reference Plans

# 3 KEY DIRECTIONS

The following key directions were identified for the Tuggerah Gateway Site based on the synthesis of background reviews and site specific investigations including:

- Strategic Planning Context
- Local Planning Controls
- Strategic and Local Place Investigations
- Site Technical Constraints Investigations
- Concept Plan Options Testing.

These key directions form the guiding principles and outcomes that underpin the Concept Plan presented within this planning proposal.



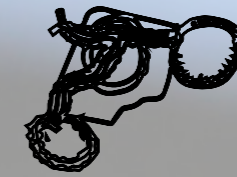
## PROTECT AND ENHANCE BIODIVERSITY

Protect existing areas of high environmental and biodiversity value and enhance this through urban biodiversity initiatives.



## RESTORE A CLEAN, HEALTHY MARDI CREEK

Restore Mardi Creek along its original alignment and re-establish the riparian corridor. Adopt water sensitive urban design approaches throughout the site to improve water health and manage the downstream flows.



## LINKED BY GREEN AND BLUE SPINES

Establish a network of connected green and blue spines extending through the site. These will be designed as multi-functional, high-performance spaces that bring water management, open space, biodiversity, active and passive recreation together.



## WORK WITH THE LANDFORM

Align streets and homes with the undulating landform of the site creating views and vistas which connect neighbourhoods and green spaces to one another.



## UNDERGROUND THE TRANSMISSION LINE

Unlock site flexibility and usability, future-proofing outcomes to deliver high value amenity by undergrounding the transmission lines.



## A COMPACT MIXED-USE COMMUNITY

The future role and function of this site within the Tuggerah Regional Centre leverages its proximity to Westfield Tuggerah, Tuggerah Train Station and the M1 Motorway to create a compact, mixed-use and well-connected community within a multi-nodal centre.





## ACCOMMODATE DIVERSITY THROUGH A VARIED HOUSING OFFER

Accommodate a diverse and inclusive community by delivering up to 2,177 dwellings that consists of varied housing typologies, sizes and tenures including terraces, detached homes, Independent Living for Seniors, apartments and affordable housing.



## DELIVER JOBS THROUGHOUT THE PROJECT LIFE CYCLE

Adopt an interim uses strategy of short-term bulky goods retail transitioning to future mixed use development. This provides jobs opportunity throughout the project life-cycle.



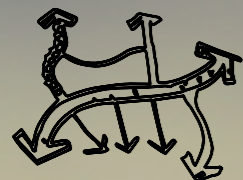
## CREATE A WALKABLE LOCAL NEIGHBOURHOOD

Creating a connected, comfortable and people focused network of streets to capitalise on the proximity of everyday retail services, facilities and amenities at Westfield Tuggerah that prioritise pedestrian journeys and reduce reliance on car trips.



## CELEBRATE LIFE IN THE TREE TOPS

Design the built form to nestle into the existing vegetation by retaining the green frame of existing vegetation, retaining mature vegetation where possible and injecting new vegetation to frame view lines along streets and connections.



## STREETS WITH IDENTITY

Allow residents to explore their community through the provision of diverse streetscapes.

- Clear connectivity within the precinct;
- Link the precinct with the Westfield Tuggerah and Conservation Zone;
- Balance big luxurious streets and little intimate streets; and
- Celebrate community identity through street profiles.



## ACTIVE & HEALTHY CONNECTIONS

Provide safe, continuous and comfortable active transport and recreation connections from the site to destinations beyond that prioritise inclusive pedestrian and cycle connections to key places including Westfield Tuggerah and onto Tuggerah Station and Town Centre and Tuggerah Lake in the east.



## DISTINCTIVE NEIGHBOURHOOD LIVING

Enhance the precinct's undulating landforms to create distinct neighbourhoods with their own identity and character and linking them with the established nature and community amenities.

# 4 CONCEPT PLAN

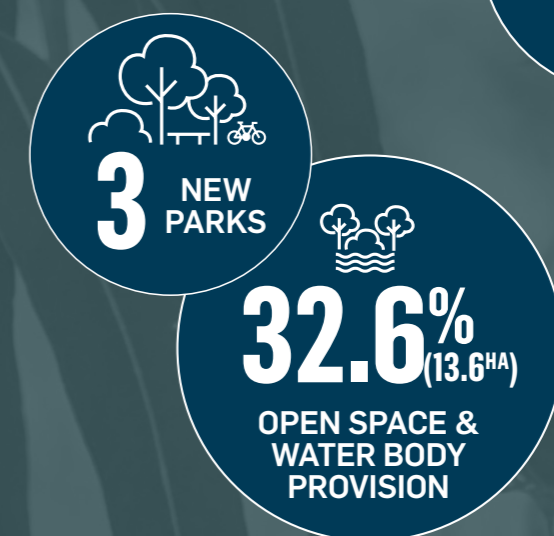
## 4.1 VISION


### "LIFE IN THE TREE TOPS - ADVENTUROUS, DIVERSE & WALKABLE"

THE TUGGERAH GATEWAY SITE WILL BE AN ADVENTUROUS, DIVERSE AND WALKABLE COMMUNITY. NESTLED AMONGST NATURE AND ON THE DOORSTEP OF TUGGERAH LIVING CENTRE, THIS NEW COMMUNITY LIVES LIFE AMONGST THE TREE TOPS, WITH THE CONVENIENCE OF EVERYDAY FACILITIES JUST NEXT DOOR.

To enable this vision, the Tuggerah Gateway Site will deliver:

- **Reinstated blue grid for healthier waterways:** Re-establishment of Mardi Creek and its riparian corridor along the original alignment and the installation of WSUD to treat water on-site and improve downstream outcomes.
- **Diverse and inclusive housing:** Offers a new lifestyle for the Central Coast community bringing families, students the elderly and everything in-between together in diverse housing including low to medium rise apartments, terrace homes, townhouse, independent living units and detached homes.
- **Active and healthy lifestyles:** Embedded through a network of pathways along green and blue links for everyday journeys in a compact community unleashing the explorer in us all.
- **Reduced Car Dependence:** Improved public transport connections to the neighbourhood connecting the community to jobs - both local and regional - as well as local services and facilities at Westfield and in the town centre.
- **Day-to-day convenience:** Safe, comfortable and direct connections via tree covered streets from the neighbourhood to the everyday amenities and entertainment offer of Westfield Tuggerah 'Living Centre' through a new signalised intersection at Tonkiss Street.
- **Local jobs throughout the project life-cycle:** Through the delivery of interim short-term bulky goods employment transitioning to future mixed use development.



-  Tuggerah Gateway Site
- RESIDENTIAL USES**
- ① Mixed Use
  - ② Interim Bulky Goods
  - ③ Medium Rise Residential
  - ④ Low - Medium Rise Residential
  - ⑤ Independent Living Units/ Seniors Living
  - ⑥ Townhouse
  - ⑦ Terrace Homes (rear loaded)
  - ⑧ Detached Homes - Standard Lot
  - ⑨ Detached Homes - Large Lot
- OPEN SPACES**
- ⑩ Central Green Park - Multi-purpose Lawn with BBQ Facilities
  - ⑪ Hillside Park - Multi Purpose Outdoor Recreational Space
  - ⑫ Linear Park Connector
  - ⑬ Mardi Creek Riparian Corridor
  - ⑭ Conservation Land
  - ⑮ WSUD Open Space Corridor
  - ⑯ Pedestrian Through Site Link
- ACCESS AND MOVEMENT**
- ⑰ Left-in left-out Intersection at Wyong Road
  - ⑱ Primary Intersection at Tonkiss Street - with Safe Pedestrian Crossing
  - ⑲ Secondary Intersection at Tonkiss Street
  - ⑳ Shared Pedestrian/ Cycleway
  - ㉑ Pedestrian Footpath



WOODBURY ESTATE PARK

WYONG ROAD

ROCKY OUTCROP

WESTFIELD TUGGERAH

MIXED USE LOTS INTERIM USES TO 2036 - BULKY GOODS

## 4.2 STRUCTURE PLAN

The Structure Plan provides a detailed breakdown of the key elements of the Concept Plan, describing land use, open space and overall development yield for the site.

The market advice that underpins this structure plan identifies a staged approach to the delivery which includes:

- Early delivery of interim employment uses on the site on the corner of Wyong Road and Tonkiss Street where there is existing Mixed-Use zoning. This will be in the format of bulky goods / large format retailing which will benefit from high volumes of passing trade and proximity to Westfield.
- Residential development commencing at the souther end of the site coming off the Tonkiss Street frontage with early stages focusing on high-quality detached and terrace housing before transitioning to more diverse and compact formats.
- Final stages of the project will be mixed use development in the location of the interim uses which will include ground floor non-residential and apartments above.

It is envisaged that the housing delivery projection up to 2036 will be undertaken within the Residential lands and the Mixed Use land will provide additional development capacity beyond 2036.

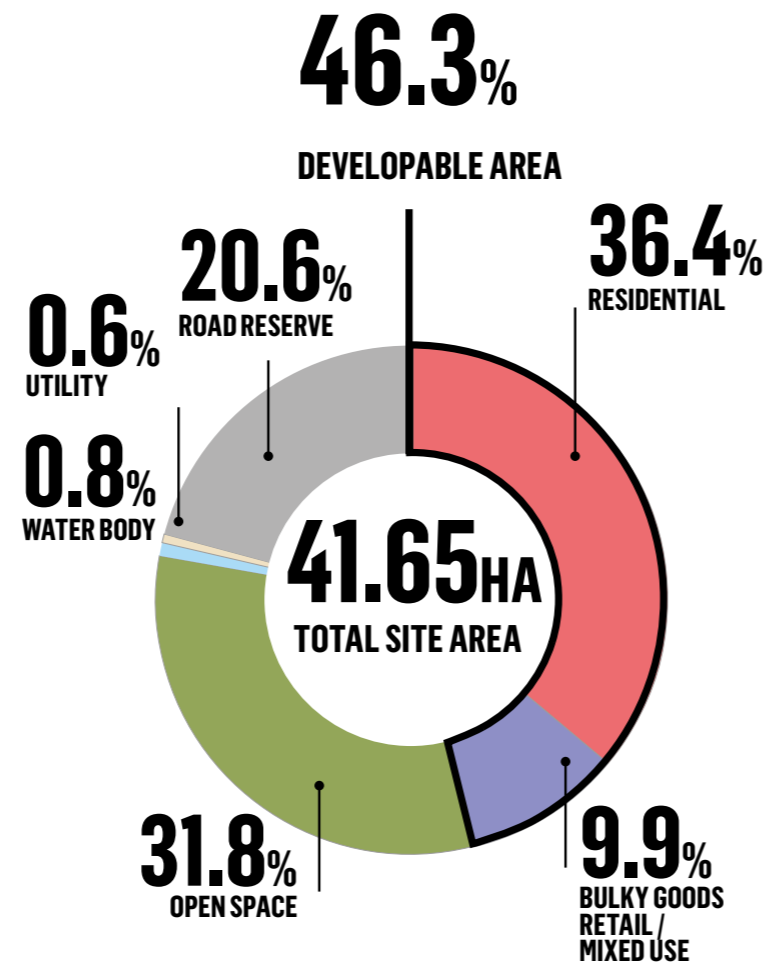
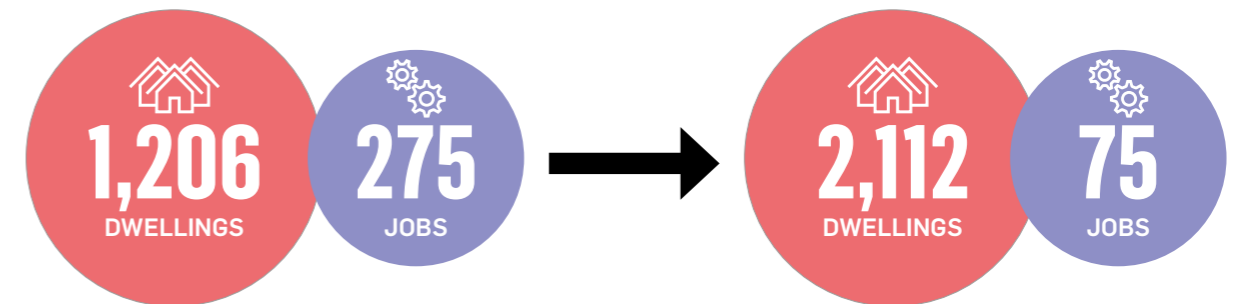


Table 3 Tuggerah Gateway Precinct Development Summary

LAND USE	LAND AREA (HA)	LAND AREA (%)	NON-RESIDENTIAL GFA	# JOBS	DWELLINGS	DWELLINGS (%)
<b>DEVELOPABLE AREA</b>	<b>19.27</b>	<b>46.3%</b>			<b>2,112</b>	<b>100%</b>
<b>RESIDENTIAL</b>	<b>15.16</b>	<b>36.4%</b>			<b>1,206</b>	<b>57.1%</b>
Low Density (Standard & Large lots)	5.17	12.4%	N/A		86	4.1%
Low-Medium Density (Townhouse, Duplex & Terraces)	5.63	13.5%	N/A		298	14.1%
Low-Medium Density (Low - Medium Rise Apartment)	3.16	7.6%			596	28.2%
Independent Living Unit (Medium Rise Apartment)	1.20	2.9%			226	10.7%
<b>INTERIM BULKY GOODS RETAIL</b>	<b>4.11</b>	<b>9.9%</b>	<b>23,000</b>	<b>275</b>	<b>0</b>	<b>0.0%</b>
<b>TOTAL INTERIM PLAN (2036)</b>	<b>19.27</b>	<b>46.3%</b>	<b>23,000</b>		<b>1,206</b>	<b>57.1%</b>
<del>FUTURE MIXED USE</del>	<del>4.11</del>	<del>9.9%</del>	<del>1,877</del>	<del>75</del>	<del>906</del>	<del>42.9%</del>
<b>TOTAL FUTURE PLAN (2036+)</b>	<b>19.27</b>	<b>46.3%</b>	<b>1,877</b>		<b>2,112</b>	<b>100%</b>
<b>NON DEVELOPABLE AREA</b>	<b>22.39</b>	<b>53.7%</b>				
Open Space	13.24	31.8%				
Water Body/ Mardi Creek	0.32	0.8%				
Utility	0.27	0.6%				
Road Network	8.56	20.6%				
<b>TOTAL AREA</b>	<b>41.65</b>	<b>100.0%</b>			<b>2,112</b>	<b>100%</b>

