

2018

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Gosford City Centre DCP

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Contents

01 Introduction	4	03 Places and character	16
1.1 Name of Development Control Plan	5	3.1 Character areas	17
1.2 Relevant Planning Authority	5	3.2 City North	18
1.3 Assessment and Determination Authority	5	3.3 Civic Heart	19
1.4 Adoption and commencement	6	3.4 City South	20
1.5 Purpose of the DCP	6	3.5 Other areas	21
1.6 Aims and objectives	6	04 Public spaces	22
1.7 Relationship to other planning instruments	7	4.1 Pedestrian network	23
1.8 Adoption of development controls	7	4.2 Public open space	25
1.9 Application of the DCP	7	4.3 Solar access to key public spaces	26
1.10 Public notification of development applications	8	4.4 Views and vistas	28
1.11 Variations to DCP controls	11	4.5 Footpath crossings and pedestrian overpasses and underpasses	30
02 Strategic priorities	12	05 Built form	32
2.1 The approach	14	5.1 Site sizes and design excellence	34
		5.2 Built form provisions	34

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DRAFT



06 Key sites	52	08 Environmental management	74
6.1 Introduction	53	8.1 Introduction	75
6.2 Key Site 1 299-305 Mann Street (former Mitre 10 site)	55	8.2 Energy Efficiency and Conservation	76
6.3 Key Site 2 8-10 Watt Street (Gateway Centre)	56	8.3 Water Conservation	76
6.4 Key Site 3 171 Mann Street and 10 William Street (Imperial Shopping Centre)	57	8.4 Reflectivity	77
6.5 Key Site 4 136-148 Donnison Street (former Market Town)	58	8.5 Wind Mitigation	78
6.6 Key Site 5 1 Dane Drive (Central Coast Leagues Club)	59	8.6 Waste and Recycling	78
6.7 Key Site 6 26 - 32 Mann Street	60	8.7 Noise and Vibration	80
07 Access and parking	61	09 Residential development controls	83
7.1 Introduction	62	9.1 Housing Choice and Mix	84
7.2 Pedestrian Access and Mobility	63	9.2 Storage	84
7.3 Vehicular Driveways and Manoeuvring areas	63	9.3 Multi Dwelling Housing	85
7.4 On-Site Parking	64	10 Controls for special areas	87
7.5 Site Facilities and Services	72	10.1 Heritage Items	88
		10.2 Signs on Heritage Items and Heritage Plaques	89
		10.3 Special Area - John Whiteway Drive Precinct	91

DRAFT

1

Introduction

1.1 Name of Development Control Plan

This plan is known as the Gosford City Centre Development Control Plan 2018 and supports the objectives identified by the *State Environmental Planning Policy (Gosford City Centre) 2018*.

1.2 Relevant Planning Authority

The relevant planning authority is the Planning Secretary of the NSW Department of Planning and Environment.



Source: Salty Dingo

1.3 Assessment and Determination Authority

In Gosford City Centre, the assessment and determination framework is specified within *State Environmental Planning Policy (Gosford City Centre) 2018*. A summary of this framework is provided below:

Capital Investment Value	Pathway	Assessment	Determination
Greater than \$75 million	State Significant Development under the State Environmental Planning Policy (State and Regional Development) 2011	Department of Planning and Environment	Minister (or delegate) OR Independent Planning Commission, if the council or more than 25 submitters object, or if the applicant discloses a political donation
Greater than, or equal to, \$10 million - \$75 million	Part 4 of the Environmental Planning and Assessment Act 1979	Department of Planning and Environment	Minister (or delegate) OR Independent Planning Commission, if the CIV is \$40 million or more and the Council objects
Less than \$10 million	Part 4 of the Environmental Planning and Assessment Act 1979	Central Coast Council	Central Coast Council, except where the JRPP is the determination authority.

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Source: Salty Dingo

1.4 Adoption and commencement

This plan will commence on the day on which the *State Environmental Planning Policy (Gosford City Centre) 2018* (GCC SEPP) is published on the NSW legislation website.

1.5 Purpose of the DCP

The purpose of this Development Control Plan (the DCP) plan is to provide development controls for quality development and sound environmental outcomes within the Gosford City Centre.

This Plan provides more detailed provisions to expand upon the GCC SEPP for development in the Gosford City Centre that will contribute to the growth and character of Gosford, and protect and enhance the public domain.

Under section 4.15 (previously s79C) of the *Environmental Planning and Assessment Act 1979*, the assessment and determining authority is required to take into consideration the relevant provisions of this DCP in determining any application for development.

1.6 Aims and objectives

The aims of this DCP are:

1 To identify expectations and requirements for development within Gosford City Centre and build upon the GCC SEPP by providing detailed objectives and controls for development;

2 To ensure that all development aligns with the recommendations and desired place character in the Urban Design and Implementation Framework prepared by the NSW Government Architect;

3 To identify approaches and techniques which promote design excellence resulting in quality urban design and architectural outcomes in Gosford City Centre; and

4 To promote best practice and quality environmental outcomes.

1.7 Relationship to other planning instruments

The DCP has been prepared in accordance with the provisions of the *Environmental Planning and Assessment Act 1979* and the *Environmental Planning and Assessment Regulation 2000*.

The DCP complements the provisions of State *Environmental Planning Policy (Gosford City Centre) 2018*. The provisions of the GCC SEPP prevail over the DCP.

Other State Environmental Planning Policies may apply to the land to which this DCP applies.

This DCP supersedes all previous development control plans applying to the Gosford City Centre.

Gosford Local Environmental Plan 2014 no longer applies to the City Centre. Notwithstanding, this DCP may (in accordance with Section 3.43 (3) of the *Environmental Planning and Assessment Act 1979*) adopt provisions of another DCP by reference.

1.8 Adoption of development controls

In accordance with Section 3.43 (3) of the *Environmental Planning and Assessment Act 1979*, this Plan adopts by reference, the following provisions of the *Gosford Development Control Plan 2013* (as amended):

- Part 3 Specific controls and development type
- Part 6 Environmental controls
- Part 7 General controls
- Part 4.4 Gosford Waterfront

The aforementioned controls are located in the following Appendices:

- Appendix C Gosford Waterfront (in DCP)
- Appendix D Existing general planning controls (separate PDF)
 - Part D1 – Part 3 Specific controls and development type
 - Part D2 – Environmental controls
 - Part D3 – General controls

Where the above provisions conflict with those in this DCP, the provisions of this DCP shall prevail.

1.9 Application of the DCP

This DCP applies to all land zoned under the GCC SEPP.

The plan applies to all categories of development, as defined within the *Environmental Planning and Assessment Act 1979* addressed within the Chapters of this DCP (or adopted by this Plan).

Where a development application is lodged which relates to land to which this plan applies, the determining authority shall take the provisions of this plan into consideration in determining that application.

Development applications must demonstrate conformity with the objectives of this Plan.

Each application will be considered on the individual circumstances and merits of the case in terms of achievement of the objectives of the DCP and the objectives of any relevant chapters of the DCP.

Compliance with the provisions of this plan does not necessarily imply that the determining authority will consent to any application. Other matters must also take into consideration, including those matters listed under Section 4.15 of the *Environmental Planning and Assessment Act 1979* (as amended).



Source: Tim Ciantar

1.10 Public notification of development applications

The advertising and notification provisions apply to all development and related applications lodged under Part 4 of the *Environmental Planning and Assessment Act 1979*, in the Gosford City Centre, with the exception of development applications in the following categories:

- Designated Development
- State Significant Development

For these categories of development, applications will be notified in accordance with the relevant provisions of the *Environmental Planning and Assessment Regulation 2000* (EP&A 2000).

For State Significant Development under the *State Environmental Planning Policy (State and Regional Development) 2011*, for which the Minister of Planning is the determining authority, applications will be advertised in a local newspaper and notified on the Department of Planning and Environment's website. State Significant Development applications must be publicly notified for a minimum of 30 days.

Adjoining land-owners to be notified

Where required by this plan, written notice of a development application will be sent to adjoining landowners of land subject of the application (except where land is held in common ownership with the subject land). This includes persons who own land that share a common property boundary with the site and land directly on the opposite side of a creek, road, pathway or similar thoroughfare.

Central Coast Council will be notified of all development applications lodged with the Department of Planning and Environment.

Where adjoining or neighbouring land is owned under Strata Title or Community Title, notification shall be sent to the Manager or Secretary of the Owners Corporation or Association. In these cases, it is the responsibility of the Manager or Secretary of the Owners Corporation or Association to make residents aware of the development proposal.

The determining authority will not separately notify the tenants of adjoining or neighbouring land of applications received. However, tenants or any member of the public may make a submission to a development proposal.

Where adjoining or neighbouring land is owned by more than one person, a notice to one owner will satisfy the requirements of this Chapter.

Applications requiring notification

Notification or advertising will be required for development applications for a development of a type listed in the Notification Table (Appendix B).

In instances where a proposed land use is not mentioned in the Notification Table and/or the assessing authority is of the opinion a proposal will have little or no environmental impact, public notification will not be required.



Public interest notification

Where the assessing authority considers that any development application or proposal may impact the amenity of an area or be of significant community interest, the determining authority may notify surrounding land owners, relevant interest groups, organisations or agencies.

Form of notice

The written notice to be forwarded by the assessing authority under this Chapter shall contain the following information:

- the applicant's name;
- the application number;
- the description of the land and address to which the application relates including street address and any known and commonly used property name;
- a description of the proposal;
- the officer dealing with the application or other appropriate contact;
- the time within which written submissions will be considered;
- an invitation to inspect plans and documents and details of when and where such plans may be inspected; and

Development applications that are required to be notified under this Plan shall be published on Council's or the NSW Department of Planning and Environment's website, depending on the relevant assessing authority.

Exhibition of applications

Plans, models and any written material submitted with a development application that has been notified will be available for inspection during office hours by any person free of charge for the period identified and from the date of notice.

A copy of plans (other than floor plans) will be made available on request subject to payment of the fee established by the determining authority for copying of development application plans and the copyright of the plans being protected.

Where a notified development application is accompanied by a written request to justify the contravention of a development standard under cl. 4.6 of the relevant GCC SEPP, the written request shall be exhibited with the application and copies made available.

Form and timing of submissions

The period of notice for any development application will be as listed in the Notification Table (**Appendix B**) or as otherwise specified under the *Environmental Planning and Assessment Regulation 2000* (EP&AR 2000) and *EP&A Act 1979*.

Submissions on development applications must be made in writing and lodged with the relevant determining authority within the period specified in the notice (the exhibition period).

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Any person may make a written submission within the specified time period. Submissions must clearly state the grounds on which the submission is being made i.e.: the reasons for support or objection to the proposal.

The determining authority provides no guarantee that submissions received after the end of the exhibition period will be considered where no extension to the exhibition period has been sought and granted.

Acknowledgement of receipt of submissions

All submissions received within the specified time period will be acknowledged by the determining authority. In the case of any petition received, only the person identified as the main proponent or the first addressee will be acknowledged.

Consideration of submissions

The determining authority will consider all submissions received within the specified period in its assessment.

Following determination of a development application, all persons who made a submission will be notified of the decision.

Late and anonymous submissions will be considered.

Notification of proposals amended prior to determination

An applicant may amend a development application prior to the determination of the application. If the original development application was notified or advertised, prior to determination of the development application, the development application must be re-advertised and/or re-notified to persons previously notified, or anyone who made a submission to the original development application.

The notification period for an amended development application is the same as the original notification.

Notwithstanding the above, if the amendments are minor or will result in no additional impacts, the amendments will not require re-advertisement or re-notification.

Request for review of a determination

Where an applicant requests the determining authority to review its determination of a development application (Division 8 of the *Environmental Planning and Assessment Act 1979*), all persons who were notified of the original application will be re-notified.

Public notification of modification applications

Public notification of applications lodged under s.4.55 of the *Environmental Planning and Assessment Act 1979*, will generally not be required unless the determining authority is of the opinion it may impact on an adjoining property and submissions were received to the original application.

Where the determining authority considers that notification is necessary, adjoining land owners will be notified.

1.11 Variations to DCP controls

Variation of any control in this Plan might be acceptable where an application demonstrates its conformity with the objectives that are specified by this Plan.

Any variation to the controls must be supported by a written statement demonstrating how the objectives of each relevant chapter of the DCP are fully satisfied.

Where, in the opinion of the assessment and determining authority, an application satisfies the objectives set out in this plan, the authority may grant consent to the application notwithstanding that one or more of the controls are not complied with.

Schedule of amendments

From time to time, the DCP will be amended. The following table outlines the amendments that have taken place and their status at the time of printing.

Effective Date	Chapter Amended	Reason
-	-	-

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2

Strategic priorities

This Chapter outlines the high-level vision for Gosford City Centre in the NSW State Government's and the Central Coast Council's strategic planning documents and explains how the approach of this DCP will help support that vision.

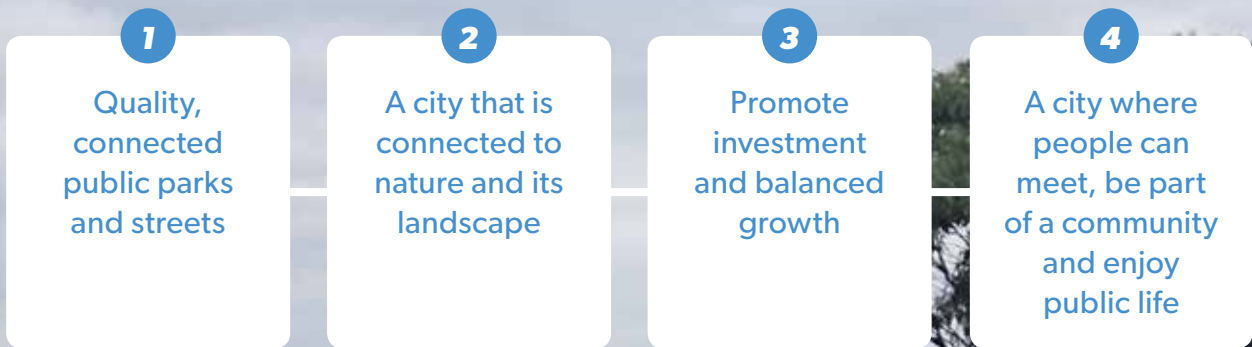
The vision for Gosford

NSW Government's Central Coast Regional Plan 2036

Gosford as the regional city of a healthy, prosperous and connected Central Coast.

Framework for achieving this vision

Government Architect NSW's Urban Design and Implementation Framework



2.1 The approach

This DCP has been developed through detailed testing and analysis and a deep understanding of the place. The approach to preparing this DCP, and for how it will be implemented can be summarised as follows:



Protect and enhance the quality of three important public spaces – Kibble Park, Leagues Club field and Mann Street.

The success of these spaces is fundamental to the city's success. The controls have been designed to celebrate these spaces and development in close proximity must be designed to provide active spaces, minimise overshadowing and protect views from the parks to the escarpment and out to Brisbane Water.



Creating the feeling of a big city in a beautiful natural setting.

The DCP provides new controls for protecting views from the public domain to the ridgeline, especially for large sites. New street wall height controls will protect views to the sky in streets. Public domain plans and setback controls will create more connections to the waterfront and parks and allow for more street tree planting.



Tailored controls for small, medium and large sites.

The GCC SEPP seeks to maintain a sliding scale approach for height and floor space ratio (FSR) to ensure that single or double lots can be renewed, not just large sites. Put simply, large lots are likely to achieve higher yields, but will also need to provide public domain improvements, and in some cases, go through a design excellence process. This DCP provides more information about what can be achieved on small, medium and large sites.



A Key Sites approach.

The DCP focuses on the sites that make a big impact. Six key sites have been identified due to their size, their potential to provide new public domain or their relationship with existing important places. The GCC SEPP requires that large sites go through a master planning and design excellence process. This DCP provides principles for each site to help guide that process.



A place-based DCP that supports design excellence.

The DCP provides desired future character statements that will inform the design excellence process and determination of applications. A merit approach will provide the framework for finding the best outcomes through good design.



Designing controls for great building performance.

Ensuring that new residential development achieves the standards set out in the Apartment Design Guide is an important part in ensuring Gosford’s long-term competitiveness. The built form testing to inform the SEPP and the DCP assume critical measures like solar access and cross ventilation are achieved, and this is inherent in controls like the sliding FSR control and tower floorplate sizes.



Parks in walking distance of every home.

Green spaces are very important in dense cities – they provide relief, promote active and healthy behaviour, foster community and become a replacement for the backyard for people living in apartments. To achieve this goal the DCP identifies a need to investigate the locations for new parks (including a new park to serve the northern parts of the City), and create better streets for walking to every park.