2022-2036

POST 2036



**LEGEND**

- Tuggerah Gateway Site
- | LAND USE  | STREET NETWORK   |
|---|--|
| <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #fff9c4; border: 1px solid #ccc; margin-right: 5px;"></span> Detached Homes - Large Lots</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #fff176; border: 1px solid #ccc; margin-right: 5px;"></span> Detached Homes - Standard Lot</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #ffcdd2; border: 1px solid #ccc; margin-right: 5px;"></span> Townhouse/Duplex</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #ff9800; border: 1px solid #ccc; margin-right: 5px;"></span> Terrace Homes</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #ff8a65; border: 1px solid #ccc; margin-right: 5px;"></span> Low-Medium Rise Apartment (up to 4 storeys)</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #ff5722; border: 1px solid #ccc; margin-right: 5px;"></span> Medium Rise Apartment (up to 6 storeys)</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #e91e63; border: 1px solid #ccc; margin-right: 5px;"></span> Medium Rise Apartment (up to 6 storeys with a portion up to 8 storeys)</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #9c27b0; border: 1px solid #ccc; margin-right: 5px;"></span> Independent Living Unit (up to 6 storeys with a portion up to 8 storeys)</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #673ab7; border: 1px solid #ccc; margin-right: 5px;"></span> Retail Bulky Goods (up to 2 retail storeys) / Future Mixed Use (up to 12 storeys)</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #d97025; border: 1px solid #ccc; margin-right: 5px;"></span> Utilities</li> </ul> | <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 10px; border-top: 2px solid black; border-bottom: 2px solid black; margin-right: 5px;"></span> Collector Street - 20m</li> <li><span style="display: inline-block; width: 15px; height: 10px; border-top: 2px solid gray; border-bottom: 2px solid gray; margin-right: 5px;"></span> Boulevard -21m</li> <li><span style="display: inline-block; width: 15px; height: 10px; border-top: 2px solid gray; border-bottom: 2px solid gray; margin-right: 5px;"></span> Local Street - 16m</li> <li><span style="display: inline-block; width: 15px; height: 10px; border-top: 2px solid gray; border-bottom: 2px solid gray; margin-right: 5px;"></span> Local Street Green - 14.5m</li> <li><span style="display: inline-block; width: 15px; height: 10px; border-top: 2px dashed gray; border-bottom: 2px dashed gray; margin-right: 5px;"></span> Perimeter Street - 14.5m</li> <li><span style="display: inline-block; width: 15px; height: 10px; border-top: 2px dashed gray; border-bottom: 2px dashed gray; margin-right: 5px;"></span> Laneway - 8m</li> <li><span style="display: inline-block; width: 10px; height: 10px; border: 2px dashed red; border-radius: 50%; margin-right: 5px;"></span> Primary Intersection</li> <li><span style="display: inline-block; width: 10px; height: 10px; border: 2px dashed orange; border-radius: 50%; margin-right: 5px;"></span> Secondary Intersection</li> <li><span style="display: inline-block; width: 10px; height: 10px; border: 2px dashed pink; border-radius: 50%; margin-right: 5px;"></span> Left-In Left Out Intersection</li> </ul> |
| OPEN SPACE & PUBLIC DOMAIN  | ACTIVE TRANSPORT   |
| <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #4caf50; border: 1px solid #ccc; margin-right: 5px;"></span> Conservation Area</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #8bc34a; border: 1px solid #ccc; margin-right: 5px;"></span> Rocky Outcrop</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #00897b; border: 1px solid #ccc; margin-right: 5px;"></span> Riparian Corridor</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #4db6ac; border: 1px solid #ccc; margin-right: 5px;"></span> WSUD Open Space Corridor</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #81c784; border: 1px solid #ccc; margin-right: 5px;"></span> Active Open Space 1 - Central Green</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #66bb6a; border: 1px solid #ccc; margin-right: 5px;"></span> Active Open Space 2 - Hillside Park</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #43a047; border: 1px solid #ccc; margin-right: 5px;"></span> Linear Park</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #c8e6c9; border: 1px solid #ccc; margin-right: 5px;"></span> Pedestrian Links</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #bbdefb; border: 1px solid #ccc; margin-right: 5px;"></span> Mardi Creek</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #e1bee7; border: 1px solid #ccc; margin-right: 5px;"></span> Water Basin</li> <li><span style="display: inline-block; width: 10px; height: 10px; border: 2px solid green; border-radius: 50%; margin-right: 5px;"></span> Secondary Landscape Node</li> </ul>  | <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 10px; border-top: 2px dashed orange; border-bottom: 2px dashed orange; margin-right: 5px;"></span> Shared Pedestrian/ Cycleway</li> <li><span style="display: inline-block; width: 15px; height: 10px; border-top: 2px dashed pink; border-bottom: 2px dashed pink; margin-right: 5px;"></span> Pedestrian Way</li> </ul>  |



Figure 22 Structure Plan



# 5 LAYERED STRATEGIES

Five layered strategies describe the detailed key outcomes embedded with the Tuggerah Gateway Site Vision and Concept Plan. This is the framework that will deliver the development of The Site and inform the preparation of a site specific DCP.



## STRATEGY 1 CELEBRATE OUR NATURAL ASSETS



Protect and enhance the place's natural assets of Rocky Outcrop, Conservation Land, Mardi Creek and its surrounding biodiversity values. Retain the existing tree canopy within this natural assets and leverage the topographical features of the site for visual and open space corridor.



## STRATEGY 2 MULTI-FUNCTIONAL GREEN AND BLUE GRID FOR THE COMMUNITY



Characterise each public domain with distinct landscape feature and activities accordingly.



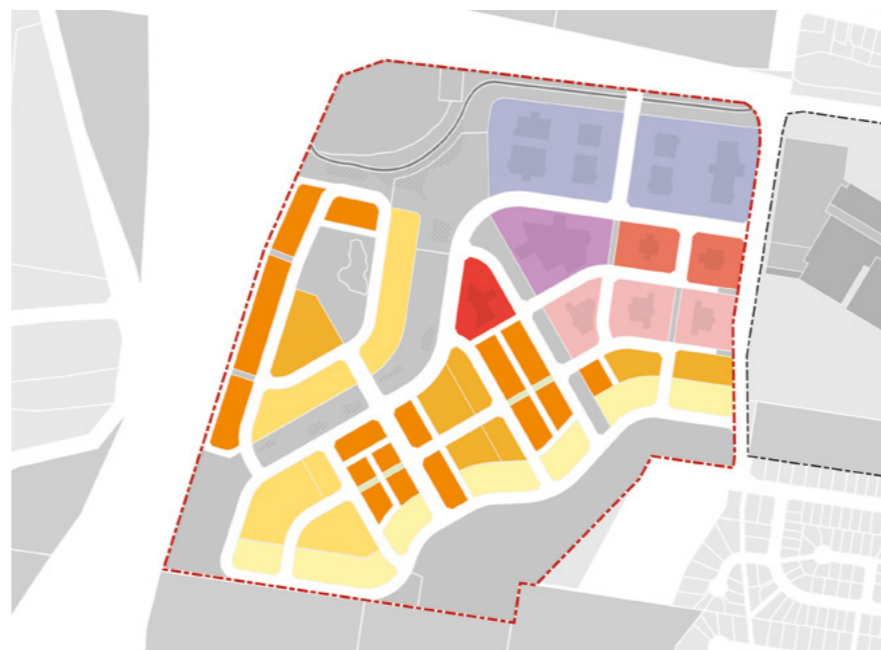
### STRATEGY 3 CONNECTED AND WALKABLE



Establish legible street network and ensure seamless integration and safety of varied transport modes including pedestrians and cyclists.



### STRATEGY 4 HOUSING DIVERSITY & JOBS CLOSE TO EVERYDAY AMENITIES AND SERVICES



Identify areas to protect and enhance amenities and placement of varied housing types to enable the vision.



### STRATEGY 5 CONTEXTUAL BUILT FORM RESPONSE



Articulate principles for building envelope orientation and placement in response to the topographical condition, housing typology, visual corridor and residents amenity. Ensure territorial definition between private and public realm is clear to ensure privacy, passive surveillance and feelings of safety.



## STRATEGY 1 CELEBRATE THE NATURAL ASSETS

Celebrates the unique natural assets of the site including protecting the conservation bushland to the south, enhancing the Rocky Outcrop and Mardi Creek and responding to the undulating topographical character.

The key outcomes includes:

### NATURAL ASSETS

- Mardi Creek**  
Restore the original alignment of Mardi Creek.

---

- Riparian Corridor**  
Re-establish the Vegetated Riparian Zone along the creek.

---

- Conservation Area**  
Preserve the existing vegetation within the bushland including the Ecological Communities

---

- Rocky Outcrop**  
Retain existing vegetation habitat and boulders

---

- High Biodiversity Value Zone**  
Preserve the high biodiversity value zone including the Threatened Ecological Communities (TEC) within the Rocky Outcrop, Conservation Zone and other open space area.

---

- Trees to be Retained**  
Retain the existing trees within the bushland, rocky outcrop, open space zone and along the western and northern boundary.

---

- Trees to be Removed**  
Avoid tree removal within the protected zone and open space.

### TOPOGRAPHY AND SLOPE

- 2m contour**

---

- Slope Down Directions**  
Leverage the slope directions for stormwater corridor and visual connection through open space and street corridors.

### UNDERGROUND TRANSMISSION LINE

- Existing Overhead Transmission Line**  
Existing overhead transmission line to the north and south of the Site

---

- Proposed Underground Transmission Line**  
Align the proposed underground transmission line predominantly within the road reserve to allow flexible development footprint. The northern section underground sits along the shared path that also serves for service/emergency access.

---

- Underground-Overhead Transformer Unit**  
Transformer Unit transitioning the overhead to underground transmission line.



Figure 23 Natural Features





## STRATEGY 2 MULTI-FUNCTIONAL GREEN & BLUE GRID FOR THE COMMUNITY

A high performance green and blue grid will create a matrix of multi-functional spaces which protect and enhance natural systems, deliver urban amenity, biodiversity and cooling and create places for residents and visitors to relax, unwind and play.

The key landscape and public domain outcomes for The Site includes:











- 
**Conservation Zone**  
 Existing environmental conservation zone along the south eastern boundary
- 
**The Rocky Outcrop**  
 Preserved biodiversity value area with rocky boulders and high point of the Site.
- 
**Active Open Space 1 - Central Green Park**  
 A multi-purpose open lawn with outdoor BBQ facility and water interaction feature.
- 
**Mardi Creek Riparian Corridor**  
 Natural creek corridor with vegetated buffer and shared cycleway to the outer riparian zone.
- 
**WSUD Open Space Corridor**  
 The existing natural low topographical feature that forms a slow and meandering natural overflow corridor incorporating stormwater basins and shared pedestrian/ cycleway.
- 
**Active Open Space 2 - Hillside Park**  
 A local park with multi-purpose lawn, small playground and BBQ facilities.
- 
**Linear Park**  
 A park connector between the Conservation Zone and the Central Green Park that provides shared pedestrian cycleway and strong visual corridor between these two landscape features.
- 
**Pedestrian Through Site Links**  
 8m wide pedestrian through site links
- 
**Mardi Creek**  
 Restored Mardi Creek to its original alignment.
- 
**Stormwater Basins**  
 Stormwater retention basins along the WSUD Open Space Corridor and Mardi Creek Riparian Corridor.
- 
**400m Active Open Space Catchment**  
 400m catchment from the Hillside Park result in all development sits within the active open space catchment.



Figure 24 Landscape and Public Domain Strategy

The following pages summarise the landscape and public domain programs that includes:

- Landscape program and activity matrix;
- Landscape and open space area breakdown; and
- Image references for each of the landscape feature.

Table 4 Key Landscape Programs and Activities Matrix

LANDSCAPE TYPOLOGY	DESCRIPTION	PROGRAMS AND ACTIVITIES							
		PLAY SPACE	PEDESTRIAN/ CYCLEWAYS	MULTI-PURPOSE LAWN	OUTDOOR BBQ AREA	SEATING	CONSERVATION ZONE	WATER SENSITIVE URBAN DESIGN	WATER INTERACTIONS
	<b>Conservation Zone</b> Existing environmental conservation zone along the south eastern boundary								
	<b>The Rocky Outcrop</b> Preserved biodiversity value area with rocky boulders and high point of the Site.								
	<b>Active Open Space 1 - Central Green Park</b> A multi-purpose open lawn with outdoor BBQ facility and water interaction feature.								
	<b>Mardi Creek Riparian Corridor</b> Natural creek corridor with vegetated buffer and shared cycleway to the outer riparian zone.								
	<b>WSUD Open Space Corridor</b> The existing natural low topographical feature that forms a slow and meandering natural overflow corridor incorporating stormwater basins and shared pedestrian/ cycleway.								
	<b>Active Open Space 2 - Hillside Park</b> A local park with multi-purpose lawn, small playground and BBQ facilities								
	<b>Linear Park</b> A park connector between the Conservation Zone and the Central Green Park that provides shared pedestrian cycleway.								
	<b>Pedestrian Through Site Links</b> 8m wide pedestrian through site links								

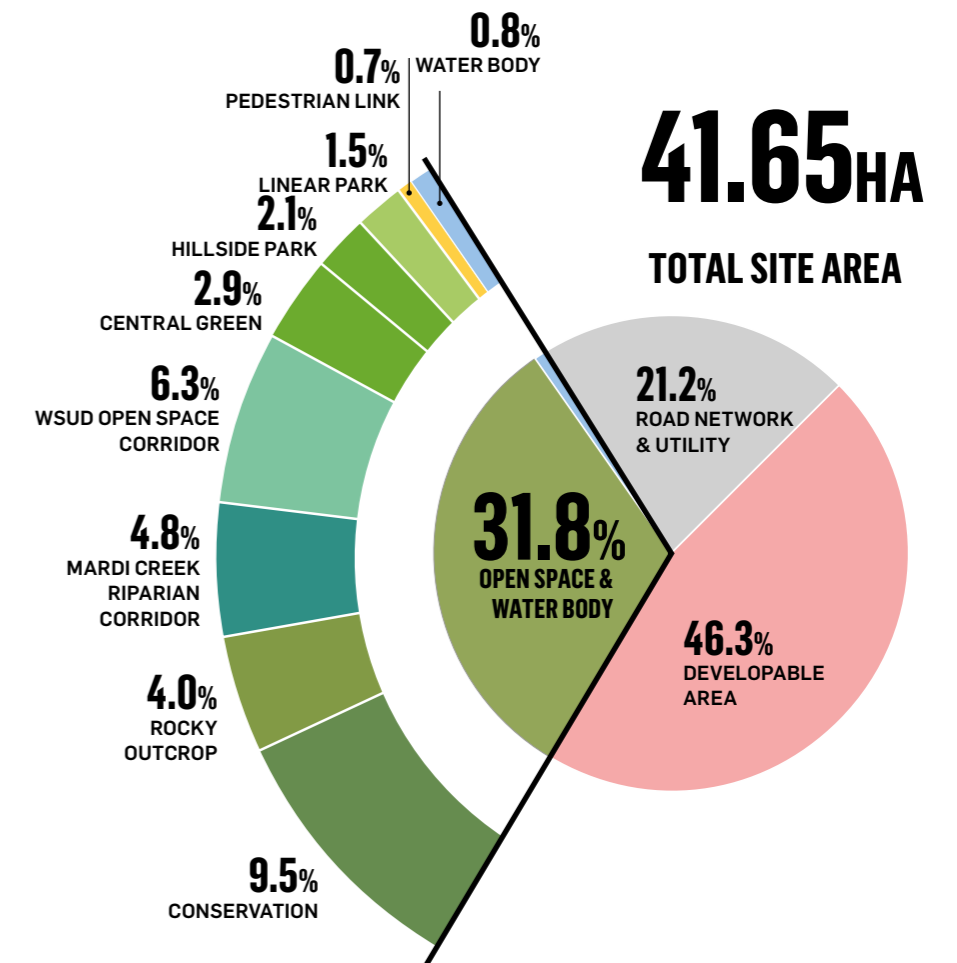


Table 5 Tuggerah Gateway Precinct Yield Calculation

LAND USE	LAND AREA (SQM)	LAND AREA (HA)	LAND AREA (%)
<b>OPEN SPACE</b>	<b>132,445</b>	<b>13.24</b>	<b>31.8%</b>
<i>Conservation</i>	39,464	3.95	9.5%
<i>Rocky Outcrop</i>	16,851	1.69	4.0%
<i>Riparian Corridor</i>	20,086	2.01	4.8%
<i>WSUD Open Space Corridor</i>	26,200	2.62	6.3%
<i>Active Open Space - Central Green</i>	11,982	1.20	2.9%
<i>Active Open Space - Hillside Park</i>	8,558	0.86	2.1%
<i>Linear Park</i>	6,361	0.64	1.5%
<i>Pedestrian Links</i>	2,943	0.29	0.7%
<b>WATER BODY/ MARDI CREEK</b>	<b>3,155</b>	<b>0.32</b>	<b>0.8%</b>
<b>UTILITY</b>	<b>2,657</b>	<b>0.27</b>	<b>0.6%</b>
<b>ROAD NETWORK</b>	<b>85,619</b>	<b>8.56</b>	<b>20.6%</b>
<b>Total Non-Developable Area</b>	<b>223,876</b>	<b>22.39</b>	<b>53.7%</b>
<b>TOTAL AREA</b>	<b>416,533</b>	<b>41.65</b>	<b>100.0%</b>

NOTE:

- Water Body area only account for Mardi Creek
- Stormwater basins area are included within WSUD Open Space Corridor and Active Open Space areas.