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Places and character



3.1 Character areas

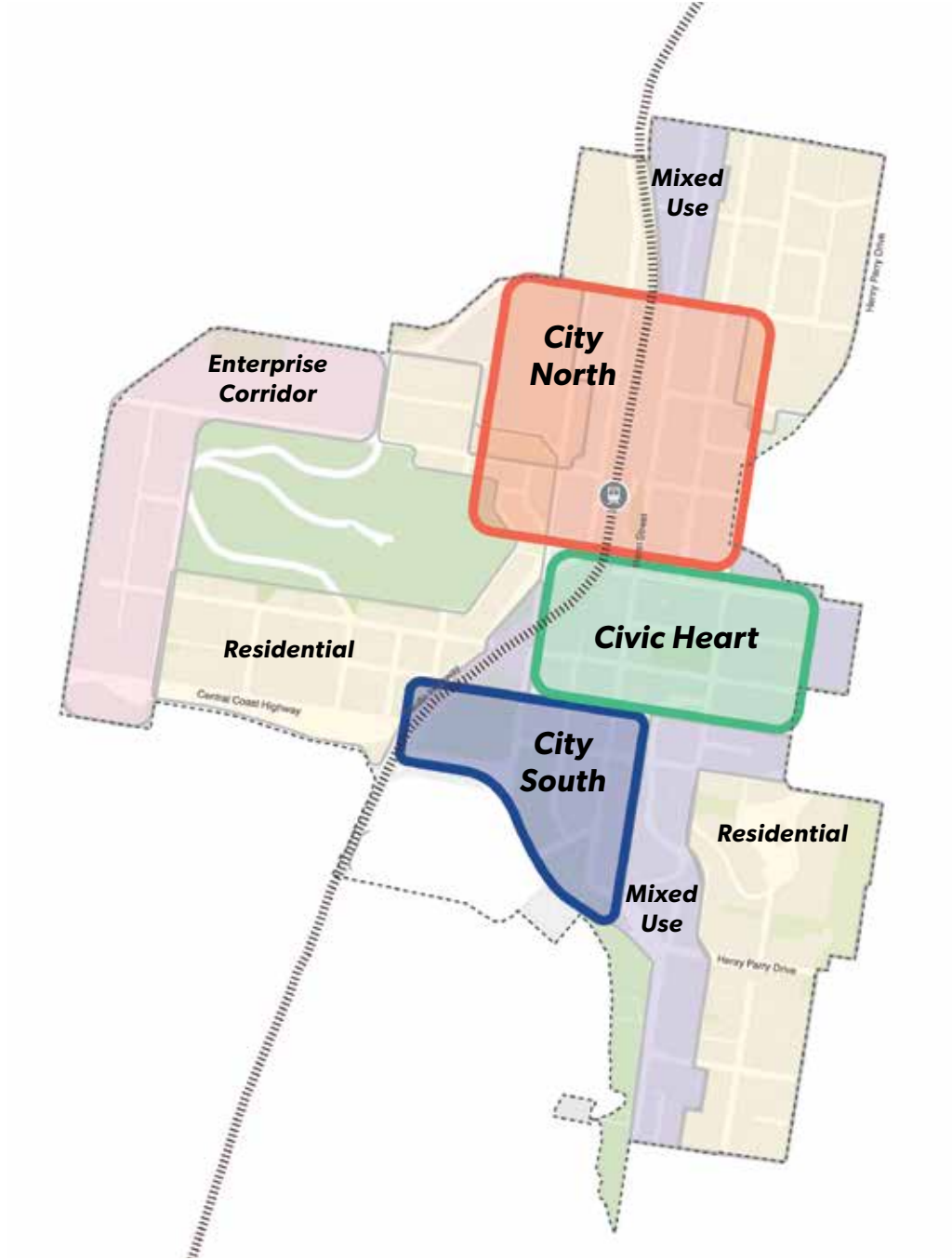


Figure 1. Character Areas

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Source: CHROFI

3.2 City North

Objectives

- 1 Promote health and education uses to support the creation of an innovation precinct
- 2 Connect the hospital with the city with improved active transport connections
- 3 Improve permeability and provide new pedestrian links across the rail corridor
- 4 Increase public open space, to provide green relief, connect with the surrounding bushland, and provide a sense of identity for the north
- 5 Provide a range of housing types to support a diverse and varied population, including key workers, students, young professionals and aged care.



Character

City North includes a range of important regional services, including education and health facilities, as well as significant open space and recreational assets.

The hospital is a major investment in the future of Gosford. Connecting the hospital back into the city, with new connections over the rail corridor, is critical to promote the co-location of uses, enhance activation and revitalise the area.

Future development should leverage off the existing health and education assets, delivering a diverse range of health and employment uses that will strengthen the role of Gosford as a regional city.

Future development should deliver a range of housing types to support a diverse range of households, including families, students and workers, within walking distance of the city centre.

Future development should be supported by new pedestrian connections, improved walkability and an attractive public domain.



Source: CHROFI

3.3 Civic Heart

Objectives

- 1 Protect view corridors to President's Hill and Rumbalara Reserve
- 2 Ensure excellent solar access and amenity to Kibble Park
- 3 Protect and promote the fine grain retail of Mann Street to facilitate an active and functional city spine
- 4 Ensure active and defined street frontages and frontages to all park edges
- 5 Promote a diversity of built form and high quality mixed use developments
- 6 Promote new commercial development in the core for job growth and to protect Gosford's role as a regional city and associated regional functions



Character

Geographically in the centre of the city, the Civic Heart focuses around Kibble Park. Kibble Park is a central meeting place that brings the character of the bushland into the city.

Mann Street is the primary spine that connects to the City North and City South precincts. Characterised by a fine grain streetscape, future development should maintain the fine grain character along Mann Street.

Many important regional functions are also located in this precinct, including the proposed new regional library, local courts and government services. The focus of this area is to create a centrally located, attractive and connected open space and town square.

Future development should allow for flexible uses including community events and markets, protect key views to Presidents Hill and Rumbalara Reserve, and maintain sunlight to public spaces. Active uses will be focused along Mann Street, and surround Kibble Park providing a diversity of uses that attract people at all times of the day.

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Source: CHROFI

3.4 City South

Objectives

- 1 Maintain strong visual connections and views to President's Hill and Rumbalara Reserve
- 2 Continue the established city grid from the Civic Heart and Mann Street through City South
- 3 Provide improved connections to the waterfront
- 4 Promote a diversity of uses and attractors, to accommodate a range of uses at all times of the day and week
- 5 Maintain views from the stadium and Leagues Club Field to the water



Character

City South is a key arrival point for visitors to the Central Coast, and with important regional attractors, including the Stadium, Olympic Swimming Pool and the Leagues Club, City South is a major draw for people from the wider region.

There is a strong visual connection to President's Hill and Rumbalara Reserve, which creates a unique identity, framed by the surrounding landscape and Brisbane Water. The connection to its landscape setting forms an important part of City South's local character and views to the water and the hills should be prioritised.

There is a growing local population of workers and residents in this part of the city. There is the opportunity to enliven City South at more times of the day, for locals, regional visitors and tourists. Building on the existing regional attractors to create a diversity of uses, will attract people at all times of the day, and week.

Improved connections from City South will better connect Gosford's city centre to the water's edge. City South will become more than just an arrival destination, it will be a place to spend time.



Source: Don Grogan

3.5 Other areas

Objectives

- 1 Encourage a mix of uses including employment, residential, recreation and retail uses that support the commercial core
- 2 Provide a diversity of housing, including higher density residential development in the city fringe to support the viability of the city centre and encourage 24-hour use of the city's amenities
- 3 Facilitate tourism and increased residential development along the waterfront
- 4 Provide a mix of lower scale employment uses in the enterprise corridor zone to encourage employment generating opportunities that complement the commercial core
- 5 Built form in the city fringe areas is to maintain the prominence of Presidents Hill and views to Brisbane Water.



Character

The city fringe areas allow a range of uses including residential, employment, light industrial and retail to support the city centre.

The **mixed use** areas in the north provide opportunities for significant urban renewal through new retail and residential developments. The mixed use zone extends to the south along the edge of the waterfront to facilitate tourism and denser residential development.

The **enterprise corridor** allows a mix of employment generating uses to complement those in the commercial core. Located to the west of Presidents Hill, built form is to remain relatively low to maintain the prominence of Presidents Hill and views to Brisbane Water.

The **residential areas** within the city fringe will provide for a diverse range of housing to accommodate an additional 10,000 residents over the next 25 years. New development will consist of medium to high density residential apartments to encourage increased housing within walking distance of the city centre.

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4

Public spaces

The public domain and pedestrian environment provides people with their primary experience of, and interface with, the city. This environment needs to be active, safe, functional and accessible to all.

This Chapter provides guidance on the public domain, including the pedestrian network, new open spaces and the requirements for solar access and views to protect the amenity of existing and new public spaces.



4.1 Pedestrian network

Gosford City's streets, lanes, arcades, through site links and public open spaces should form an integrated pedestrian network providing choice of routes and accessibility for all people. Successful pedestrian networks encourage a healthy lifestyle and enable an active pedestrian life in the City Centre.



Source: Salty Dingo

Objectives

- A** Provide high pedestrian comfort for pedestrian amenity and safety.
- B** Retain and enhance existing through site links.
- C** Retain and develop lanes as useful and interesting pedestrian connections as well as for service access.

Controls

1. Existing publicly and privately owned links are to be retained.
2. Where possible, existing dead end lanes are to be extended through to the next street as redevelopment occurs.
3. Open air links for pedestrians are to be provided as shown in Figure 2. These shall:
 - be open to the air and publicly accessible
 - have a minimum width of 6m clear of all obstructions unless otherwise noted
 - connect with existing and proposed through block lanes, shared zones, arcades and pedestrian ways and opposite other through site links
 - have active frontages or a street address
 - be clear and direct through-ways for pedestrians
 - have signage at street entries indicating public accessibility and the street to which the through site link connects.
4. Arcades are to be provided as shown in Figure 2. These shall:
 - have a minimum width as shown in Figure 2, clear of all obstructions (including columns, stairs, escalators)
 - have a minimum clear floor to ceiling height of 6m for 8m wide links and 3m for 4.5m links (and 6m is desirable), however they can also be provided as open air links if desired
 - provide direct visibility from street to street
 - connect to existing footpaths and pedestrian crossings where possible
 - have active frontages for their length
 - be clear and direct throughways for pedestrians
 - provide public access at all business trading times
 - where practical, have access to natural light for at least 30% of their length
 - where air conditioned, have clear glazed entry doors comprising at least 50% of the entrance
 - have signage at street entries indicating public accessibility and the street to which the through site link connects
5. Investigate a potential 5m setback for public access and greening along the western side of Mann Street between Burns Place and Etna Street (this could be linked to increased height on medium and larger sites)

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Legend

- Gosford City Centre boundary
- Railway
- Train station
- Investigate potential for new open space (Areas A and B)
- Investigate potential for 5m setback to accommodate improved pedestrian connection and street tree planting
- Key sites - see Section 6

Desirable links

- Enclosed / arcade (4m)
- Enclosed / arcade (8m)
- Open air (6m)
- Open air (8m)

Figure 2. On-site public domain improvements



4.2 Public open space

Public open spaces provide for a wide variety of opportunities for recreational, social and cultural activities, making a city with accessible parks and open spaces attractive, safe and liveable to its residents, workers and visitors.



Source: Salty Dingo

Objectives

- A** Provide accessible and safe high quality open spaces
- B** Retain and enhance existing public open spaces, especially Kibble Park, the Leagues Club Field and the waterfront
- C** Provide new public open space in renewal areas, especially north of the train station and west of the rail line

New open spaces are required in the city to support a growing population and to ensure residents are in walking distance of quality open space. The preferred mechanism for the delivery of these parks is for park to be delivered as part of a large master planned site, where open space can be delivered in exchange for additional floor space and/or building height. For this to occur, the determining authority must be satisfied with the design and location of the park.

- D**

Controls

1. Public open space is to be characterised by excellence of design, high quality materials and a standard of finish appropriate to a regional City Centre.
2. Sites within areas noted as 'investigate potential for new open space' in Figure 2 should consider opportunities to provide smaller open spaces and pocket parks for to contribute to the amenity of the local area. These should :
 - connect with existing and proposed links of the pedestrian network
 - consist of primarily soft landscaping and provide deep soil zones
 - accommodate active and passive recreation uses
3. Within Area A (as identified in Figure 2), a new open space greater than 2000sqm that allows for informal active recreation is desired. Within Area B (as identified in Figure 2), a new open space for informal active recreation is required.



4.3 Solar access to key public spaces

Good solar access is a key contributor to the amenity of public spaces, particularly during winter. The GCC SEPP provides percentage based solar access controls to better protect sun access to key public open spaces. The controls provide a quantifiable development control which acts to minimise cumulative impacts of neighbouring development on these spaces.

The controls below refer to 21 June as a test case to describe simple controls. These controls are designed to protect sun access not only at this date but also more generously at other times throughout the year.



Source: CHROFI

Objective

- A To allow sufficient sunlight access to new and existing key public spaces, such as Kibble Park, William Street Plaza and Leagues Club Field, particularly well used parts of these spaces, at all times of year.

Controls

1. For Key Open Space 1 (**Kibble Park**), buildings must be designed to ensure at least **50%** of the park receives 4 hours of direct sunlight between 9am and 3pm on the 21 June.
2. For William Street Plaza (adjacent to and west of Kibble Park), buildings should be designed to limit overshadowing of this key public space which connects pedestrians from Mann Street to Kibble Park.
3. For Key Open Space 2 (**Leagues Club Field**), buildings must be designed to ensure at least **70%** of the field receives 4 hours of direct sunlight between 9am and 3pm on the 21 June.
4. Solar access exceeding the minimum provisions should be provided if it can be achieved through good design.
5. Any new public spaces and pedestrian links are to be designed so that at least 50% of the open space provided has a minimum of 4 hours of sunlight between 10am and 3pm on 21 June.

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Public spaces

1 Kibble Park

at least **50%**
of the the park receives
direct sunlight for 4 hours
between 9am and 3pm on
21 June

2 Leagues
Club Field

at least **70%**
of the field receives
direct sunlight for 4 hours
between 9am and 3pm on
21 June

Legend





-  Key open spaces
-  City Centre boundary
-  Railway
-  Train station

Figure 3. Key open spaces solar access



1:12,500





4.4 Views and vistas

The character of Gosford is strongly defined by significant views, particularly to Brisbane Water and the ridgelines of Rumbalara Reserve and Presidents Hill. Significant views should be maintained, especially from public spaces. Vistas are views along streets that are framed by street wall buildings.



Source: Bravo Dron

Objectives

- A** Enhance Gosford's unique identity and sense of place that is created by the current significant views and vistas, particularly those identified in Figure 4
- B** Protect Gosford's character of visual openness with the surrounding landscape.
- C** Maintain and enhance significant view corridors from public spaces and streets to Brisbane Waters and the identified view corridors which afford views of Rumbalara Reserve and Presidents Hill.
- D** Open up new significant views, where possible.

Controls

1. The floorplates of buildings above street frontage heights should be designed in accordance with the slender tower provisions in Chapter 5 of this DCP.
2. **Key views** (identified in Figure 4) are those existing views of Presidents Hill, Rumbalara Reserve and Gosford Waterfront from important locations,

including the centre of Kibble Park, Leagues Club Field and Brian McGowan Bridge. To protect Key Views, development within these view corridors must minimise impacts upon the key views. Compliance with this control must be demonstrated in any development application for all key views through view analysis and/or photo montages.

3. **Street vistas** (identified in Figure 4) are those existing long distance street vistas that allow vision of the surrounding bushland and/or water views. To protect Street Vistas, development adjoining street vistas should comply with street wall and tower setback controls (identified in Chapter 5 Built form) to maximise preservation of long distance street vistas. Compliance with this control must be demonstrated in any development application for sites adjoining identified street vistas through view analysis. Specifically, the analysis should demonstrate that the proposed built form has been designed to minimise its impact on these views.

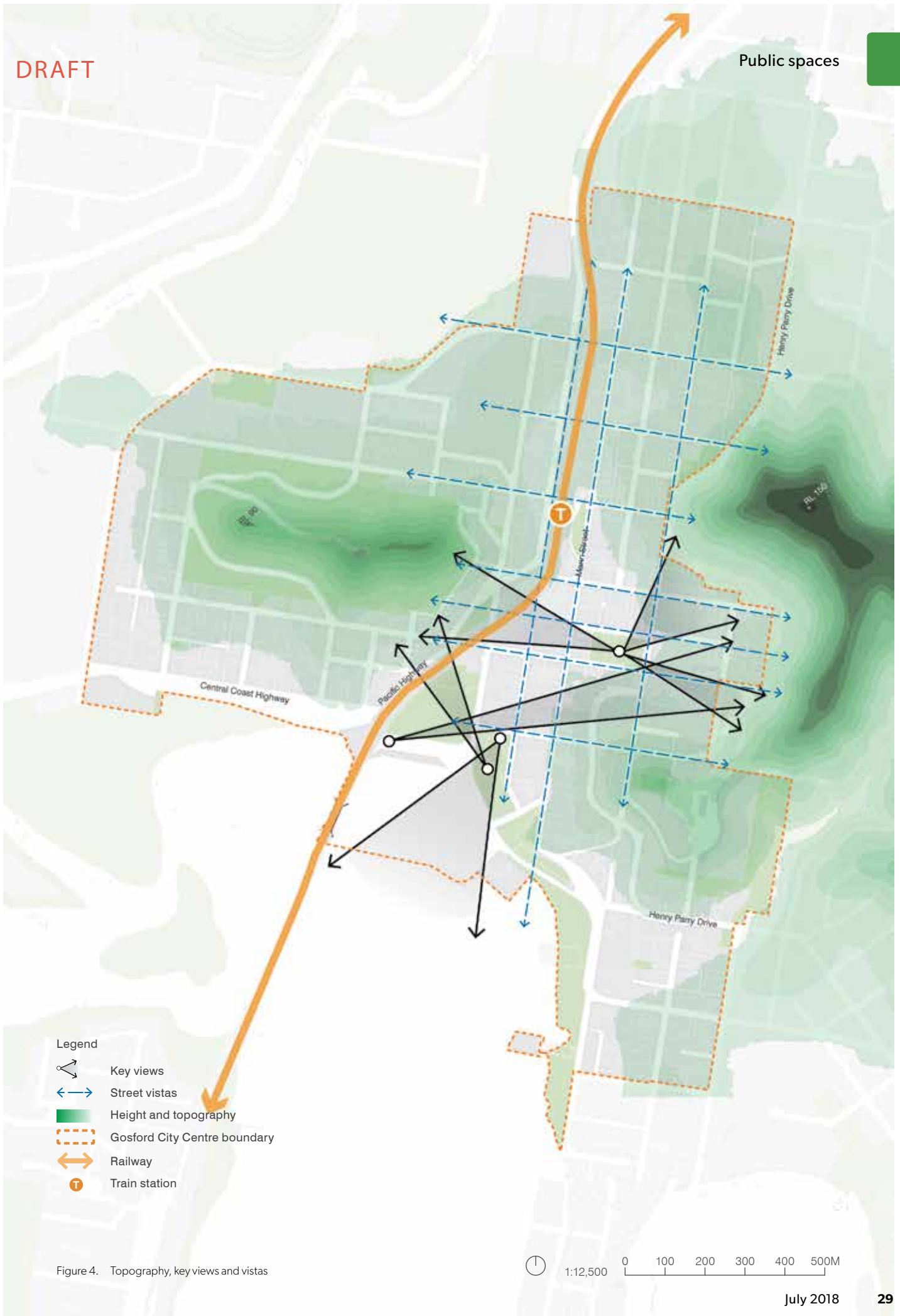


Figure 4. Topography, key views and vistas

4.5 Footpath crossings and pedestrian overpasses and underpasses

4.5.1 Vehicle Footpath Crossings

Vehicle crossings over footpaths can disrupt pedestrian movement and threaten safety. The design of vehicle access to buildings also influences the quality of the public domain.

Overly wide and high vehicle access points detract from the streetscape and the active use of street frontages.

The design and location of vehicle access to developments should minimise both conflicts between pedestrians and vehicles on footpaths, particularly along pedestrian priority places, and visual intrusion and disruption of streetscape continuity.

Design of driveways and vehicle access is to be in accordance with the provisions of Section 5.15.

Objectives

- To make vehicle access to buildings more compatible with pedestrian movements.
- Reduce the impact of vehicular access on the public domain.

Controls

Location of Vehicle Access

1. One vehicle access point only (including the access for service vehicles and parking for non-residential uses within mixed use developments) will be generally permitted.
2. Where practicable, vehicle access is to be from lanes and minor streets rather than primary street fronts or streets with major pedestrian activity.
3. Where practicable, adjoining buildings are to share or amalgamate vehicle access points. Internal on-site signal equipment is to be used to allow shared access. Where appropriate, new buildings should provide vehicle access points so that they are capable of shared access at a later date.
4. Vehicle access may not be required or may be denied to some heritage buildings.

Design of vehicle access

1. Wherever practicable, vehicle access is to be a single lane crossing with a maximum width of 2.7 metres over the footpath, and perpendicular to the kerb alignment. In exceptional circumstances, a double lane crossing with a maximum width of 5.4 metres may be permitted for safety reasons (refer to Figure 5).
2. Vehicle access ramps parallel to the street frontage will not be permitted.
3. Ensure vehicle entry points are integrated into building design.
4. Doors to vehicle access points are to be roller shutters or tilting doors fitted behind the building facade.
5. Vehicle entries are to have high quality finishes to walls and ceilings as well as high standard detailing. No service ducts or pipes are to be visible from the street.

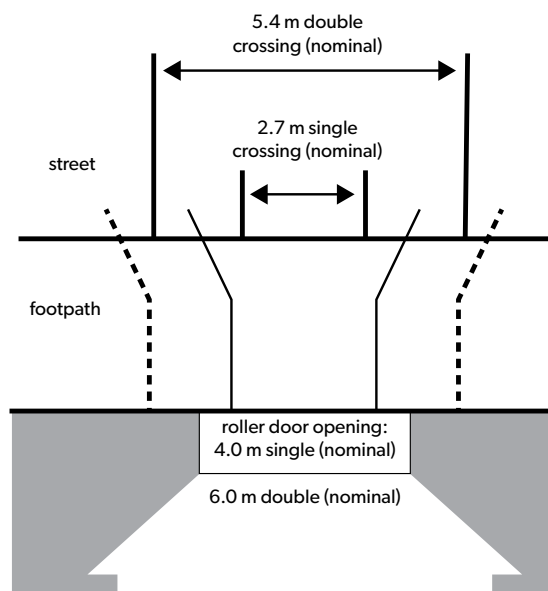


Figure 5. Design of Vehicle Access (Porte Cocheres)
Source: Central Coast Council

Porte Cocheres

1. Porte cocheres are not favoured and may only be permitted for hotels subject to urban design, streetscape, heritage and pedestrian amenity considerations.
2. Where practicable, porte cocheres are to be internal to the building with one combined vehicle entry and exit point, or one entry and one exit point on two different frontages of the development.
3. In exceptional circumstances for buildings with one street frontage only, an indented porte cochere with separate entry and exit points across the footpath may be permitted, as long as it is constructed entirely at the footpath level and provides an active frontage at its perimeter.

4.5.2 Pedestrian Overpasses and Underpasses

Streets represent important components of the public domain and provide the best potential amenity and safety when activated by pedestrians. Streets offer sky exposure, sunlight and air, a sense of orientation and direct access to the main frontages of buildings. Generally, pedestrians should be encouraged to use the street level to enhance and contribute to street life, to promote activity and interest, and to maximise safety and security of the public domain. Gosford's climate does not warrant pedestrian isolation from the street, and any conflicts between pedestrians and vehicles are to be resolved at the street level.

Pedestrian overpasses are discouraged as they have a negative impact on the streetscape quality and on views and vistas along streets. New pedestrian underpasses will only be considered where they would directly connect to major transport nodes such as the railway station and substantially improve pedestrian safety and access.

Objectives

- To promote pedestrian activation of streets and public places.
- To promote 'safer by design' and crime prevention principles.
- To encourage pedestrian circulation at street level.
- To protect views and vistas along streets.

Controls

1. New overpasses over streets are discouraged. In exceptional circumstances, new overpasses over service lanes may be considered subject to assessment of impacts on safety and crime prevention, streetscape amenity and activation of the public domain. In such circumstances, overpasses are to be fully glazed, not greater than 6 metres wide or more than one level high.
2. Underpasses may be considered for direct connection under adjacent streets to the railway station where they:
 - would substantially improve pedestrian safety and accessibility;
 - incorporate active uses, particularly at entry and exit points; and
 - have a minimum width of 4.5 metres clear of all fixed obstructions and a minimum ceiling height of 4 metres.

DRAFT

5

Built form

Building form and character refers to the individual elements of building design that collectively contribute to the character and appearance of the built environment.

New built form in Gosford should strive for design excellence, deliver best practice sustainability, be of the highest quality and reflect the regional importance of the City Centre. Built form must provide an attractive and desirable setting for all of its users, including those in the public realm as well as those in buildings themselves.

Source: Jason Collins



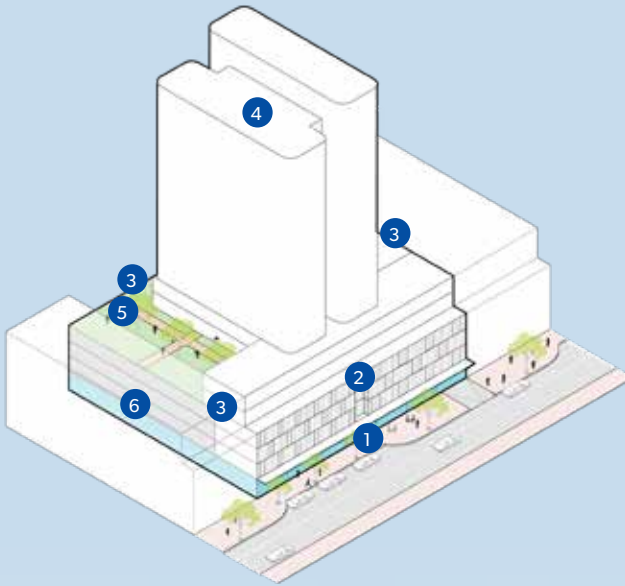


Figure 6. Overview of the location of key controls in this chapter

- 1 Street setbacks - see 5.2.1
Active street frontages - see 5.2.3
Fine grain frontages - see 5.2.6
Awnings - see 5.2.7
Building services and the streetscape - see 5.2.10
- 2 Street wall heights and upper podium - see 5.2.2
Streetscape and fine grain - see 5.4.1
- 3 Building setbacks and separation - see 5.2.4
- 4 Slender towers and high amenity - See 5.2.5
Building amenity - See 5.2.9
Building exteriors - See 5.2.15
- 5 Landscape design - See 5.2.11
- 6 Above ground parking - see 5.2.8



5.1 Site sizes and design excellence

The GCC SEPP sets out provisions for large, medium and small sites relating to implementation of the LEP controls.

5.2 Built form provisions

This chapter sets out the preferred building typologies across the affected zones.

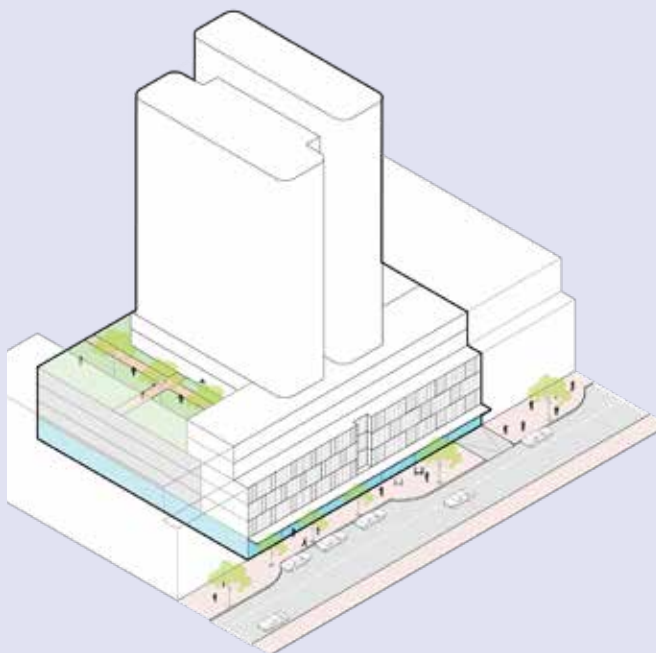
Figure 7 opposite describes key setback controls across Gosford and is reference in the specific controls over the following pages.

Site Provisions	Height and FSR	Clause 4.6	Exception
Small Site <2800sqm; or <36m primary street frontage	HOB Map FSR (2:1 - 4:1*)	Applies	Minor variations to HOB only
Medium Site > = 2800 and < 5600sqm; or > = 36m primary street frontage	HOB Map FSR Map	Applies except for FSR	Variations to HOB permitted subject to: <ul style="list-style-type: none"> – Review by the City of Gosford Design Advisory Panel – Minimum sustainability/environmental performance (for example, NABERS 5-star rating) – Additional commercial floorspace
Large Site > = 5600sqm	HOB Map FSR Map	Excluded, however may be applied to site criteria for minor variations	Variations to HOB and FSR permitted, subject to: <ul style="list-style-type: none"> – Review by the City of Gosford Design Advisory Panel – Site master planning and design competition process – Minimum sustainability/environmental performance (eg NABERS 5-star rating) – Additional commercial floorspace

Illustration of typical anticipated development forms

The development forms identified below are an illustration of anticipated and desirable development forms across Gosford City Centre.

Medium-large sites in the Commercial Core



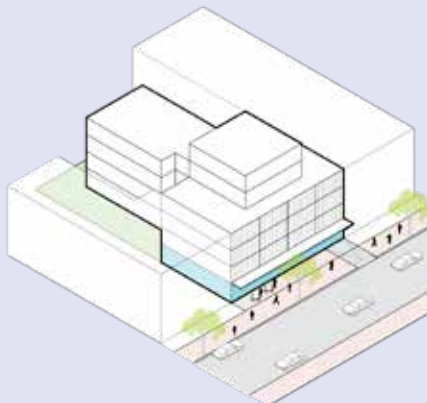
Small sites in the Commercial Core



Legend

- Retail
- Parking
- Residential or commercial

Outer centre - active uses



Residential Areas

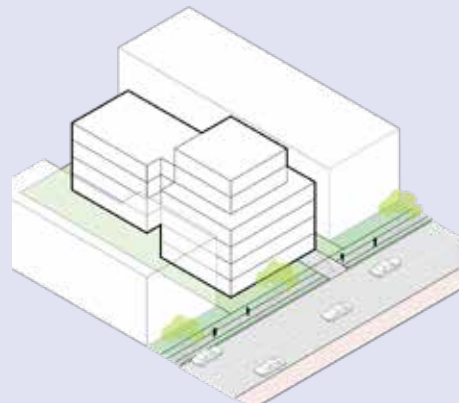








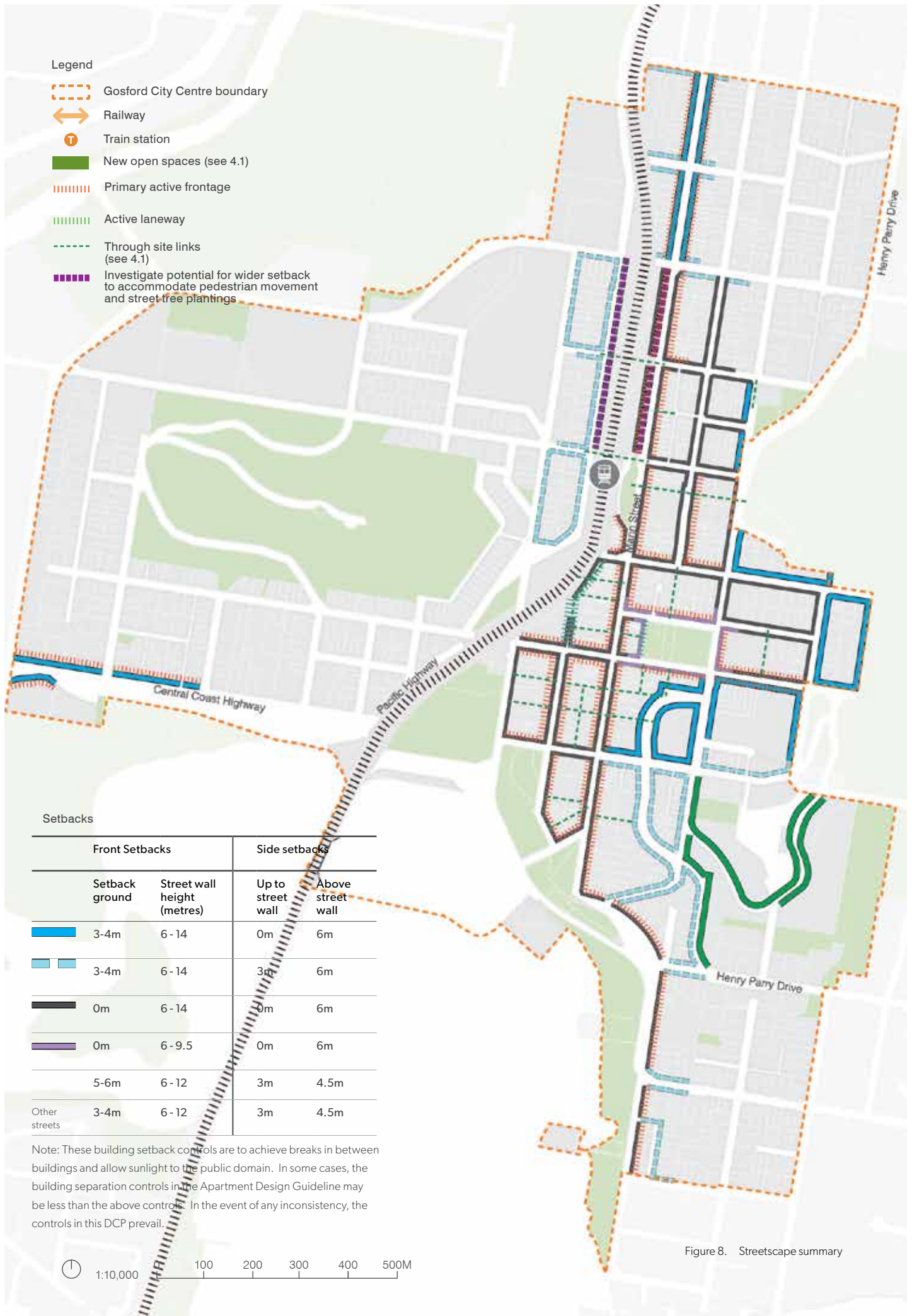







Figure 7. Illustration of anticipated and desirable development forms

Legend

-  Gosford City Centre boundary
-  Railway
-  Train station
-  New open spaces (see 4.1)
-  Primary active frontage
-  Active laneway
-  Through site links (see 4.1)
-  Investigate potential for wider setback to accommodate pedestrian movement and street tree plantings



Setbacks

Front Setbacks		Side setbacks		
Setback ground	Street wall height (metres)	Up to street wall	Above street wall	
	3-4m	6 - 14	0m	6m
	3-4m	6 - 14	3m	6m
	0m	6 - 14	0m	6m
	0m	6 - 9.5	0m	6m
	5-6m	6 - 12	3m	4.5m
Other streets	3-4m	6 - 12	3m	4.5m

Note: These building setback controls are to achieve breaks in between buildings and allow sunlight to the public domain. In some cases, the building separation controls in the Apartment Design Guideline may be less than the above controls. In the event of any inconsistency, the controls in this DCP prevail.



Figure 8. Streetscape summary

5.2.1 Street setbacks and rear setbacks

Street setback controls help to create great streetscapes and provide a good pedestrian environment. The controls ensure buildings have a consistent alignment and provide space for planting and footpaths.

Objectives

- Provide for public amenity of the street including:
 - landscape and deep soil zones in appropriate locations,
 - to establish the desired spatial proportions of the street and define the street edge
 - to provide for high quality pedestrian amenity and activity.
- Enhance the setting and street address of the building.
- Provide front setbacks appropriate to building function and character, including entries and setbacks for ground floor apartments.
- Create a transition between public and private space.
- Maintain sun access to the public domain.

Controls

1. Contributions to the public streets should be provided as shown in Figure 8. These should be deep soil and contain no parking structures.
2. In addition to the above, street building alignment and street setbacks are to comply with Figure 8. Parking structures may encroach into these setbacks by up to 1m (except for 0m ground setbacks).
3. Outside the B3 and B4 zones, a minimum rear setback of 6m is required.
4. Balconies may project up to 600mm into front building setbacks, provided the the cumulative width of all balconies at that level is no more than 50% of the horizontal width of the building facade measured at that level.
5. Building separation and visual privacy requirements of SEPP65 and the Apartment Design Guide will also apply in addition to the controls described above.

5.2.2 Street wall heights and upper podium

The street wall is the part of the building that directly addresses the street, from the ground level up to the first setback from the street boundary.