ROCKY OUTCROP



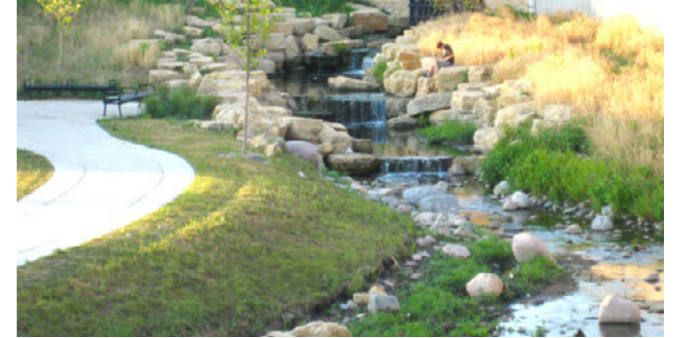
CONSERVATION ZONE



MARDI CREEK RIPARIAN CORRIDOR



WSUD OPEN SPACE CORRIDOR



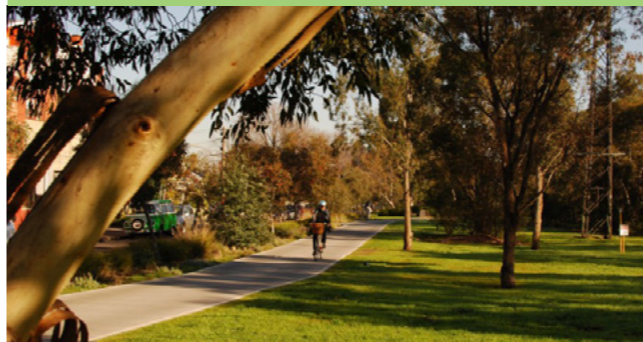
CENTRAL GREEN PARK



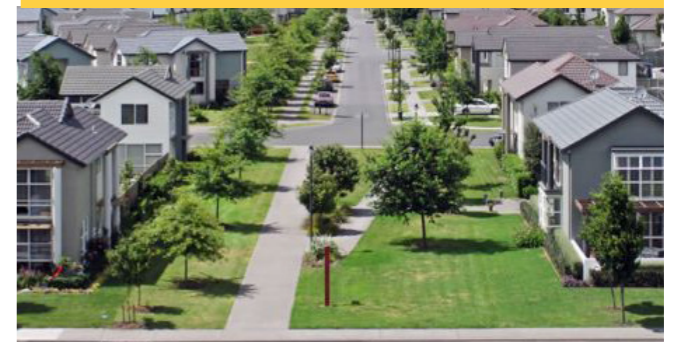
HILLSIDE PARK



LINEAR PARK

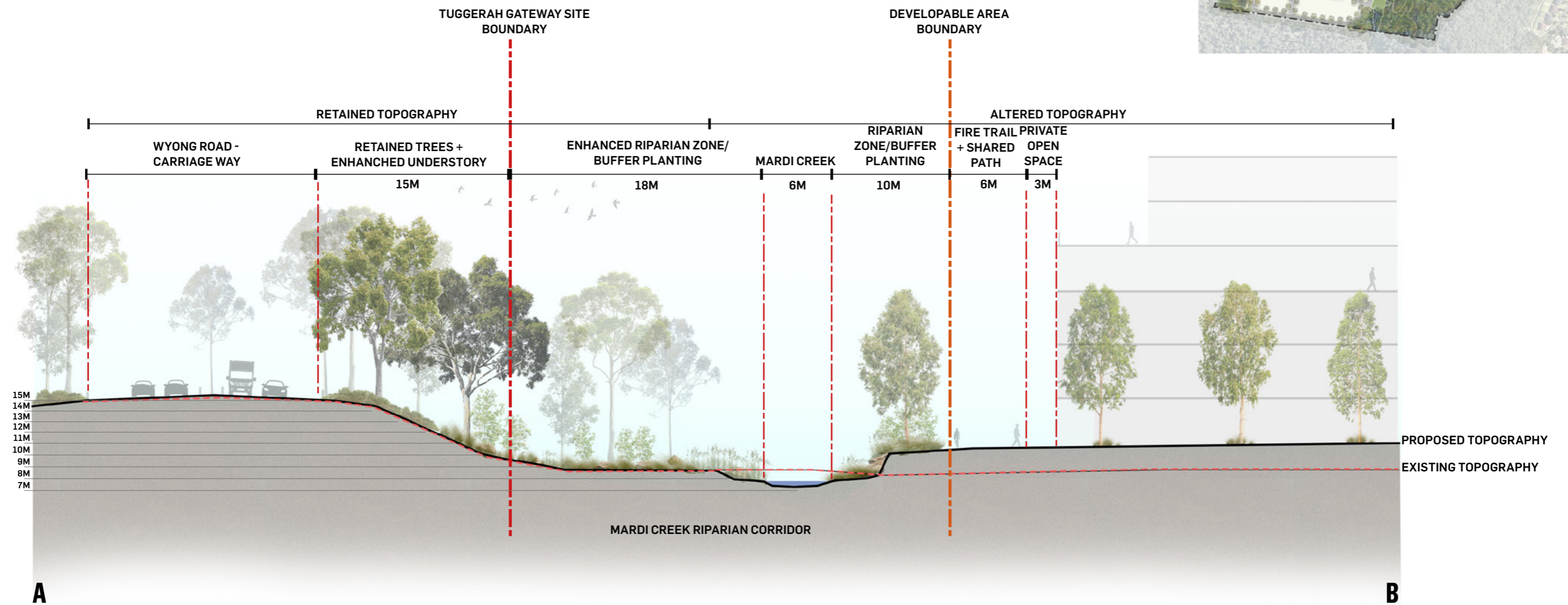


PEDESTRIAN THROUGH SITE LINK

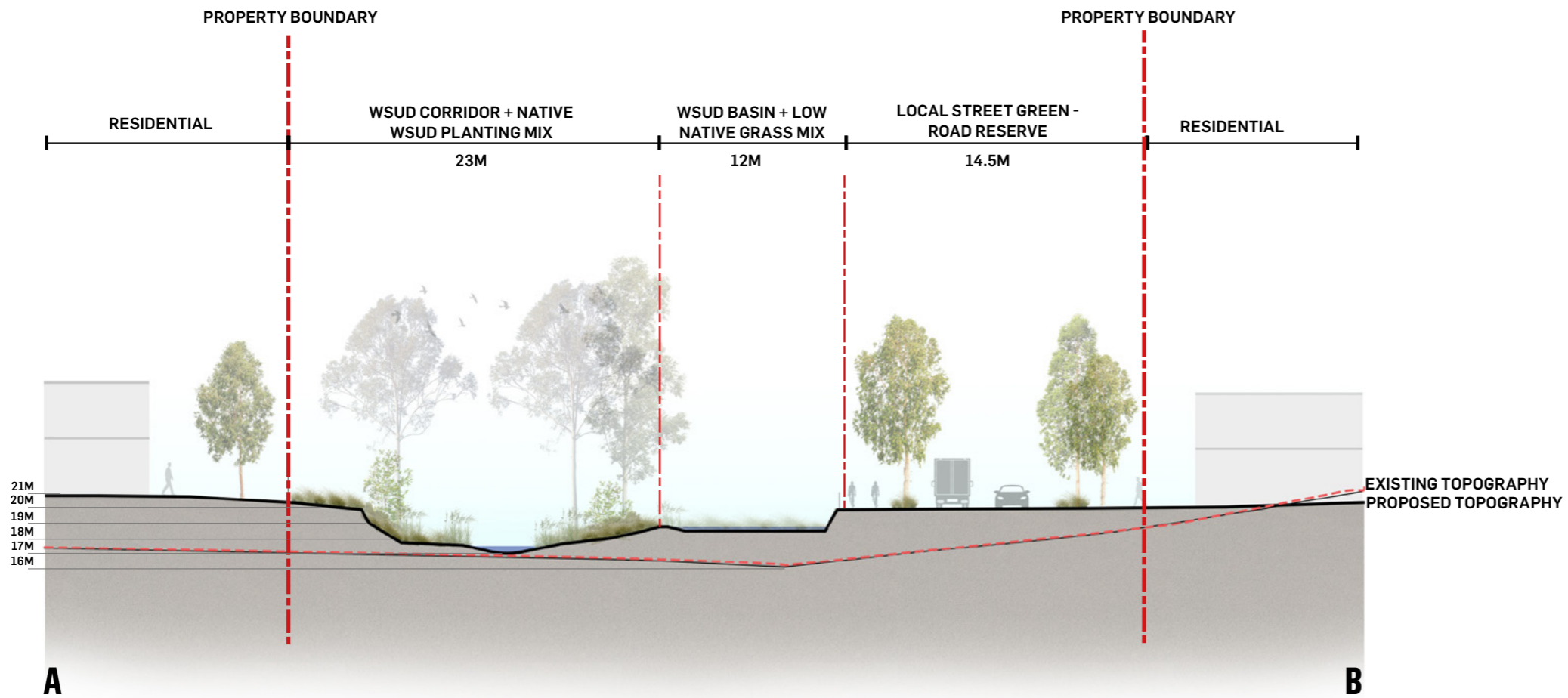


## TYPICAL INTERFACE SECTIONS: SECTION 1 - MARDI CREEK

The following three sections describe the typical conditions to WSUD Open Space corridor and Mardi Creek riparian corridor, demonstrating the retained and proposed vegetation and planting with the water way profile and surrounding urban context.



## SECTION 2 - WSUD OPEN SPACE CORRIDOR





## STRATEGY 3 CONNECTED & WALKABLE

Convenient, safe and prioritised active and public transport connections will underpin Tuggerah's success as a multi-nodal town centre. A connected network of permeable streets integrate the site into the surrounding movement network while new and upgraded pedestrian and cycle connections induce more active transport journeys to local destinations including Westfield Tuggerah, Tuggerah Train Station and Tuggerah Town Centre.

The key outcomes of this strategy include:

### ACTIVE TRANSPORT



#### Shared Pedestrian/ Cycleway

Establish three primary shared pedestrian / cycleway routes connecting the neighbourhood to the surrounding key places being:

- Along the Mardi Creek Riparian Corridor and WSUD Green Corridor connecting to Wyong Road.
- Along the linear park connecting Central Green Park.
- Along the green boulevard connecting Hillside Park.



#### Priority Pedestrian Connections

Provide a permeable and priority pedestrian network within The Site that includes:

- A new, safe and prioritised pedestrian crossing at the southern side of the intersection at Tonkiss Street connecting the Site to Westfield Tuggerah western entrance at the level 1.
- Shaded, connected and safe footpaths within the streetscape network.
- Additional pedestrian connections via Pedestrian Through Site Links.

### STREET NETWORK

Create a legible inter-connected and integrated street network with different characters and functions to balance movement and place outcomes including:



**Collector Street - 20m:** Primary access routes from Wyong Road and Tonkiss Street throughout the development.



**Green Boulevard - 21m:** Local street with wider verge and shared path



**Local Street - 16m:** Local street with residential dwellings interface on both sides



**Local Street Green - 14.5m:** Local street with open space interface on one side



**Perimeter Street - 14.5m:** Local street along the conservation zone to the south as part of Asset Protection Zone (APZ)



**Laneway - 8m:** Laneway access to the terrace homes driveways



**Signalised Intersection:** New all movements signalised intersection at Tonkiss Street and Wyong Road



**Signalised / Roundabout Intersection:** Primary vehicular and pedestrian access point to The Site with Tonkiss Street providing a prioritised and safe pedestrian crossing to the Westfield Tuggerah



**Left-In Left Out Intersection:** VPA approved left-in left-out intersection from Wyong Road as part of previous mixed-use rezoning.



**Non-signalised Intersection:** Secondary access point to The Site from Tonkiss Street



Figure 25 Access and Movement Strategy

1:5,000 @ A3  
0 50 100 150 200 250

The following two diagrams identifies the active transport and public transport connectivity between The Site, Westfield Tuggerah and Tuggerah Station.

### ACTIVE TRANSPORT CONNECTION TO TUGGERAH STATION

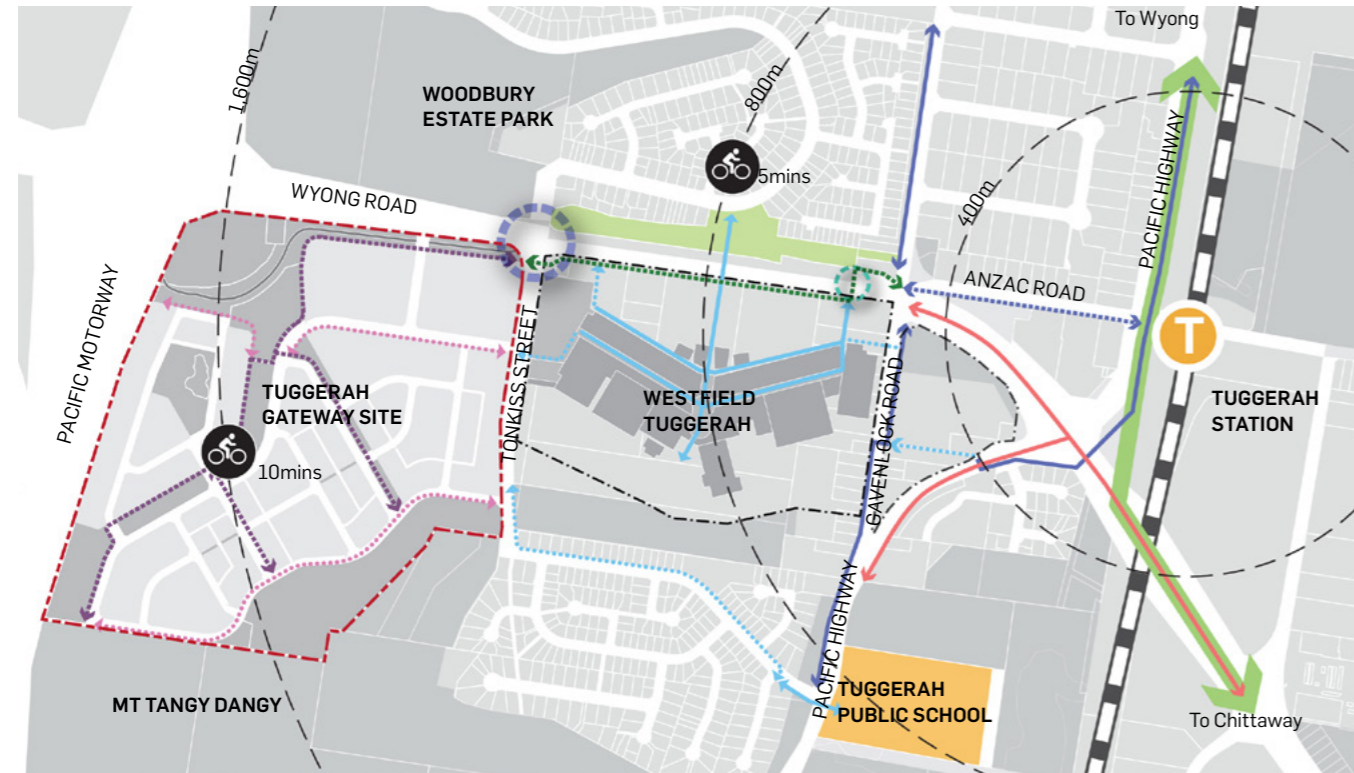
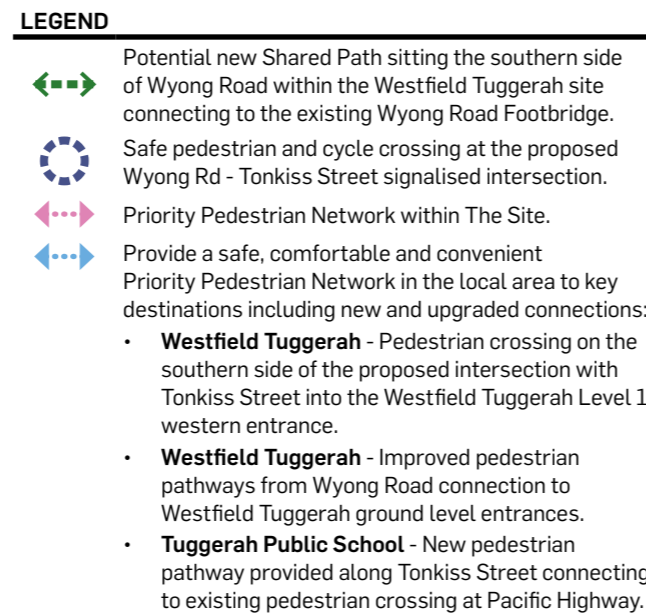


Figure 26 Active transport network connectivity to Tuggerah Station



### PUBLIC TRANSPORT CONNECTION TO TUGGERAH STATION

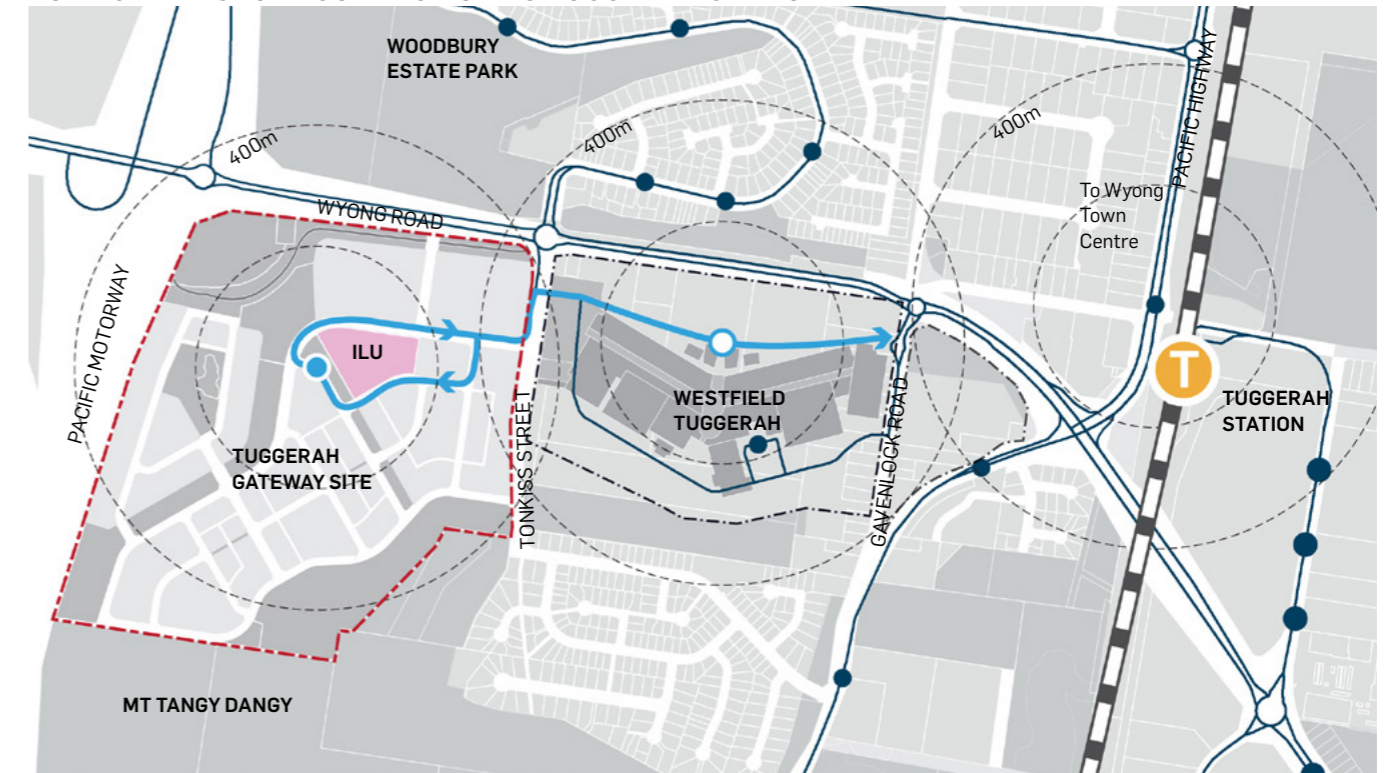
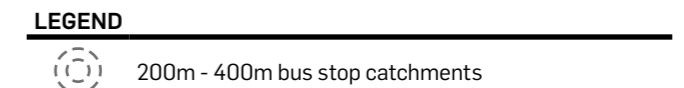
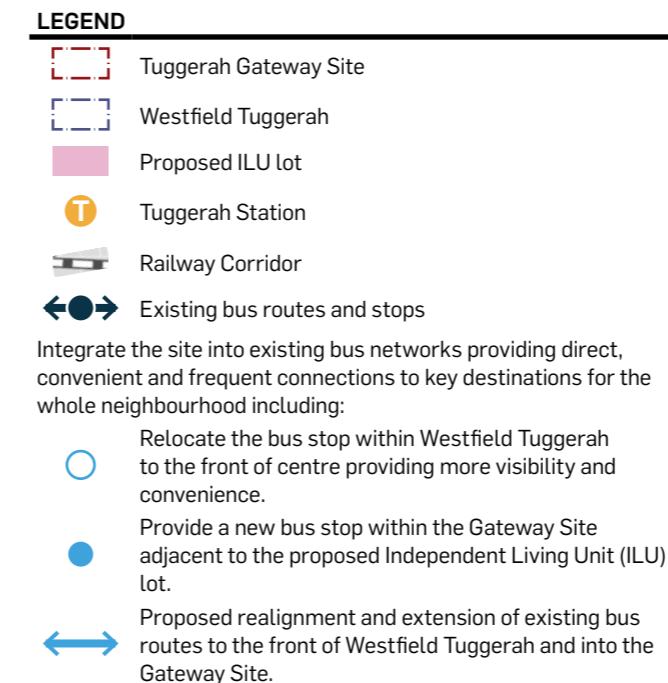


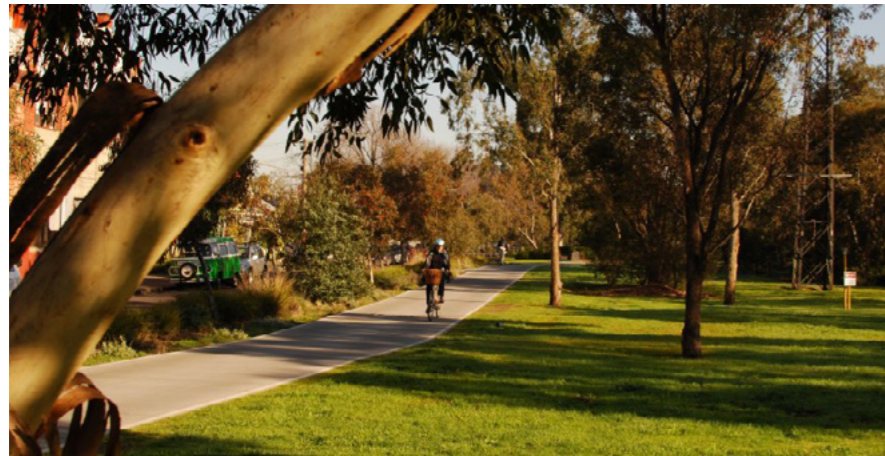
Figure 27 Public transport network connectivity to Tuggerah Station



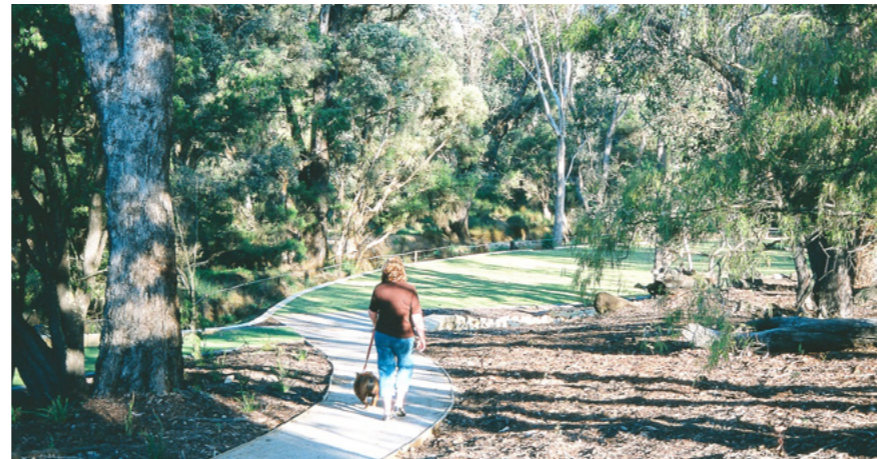
**KEY OUTCOMES**

- Cycling to Tuggerah Station is safe, convenient and attractive - only 7 minutes from The Site.
- Walking to Westfield Tuggerah is easy, comfortable and an enjoyable alternative driving - only 5 minutes from the Site.
- Walking to Tuggerah Public School is safe, comfortable and attractive for everyone - only 10 minutes from The Site.
- Public transport to Tuggerah Station and other key destinations is highly attractive - including achieving public transport travel from The Site via Westfield Tuggerah in approximately than 10 minutes.
- New streets in The Site balance movement and place outcomes providing safe, comfortable and attractive places for people.

↔ SHARED PEDESTRIAN/ CYCLEWAY



↔ PEDESTRIAN WAY



⊙ PRIMARY INTERSECTION



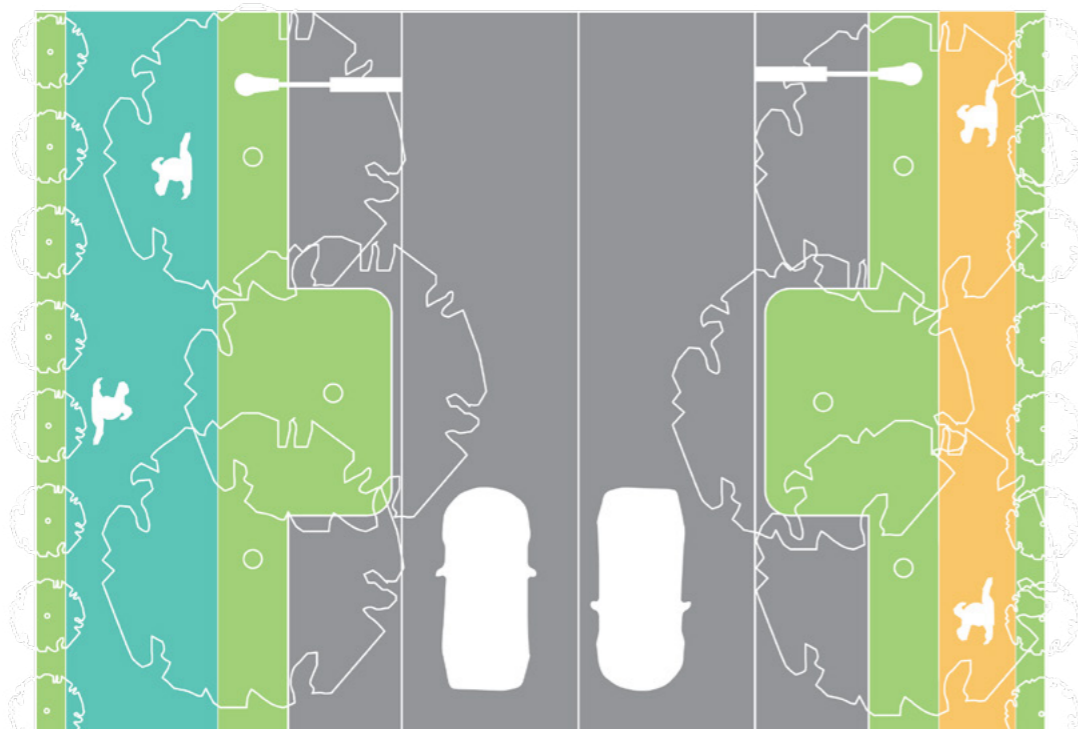
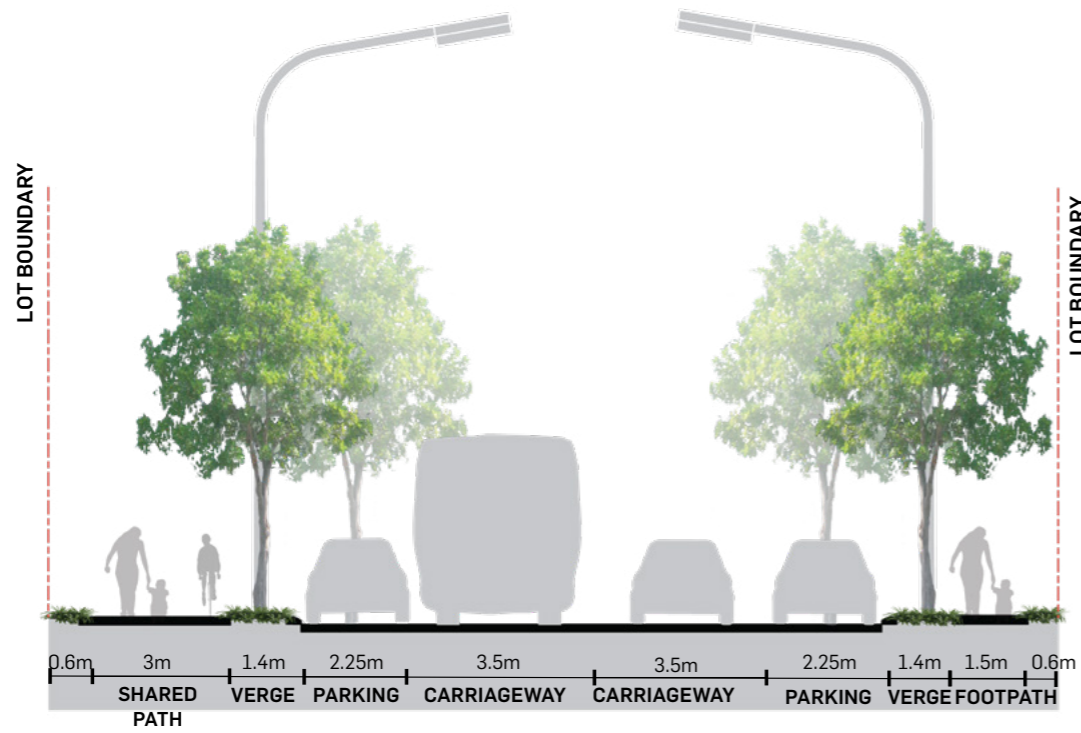




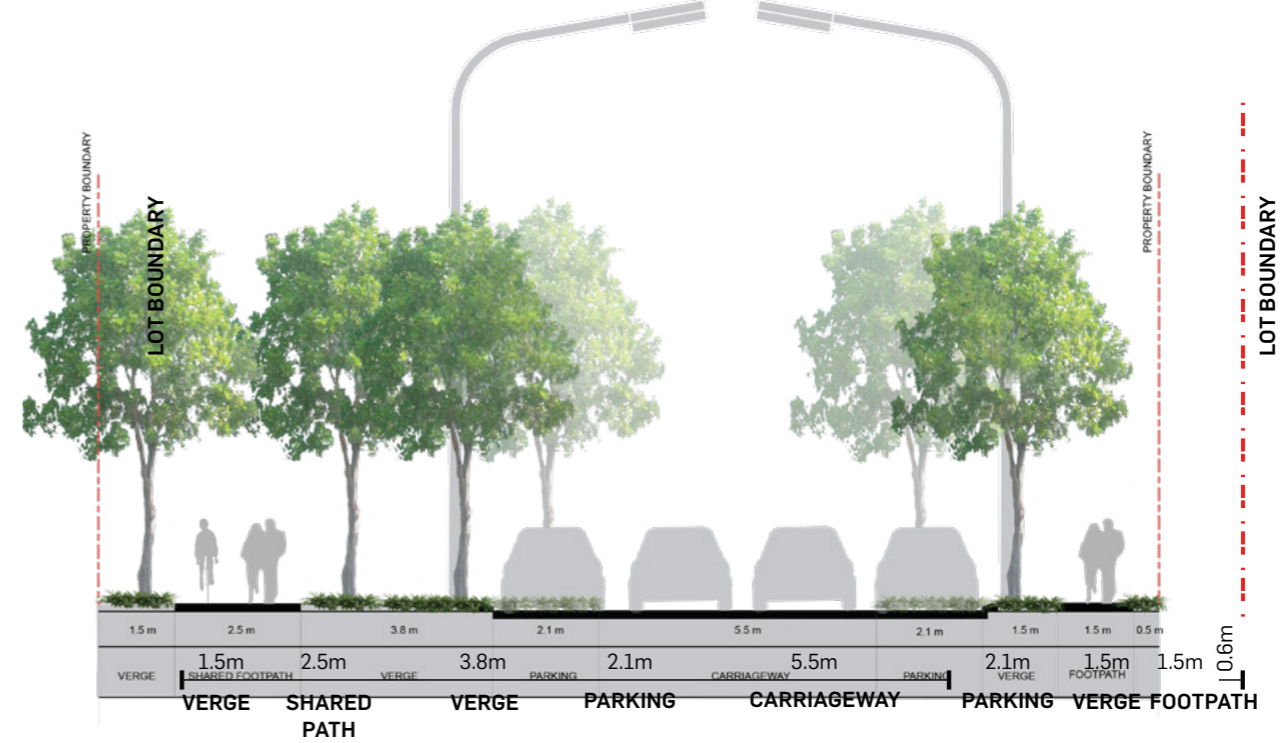
# TYPICAL STREET SECTIONS

These indicative street sections provide illustrations of the intended outcome for different typologies including streetscape elements and dimensions for carriageways, street trees, footpath and verge.