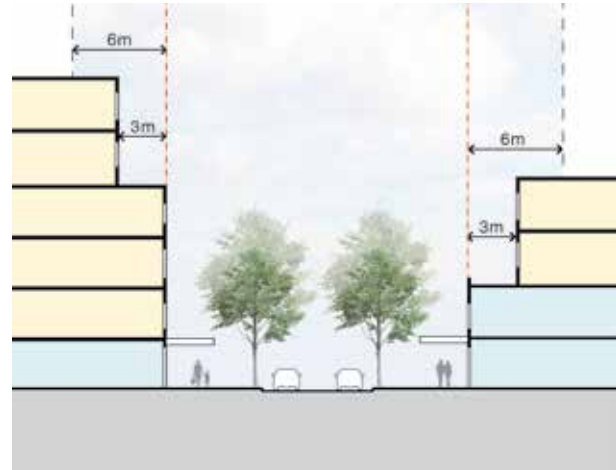
The upper podium refers to one to two storeys set back from the street wall which may have reduced side setbacks as compared to a tower (see section 5.2.5)

Objectives

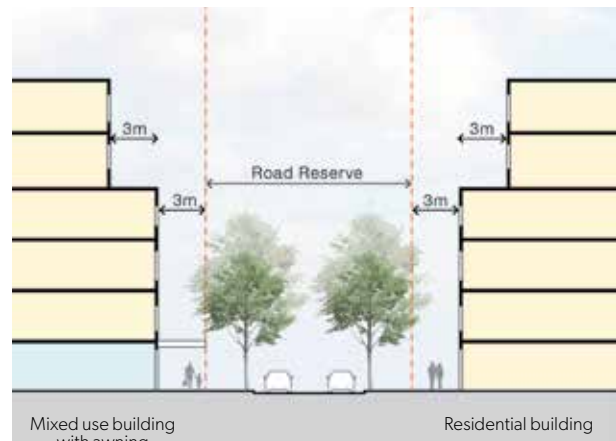
- Achieve comfortable street environments for pedestrians in terms of daylight, scale, sense of enclosure and wind mitigation as well as a healthy environment for street trees.
- Reinforce the intrinsic character and scale of existing and heritage buildings in Gosford City Centre whilst also enable flexibility in contemporary building design.
- Protect solar access to key streets and public spaces.
- Encourage a strong architectural expression.
- Provide sunlight access to streets, pedestrian areas and buildings.
- Provide for views of the hillsides from key locations.
- Achieve a consistent and strong building line where desirable for urban design and streetscape reasons.

Controls

1. The street frontage height of buildings must comply with the minimum and maximum heights above mean ground level on the street front as shown in Figure 8.
2. All built form above the street wall height should be set back a minimum of 3m from the building line of the street wall frontage. This may include:
 - an ‘upper podium’ of up to 2 storeys/7m (in height) and side setbacks should be provided consistent with the Apartment Design Guide; and
 - a tower element above this, which is to be consistent with the controls in Section 5.2.5 of this document.



Typical Street Section - 0m street setback locations



Typical Street Section - 3m street setback locations

5.2.3 Active street frontages and street address

Objectives

- Ensure frontages are pedestrian oriented and of high quality design to add vitality to streets.
- Provide continuity of shops along streets and lanes within the City Centre and other identified locations.
- To promote pedestrian activity and the vibrancy of Gosford.
- To provide excellent pedestrian experience in the public domain.
- To promote active and safe streets in the Gosford City Centre.
- To provide buildings with clear address and direct access to the street.
- To promote commercial and retail uses in Gosford.

Controls

1. Frontages labelled 'primary active frontage' on Figure 8 are to:
 - Include active uses at ground level facing the street for sites within the following character areas: City North, City South and Civic Heart. For sites in other areas (fringe areas), high quality residential with street address may be provided at ground level
 - Maximise operable and glazed shop frontages, entries for all uses, active office uses such as reception and any other activities which provide pedestrian interest and activation
 - Minimise blank walls (with no windows or doors), fire escapes, service doors, plant and equipment hatches
 - Not include more than 12m of frontage dedicated to office use (retail or other uses should be provided at ground level on large sites primarily for office use)
 - Provide elements of visual interest
 - Provide a high standard of architectural finish and detail
 - Not contain vehicular access unless demonstrated to be the only suitable location on the property for such access.
2. Frontages labelled 'active laneway' on Figure 8 are to provide similar activation to 'primary active frontage', however are preferred for vehicular access where a site has a frontage to both.
3. All locations are to provide street address and direct pedestrian access off the primary street frontage.

5.2.4 Building setbacks and separation

Objectives

- To provide good amenity for building occupants including daylight, outlook, visual privacy, acoustic amenity, ventilation, wind mitigation and view sharing.
- To achieve usable and pleasant streets and public domain areas.
- To maximise view corridors and maintain Gosford's character of visual openness with the surrounding landscape.
- Provide for the preferred building typology.

Controls

1. Minimum side setbacks up to street wall height are defined in Figure 8.
2. In addition to the above, setbacks (including front, rear and side setbacks) for residential uses, serviced apartments and hotels should be compliant with the Apartment Design Guide that accompanies SEPP65 regarding visual privacy.
3. Above the street wall height, all building facades should be well articulated to be attractive in all views. Blank walls with minimal articulation facing any boundary will not be permitted.

5.2.5 Slender towers with high amenity

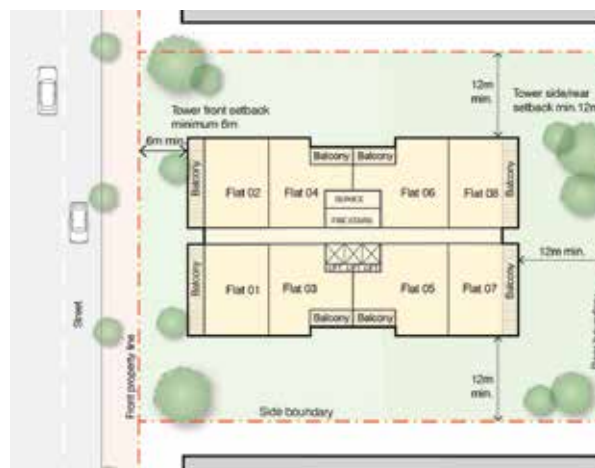
Note: for the purpose of the controls below 'tower' refers to the part of the building above the street wall and any upper podium (see section 5.2.2)

Objectives

- Achieve high amenity for the public domain including access to sun light and views.
- Allow for view sharing and view corridors.
- Achieve an attractive city skyline sympathetic to the topography and context.
- Allow for high internal amenity to development, including natural light and ventilation
- Mitigate potential adverse impacts that tall and bulky buildings might have on the public domain
- Reduce the apparent bulk and scale of buildings by breaking up expanses of building wall with modulation of form and articulation of facades.
- Provide viable and useable floor space.

Controls

1. The maximum floorplate size for towers is:
 - 750sqm GFA for residential uses, serviced apartments and hotels
 - 1500sqm GFA for commercial uses (office space)
2. In zones other than B3/B4 zones, the maximum GFA of a tower level is 20% of the total GFA and up to 500sqm GFA max.
3. The maximum building length for towers in any direction is 45m.
4. All tower forms must be set back a minimum 6m from the street wall frontage.
5. All building frontages for a tower with a length over 30m should be:
 - expressed as two vertical forms
 - include a clear 'break' of minimum 1m width and 1m depth
 - include a stepped height difference of minimum two storeys
6. Tower heights should be varied. Where two towers are provided on one site, their height above ground level should have a minimum of 15% variation between each tower (e.g. with three towers, the tallest should be minimum 30% taller than the shortest).
7. For sites with more than one tower, separation between buildings should be considered in accordance with the specified distances for each component use, as if there is a boundary between them.



Typical residential tower floor plan - approx. 750sqm GFA (NTS)

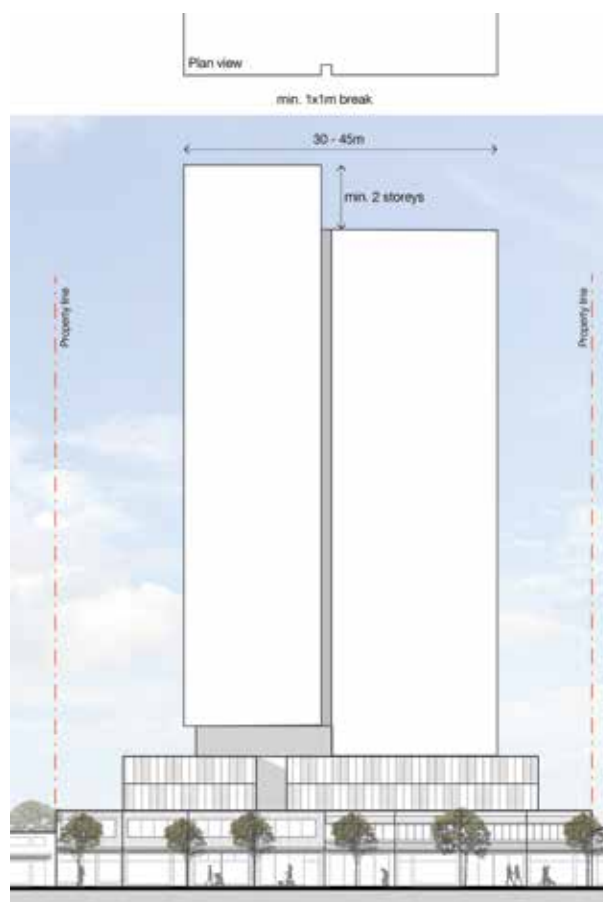


Diagram showing breaking down of bulk on long tower facades

5.2.6 Fine grain frontages

'Fine grain' refers to a street frontage's frequency and diversity of different activities, shop frontages and entries.

Objectives:

- Ensure that development responds to the human scale.
- To provide a high quality and diverse retail environment for Gosford.
- To respond to the character and grain of existing buildings at street level (even when taller buildings are provided).
- Provide a variety of architectural character.
- Ensure that the scale, modulation and facade articulation of development responds to its context.

Controls

1. The maximum continuous street frontage length of an individual podium (below street wall height) is 40m. Where a podium form exceeds this length it will be visually broken into two or more podium forms. This is described in Figure 9. Each of these forms will:
 - not exceed 40m in length with a preferred length of less than 30m
 - be separated from other podium forms by full height breaks of a minimum of 3m (note: separation requirements within the Apartment Design Guide will apply in addition to this where relevant). These breaks should extend to the top of the street wall however may not extend to ground level to ensure continuity of active frontages
 - be designed to relate to the pattern of vertical circulation cores where possible
 - have its own architectural character which establishes 'fine grain' (through massing,

articulation, composition of building elements, material use and details for different building elements, etc.) so that the street block presents as a group of buildings rather than a single building

2. Each podium form (below street wall height) is to be articulated into smaller elements at a scale or grain. This is described in Figure 9. Each of these forms should respond to:
 - the established height datum of adjacent buildings, particularly where the street wall height proposed significantly exceeds this
 - the established rhythm of building frontages within the area (the lot pattern) of between 5 and 20 metres
 - the use of the building and the various components of the building
 - the location of the building, or that part of the building relative to pedestrian or outdoor recreation activity
 - the details and building elements including building entries, ground floor, lower floors, top floor and roof



Figure 9. Typical elevation showing fine grain principles for a larger site (NTS)



Examples of appropriate street wall responses - left to right: 362 Oxford St (SJB Architects), Rhodes Sydney, Rose Bay Apartments (FJMT Architects)

5.2.7 Awnings

Objectives

- To increase the usability and amenity of public footpaths by protecting pedestrians from sun and rain.
- To encourage pedestrian activity along streets, support and enhance the vitality of the local area
- To provide a public presence and interface within the public domain and contribute to the identity of a development
- To provide shelter for public streets where most pedestrian activity occurs.
- To address the streetscape by providing a consistent street frontage in the City Centre.

Controls

1. Continuous street frontage awnings are to be provided for all new developments identified as active frontages in Figure 8.
2. Awning dimensions should generally be:
 - horizontal in form,
 - minimum 2.4 metres deep (dependant on footpath width),
 - minimum soffit height of 3.2m and maximum of 4 metres,
 - steps for design articulation or to accommodate sloping streets are to be integral with the building design and should not exceed 700mm,
 - low profile, with slim vertical fascias or eaves (generally not to exceed 300mm height), and
 - set back from the kerb to allow for clearance of street furniture, trees, etc. (typically 1.2m).
3. Awning design must match building facades, be complementary to those of adjoining buildings and maintain continuity.
4. Wrap awnings around corners for a minimum 6m from where a building is sited on a street corner.
5. Vertical canvas drop blinds may be used along the outer edge of awnings along north-south streets. These blinds must not carry advertising or signage.
6. Provide under awning lighting to facilitate night use and to improve public safety recessed into the soffit of the awning or wall mounted onto the building.

5.2.8 Above ground parking

Objectives

- To ensure excellent streetscape activation
- To minimise the visual impact of parking
- To ensure excellent amenity, activation and use in building areas that have a visual relationship to the street
- To provide adequate space for parking and manoeuvring of vehicles (including service vehicles and bicycles)
- To aid in viability where it is understood that in Gosford City Centre due to the high water table, excavation on some sites may become difficult
- To provide flexibility for future changes in need and use

Controls

1. Car parking is to be provided wholly underground unless the determining authority is satisfied unique site conditions prevent achievement of parking in basements. The determining authority may require the provision of a supporting geotechnical report prepared by an appropriately qualified professional as information to accompany a development application to the determining authority.
2. Car parking at or above ground level is to have a minimum floor to floor height of 3.1m so it can be adapted to another use in the future.
3. On-site parking is to be accommodated underground, or otherwise fully integrated into the design of the building as illustrated in Figure 10. Where integration is not achieved, car-parking areas will count towards gross floor area for the purposes of calculating Floor Space Ratio.
4. Any on site above ground parking should be 'sleeved' by a minimum 8m depth activation (commercial or residential use) facing any street as illustrated in Figure 11.

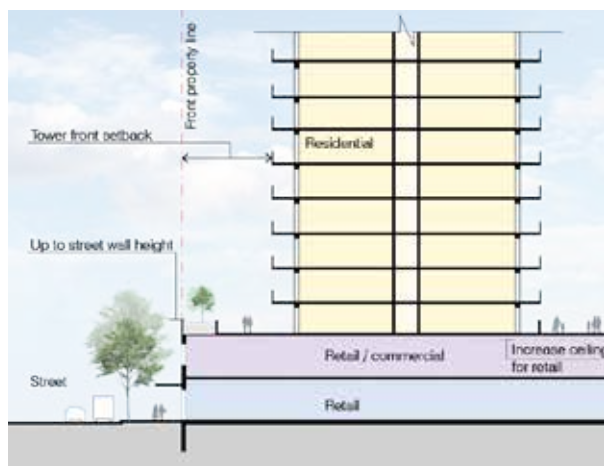


Figure 10. Typical development form - underground or off-site parking

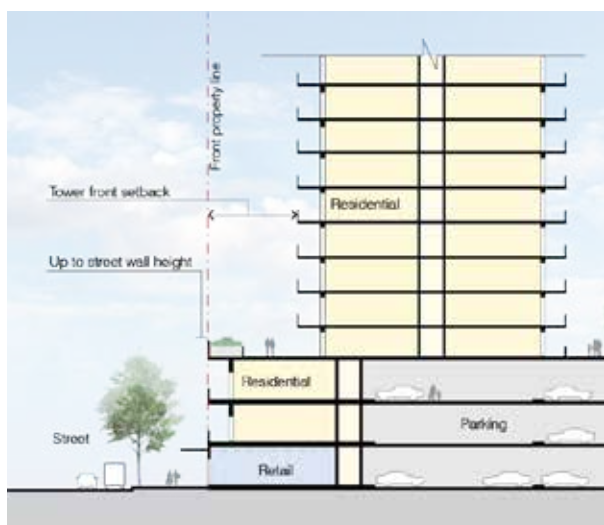


Figure 11. Typical development form - sleeved parking

5.2.9 Internal amenity

Objectives

- To ensure high quality internal amenity for all uses in Gosford

Controls

1. Building depth, deep soil requirements, communal open space and planting on structures should follow the guidance provided in the Apartment Design Guide that accompanies SEPP 65.
2. For commercial office uses, all areas should be within 10m of a source of daylight. An atrium/ lightwell can be provided to ensure that this is achieved in larger floorplate buildings.
3. Development applications are to demonstrate compliance with Apartment Design Guide sun access for residential uses.
4. Fixed shading devices are not to substantially restrict access to natural daylight and outlook.

5.2.10 Building services and the streetscape

Objectives

- To ensure a high quality streetscape
- To minimise intrusion of building services on the public domain

Controls

5. Substations must be provided internally to developments. Substations within the street will not be accepted.
6. Building entries, building services including fire services and parking and servicing locations should all be treated with high quality materials. Materials used to treat the external facade should 'turn in' and continue at least 3m into vehicular entry locations.

5.2.11 Landscape design

Landscape design includes the planning, design, construction and maintenance of all utility, open space and garden areas. Good landscaping provides breathing space, passive and active recreational opportunities and enhances air quality in city centres. It is fundamental to the amenity and quality of outside space for residential flats and multi-dwelling housing.

Objectives

- To ensure that the use of potable water for landscaping irrigation is minimised.
- To ensure landscaping is integrated into the design of development.
- To add value and quality of life for residents and occupants within a development in terms of privacy, outlook, views and recreational opportunities.
- To improve storm water quality and control run-off.
- To improve the micro-climate and solar performance within the development.
- To improve urban air quality and contribute to biodiversity.

Controls

7. For all development applications, a landscape plan shall be submitted by a suitably qualified landscape architect that includes:
 - the planting schedule with numbers and species of plants including botanical and common names
 - the number and name including botanical and common names of mature trees on site
 - the type, levels and details of paving, fencing, retaining walls and other details of external areas of the site
 - an outline of how landscaped areas are to be maintained for the life of the development
8. All development proposals are to be designed to minimise the impact on significant trees on site, street trees and trees on adjoining land including remnant vegetation
9. Landscaped areas are to be irrigated with recycled water.