## COLLECTOR ROAD - 20M RESERVE



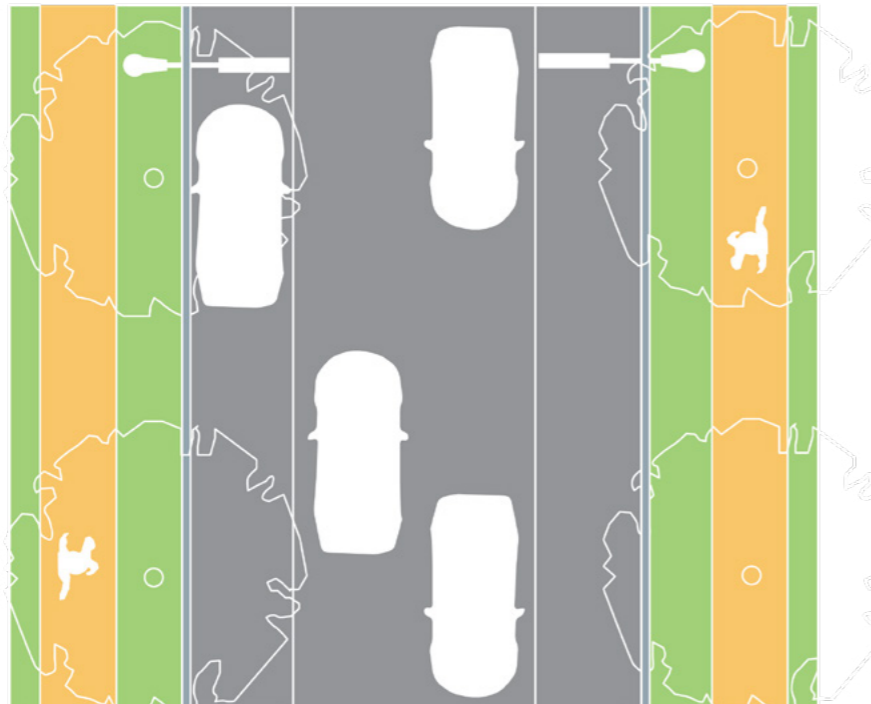
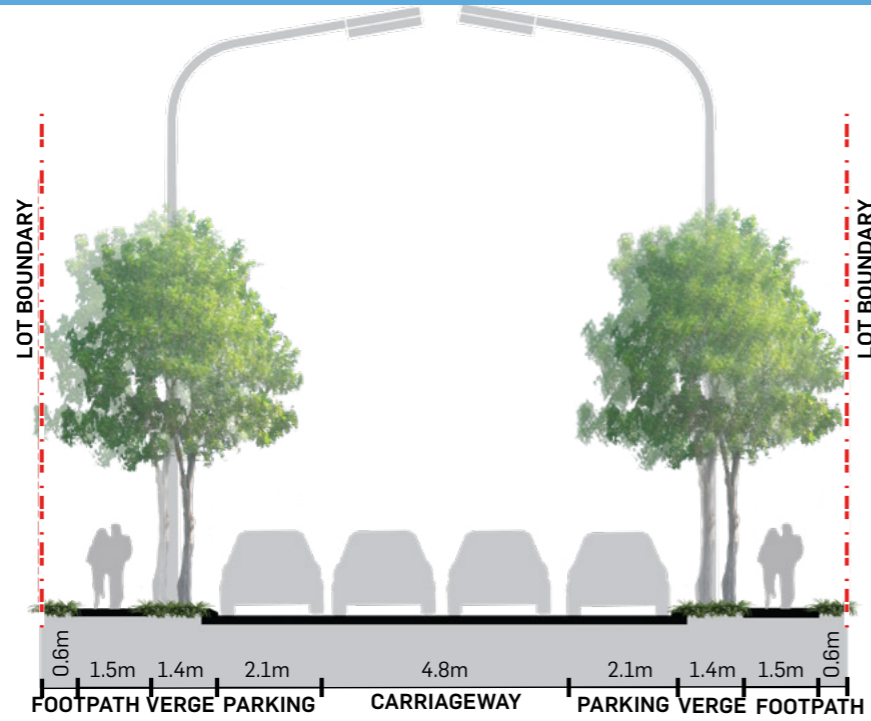
## GREEN BOULEVARD - 21M RESERVE



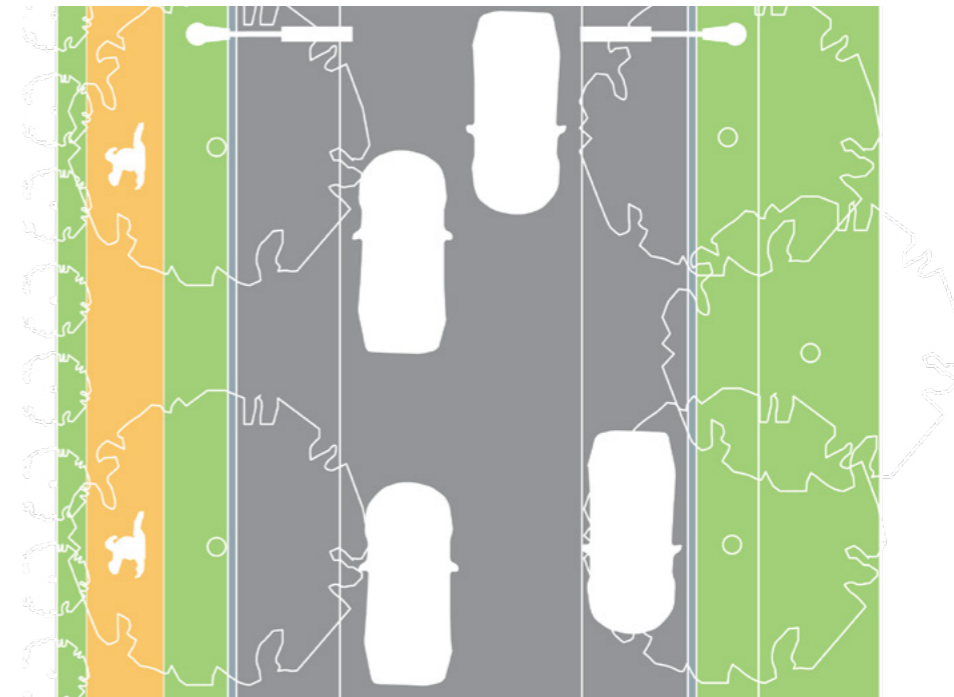
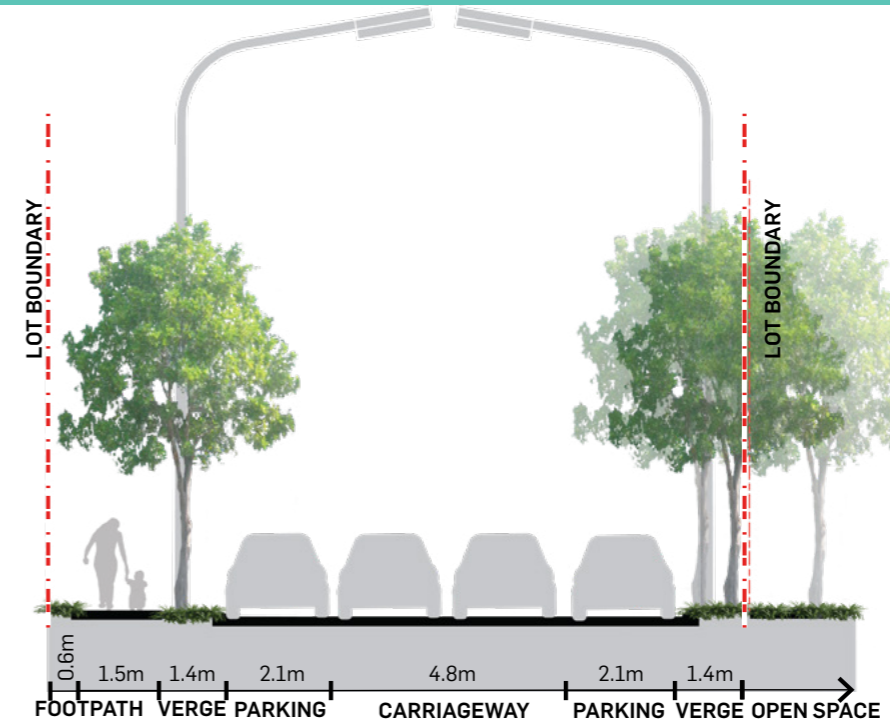
1:150 @ A3  
0 1 2 3 4 5



## LOCAL STREET - 16M RESERVE



## LOCAL STREET GREEN - 14.5M RESERVE

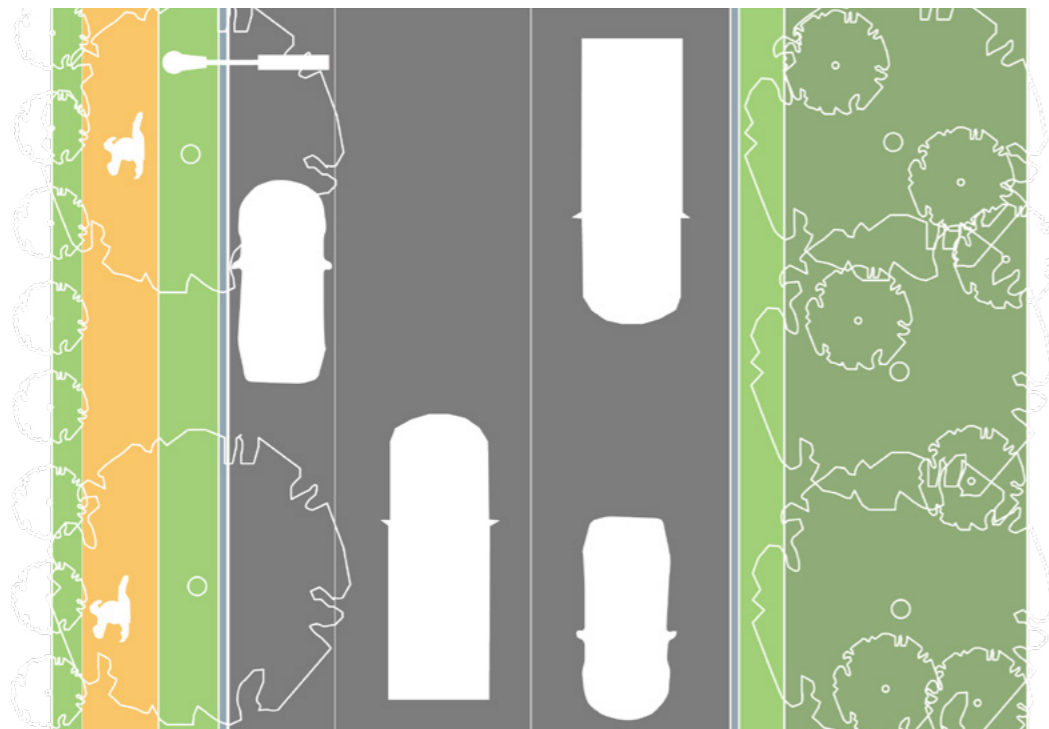
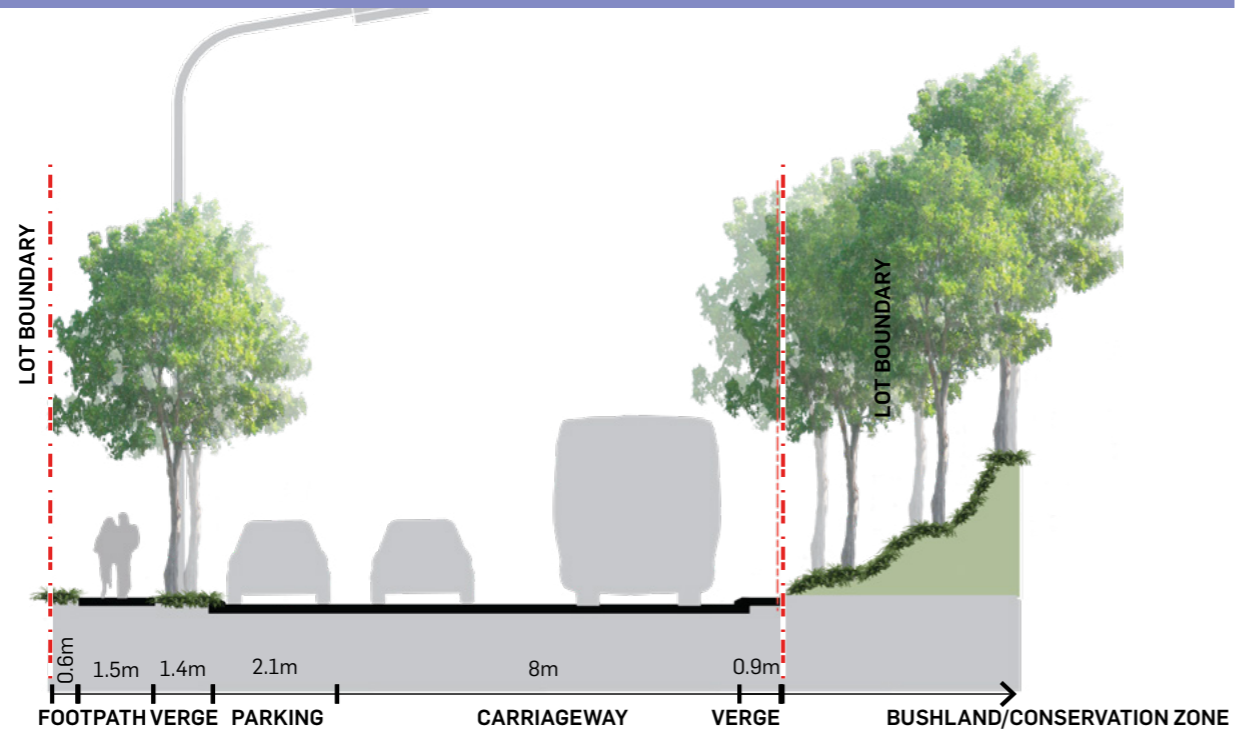


1:150 @ A3

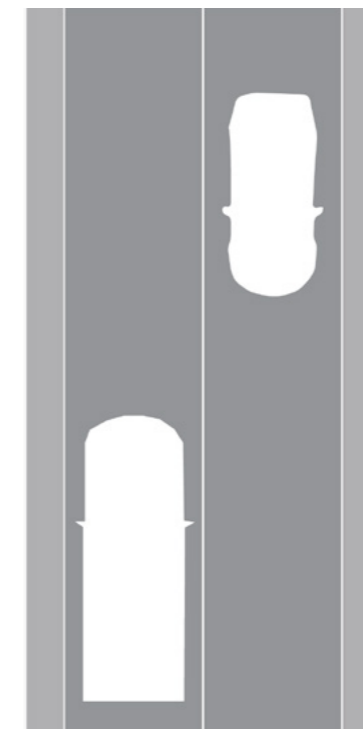
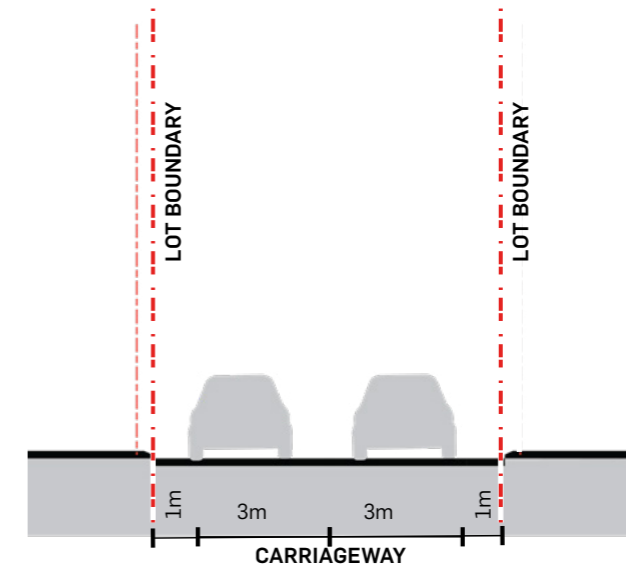




## PERIMETER STREET - 14.5M RESERVE



## LANEWAY- 8M RESERVE





## STRATEGY 4 HOUSING DIVERSITY & JOBS CLOSE TO LOCAL AMENITIES & SERVICES

The Tuggerah Gateway Site offers varied housing typology with close proximity to the primary retail and service amenity of Westfield Tuggerah. Additional jobs provided are located to benefit from exposure to passing trade and proximity to retail.

The following diagram illustrate the housing typology distribution within the Site followed by image references for each of the type. The key outcomes includes:

	<b>Detached Homes - Large Lots (600-800sqm)</b> Detached Homes - large lots along the southern conservation to leverage the high elevation and provide larger street setback to respond to bushfire APZ.
	<b>Detached Homes - Standard Lot (450-500sqm)</b> Detached homes - standard lots within the southern neighbourhood and along WSUD Open Space Corridor
	<b>Townhouse/Duplex (250-300 sqm)</b> Front-loaded town house/ duplex within the central and eastern neighbourhood closer to Westfield Tuggerah
	<b>Terrace Homes (120 - 180 sqm)</b> Rear loaded terrace homes along the primary streets and axes being Linear Park, Green Boulevard, Tonkiss Street and a cluster fronting Rocky Outcrop
	<b>Low-Medium Rise Apartment (up to 4 storeys)</b> Low-medium rise apartment (up to 4 storeys) at the heart of Eastern Neighbourhood.
	<b>Mid Rise Apartment (up to 6 storeys)</b> Mid rise apartments (up to 6 storeys) along the primary collector street with direct access to Westfield Tuggerah.
	<b>Mid Rise Apartment (up to 6 storeys with a portion up to 8 storeys)</b> Mid rise apartments with average 6 storeys height at western edge of the mixed use zone with a portion up to 8 storeys facing the public open space.
	<b>Independent Living Unit (up to 6 storeys with a portion up to 8 storeys)</b> Independent Living Unit - apartment style with average 6 storeys and a portion up to 8 storeys height at the heart of the development in proximity to Westfield Tuggerah.
	<b>Interim Plan - Bulky Good Retail (up to 2 retail storeys)</b> Bulky Goods Retail along the primary collector street close Westfield Tuggerah. Option for 1-2 retail levels subject to market demand.
	<b>Future Plan - Mixed Use with GF Retail (up to 12 storeys)</b> Mixed Use with ground floor retail along the primary collector street close Westfield Tuggerah. Varied residential apartment with 6 storeys average height with tallest built form of 12 storeys tall at the prominent corners.

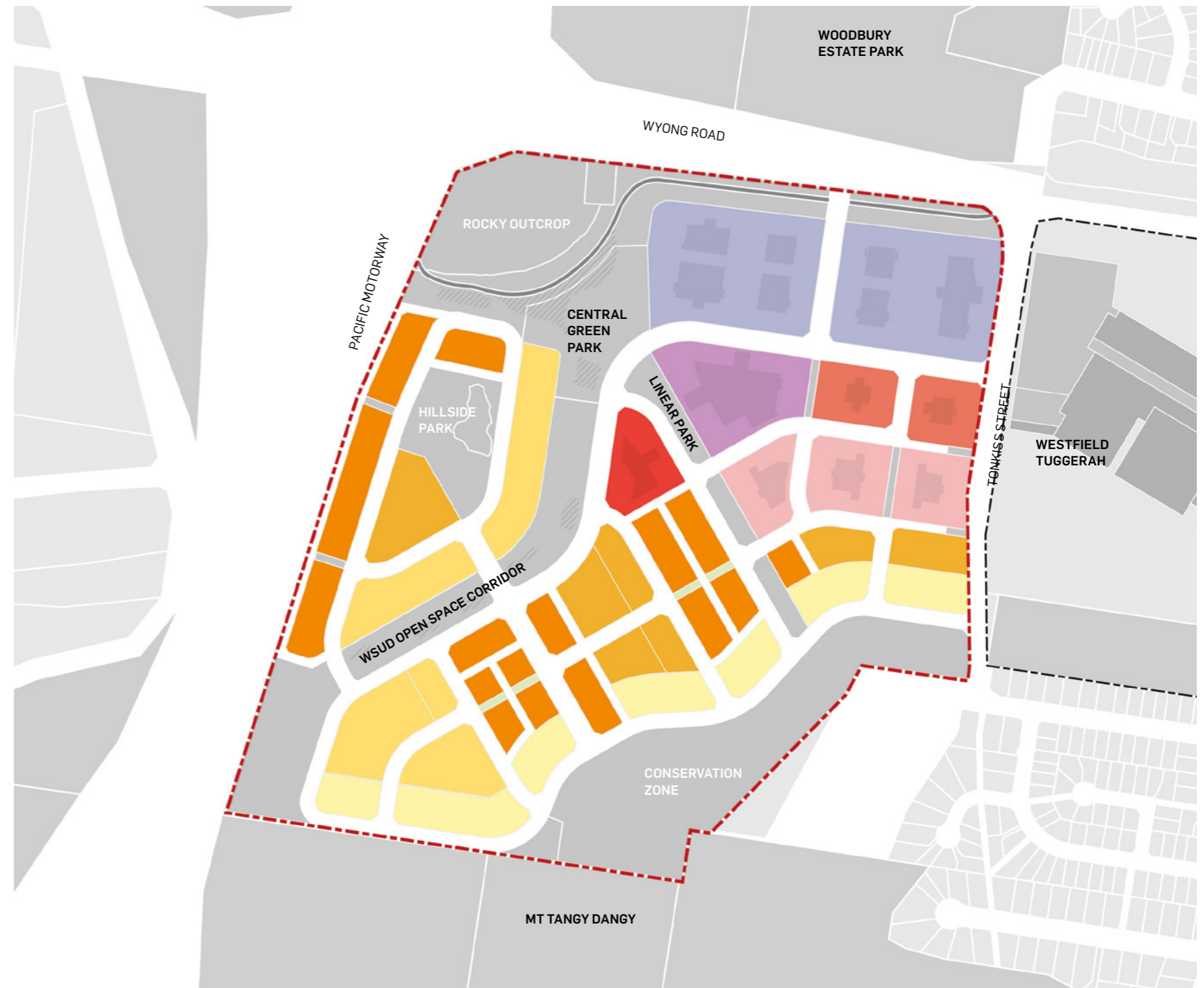


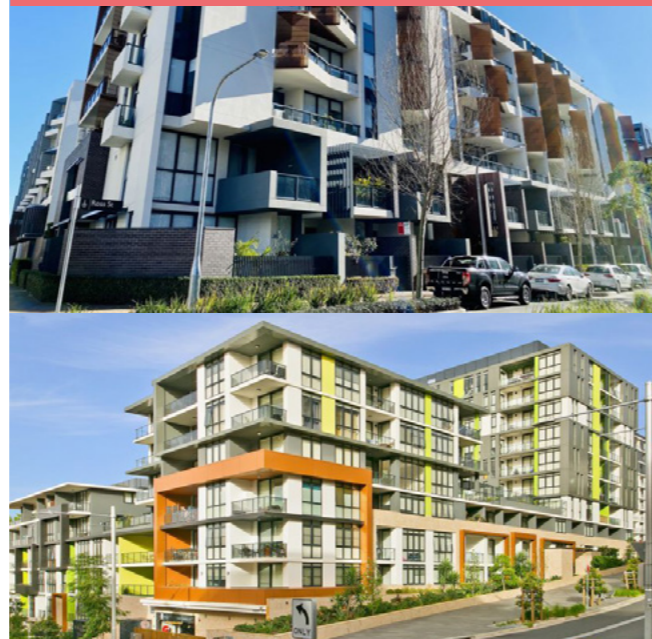
Figure 28 Land Use Strategy

1:5,000 @ A3  
0 50 100 150 200 250

**MIXED USE WITH GF RETAIL - UP TO 12 STOREYS**



**MID RISE RESIDENTIAL (UP TO 6 ST WITH A PORTION UP TO 8 ST)**



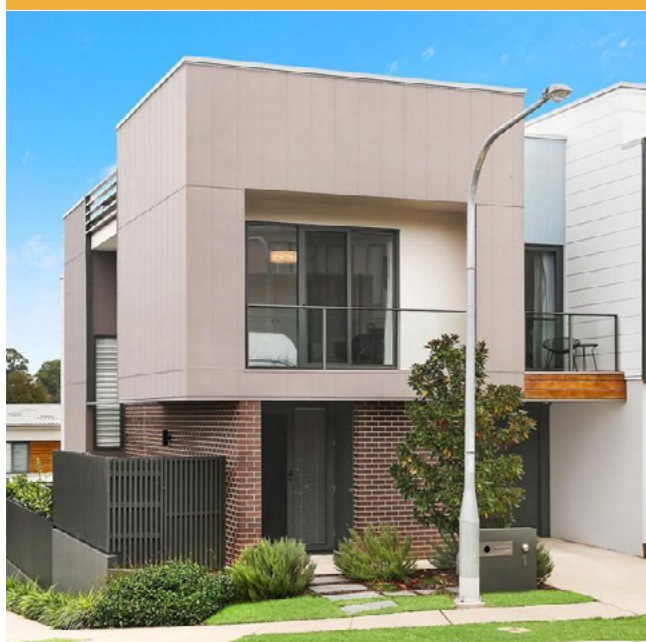
**RETIREMENT LIVING APARTMENT (UP TO 6 ST WITH A PORTION UP TO 8 ST)**



**LOW - MID RISE APARTMENT (UP TO 4 STOREYS)**



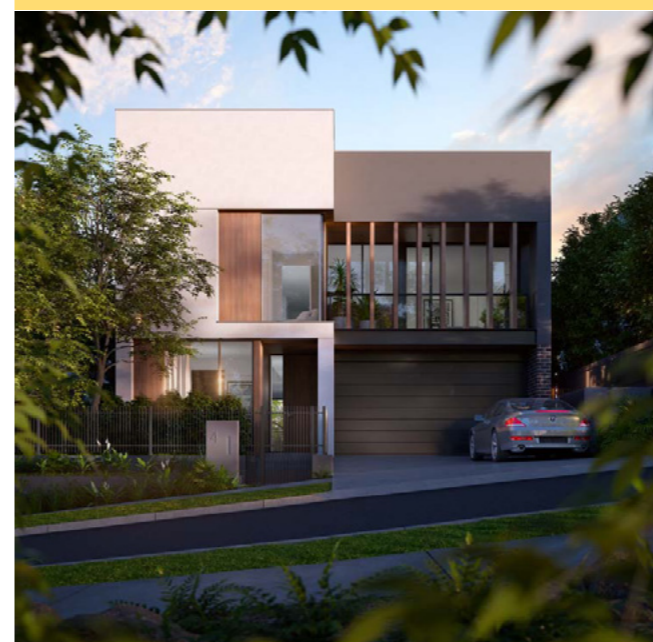
**TOWNHOUSE/DUPLEXES - FRONT LOADED**



**TERRACES - REAR LOADED**



**DETACHED STANDARD**



**DETACHED LARGE**



# YIELD SUMMARY

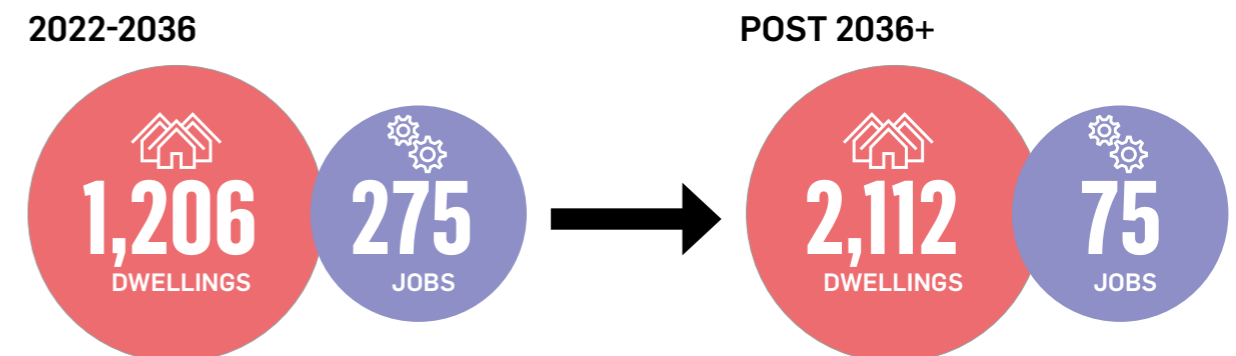
The following table summarises the yield calculation of each of housing types based on the following assumptions.

## DEVELOPMENT ASSUMPTIONS

LOW-MEDIUM DENSITY RESIDENTIAL	
700	sqm average large lots (600-800 sqm)
475	sqm average standard lot size (450-500 sqm)
275	sqm average townhouse/ duplex homes (250-300 sqm)
150	sqm average terrace homes
LOW - MEDIUM DENSITY APARTMENTS	
70%	Residential GBA to GFA efficiency
85	sqm GFA per apartment
INDEPENDENT LIVING UNIT (ILU)	
70%	ILU - Apartment GBA to GFA Efficiency
85	sqm average per dwelling (apartment style)
BULKY GOODS RETAIL	
95%	GBA to GFA Efficiency
80	sqm average per job
BUILDING HEIGHT	
4.50m	Ground level floor to floor height (flexible for residential / retail or commercial between 4m-4.5m)
3.10m	Upper level residential level floor to floor height
2.50m	Lift overrun (flexible between 2-2.5m)

**Table 6** Tuggerah Gateway Precinct Yield Calculation

LAND USE	LAND USE AREA			FSR (N:1)	GROSS FLOOR AREA			# JOBS	# DWELLINGS	DWELLINGS (%)
	LAND AREA (SQM)	LAND AREA (HA)	LAND AREA (%)		RESIDENTIAL GFA (SQM)	NON-RESIDENTIAL GFA (SQM)	TOTAL GFA (SQM)			
<b>DEVELOPABLE AREA</b>										
<b>RESIDENTIAL</b>	<b>151,559</b>	<b>15.16</b>	<b>36.4%</b>		<b>71,349</b>	<b>-</b>	<b>71,349</b>		<b>1,206</b>	<b>57.1%</b>
<b>Low Density</b>	<b>51,690</b>	<b>5.17</b>	<b>12.4%</b>						<b>86</b>	<b>4.1%</b>
Detached STD	27,973								56	2.7%
Detached Large	23,717								30	1.4%
<b>Low-Medium Density</b>	<b>56,260</b>	<b>5.63</b>	<b>13.5%</b>						<b>298</b>	<b>14.1%</b>
Townhouse/duplexes	22,193								77	3.6%
Terraces	34,067								221	10.5%
<b>Low-Med Density (Apartment)</b>	<b>31,629</b>	<b>3.16</b>	<b>7.6%</b>		<b>51,653</b>	<b>-</b>	<b>51,653</b>		<b>596</b>	<b>28.2%</b>
Low - Medium Rise Apartment (up to 6 st)	16,498			1.3	22,124	-	22,124		255	12.1%
Medium Rise Apartment (up to 8 st)	15,130			2.0	29,529	-	29,529		341	16.1%
<b>Independent Living Unit</b>	<b>11,981</b>	<b>1.20</b>	<b>2.9%</b>	<b>1.6</b>	<b>19,696</b>	<b>-</b>	<b>19,696</b>		<b>226</b>	<b>10.7%</b>
Retirement Living - Apartment (up to 8 st)	11,981				19,696	-	19,696		226	10.7%
<b>BULKY GOODS RETAIL</b>	<b>41,097</b>	<b>4.11</b>	<b>9.9%</b>			<b>23,000</b>	<b>23,000</b>	<b>275</b>	<b>-</b>	<b>-</b>
Bulky Goods Retail 1 (up to 2 st)	20,336			0.57		11,500	11,500		-	0%
Bulky Goods Retail 2 (up to 2 st)	20,761			0.56		11,500	11,500		-	0%
<b>Total Interim Plan</b>	<b>192,657</b>	<b>19.27</b>	<b>46.3%</b>		<b>71,349</b>	<b>23,000</b>	<b>94,349</b>		<b>1,206</b>	<b>57.1%</b>
<b>FUTURE MIXED USE</b>	<b>41,097</b>	<b>4.11</b>	<b>9.9%</b>		<b>78,418</b>	<b>1,877</b>	<b>77,427</b>	<b>75</b>	<b>906</b>	<b>42.9%</b>
Mixed Use 1 (up to 12 st)	20,336			2.2	42,100	1,877	43,977		486	23.0%
Mixed Use 2 (up to 12 st)	20,761			1.7	36,318	-	36,318		420	19.9%
<b>Total Future Plan</b>	<b>192,657</b>	<b>19.27</b>	<b>46.3%</b>		<b>149,767</b>	<b>1,877</b>	<b>151,644</b>		<b>2,112</b>	<b>100%</b>
<b>TOTAL</b>	<b>416,533</b>	<b>41.65</b>	<b>100.0%</b>		<b>149,767</b>	<b>1,877</b>	<b>151,644</b>		<b>2,112</b>	





## STRATEGY 5 CONTEXTUAL BUILT FORM RESPONSE

The Site's built form configuration is formulated based upon housing types in response to the topography, amenities and context.