5.2.12 Site cover and deep soil zones

Limiting site cover provides separation between buildings. This space may be public (accessible and usable by the general public), communal (shared by all occupants of a development) or private (for the exclusive use of a single dwelling or tenancy). Limiting site cover improves amenity by providing daylight access, visual privacy and opportunities for recreation and social activities. Site coverage is greater closer to

the Commercial Core where wall-to-wall development is allowable.

Deep soil zones are areas of natural ground retained within a development, uninhibited by artificial structures and with relatively natural soil profiles. Deep soil zones have important environmental benefits, including:

- promoting healthy growth of large trees with large canopies,
- protecting existing mature trees, and
- allowing infiltration of rainwater to the water table and reduction of storm water runoff.

Objectives

- To provide an area on sites that enables soft landscaping and deep soil planting, permitting the retention and/or planting of trees that will grow to a large or medium size.
- To limit building bulk on a site and improve the amenity of developments, allowing for good daylight access, ventilation, and improved visual privacy.
- To provide passive and active recreational opportunities.

Controls

The maximum site cover for development is specified in the following table:

Zone	Commercial & Mixed Use	Residential
Commercial Core	100%	N/A
Mixed Use and Enterprise	75%	60%
All other zones	75%	50%

All developments with a residential component in all zones except the Commercial Core must include a deep soil zone.

The deep soil zone shall comprise no less than 15% of the total site area (or proportionate to the percentage of residential uses in a mixed-use development). It is to be provided preferably in one continuous block but otherwise with no dimension (width or length) less than 6 metres.

Where non-residential development results in full site coverage and there is no capacity for water infiltration, the deep soil component must be provided on structure.. In such cases, compensatory storm water management measures must be integrated within the development to minimise storm water runoff.

Where deep soil zones are provided, they must accommodate existing mature trees as well as allowing for the planting of trees/shrubs that will grow to be mature plants.

No structures, works or excavations that may restrict vegetation growth are permitted in this zone (including but not limited to car parking, hard paving, patios, decks and drying areas).

5.2.13 Front Fences

The design of front fences impacts significantly on the quality of the public domain and adjoining properties. Appropriate design of front fences promotes surveillance and defines the interface between the public and private domain.

Objectives

- Ensure front fences allow for passive surveillance of the street.
- To clearly define the interface between the public and private domain.
- To encourage the preservation and/or construction of fences and walls that contribute to the character of the locality.

Controls

1. Front fences include fences to the primary and secondary street frontages, and side boundary fences forward of the building alignment.
2. Front fences must be a maximum weighted average height of 1.2m above street level.
3. Notwithstanding the above, the maximum height of any portion of a front fence must not exceed 1.4m above street level.
4. Front fences over 1m in height above street level must be at least 50% visually permeable.
5. The use of varied materials is preferred. The use of sheet metal is not permitted as a front fence material.

5.2.14 Safely and Security

The design of buildings and public spaces has an impact on perceptions of safety and security, as well as actual opportunities for crime. A safe and secure environment encourages activity, vitality and viability, enabling a greater level of security.

Objectives

- To ensure developments are safe and secure for pedestrians.
- Reduce opportunities for crime through environmental design.
- To contribute to the safety of the public domain.
- Encourage a sense of ownership over public and communal open spaces.

Controls

1. Address 'Safer-by-Design' principles to the design of public and private domain, and in all developments (including the NSW Police 'Safer by Design' crime prevention through environmental design (CPTED) principles).
2. Ensure that the building design allows for passive surveillance of public and communal spaces, access ways, entries and driveways.
3. Avoid creating blind corners and dark alcoves that provide concealment opportunities in pathways, stairwells, hallways and car parks.
4. Maximise the number of residential 'front door' entries at ground level.
5. Provide entrances which are in visually prominent positions and which are easily identifiable, with visible numbering.
6. Clearly define the development boundary to strengthen the transition between public, semi-private and private space. This can be actual or symbolic and can include landscaping, fences, change in paving material, etc.
7. Provide adequate lighting of all pedestrian access ways, parking areas and building entries.
8. Provide clear lines of sight and well-lit routes throughout the development.
9. Where a pedestrian pathway is provided from the street, allow for casual surveillance of the pathway.
10. For large scale retail and commercial development with a construction value of \$7million or over, provide a 'safety by design' assessment in accordance with the CPTED principles from a qualified consultant.

5.2.15 Building Exteriors

Gosford's cityscape and public domain is defined by its buildings, streets and public places. The maintenance and improvement of the public domain is dependent on a consistent approach to the design of new development including the articulation and finish of building exteriors.

Objectives

To ensure that new buildings in Gosford:

- contribute positively to the streetscape and public domain by means of high quality architecture and robust selection of materials and finishes,
- provide richness of detail and architectural interest especially at visually prominent parts of buildings such as lower levels and roof tops,
- present appropriate design responses to nearby development that complement the streetscape,
- clearly define the adjoining streets, street corners and public spaces and avoid ambiguous external spaces with poor pedestrian amenity and security,
- maintain a pedestrian scale in the articulation and detailing of the lower levels of the building, and
- contribute to a visually interesting skyline.

Controls

1. Adjoining buildings (particularly heritage buildings) are to be considered in the design of new buildings in terms of:
 - appropriate alignment and street frontage heights,
 - setbacks above street frontage heights,
 - appropriate materials and finishes selection,
 - facade proportions including horizontal or vertical emphasis, and
 - the provision of enclosed corners at street intersections.
2. Balconies and terraces should be provided, particularly where buildings overlook parks and on low rise parts of buildings. Gardens on the top of setback areas of buildings are encouraged.
3. Articulate façades so that they address the street and add visual interest.
4. External walls should be constructed of high quality and durable materials and finishes with 'self-cleaning' attributes, such as face brickwork, rendered brickwork, stone, concrete and glass.
5. Finishes with high maintenance costs, those susceptible to degradation or corrosion from a coastal or industrial environment or finishes that result in unacceptable amenity impacts, such as reflective glass, are to be avoided.
6. To assist articulation and visual interest, expanses of any single material is to be avoided.
7. Limit sections of opaque or blank walls greater than 4m in length along the ground floor to a maximum of 30% of the building frontage.
8. Maximise glazing for retail uses, but break glazing into sections to avoid large expanses of glass.
9. Highly reflective finishes and curtain wall glazing are not permitted above ground floor level (refer to Section 8.4.1).
10. A materials sample board and schedule is required to be submitted with applications for development over \$1 million or for that part of any development built to the street edge.
11. Minor projections up to 450mm from building walls in accordance with those permitted by the Building Code of Australia may extend into the public space providing it does not fall within the definition of gross floor area and there is a public benefit, such as:
 - expressed cornice lines that assist in enhancing the streetscape,
 - projections such as entry canopies that add visual interest and amenity, and
 - provided that the projections do not detract from significant views and vistas (refer to Figure 4).
12. The design of roof plant rooms and lift overruns are to be integrated into the overall architecture of the building.

5.2.16 Public Artworks

Public Art enhances the visual quality and cultural influence of both the private and public domain. It contributes to people feeling positive about their surroundings.

Objectives

To contribute to Gosford City's physical attractiveness and the quality of life that it offers visitors and residents.

- To provide the opportunity to interpret and express Gosford's historical and cultural themes.
- To increase the amount of public artworks in Gosford.

Controls

Major developments in the Gosford City Centre (over 5000sq.m in floor space) are required to prepare a Public Art Plan as part of their development proposal.

1. Public art is to respond to the particular site of the development as well as the city as a whole.
2. Provide well designed and visually interesting public art made by artists or organisations that are competent in the selected field.
3. Construct public art of materials that are hard-wearing, resistant to vandalism and constructed to ensure minimal maintenance.

5.2.17 Advertising and Signage

Advertisements and advertising structures are an important element of the built environment. These provisions are intended to protect the significant characteristics of buildings, streetscapes, vistas and the city skyline. They are also to encourage well designed and well positioned signs which contribute to the vitality of Gosford City Centre and which respect the amenity of residents and pedestrians and the safety of motorists.

In considering innovative design proposals for signs not envisaged by these provisions or where there are issues of interpretation, the determining authority will consider the design excellence of the proposed design and the degree to which it meets the objectives of this section.

Objectives

- To ensure that all advertising achieves a very high level of design quality in terms of graphic design, its relationship to the architectural design of buildings and the character of streetscapes.
- To limit the overall amount of advertising through the provision of fewer, more effective signs, to avoid the creation of visual clutter on buildings and streetscapes.
- To promote signs that add character to the streetscape and assist with way finding and the pedestrian usability of the city.
- To promote signs that complement the architectural style and use of buildings.
- To consider the amenity of residential development and the visual quality of the public domain.
- To encourage corporate logos and colours in signs that achieve a high degree of compatibility with the architecture of the building.
- To ensure that the location and design of signs are consistent with road safety principles.

Controls

General location and design of signs:

1. Signs are to be designed and located to:
 - relate to the use of the building,
 - be visually interesting and exhibit a high level of design quality,
 - be integrated and achieve a high degree of compatibility with the architectural design of the supporting building having regard to its composition, fenestration, materials, finishes, and colours, and ensure that architectural features of the building are not obscured,
 - have regard to the view of the sign and any supporting structure, cabling and conduit from all angles, including visibility from the street level and nearby higher buildings and against the skyline, and
 - have only a minimal projection from the building.
2. Signs that contain additional advertising promoting products or services not related to the approved use of the premises or site (such as the logos or brands of products e.g. soft drinks, brewers, photographic film, etc.) are not permitted.

3. Signs painted on or applied on the roof are prohibited.
4. Corporate colours, logos and other graphics are encouraged to achieve a very high degree of compatibility with the architecture, materials, finishes and colours of the building and the streetscape.
5. In considering applications for new signs the determining authority must have regard to the number of existing signs on the site and in its vicinity and whether that signage is consistent with the provisions of this section and whether the cumulative impact gives rise to visual clutter.
 - give instructions to traffic by use of the word 'stop' or other directions, which could be confused with traffic signs,
 - are of such a design or arrangement that any variable messages or intensity of lighting impair drivers' vision or distract drivers' attention, and
 - are situated at locations where the demands on drivers' concentration due to road conditions are high such as at major intersections or merging and diverging lanes.

Illuminated signs

1. Illuminated signs are not to detract from the architecture of the supporting building during daylight.
2. Illumination (including cabling) of signs are to be:
 - concealed; or
 - integral with the sign; or
 - provided by means of carefully designed and located remote or spot lighting.
3. The ability to adjust the light intensity of illuminated signs is to be installed where the determining authority considers necessary.
4. A curfew may be imposed on the operation of illuminated signs where continuous illumination may impact adversely on the amenity of residential buildings, serviced apartments or other visitor accommodation, or have other adverse environmental effects.
5. Uplighting of signs is prohibited. Any external lighting of signs is to be downward pointing and focused directly on the sign and is to prevent or minimise the escape of light beyond the sign.

Signs and Road Safety

1. Signs are regarded as prejudicial to the safety of the travelling public if they:
 - obscure or interfere with road traffic signs and signals or with the view of a road hazard, oncoming vehicles, or any other vehicle or person, or an obstruction which should be visible to drivers or other road users,

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6

Key Sites





Source: Salty Dingo

6.1 Introduction

This chapter includes objectives and controls for each of the sites identified on Figure 12 Key Sites.

This Chapter provides design principles for each key site that describe the considerations and intended outcomes to complement the objectives and controls set out in other chapters of this plan.

The guidance presented in this Chapter will inform applicants, design advisory panel members and assessing and determining authorities in understanding the desired urban design outcomes for key sites in Gosford City Centre.

The assessment and determination authority must take into account the advice of the Gosford City Centre Design Advisory Panel on how the proposed development addresses each of the principles and controls for key sites set out in this Chapter.

Objectives

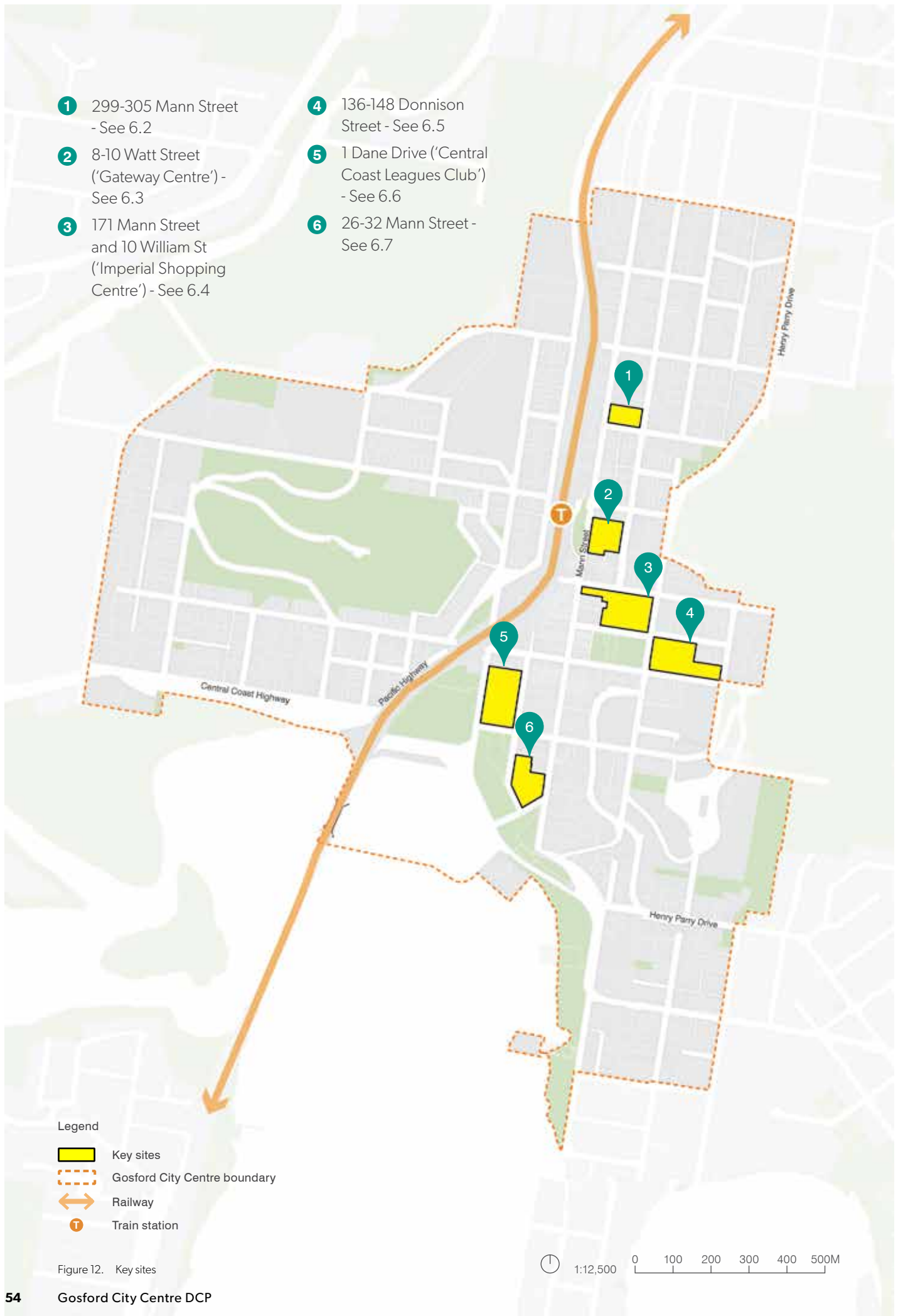
- A** To provide excellent urban design and amenity outcomes for key sites in Gosford City Centre.
- B** To protect solar access to key open spaces.

- C** To protect key views and street vistas from the public domain.
- D** To advocate a master planning process for development of key sites.

Controls

1. All Key Sites will be required to be subject to a master planning process to ensure quality urban design and amenity outcomes for Gosford City Centre.
2. All Key Sites described in this Chapter must develop in accordance with the principles set out over the following pages. Any deviation from these principles must be clearly justified by the applicant and will only be considered where the advice from the Design Advisory Panel supports the deviation, and the outcome will be at the discretion of the assessing and determining authority.
3. All sites will also be required to address the general controls in Chapter 3 (Places and Character), Chapter 4 (Public spaces), Chapter 5 (Built form), as well as SEPP65 and the Apartment Design Guide.

- 1 299-305 Mann Street
- See 6.2
- 2 8-10 Watt Street
(‘Gateway Centre’) -
See 6.3
- 3 171 Mann Street
and 10 William St
(‘Imperial Shopping
Centre’) - See 6.4
- 4 136-148 Donnison
Street - See 6.5
- 5 1 Dane Drive (‘Central
Coast Leagues Club’) -
See 6.6
- 6 26-32 Mann Street -
See 6.7



Legend

- Key sites
- Gosford City Centre boundary
- Railway
- T Train station

Figure 12. Key sites

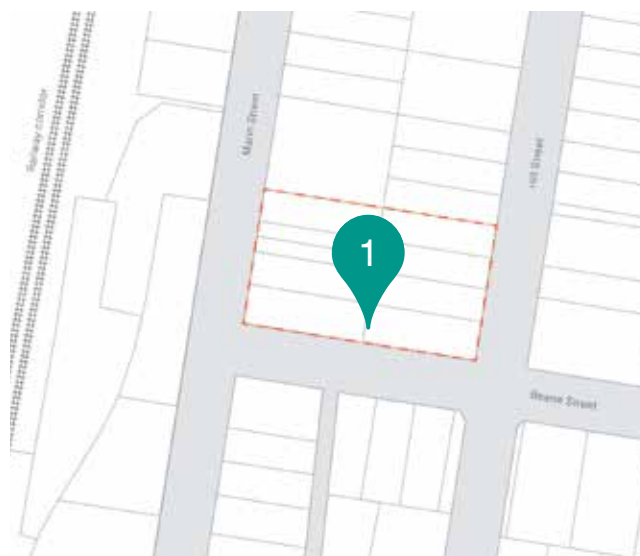
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6.2 Key Site 1

299-305 Mann Street (former Mitre 10 site)

Principles

1. This is a key site due to its size and proximity to Gosford Railway Station and offers significant urban renewal opportunities, despite being constrained by heritage matters. Accordingly, this site must be subject to a master planning process to ensure holistic consideration of urban design issues.
2. Any re-development of the site should provide a significant new public open space as the site has the potential for both significant development opportunities and a significant new public open space to be integrated on site.
3. Any new public open space provided on site must:
 - a. be located on Mann Street and for the entire street frontage;
 - b. be publicly accessible 24 hours a day;
 - c. include deep soil planting with large trees;
 - d. be designed by a suitably qualified landscape Architect;
 - e. be designed to the satisfaction of the assessing and determining authority; and
 - f. be designed to maximise solar access.
4. Any development that integrates a significant new public open space in accordance with Principle 2 and 3, may be considered for opportunities to gain additional height.
5. Any tall buildings or towers on site must be appropriately located (for example on the eastern part of the site). Any tall buildings or towers must also must minimise view loss and overshadowing to the public domain. Any development exceeding the height or floorspace ratio controls must demonstrate design testing and consideration of impacts of the additional height, including impacts on key views, street vistas, amenity, and solar access.
6. Where new significant open space is provided on-site, consideration may be given to off-site parking solutions.
7. Any on-site parking should be located below ground level, and without affecting the potential for deep soil in any significant new open space provided.
8. Where above ground parking is provided, it must be sleeved parking that is fully integrated into the design of the building to minimise impact to the public domain and streetscape.

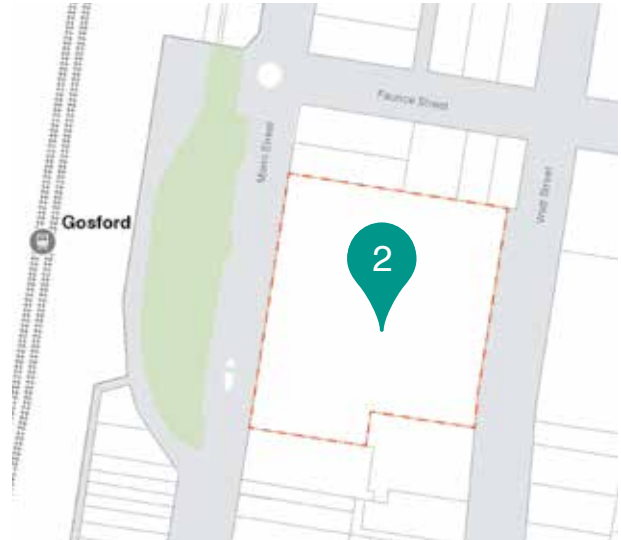


Site plan: 299-305 Mann Street

6.3 Key Site 2 8-10 Watt Street (Gateway Centre)

Principles

1. This is a key site due to its size and proximity to Gosford Railway Station and as it offers significant urban renewal opportunities. Accordingly, this site must be subject to a master planning process to ensure holistic consideration of urban design issues.
2. A new through site link from Watt Street to Mann Street is desirable in order to connect pedestrians, east and west, across the city.
3. Taller buildings may be appropriate on this site, subject to design testing to determine the optimum location of towers and the new through site link being delivered.
4. The through site link should be:
 - a. designed as an internal arcade, at a minimum width of 4.5metres;
 - b. designed to be two storeys in height (having a minimum floor to ceiling height of 8 metres) to ensure that the space is inviting and encourages use by the public;
 - c. publicly accessible 24 hours a day; and
 - d. aligned with the existing sandstone archway in Burns Place.
5. The appropriate height for development of this site will be determined through the master planning process, which must include design testing and consideration of impacts on views and overshadowing. In particular, the master planning process should test options to achieve glimpses of Rumbalara Reserve from Burns Park.
6. It is desirable to provide end of trip facilities in the City North place area, in close proximity to the railway station.
7. Where public domain improvements are provided on-site, consideration may be given to additional height.



Site plan: 8-10 Watt Street

6.4 Key Site 3

171 Mann Street and 10 William Street (Imperial Shopping Centre)

Principles

1. This is a key site due to its size, location and address to key public spaces, including Kibble Park and Mann Street and because it offers important urban renewal opportunities in the Civic Heart of Gosford City. Accordingly, this site must be subject to a master planning process to ensure holistic consideration of site specific urban design issues.
2. Any development must protect and maximise solar access to Kibble Park and protect key views and street vistas.
3. A north-south through site link is a priority for this site. The through site link should:
 - a. be designed as an internal arcade, at a minimum width of 8 metres and be a minimum of two storeys in height (achieving a minimum floor to ceiling height of 8 metres) to ensure that the space is inviting and encourages use by the public;
 - b. be designed to align visually with Watt Street and to promote easy north-south pedestrian access through the site;
 - c. be a direct link through the site.
4. It is desirable for the through site link to be 12m in height, to achieve an inviting pedestrian connection for public use.
5. The Kibble Park/William Street frontage is the primary frontage to the site. It should be activated with multiple shop entries. Other edges of the site should be activated as much as possible and minimise blank facades. Refer to the Active Frontage controls in Chapter 5.
6. New development on the part of the site that adjoins Mann Street must comply with the Built form controls provided in Chapter 4 of this DCP and may achieve a similar scale to the recent development to the south of the site facing Mann Street.
7. Any tall buildings or towers on site must be appropriately located (for example towards the northern part of the site). Any tall buildings must demonstrate design excellence and testing to show it limits impacts on Key Views, Street Vistas and Key Open Space 1 (Kibble Park). Taller buildings should be designed as slender towers, and should comply with Chapter 5 of this DCP.



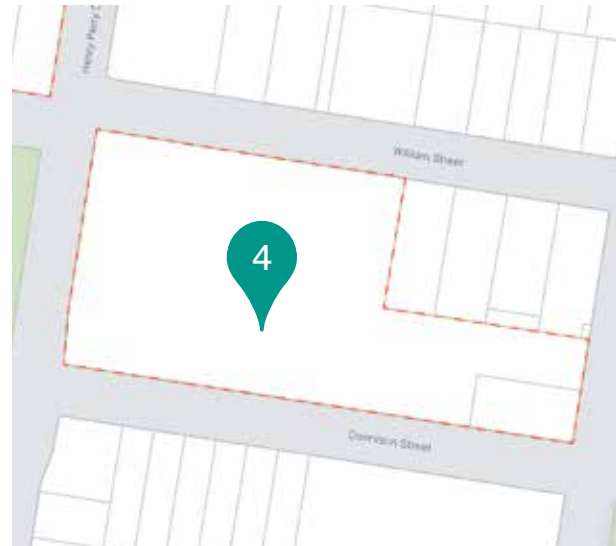
Site plan: 171 Mann Street and 10 William Street

6.5 Key Site 4

136-148 Donnison Street (former Market Town)

Principles

1. This is a key site due to its size, location and address to key public spaces, including Kibble Park and Henry Parry Drive. The site also offers important urban renewal opportunities in the Civic Heart of Gosford City facing Kibble Park. Accordingly, this site must be subject to a master planning process to ensure holistic consideration of site specific urban design issues.
2. Any development must protect and maximise solar access to Kibble Park and protect key views and street vistas. Development on the western and north-western part of the site should be lower in height to maximise solar access to Kibble Park.
3. Maximising solar access to Kibble Park and views from Kibble Park to Rumbalara Reserve are priorities for development of this site. Taller buildings may be appropriate for this site, subject to design testing to determine the optimum location. The preferred location of taller buildings on this site is to the southern and eastern part of the site to minimise overshadowing impacts to Kibble Park.
4. North-south through site links should be provided to improve pedestrian connectivity and to break up the length of the street block.
5. The appropriate height for development of this site will be determined through a master planning process, which is to include design testing and consideration of impacts on views and overshadowing.
6. An active frontage is required on two street frontages. Retail or commercial uses are appropriate fronting Henry Parry Drive while multiple lobby and residential entries (maisonettes) should have adequate street address to, and contribute positive design outcomes for, Donnison Street.



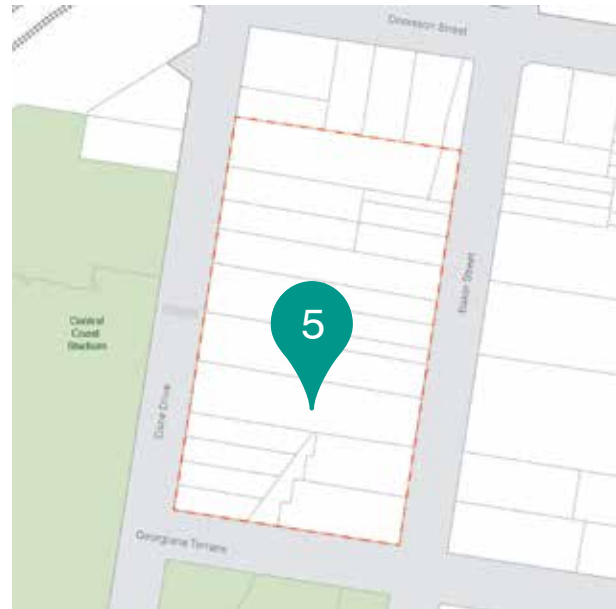
Site plan: 136-148 Donnison Street

6.6 Key Site 5

1 Dane Drive (Central Coast Leagues Club)

Principles

1. This is a key site due to its size, location and address to key public spaces, including the Leagues Club Field, Central Coast Stadium and the Gosford Waterfront. The site also offers important urban renewal opportunities in the City South facing Leagues Club Field. Accordingly, this site must be subject to a master planning process to ensure holistic consideration of site specific urban design issues.
2. Maximising solar access to Leagues Club Field and views from Leagues Club Field are priorities for development of this site.
3. Taller buildings may be appropriate for this site, subject to design testing to determine the optimum location. The preferred location of taller buildings on this site is to the northern and western part of the site to minimise overshadowing impacts to the Leagues Club Field, and to maintain views to key views from the field.
4. The appropriate height for development of this site will be determined through a master planning process. Any development should comply with Chapter 4 to protect Key Views, Street Vistas and solar access to Key Open Space 2 (Leagues Club Field).
5. New development should not appear as a continuous wall of buildings from Leagues Club Field with an active frontage containing multiple entries and potential outdoor dining to be provided on Georgiana Terrace, to help activate the park.
6. The Baker Street frontage is also important and development must be design to be active building entries through fine grain architectural design and the use of transparent building materials.

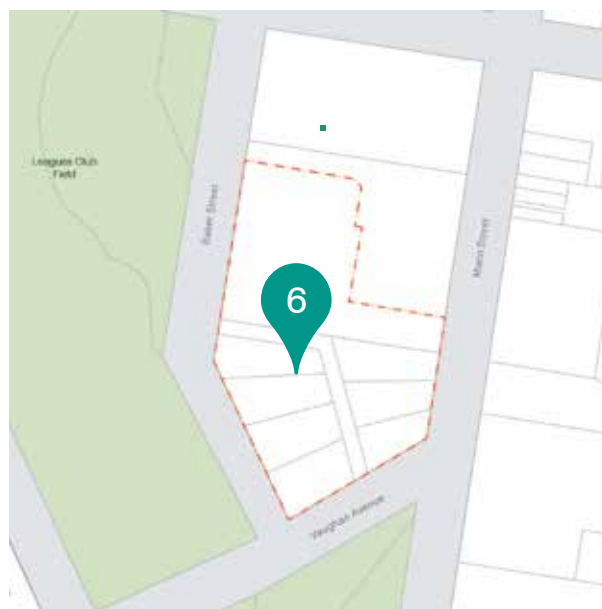


Site plan: 1 Dane Drive

6.7 Key Site 6 26 - 32 Mann Street

Principles

1. This is a key site due to its size, location and address to key public spaces, including the Leagues Club Field and Gosford Waterfront. The site also offers important urban renewal opportunities in the City South and adjoins Baker Street, Mann Street and Leagues Club Field. Accordingly, this site must be subject to a master planning process to ensure holistic consideration of site specific urban design issues.
2. The provision of visual connections and pedestrian links between Mann Street and Baker Street (to Leagues Club Field) are priorities for development of this site.
3. Publicly accessible podium open space above Baker Street, at the level of Mann Street and overlooking the waterfront should be considered and integrated into development of the site.
4. The appropriate height for development of this site will be determined through a master planning process, which is to include design testing and consideration of impacts on views and overshadowing. In particular, the master planning process should test options to maximise views between street level on Mann Street through to the park and the water. The development must comply with the view, slender towers, and solar access provisions contained in this DCP.
5. Baker Street (extension) is a desired pedestrian boulevard (emergency vehicle access only).
6. Vehicular access to the site and servicing should be provided from Vaughan Avenue and not from either Mann Street or the Baker Street extension, which are two of the most important active street frontages in Gosford.
7. Any development must consider any future plans for the adjoining public spaces and investigate the conversion of the western section of Vaughan Avenue (beyond Baker Street to the Waterfront) to a shared way to improve pedestrian connectivity between the two adjacent public open spaces.



Site plan: 26 - 32 Mann Street



Access and car parking



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Source: Salty Dingo

7.1 Introduction

This chapter contains detailed objectives and controls on pedestrian access, vehicular access, on-site parking and site facilities, including refuse collection and removal.

The controls in this chapter aim to:

- Facilitate the development of building design excellence appropriate to a regional city.
- Require parking and servicing provisions to be contained within development sites to an amount and rate adequate for the economic and sustainable growth of the city centre.
- Provide for safe and secure access.
- Minimise impacts on city amenity, the public domain and streetscape.
- Ensure that access is provided for the disabled and mobility impaired.

7.2 Pedestrian Access and Mobility

Any new development must be designed to ensure that safe and equitable access is provided to all, including people with mobility problems and disabilities. This is of particular concern in Gosford where a significant percentage of the population is 55 years or older and the topography can be difficult to negotiate on foot.

Objectives

- To provide safe and easy access to buildings to enable better use and enjoyment by people regardless of age and physical condition, whilst also contributing to the vitality and vibrancy of the public domain.
- To ensure buildings and places are accessible to people with a disability.
- To provide a safe and accessible public domain.

Controls

1. Main building entry points should be clearly visible from primary street frontages and enhanced as appropriate with awnings, building signage or high quality architectural features that improve clarity of building address and contribute to visitor and occupant amenity.
2. The design of facilities (including car parking requirements) for disabled persons must comply with the relevant Australian Standard (AS 1428 Pt 1 and 2, or as amended) and the *Disability Discrimination Act 1992* (as amended).
3. Barrier free access is to be provided to not less than 20% of dwellings in each development and associated common areas.
4. The development must provide at least one main pedestrian entrance with convenient barrier free access in all developments to at least the ground floor.
5. The development must provide continuous access paths of travel from all public roads and spaces as well as unimpeded internal access.
6. Pedestrian access ways, entry paths and lobbies must use durable materials commensurate with the standard of the adjoining public domain (street) with appropriate slip resistant materials, tactile surfaces and contrasting colours.

7.3 Vehicular Driveways and Manoeuvring areas

The location, type and design of vehicle access points to a development can have significant impacts on the streetscape, the site layout and the building façade design.

Objectives

- To minimise the impact of vehicle access points on the quality of the public domain.
- To minimise impact of driveway crossovers on pedestrian safety and streetscape amenity.
- Minimise storm water runoff from uncovered driveways and parking areas.

Controls

1. Driveways should be:
 - provided from lanes and secondary streets rather than the primary street, wherever practical,
 - located taking into account any services within the road reserve, such as power poles, drainage inlet pits and existing street trees,
 - located a minimum of 6 metres from the perpendicular of any intersection of any two roads, and
 - if adjacent to a residential development, setback a minimum of 1.5m from the relevant side property boundary.
2. Vehicle access is to be integrated into the building design so as to be visually recessive.
3. All vehicles must be able to enter and leave the site in a forward direction without the need to make more than a three point turn.
4. Design of driveway crossings must be in accordance with Council's standard Vehicle Entrance Designs, with any works within the footpath and road reserve subject to a Section 138 *Roads Act* approval.
5. Driveway widths must comply with the relevant Australian Standards.
6. Car space dimensions must comply with the relevant Australian Standards.
7. Driveway grades, vehicular ramp width/ grades and passing bays must be in accordance with the

relevant Australian Standard, (AS 2890.1).

8. Vehicular ramps less than 20m long within developments and parking stations must have a maximum grade of 1 in 8. Ramp widths must be in accordance with AS 2890.2
9. Access ways to underground parking should be sited to minimise noise impacts on adjacent habitable rooms, particularly bedrooms.
10. For residential development in the General Residential zone, use semi-pervious materials for all uncovered parts of driveways and parking areas to assist with storm water infiltration.
11. Building entries, building services including fire services and parking and servicing locations should all be treated with high quality materials. Materials used to treat the external facade should 'turn in' and continue at least 3m into vehicular entry locations.

7.4 On-Site Parking

On-site parking includes underground (basement), surface (at-grade) and above ground parking, including parking stations.

Car parking rates for specific types of development in the Gosford City Centre are specified in Table 2.

There are particular constraints in certain areas of Gosford city centre on the provision of car parking in underground structures. Due to the high water table, excavation on certain sites may become difficult beyond one level of basement parking. This may necessitate

site design which locates the parking above ground. In these cases, minimising the impacts of above ground parking on the public domain is important.

Objectives

- To facilitate an appropriate level of on-site parking provision in the city centre to cater for a mix of development types.
- To minimise the visual impact of on-site parking.
- To provide adequate space for parking and manoeuvring of vehicles (including service vehicles and bicycles).
- To promote Gosford City Centre as a more lively and vibrant place by providing parking incentives for certain developments in the city centre.
- To encourage economic growth in the city centre.
- To enable the conversion of above ground parking to other future uses.
- To recognise the complementary use and benefit of public transport and non-motorised modes of transport such as bicycles and walking.

Controls

1. On-site vehicle and bicycle parking is to be provided in accordance with Table 2 of this chapter.
2. Car parking and associated internal manoeuvring areas provided over and beyond that required by this chapter is to be calculated towards gross floor area.
3. Car parking above ground level is to have a minimum floor to ceiling height of 3.1m so it can be adapted to another use in the future.
4. On-site parking must meet the relevant Australian Standard (AS 2890.1 2004 – Parking facilities, or as amended).
5. To accommodate people with disabilities, provide a minimum of 4% of the required parking spaces, or minimum of 2 spaces per development, (whichever is the greater) as an appropriately designated and signed disabled parking space.