The opposite diagram illustrates the built form strategy. The key outcomes include:

	<b>Premium Large Lots Along Conservation Area</b> Premium large lots along the southern conservation leverage the high elevation and bushland interface
	<b>Open Space Fronting Homes</b> Detached homes and terrace homes with open space frontage towards the Rocky Outcrop and along the WSUD Open Space Corridor.
	<b>Inner Neighbourhood Homes</b> Standard detached homes, townhouses and terraces within each neighbourhoods with permeable access to the open space amenities.
	<b>Rear Loaded Terrace Homes</b> Rear loaded terrace homes along the western boundary, Linear Park and Green Boulevard to minimise driveways along these primary streets and open space axes.
	<b>Low Rise Apartment (up to 4 storeys)</b> Low rise apartment (up to 4 storeys) at the heart of Eastern Neighbourhood responding to the topography.
	<b>Mid Rise Mixed Use/ Residential/ ILU Apartment (up to 12 storeys)</b> High rise residential/ ILU apartments with 6 storeys average height and a consistent four storeys streetwall along the primary collector street. The tallest built form of 12 storeys are situated in the following: <ul style="list-style-type: none"> <li>• At the northeast corner and north-west corner of the lots leverage its proximity to the Rocky Outcrop and Westfield Tuggerah</li> <li>• To the north-eastern bookend of the Linear Park framing the view corridor towards the Rocky Outcrop.</li> </ul>
	<b>Open Space Network within the Site</b>
	<b>Open Space Frontage</b>
	<b>Key Heights</b>
	<b>View Orientation</b>



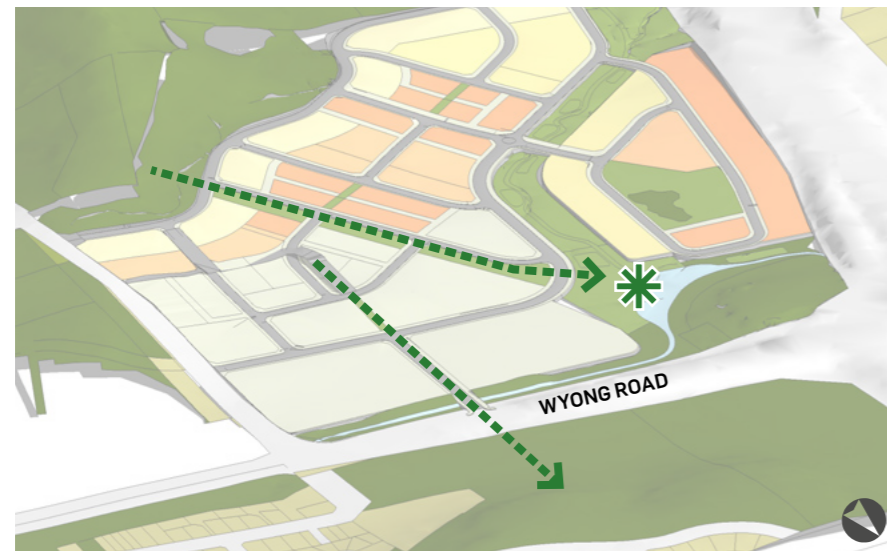
Figure 29 Built Form Strategy

1:5,000 @ A3  
0 50 100 150 200 250

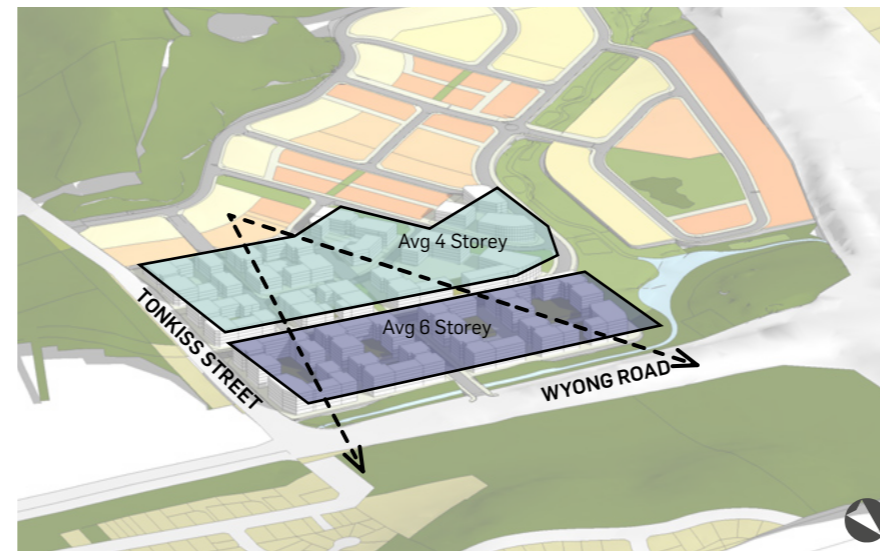


## BUILDING HEIGHT STRATEGY

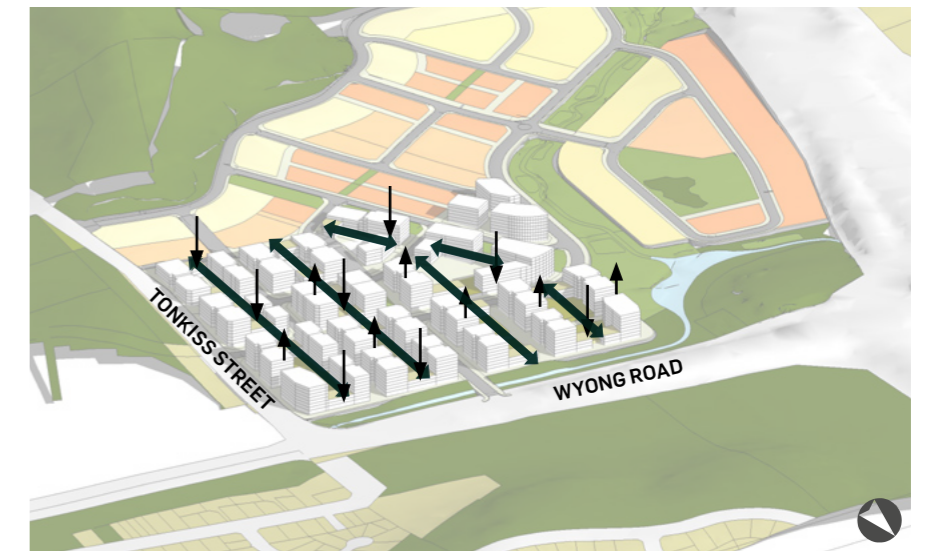
The following diagrams demonstrate the rationale behind the building height distribution for the future mixed use development within the site. This distribution responds to the topographic character, creates significant view corridors and streetscape, and optimises solar amenity to the buildings, public, and communal open spaces.



- 1** Establish view corridors from the high elevation to the south towards Wyong Road and Rocky Outcrop to the north through Linear Park, local streets and through-site links.



- 2**
  - Provide an average 4 storeys high perimeter blocks within the low-mid apartment lots within the central portion.
  - Provide an average 6 storeys perimeter apartment blocks within the mixed use lots along Wyong Road.
  - This is to ensure the views from the land to the south towards the ridgeline to the north are still maintained.



- 3**
  - Reduce the east-west orientated massing height to maximum. 4 storeys to optimise solar access to central communal open space for each lot.
  - Transfer the massing to north-south orientated tower with varied heights resulting in an average 6-8 storeys within the mixed use lots.





**4** Define a four storeys street wall along the main street, Tonkiss St and Wyong Road by adopting an upper-level setback to the apartment buildings.



**5** Facilitate rooftop communal open space in varied heights (mainly the east-west orientated podium rooftop) and tower rooftop with north-facing.



**6** Identify two key locations for the highest building height of 12 storeys being:

- Mixed use lot eastern bookend - responding to adjoining Westfield.
- Mixed use lot western bookends – optimise the amenity of the adjoining Rocky Outcrop.

Provide varied heights between these key height markers.

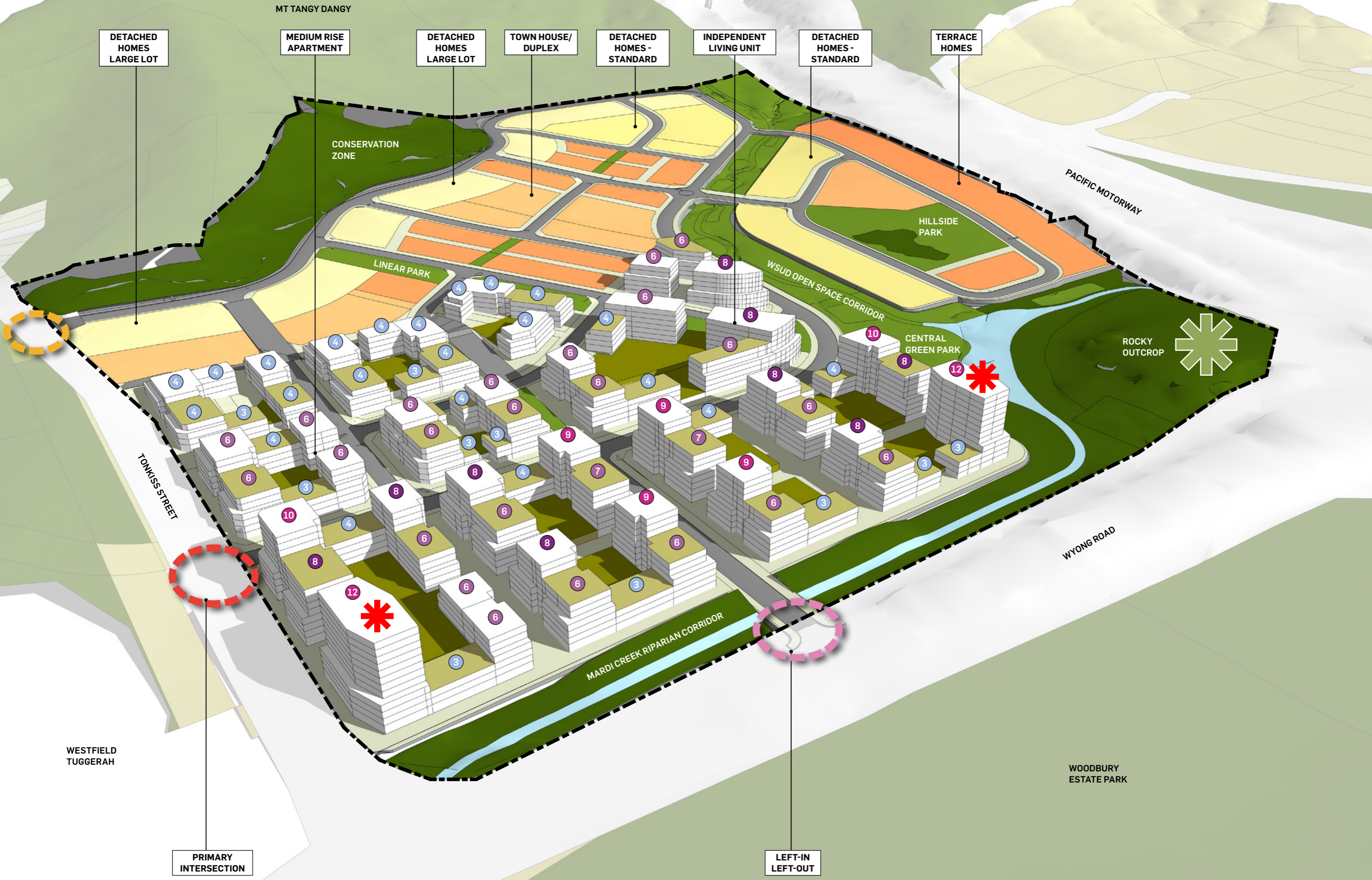








Figure 30 Indicative Aerial View

## INDICATIVE BUILDING HEIGHT

The diagram indicates the design outcome of the proposed potential building heights for the future mixed use development under the building height strategies. The outcome of the building heights comprises:

- Average 4 storeys located in the southern portion.
- Average 6 storeys located in the central portion.
- Average 6-8 storeys with a couple of 9-12 storeys buildings located at key locations.

### LEGEND

	Site Boundary
	MU1 Zone (Mixed Use Zone)
	3-5 Storeys
	6-7 Storeys
	8 Storeys
	9-12 Storeys

**Table 7** Indicative Building Height Assumptions

4.50m	Ground level floor to floor height (flexible for residential / retail or commercial between 4m-4.5m)
3.10m	Upper level residential level floor to floor height
2.50m	Lift overrun (flexible between 2-2.5m)

**Table 8** Indicative Building Height

Storeys	Proposed Height Control
4 storeys	16m
6 storeys	23m
8 storeys	28m
10 storeys	35m
12 storeys	42m

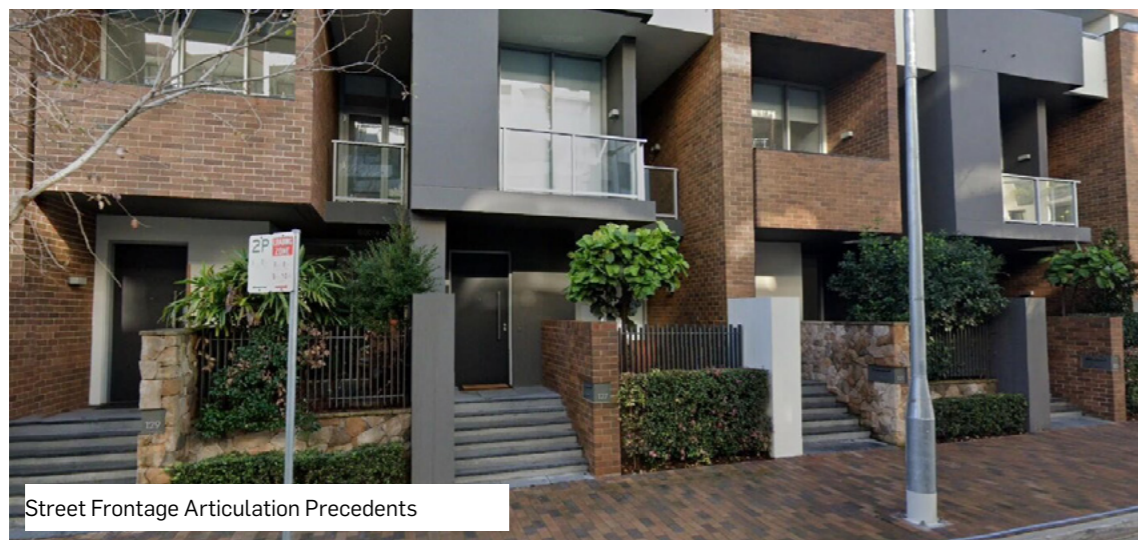


**Figure 31** Indicative Building Height for Proposed Mixed Use Land



## BUILDING SETBACK / STREET FRONTAGE ARTICULATION

The proposed setbacks and indicative street frontage, along with the articulation zone, are shown in the following diagram and photos of precedents for the mixed-use zone of the Tuggerah Gateway Site. This is intended to create a cohesive streetscape and neighbourhood character with visual interests and human scale.



Street Frontage Articulation Precedents

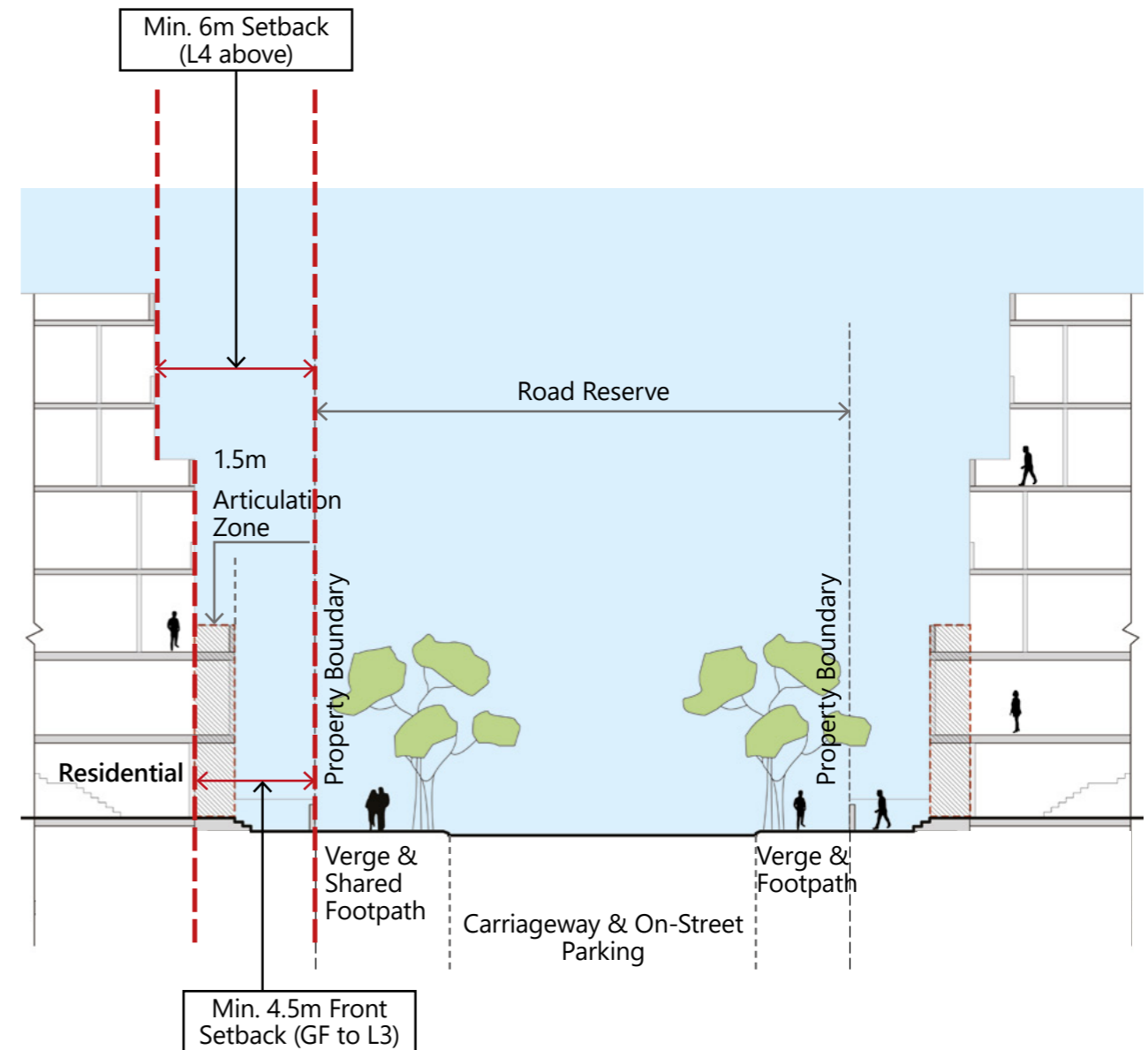


Figure 32 Indicative Building Height for Proposed Mixed Use Land

## HIGH LEVEL ADG COMPLIANCE / INDICATIVE RESIDENTIAL UNIT SOLAR ACCESS ANALYSIS

### ADG DESIGN CRITERIA

ADG identifies the following requirements for solar access to habitable rooms/ private open space:

- A min. 70% of private open space/ habitable rooms receives a min. 2 hrs. sunlight in mid winter between 9AM to 3PM.