6. Uncovered on-site parking areas, including the top of front building setbacks, are prohibited.
7. Bicycle parking is to be in secure and accessible locations, with weather protection.
8. The impact of any on-grade car parking must be minimised by:
 - locating parking on the side or rear of the lot away from the street frontage,
 - provision of fencing or landscape to screen the view of cars from adjacent streets and buildings,
 - allowing for safe and direct access to building entry points, or
 - incorporating car parking into landscape design of the site (such as plantings between parking bays to improve views, selection of paving material and screening from communal and open space areas).

Change of Use

1. Where the use of an existing building is to be changed, the determining authority will require additional car parking (if any) to be provided on the basis of the difference between the requirements for the approved/authorised existing use and the proposed use.
2. Natural ventilation should be provided to underground parking areas where possible, with ventilation grilles and structures:
 - integrated into the overall façade and landscape design of the development,
 - not located on the primary street façade, and
 - oriented away from windows of habitable rooms and private open spaces areas.

Bicycle lockers and shower facilities

1. For commercial and retail development providing employment for 20 persons or more, provide adequate change and shower facilities for cyclists. Facilities should be conveniently located close to bike storage areas.

Table 2. Car parking requirements

Land -Use	Parking Requirement
Residential	
Dwelling House	Car parking: 1 space / dwelling
Dual Occupancy	Car parking: Dwellings less than 125m ² - 1 space/dwelling Dwellings greater than or equal to 125m ² - 2 space/dwelling
Shop Top Housing	Car parking: 1 space / dwelling
Multi Dwelling Housing, Residential Flat Buildings	Resident car parking: 1 Bedroom dwelling - 1 car space/dwelling 2 Bedroom dwelling - 1.2 car spaces/dwelling 3 or more bedroom dwellings - 1.5 car spaces/dwelling Visitor car parking: 0.2 spaces/dwelling, provided on site and clearly marked for use by visitors only Disability accessible car parking: Not less than 10% of the required resident and visitor spaces Motorcycle parking: 1 space/15 dwellings (or part thereof) Bicycle parking: 1 resident's space/3dwellings + 1 visitor space/12 dwellings (or part thereof)
Housing for seniors and persons with disability	Car Parking: The provisions as contained in SEPP Seniors Living being: Self contained dwellings (private) - not less than 0.5 spaces/dwelling Self contained dwellings (State) - not less than 1 space/5 dwellings (where application is made by the Crown, a public authority or another person jointly with the Government or a public authority)
Aged Care Hostels, Nursing Homes, Convalescent Homes	Car parking: Not less than 1 space per 10 beds. Not less than 1 space per 2 employees. Not less than 1 parking space suitable for an ambulance Motorcycle parking: 1 space/25 car spaces or part thereof

Table 2. Car parking requirements (continued)

Land -Use	Parking Requirement
Tourism	
Hotel Accommodation, Motel Units, Tourist Units (including serviced apartments not strata titled)	<p>Car Parking: 1 space per accommodation unit, plus 1 space for every 2 persons employed in connection with the development and on duty at any one time. Restaurants, function rooms etc. associated with the development and open to the general public require additional parking at the rate for that use</p> <p>Motorcycle parking: 1 space/25 car spaces or part thereof</p>
Boarding House	<p>Car parking: 1.5 spaces for every two (2) bedroom or part thereof, plus one (1) space for any residential manager, plus one (1) space for each two (2) employees</p> <p>Motorcycle parking: 1 space/25 car spaces or part thereof</p>
Youth Hostel, Backpacker Hostel	<p>Car parking: 1 space for each 5 occupants/lodgers plus 1 space for any resident manager, plus 1 space for each 2 employees</p> <p>Motorcycle parking: 1 space/25 car spaces or part thereof</p> <p>(Applies to uses where the accommodation is directed to travellers, a majority of whom do not use private motor vehicles)</p>
Recreation	
Licensed Hotel, Tavern/Club	<p>Car parking: 1 space/4m² of bar area, plus 1 space/6m² of lounge, beer garden, gambling area, plus 1 space/10 seats or 20m² area of auditorium, plus 1 space/resident manager, plus 1 space per 2 employees</p> <p>NOTE: Restaurants and dining rooms require additional parking at the rate for that use in the locality/zone. Accommodation where provided shall require parking at the appropriate rate</p> <p>Motorcycle parking: 1 space/25 car spaces or part thereof</p>

Table 2. Car parking requirements (continued)

Land -Use	Parking Requirement
Squash Courts/Tennis Courts/Bowling Alley	Car parking: 3 spaces/court or lane
	Motorcycle parking: 1 space/25 car spaces or part thereof
	Bicycle parking: 2 spaces/court or lane
Bowling Green	Car parking: 30 spaces for first green and 15 spaces for each additional green
	Motorcycle parking: 1 space/25 car spaces or part thereof
Recreation Facility	Car parking: 1 space/25m ² gross floor area
	Motorcycle parking: 1 space/25 car spaces or part thereof
	Bicycle parking: 1 space/200m ² gross floor area
Commercial & Retail	
Commercial Premises (including offices)	Car parking: Commercial Core and Mixed Use zones - 1 space/75m ² of the gross floor area Other land use zones - 1 space/40m ² /GFA
	Motorcycle parking: 1 space/25 car spaces or part thereof
	Bicycle parking: 1 space/200m ² gross floor area per employee 1 space/750m ² gross floor area for visitors
Health Consulting Rooms, Medical Centres	Car parking: 3 spaces/surgery or consulting room, plus 1 space for each professional practitioner and other staff present at any one time
	Motorcycle parking: 1 space/25 car spaces or part thereof
	Bicycle parking: 1 space/4 consulting rooms

Table 2. Car parking requirements (continued)

Land -Use	Parking Requirement
Service Stations	<p>Car parking: Minimum 4 spaces plus 6 spaces/service bay</p> <p>NOTE: Convenience stores and restaurants attached to a service station require additional parking calculated at the respective rates designated for those uses.</p>
Vehicle Sales or Hire Premises	<p>Car parking: 1.5 spaces/200m² site plus</p> <p>6 spaces/service bay or 1 space/2 persons employed in connection with the use</p> <p>Motorcycle parking: 1 space/25 car spaces or part thereof</p>
Drive-in Liquor Outlet	<p>Car parking: 2 spaces plus 1 space per person employed in connection with the use and on duty at any one time</p> <p>NOTE: These spaces to be exclusive of the driveway area used for queuing and service to customers in their vehicle</p>
Furniture and Building Materials Showroom	<p>Car parking: 1 space/45m² gross floor area.</p>
Shops	<p>Car parking: In the City Core and Mixed Use zones - 1 space/40m² of the gross floor area</p> <p>All other zones - space per 30m² GFA</p> <p>Motorcycle parking: 1 space/25 car spaces or part thereof</p> <p>Bicycle parking: 1 space/200m² gross floor area for employees 1 space/750m² gross floor area for visitors</p>

Table 2. Car parking requirements (continued)

Land -Use	Parking Requirement
Retail Markets	<p>Car parking: 1 space/18m²</p> <p>Motorcycle parking: 1 space/25 car spaces or part thereof</p> <p>Bicycle parking: 1 space/750m² for employees 1 space/1000m² for shoppers</p> <p>NOTE: This provision does not apply to approved markets operated by a community organisation for charitable purposes</p>
Plant Nursery	<p>Car parking: 1 space per 30m² gross floor area of any building used for the retailing of plants and associated products, plus 1 space per 45m² for outdoor areas used for display purposes associated with retail sales, plus 1 space per 200m² for areas used exclusively for propagation or storage, whether indoor or outdoor</p>
Industrial	
General light industry	<p>Car parking: 1 space/200m², but otherwise not less than; 2.5 spaces for factory units up to 200m², or 3.5 spaces for factory units exceeding 200m²</p> <p>Motorcycle parking: 1 space/25 car spaces or part thereof</p>
Warehouses and high tech business	<p>Car parking; 1 space/300m² for warehouse/bulk stores 1 space/40m² for ancillary office space 1 space/30m² for ancillary retail space</p> <p>Motorcycle parking: 1 space/25 car spaces or part thereof</p> <p>NOTE: The need for additional carparking for future change of use from a warehouse bulk store should be considered</p>
Vehicle Body Repair Workshops	<p>Car parking: 1 space/40m²</p> <p>Motorcycle parking: 1 space/25 car spaces or part thereof</p>

Table 2. Car parking requirements (continued)

Land -Use	Parking Requirement
Community Facilities	
Place of Public Worship and Place of Assembly	<p>Car parking: 1 space/20m² gross floor area, or 1 space/10 seats, which ever is the greater</p> <p>Motorcycle parking: 1 space/25 car spaces or part thereof</p> <p>Bicycle parking: 1 space/50 seats</p>
Child Minding Centre/Kindergarten/Pre-School	<p>Car parking: 1 space per person employed in connection with the use, plus a temporary stand area at the rate of 1 car for each 6 children (a minimum of 5 temporary stand spaces)</p> <p>Motorcycle parking: 1 space/25 car spaces or part thereof</p> <p>NOTE: The temporary standing area is to be designed so that vehicles can enter or leave the site moving in a forward direction and without conflicting with other traffic/ parking movements</p>
Hospital	<p>Car parking: 1 space per 3 beds and 1 space per 3 employees</p> <p>Motorcycle parking: 1 space/25 car spaces or part thereof</p>
Schools, Educational Establishments	<p>Car parking: 1 space per 2 staff and 1 space per 30 students</p> <p>Motorcycle parking: 1 space/25 car spaces or part thereof</p> <p>Bicycle parking: 1 space/5 students above Grade 4</p> <p>NOTE: The parking requirement for each school site may vary. Refer to the Transport Advisory Unit Manager for detailed assessment.</p>
Other Uses	<p>Where not specified, the Roads and Traffic Authority guidelines will be applied to developments of a minor nature including extensions etc. however for a major proposal the application is to be supported by a Traffic Impact Statement with recommendation as to the appropriate provision for on-site car, motorcycle and bicycle parking.</p>

7.5 Site Facilities and Services

Objectives

- To ensure that site facilities (such as clothes drying areas, mail boxes, recycling and garbage disposal units/areas, screens, lighting, storage areas, air conditioning units and communication structures) are effectively integrated into the development and are unobtrusive.
- To ensure that site services and facilities are adequate for the nature and quantum of development.
- To establish appropriate access and location requirements for servicing.
- To ensure service requirements do not have adverse amenity impacts.

Controls

Mailboxes

1. Provide mail boxes for residential building and/or commercial tenancies in one accessible location adjacent to the main entrance to the development.
2. They should be integrated into a wall where possible and be constructed of materials consistent with the appearance of the building.
3. Mail boxes shall be secure and large enough to accommodate articles such as newspapers.

Communication structures, air conditioners and service vents

4. Locate satellite dish and telecommunication antennae, air conditioning units, ventilation stacks and any ancillary structures:
 - away from the street frontage,
 - integrated into the roof-scape design and in a position where such facilities will not become a skyline feature at the top of any building, and
 - adequately setback from the perimeter wall or roof edge of buildings.
5. A master antenna must be provided for residential apartment buildings. This antenna shall be sited to minimise its visibility from surrounding public areas.

Waste (garbage) storage and collection - General (all development)

6. All development is to preferably accommodate waste handling and storage on-site.
7. Access for waste collection and storage is preferred from rear lanes, side streets or rights of ways.
8. Waste storage areas are to be designed to:
 - ensure adequate driveway access and manoeuvrability for any required service vehicles,
 - be located so as not to create any adverse noise impacts on the existing developments or sensitive noise receptors such as habitable rooms of residential developments, and
 - be screened from the public way and adjacent development that may overlook the area.
9. The storage facility must be well lit, easily accessible and on level grade for movement of bins, free of obstructions that may restrict movement and servicing of bins or containers and designed to minimise noise impacts.

Location requirements for waste storage areas and access:

10. Where waste volumes require a common collection, storage and handling area, this is to be located:
 - for residential flat buildings, enclosed within a basement or enclosed carpark,
 - for multi-unit housing, at ground behind the main building setback and façade, or within a basement or enclosed carpark, and
 - for commercial, retail and other development, on-site in basements or at ground level within discrete service areas not visible from main street frontages.
11. Where above ground garbage collection is prohibitive or impractical due to limited street frontage, or would create an unsafe environment, an on-site basement storage area must be provided.

12. Where a waste vehicle is required to enter the site, access and circulation areas shall be designed to accommodate a vehicle with the following specification:

Vehicle length	10m
Vehicle height	4.0m
Ramp width	4m
Turning circle	AUSTOADS template for HRV, R=12.5m, speed 5kph
Axle weight	9 tonne / axle

Any access route for waste collection vehicles and operators is subject a Section 88B Instrument under the *Conveyancing Act* for right of access being provided prior to an occupational certificate being issued.

Service docks and loading / unloading areas

13. Provide adequate space within any new development for the loading and unloading of service/delivery vehicles.
14. Preferably locate service access off rear lanes, side streets or rights of way.
15. Screen all service doors and loading docks from street frontages and from active overlooking from existing developments.
16. Design circulation and access in accordance with AS 2890.1.

Fire service and emergency vehicles

17. For developments where a fire brigade vehicle is required to enter the site, vehicular access, egress and manoeuvring must be provided to, from and on the site in accordance with the NSW Fire Brigades Code of Practice - Building Construction - NSWFB Vehicle Requirements.

18. Generally provision must be made for NSW Fire Brigade vehicles to enter and leave the site in a forward direction where:

- NSW Fire Brigade cannot park their vehicles within the road reserve due to the distance of hydrants from the building or restricted vehicular access to hydrants, or
- otherwise required by the NSW Fire Brigades Code of Practice - Building Construction NSWFB Vehicle Requirements.

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8

Environmental management



Source: Jason Collins

8.1 Introduction

This chapter discusses energy efficiency requirements of buildings, water use and conservation, wind and solar impacts and waste management.

The controls in this chapter aim to:

- Facilitate the development of building design excellence appropriate to a regional city.
- Ensure environmental impacts of new development is managed in a sustainable and economical way.
- Ensure a healthy environment.
- Provide an adequate and renewable supply of resources.
- Ensure application, where appropriate, of the State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004 or Australian Greenhouse Ratings (AGR) certification systems.

8.2 Energy Efficiency and Conservation

The ability of development to optimise thermal performance, thermal comfort and daylighting will contribute to the energy efficiency of the buildings, provide increased amenity to occupants and reduce greenhouse emissions and, with them, the cost of supplying energy.

Objectives

- To reduce the necessity for mechanical heating and cooling.
- To minimise greenhouse gas emissions.
- To use natural climatic advantages of the coastal location such as cooling summer breezes, and exposure to unobstructed winter sun.

Controls

Residential

New dwellings, including multi-unit development within a mixed use building and serviced apartments intended or capable of being strata titled, are to demonstrate compliance with State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004.

Non-Residential

For all non-residential development:

1. Improve the control of mechanical space heating and cooling by designing heating/ cooling systems to target only those spaces which require heating or cooling, not the whole building.
2. Improve the efficiency of hot water systems by:
 - insulating hot water systems, and
 - installing water saving devices, such as flow regulators, 3 stars rated shower heads, dual flush toilets and tap aerators.
3. Reduce reliance on artificial lighting and designing lighting systems to target only those spaces which require lighting at any particular 'off-peak' time, not the whole building.

For all commercial development over \$5 million

Provide an Energy Efficiency Report from a suitably qualified consultant to accompany any development application for new commercial office development with a construction cost of \$5 million or more that demonstrates a commitment to achieve no less than 4 stars under the Australian Building Greenhouse Rating Scheme.

All non-residential development Classes 5 to 9 need to comply with the Building Code of Australia energy efficiency provisions.

8.3 Water Conservation

New development is required to implement water saving measures to ensure efficient best practice management of water resources.

New development design can contribute to environmental sustainability by integrating measures for improved water quality, efficiency of use and utilisation of alternate water supplies by integrating water use efficiency, water collection and water reuse measures into building and associated infrastructure design. A third pipe system shall be incorporated into new development for alternate water supply, which may include rainwater, treated storm water, treated effluent (internal supply) or recycled water from an external source.

Objectives

- To reduce per-capita mains consumption of potable water.
- To harvest rainwater for use and reduce urban storm water runoff.
- To reduce wastewater discharge.
- To reuse wastewater where appropriate.
- To safeguard the environment by improving the quality of water run-off and to mimic pre-development flows where appropriate.
- To ensure infrastructure design is complimentary to current and future water use.

Controls

4. New dwellings, or developments which contain a residential component within a mixed use building or serviced apartments intended or capable of being strata titled, are to demonstrate compliance with State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004.
5. All new developments shall incorporate a third pipe system within the development to facilitate supply of recycled or captured rainwater for non-potable uses including: toilet / urinal flushing, laundry and non-potable garden / hard surface uses. The third pipe alternate water supply system shall satisfy the following criteria:
 - be installed in accordance with AS/NZS 3500:2003, the NSW Plumbing Code of Practice 2006 and the Water Supply Code of Australia (Sydney Water Edition) WSA 03-2002
 - be connected to all toilets, garden/ outdoor taps and laundry
 - incorporate a connection point outside the building alignment in the event external recycled water is supplied to the property by the local Water Authority.
 - be assessed and agreed to by the determining authority prior to development consent.
6. All new development shall demonstrate implementation of best practice water saving infrastructure including provision of rainwater / storm water retention tanks. (Refer Water Cycle Management chapter of this DCP).

8.4 Reflectivity

Reflective materials used on the exterior of buildings can result in undesirable glare for pedestrians and potentially hazardous glare for motorists. Reflective materials can also impose additional heat load on other buildings. The excessive use of highly reflective glass should be discouraged. Buildings with a glazed roof, facade or awning should be designed to minimise hazardous or uncomfortable glare arising from reflected sunlight.