### ANALYSIS SUMMARY

The following diagrams analyse the indicative solar access study to the private open space/ balconies/ living room based on the indicative floor plans testing to demonstrate the ADG compliance. The result is comprising:

- West facing predominant façades receives > 3hrs sunlight.
- East facing predominant façades receives at least 2.5hrs / <3hrs sunlight.

#### Note:

- The high level ADG compliance is based on the indicative massing only. It would be further investigated and assessed in the next stage of design and as part of a future development application.

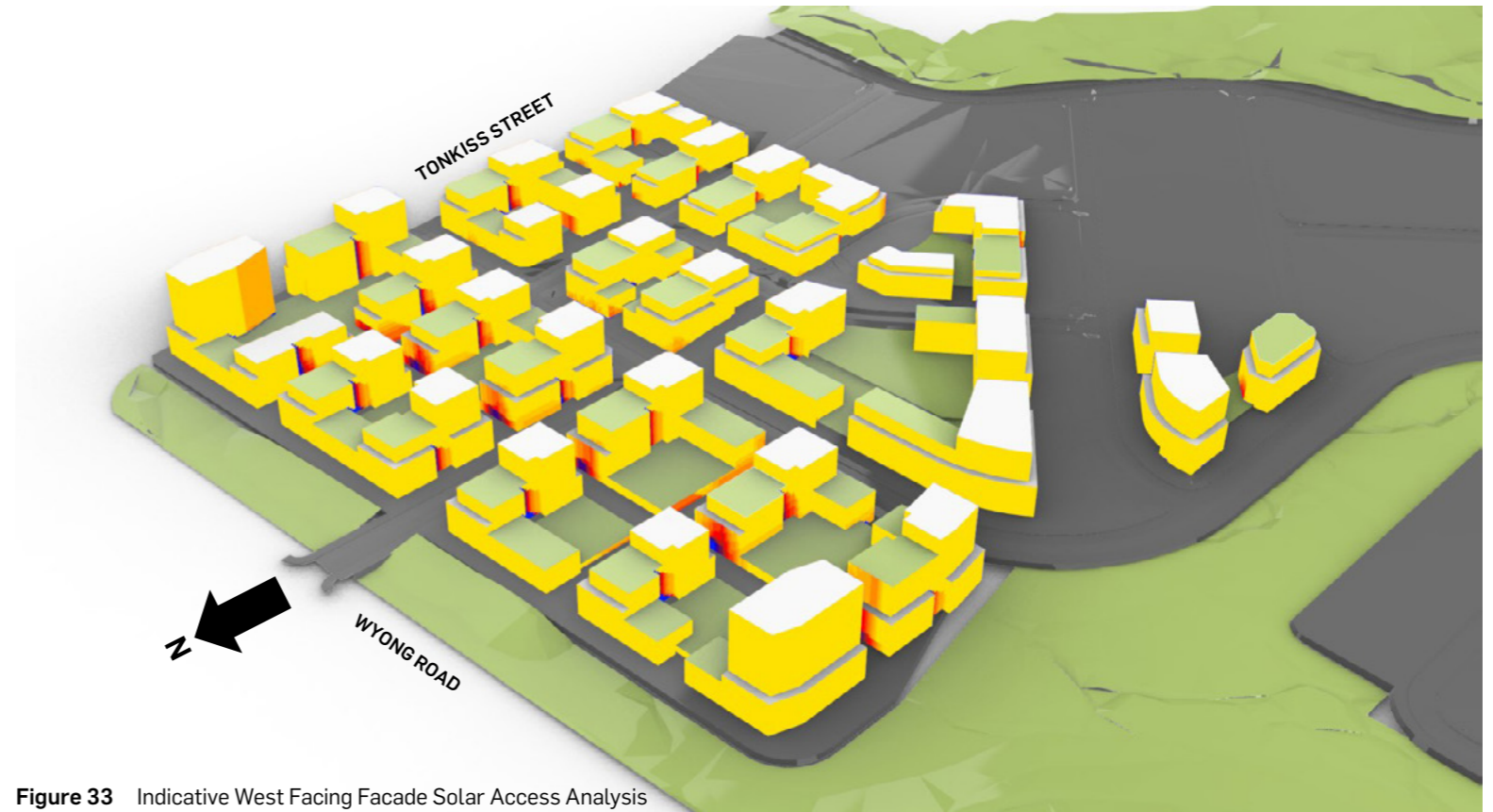


Figure 33 Indicative West Facing Facade Solar Access Analysis



Figure 34 Indicative East Facing Facade Solar Access Analysis

## SOLAR ACCESS ANALYSIS – ARCHITECTURAL SOLUTION

Architectural solutions such as angled balconies, cross-over unit layout, etc. can assist in achieving the min. 3hrs solar access to living areas / balconies. These strategies can be adopted to resolve the solar access issue.

The indicative typical floor plan demonstrates that 9 out of 11 units / 82% of total units per floor could achieve at least 3 hours direct sunlight in mid winter to the balconies and living areas. This complies with the min. 70% total unit ADG requirement.

### KEY INSIGHTS

- Architectural solution that includes floor plan layout and angled balconies could achieve the min. 3hr solar access requirement to residential units.



# HIGH LEVEL ADG COMPLIANCE / COMMUNAL OPEN SPACE - PROVISION AND SOLAR ACCESS ANALYSIS

## ADG DESIGN CRITERIA

The ADG identifies the following minimum requirements for communal open space provision and solar access to communal open space:

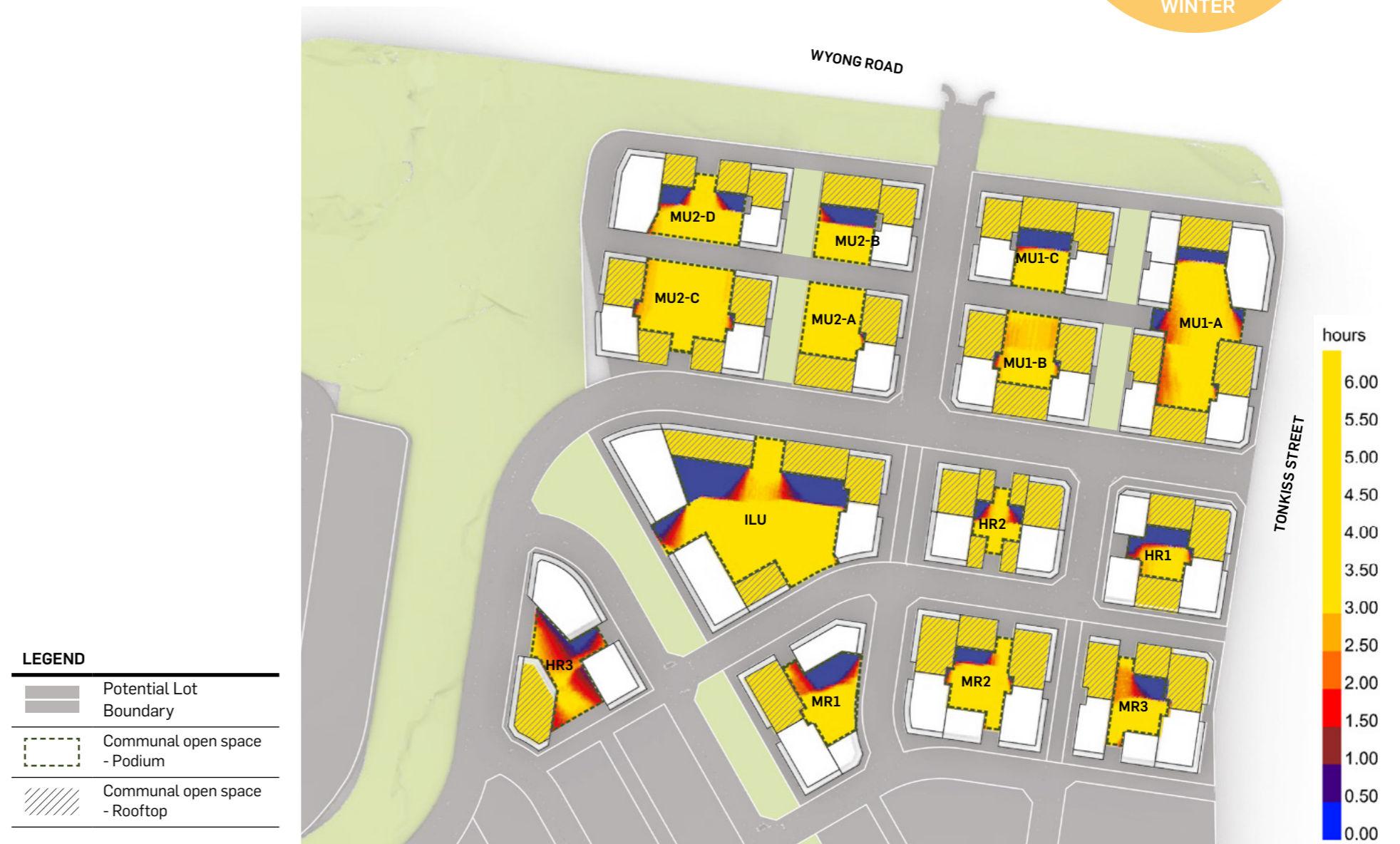
- Communal open space has a minimum area equal to 25% of the site.
- A min. 50% of principal communal open space receives a min. 2 hrs. sunlight in mid winter between 9AM to 3PM.

The table below demonstrates the ADG compliance of the communal open space provision. The following diagram analyses the solar access to the communal open space taken between 9AM - 3PM in mid winter. 83% of the proposed communal open spaces will receive at least 2 hours direct sunlight on 21 June.

**Table 9** Indicative Communal Open Space Provision

LOT NO	LOT AREA (sqm)	COMMUNAL OPEN SPACE			
		COS Podium (sqm)	COS Rooftop (sqm)	Total COS (sqm)	Total COS (%)
MU1-A	9,896	2,617	1,328	3,945	40%
MU1-B	5,423	1,118	1,331	2,449	45%
MU1-C	5,018	823	1,148	1,971	39%
MU2-A	4,124	1,156	919	2,075	50%
MU2-B	3,664	798	798	1,596	44%
MU2-C	6,974	1,891	1,389	3,280	47%
MU2-D	6,000	1,118	710	1,828	30%
HR1	3,594	638	1,099	1,736	48%
HR2	3,530	1,017	1,380	2,397	68%
HR3	4,249	1,264	688	1,952	46%
MR1	5,008	1,219	614	1,832	37%
MR2	6,010	1,130	1,398	2,527	42%
MR3	5,480	1,024	1,183	2,206	40%
ILU	9,826	4,706	1,914	6,620	67%
<b>TOTAL</b>				<b>36,414</b>	

83% OF ALL COMMUNAL OPEN SPACES RECEIVES >2 HRS SUNLIGHT IN MID WINTER



**Figure 36** Indicative Solar Access Analysis to the Proposed Communal Open Space



# SOLAR ACCESS ANALYSIS - PUBLIC OPEN SPACE

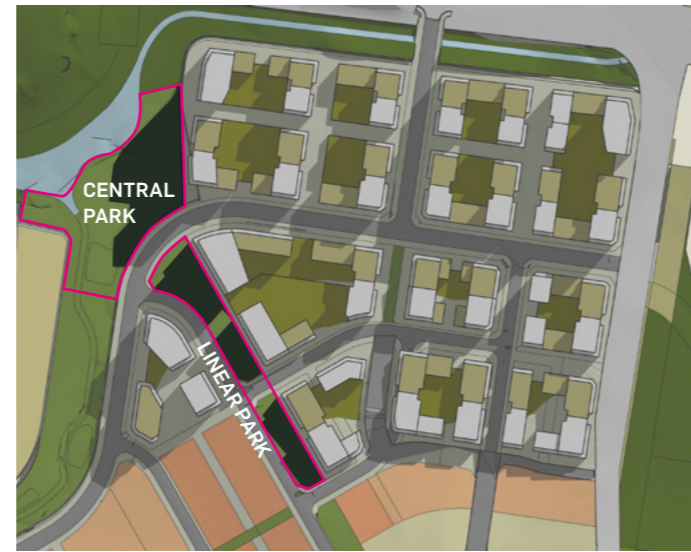
The following diagrams analyse the potential solar access to the key public open space including the proposed Central Green Park and Linear Park to the east of the mixed use zone.

## KEY INSIGHTS

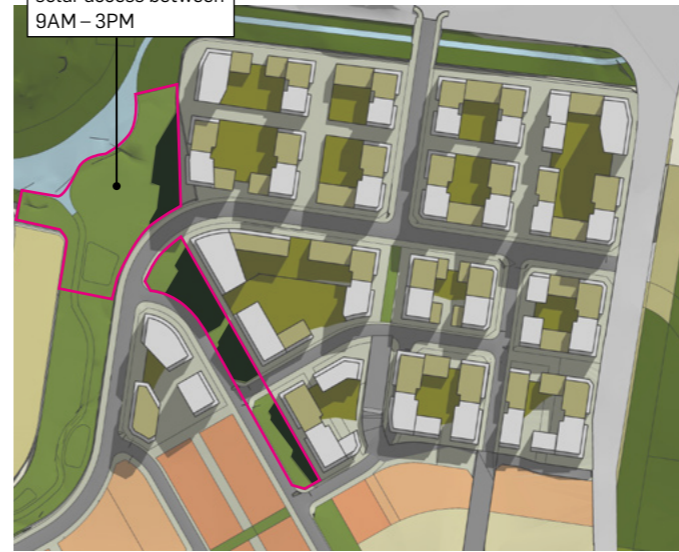
- 100% of Central Park open space areas receives a min. 3hr sunlight between 12-3PM
- Approximately 95% of Linear Park open space areas receives a min. 3hr sunlight between 12-3PM

## LEGEND

-  Central Park and Linear Park
-  Potential shadows cast by the proposed new buildings



9am



10am



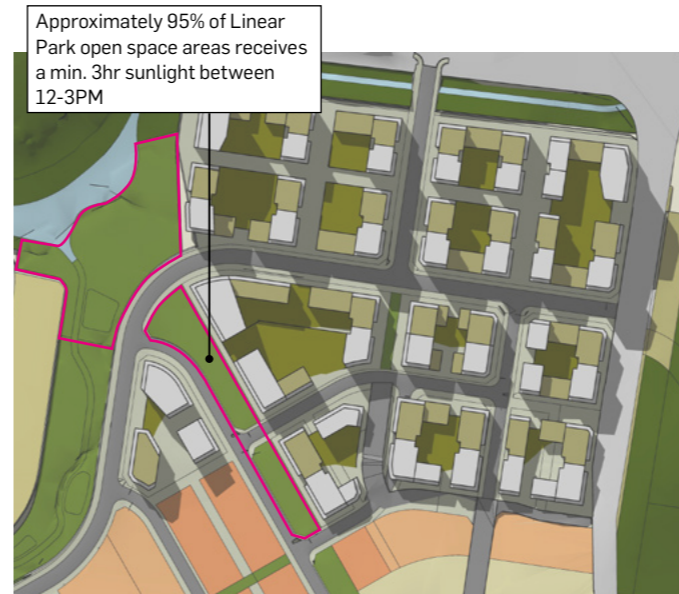
11am



12pm



1pm



2pm



3pm