Objectives

- To restrict the reflection of sunlight from buildings to surrounding areas and buildings.

Controls

All new development shall incorporate the following water saving measures:

1. New buildings and facades should not result in glare that causes discomfort or threatens safety of pedestrians or drivers.
2. Visible light reflectivity from building materials used on the facades of new buildings should not exceed 20%.
3. Subject to the extent and nature of glazing and reflective materials used, a Reflectivity Report that analyses potential solar glare from the proposed development on pedestrians or motorists may be required.

8.5 Wind Mitigation

Windy conditions can cause discomfort and danger to pedestrians, and downdrafts from buildings can inhibit the growth of street trees. Conversely, moderate breezes that penetrate the streets can enhance pedestrian comfort and disperse vehicle emissions and air conditioning plant exhausts.

Objectives

- To ensure that new developments satisfy nominated wind standards and maintain comfortable conditions for pedestrians.
- To ensure that the moderate breezes are able to penetrate the streets of Gosford City Centre.

Controls

1. To ensure public safety and comfort, the following maximum wind criteria are to be met by new buildings:
 - 10 metres/second in retail streets,
 - 13 metres/second along major pedestrian streets, parks and public places, and
 - 16 metres/second in all other streets.
2. Site design for tall buildings (towers) should:
 - set tower buildings back from lower structures built at the street frontage to protect pedestrians from strong wind downdrafts at the base of the tower,
 - ensure that tower buildings are well spaced from each other to allow breezes to penetrate city centre,
 - consider the shape, location and height of buildings to satisfy wind criteria for public safety and comfort at ground level, and
 - ensure usability of open terraces and balconies.
3. A Wind Effects Report is to be submitted with the Development Application for all buildings greater than 14m in height.
4. For buildings over 48m in height, results of a wind tunnel test are to be included in the report.

8.6 Waste and Recycling

The minimisation of waste from development can reduce impacts on the public domain, contribute to the amenity of the building and limit the potential harmful impacts to the environment. Waste management refers to all stages of development from construction and use through to demolition and the ongoing generation of waste. It also includes the way in which waste is accessed, stored and collected.

Objectives

- To minimise waste generation and disposal to landfill with careful source separation, reuse and recycling.
- To minimise the generation of waste through design, material selection, building and best waste management practices.
- To plan for the types, amount and disposal of waste to be generated during demolition, excavation and construction of the development as well as the ongoing generation of waste.
- To ensure efficient storage and collection of waste and quality design of facilities.

Controls

Non-residential

1. Development applications for all non-residential development must be accompanied by a waste management plan that addresses:
 - best practice recycling and reuse of construction and demolition materials,
 - use of sustainable building materials that can be reused or recycled at the end of their life,
 - handling methods and location of waste storage areas that have no negative impact on the streetscape, building presentation or amenity of occupants and pedestrians, and
 - procedures for the on-going sustainable management of green waste; garbage and recyclables including, glass, metals and paper; including access estimated volumes; required bin capacity and on-site storage requirements.

Residential development

1. All development is to provide for storage of waste bins on-site in an area of sufficient size to accommodate waste generated by the development in accordance with the following tables:

Type of Waste	Quantity per dwelling	Collection frequency
General Waste	120 litres/week/unit	weekly
Recycling	120 litres/week/unit	fortnightly
Garden organics	A nominal number of 240 litre Green Waste MGB's for shared use of the residents may be provided subject to suitable storage provisions and available street frontage to the development for kerbside collection by the current Domestic Waste Collection Contractor	fortnightly

2. The storage area must be located in a position which is:
- visibly unobtrusive from the street and compatible with the design of the main building,
 - easily accessible to dwelling occupants,
 - accessible to waste collection vehicles and operators (or adequately managed by the body corporate to permit relocation of bins to an approved collection point),
 - has water and drainage facilities for cleaning and maintenance; and
 - does not immediately adjoin private open space, windows or clothes drying areas.
3. Provision is to be made to allow collection of the waste either directly from the waste storage area, or by transfer to a waste collection point. The collection point will be:
- where street frontage and WorkCover requirements permit, by placement of mobile bins in line at the kerbside, or
 - on-site, with access in accordance with the requirements of chapter 7.

Where waste bins are to be transferred to the street for collection, the body corporate or a caretaker must be responsible for the movement of bins to their collection point prior to collection and returned on same day of collection.

The storage area must accommodate the number of individual mobile bins required or accommodate sufficient larger bulk bins with the following minimum dimensions:

Bin Type	Length (metres)	Width (metres)
Mobile bin (120 or 240 litres)	0.65 x No. of bins	2.5m
Bulk bins (e.g. 1200 litres)	1.45 x No of bins	1.45 x No of bins + 1m corridor space

8.7 Noise and Vibration

Effective management of noise and vibration in a city centre environment depends upon addressing the following factors:

- Consideration of the siting of the proposed development and potential external sources of noise and vibration (e.g. location on an arterial road or adjacent the railway).
- Building design and layout, to address internal and external sources of noise and vibration.
- Construction and engineering techniques.
- Building materials, acoustic shielding and insulation.
- Operational management, (e.g. hotels, night clubs).

Objectives

- To ensure development is designed so noise and vibration from new businesses, light industrial and leisure/cultural/entertainment venues and other noise generating activities do not unacceptably affect the amenity of nearby residential and other noise or vibration sensitive uses.
- To ensure development is designed and constructed so that noise and vibration impacts from existing neighbouring activities do not unreasonably compromise the amenity of occupants of the proposed development.
- To ensure noise and vibration impacts between different uses and occupancies within a development provide reasonable amenity to all occupants of the development.

Controls

1. Development should be designed to minimise the potential for offensive noise.
2. Where a proposed development includes an activity which may generate unreasonable noise or which may be affected by an existing noise source, an acoustic study is to be undertaken to establish noise levels and provide a mitigation strategy, demonstrating the measures to be taken to effectively mitigate noise.
3. Noise sensitive developments, such as dwellings, should be designed to reasonably protect the proposed development from noise sources such as arterial roads, railway lines, sporting complexes and entertainment venues.
4. Noise buffering should not be provided by high fences, garages or blank walls to public streets. Where screening by these or similar methods is the only practical solution, the screen should be no greater than 50% of the street frontage. Such screening should have visual interest and retain some surveillance from the building behind the screen's entries, windows or balconies, when practical.
5. Where proposed noise sensitive development may be affected by existing noise generators (industry or night club) the development should be designed to incorporate adequate shielding from those noise sources.
6. Entertainment venues, hotels, clubs, cinemas and the like, either licensed or unlicensed, should prepare a plan of management including provisions to:
 - Ensure patrons enter and leave the premises in a quiet and orderly manner whenever the premises are open to the public.
 - Manage noise levels within the premises to prevent an unreasonable effect on the amenity of the locality.

7. Commercial, light industrial and retail developments; or mixed use developments, should have suitably located and designed goods delivery and garbage collection areas, vehicle entry and exits, and other noise sources, so that amenity of residents both within the development and in nearby buildings is reasonably protected.
8. Home based businesses should not generate unreasonable levels of noise beyond their property boundary.
9. When a development consent is granted and includes conditions of consent requiring monitoring of noise levels and setting of acoustic performance standards, provision should be made to test actual noise levels after the development is occupied and when noise generating activities commence; and for corrective acoustic treatment to be applied if necessary.

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Residential development controls

The provisions in the Apartment Design Guide associated with State Environmental Planning Policy No.65 – Design Quality of Residential Flat Development (SEPP 65) are adopted in this DCP to apply to residential development in the Gosford City Centre including flats, any residential component of a mixed use development, and serviced apartments that are strata titled

SEPP 65 and the Apartment Design Guide will be applied as the design controls for residential development within the Gosford City Centre.

Multi-dwelling housing is to be designed in accordance with the general provisions of this DCP and this chapter, to the extent that they apply.



9.1 Housing Choice and Mix

A choice of apartment types and mix of sizes in the city centre caters for a variety of socioeconomic groups.

Objectives

- Ensure that residential development provides a mix of dwelling types and sizes to cater for a range of household types.
- Ensure that dwelling layout is sufficiently flexible for residents' changing needs over time.
- Ensure a sufficient proportion of dwellings include accessible layouts and features to accommodate changing requirements of residents.
- Ensure the provision of housing that will, in its adaptable features, meet the access and mobility needs of any occupant.

Controls

Where residential units are proposed at ground level within the Mixed Use zone and Special Activities zones, development must demonstrate how future commercial uses can be accommodated within the ground level design. The development must address:

- access requirements including access for persons with a disability,
 - any upgrading works necessary for compliance with the Building Code of Australia, and
 - appropriate floor to ceiling heights.
1. To achieve a mix of living styles, sizes and layouts within each residential development, comply with the following mix and size:
 - provide a mix of bed-sitter/studio, one bedroom, two bedroom and three bedroom apartments,
 - bed-sitter apartments and one bedroom apartments must not be greater than 25% and not less than 10% of the total mix of apartments within each development,
 - two bedroom apartments are not to be more than 75% of the total mix of apartments within each development, and
 - for smaller developments (less than six dwellings) achieve a mix appropriate to the locality.

2. Up to a 40% mix of studio and one bedroom apartments is permitted within residential development owned by the NSW Land and Housing Corporation (NSW LHC).
3. For residential apartment buildings and multi-unit housing on land with less than 20% slope, 15% of all dwellings (or at least one dwelling – whichever is greater) must be designed to be capable of adaptation for disabled or elderly residents. Dwellings must be designed in accordance with the Australian Adaptable Housing Standard (AS 4299-1995), which includes "preadaptation" design details to ensure visitability is achieved.
4. Where possible, adaptable dwellings shall be located on the ground floor, for ease of access. Dwellings located above the ground level of a building may only be provided as adaptable dwellings where lift access is available within the building. The lift access must provide access from the basement to allow access for people with disabilities.
5. The development application must be accompanied by certification from an accredited Access Consultant confirming that the adaptable dwellings are capable of being modified, when required by the occupant, to comply with the Australian Adaptable Housing Standard (AS 4299-1995).
6. Car parking and garages allocated to adaptable dwellings must comply with the requirements of the relevant Australian Standard for disabled parking spaces.

9.2 Storage

To ensure adequate storage in residential dwellings, the following provisions are to be followed.

Objectives

- To provide adequate storage for everyday household items within easy reach of the dwelling.
- To provide storage for sporting, leisure, fitness and hobby equipment.

Controls

1. Storage areas are to be in addition to kitchen cupboards and bedroom wardrobes.
2. Storage areas are to be in accordance with the following average rates:
 - 7.5m³ for studio and one bedroom units,
 - 10m³ for two bedroom units, and
 - 12.5m³ for three plus bedroom units.
3. At least 50% of the required storage areas are to be provided within the dwelling.

9.3 Multi Dwelling Housing

Multi-dwelling housing generally refers to townhouse development forms that do not fall under the requirements of State Environmental Planning Policy No 65 and Apartment Design Guide. Where this is the case, the following provisions apply.

Objectives

- To ensure development positively contributes to and actively addresses the streetscape.
- To ensure development contributes to a well framed streetscape.
- To clearly define semi-private, private and communal spaces, and to ensure no left over spaces with ambiguous ownership.
- To ensure adequate levels of privacy for new and existing residents.
- To ensure adequate levels of solar access to private open spaces and principle living rooms within the development, and to existing dwellings.
- To provide quality, usable private and communal open spaces for residents.
- To maximise deep soil and open space for mature tree planting, water percolation and residential amenity.
- To minimise the physical and visual dominance of car parking, garaging and vehicular circulation

Controls**Form and Streetscape**

1. Development is to maximise the number of dwellings that directly front the street. Dwellings are to face existing streets rather than to new internal access streets.
2. Buildings addressing the street are to have a minimum height of 2 storeys.
3. Parts of development towards the rear of the site should be more modest in scale to limit the impact on adjoining properties.
4. Where possible, maintain the existing orientation and pattern of dwelling 'fronts' and 'backs'. Generally dwellings 'fronts' should face other 'fronts' and 'backs' should face other backs.
5. Utilise the site so that any private, public and communal spaces are clearly defined with a clear sense of ownership.
6. Notwithstanding the controls of Section 5.2.1 Boundary Setbacks and Building Separation, multi-dwelling housing of 2 storeys or under (or a row of attached dwellings) are to have minimum side separation distance to another dwelling of 2.5m. This is to be increased to 3m separation when involving 3 storey development. These minimum separation distances between dwellings are only permitted between non-habitable rooms and do not include balconies or terraces.

Privacy

1. Privacy measures such as screens, landscaping and fencing should be provided between private open spaces at ground level. Fencing between dwellings is to be a maximum height of 1.8m. Any fencing that faces onto the public domain is to meet the requirements of Section 5.2.13 Front Fences.
2. A minimum separation distance between directly opposing second level or higher rear windows (within the private domain) to primary living areas and bedrooms of 12m applies.
3. Use landscaping to provide a visual buffer between new and existing dwellings.

Solar Access

1. Dwellings within the development site and adjoining properties are to receive a minimum of 3 hours sunlight to principal living rooms and to at least 50% of the private open space between 9am and 3pm on 21st June. Where existing development currently receives less sunlight than this requirement, this should not be unreasonably reduced. Shadow diagrams will be required with the development application in order to demonstrate compliance.

Private Open Space

1. Provide each dwelling with private open space in the form of a courtyard garden, balcony, terrace and/or a roof garden, to at least one of the following standards:
 - ground-level area totalling 40m² (with one part at the side or rear and adjacent to a living room or kitchen) having a minimum contiguous area of 25m² with a minimum width of 5m, or
 - a balcony or terrace adjacent to a living room or kitchen of the dwelling, having a minimum area of 10m² with a minimum depth of 2.5m.

Communal Open Space

1. Retain, where possible, existing mature trees in communal open space.
2. Communal open space should be readily accessible to all dwellings in the development.
3. Communal open space should receive a minimum of 3 hours of sunlight between 9am and 3pm to at least 50% of the space on 21st June.
4. Communal open space is to consist of at least 50% deep soil, have a minimum dimension of 6m in any direction, contain landscaping, seating and barbecue areas.
5. Dwellings are to be designed so that they overlook and provide informal surveillance of communal open spaces. Any threshold treatments between private and communal space is not to exceed 1.2m in height.

Parking and Driveways

1. Small centralised and landscaped carparking courts that reduce the amount of space occupied by driveways, garages and approaches to garages are preferred over individual garages.
2. Avoid long, straight and unrelieved driveways that are visually dominant by:
 - varying the alignment of driveways to avoid a 'gunbarrel' effect,
 - setting garages back a minimum of 1m behind the predominant building line to reduce their visibility from the street, and
 - considering alternative site designs that avoid driveways running the length of the site.
3. Minimise the impact of driveways on the streetscape by:
 - terminating vistas with landscaping or a dwelling, not parking areas,
 - using planting to soften driveway edges,
 - limiting driveway widths on narrow sites to single carriageway widths with passing points,
 - providing gates at the head of driveways to minimise the visual 'pull' of driveways,
 - ensuring that driveways, garaging and entry to carparks do not exceed 35% of the site frontage,
 - designing individual garages to dwellings where provided so as to be visually recessive and not occupying more than 40% of the ground floor of the associated dwelling, and
 - setting dwellings back a minimum of 1.5m (preferably landscaped) from shared driveways, access lanes and carparks.

10

Controls for Special Areas

The following controls apply to Heritage
Items and the John Whiteway Drive Precinct.

10.1 Heritage Items

Development of Heritage Items must have regard to the heritage objectives as listed below:

- the relevant Statement of Significance for each item,
- the development principles and controls contained in this section,
- any conservation management plan, heritage impact statement or study required by the determining authority in response to proposed development of these areas, and
- for development that affects a heritage item, information addressing relevant issues must be included in a Statement of Heritage Impact submitted with the development application (DA).
- Development within the curtilage of a listed item, or a heritage conservation area, or which will impact upon the setting of a heritage item or heritage conservation area is also subject to the following provisions. Where there is a discrepancy with general controls elsewhere in the chapter the following objectives and controls are to apply.
- To facilitate the conservation and protection of heritage items and heritage conservation areas and their settings.
- To reinforce the special attributes and qualities of heritage items by ensuring that development has regard to the fabric and prevailing character of the item or special area e.g., scale, proportions, materials and finishes.
- To conserve, maintain and enhance existing views and vistas to buildings and places of historic and aesthetic significance.

Conservation Criteria

Any new development must ensure that the significance of heritage items and their setting are retained and enhanced.

For sites in the vicinity of heritage items an assessment of the impact of the proposal on the setting of nearby heritage items is to be undertaken.

Relevant criteria to be considered will vary for each proposal depending on the nature of development, the proximity of the development to surrounding heritage items as well as other factors.

For this reason, each proposal will need to be considered on a case by case basis using the following general principles:

1. **Scale.** The scale and bulk of any new building or work must be in scale with the original building and new development must not obstruct important views or vistas of the item. In the case of infill work in a conservation area, the scale of the new building must be similar to those around it. Where this is not feasible, sufficient curtilage around the heritage item must be included to assist interpretation of its heritage significance. In some circumstances where site depth would allow, a higher building could be erected behind a heritage shopfront.
2. **Siting.** If the existing street façade of the building is sympathetic to the character of the street, then alteration must be avoided. New work is best located to the rear or side of the building.
3. **Architectural form.** The basic architectural form of any new work needs to respect what exists. Issues to consider are the roof form, proportion and location of windows and doors.
4. **Architectural detailing.** It is important to be aware of the particular era and architectural style of the building or buildings and make sure that any proposed changes are contextual to the period. For example, it is not appropriate to mix Victorian features with a California Bungalow. Overuse of historical architectural features on new work should be avoided, with preference given to uncomplicated interpretive forms and detailing.
5. **Materials and finishes.** Existing materials should be reused where possible. New materials and detailing must be compatible with the original and consideration must be given to the colour, texture and type of materials and finishes.
6. **Use.** The best use for a building is usually the one for which it is built. Where this is not possible, a use sympathetic to the layout of the building and requiring minimal alterations will be more compatible.

7. **Original fabric.** It is important to minimise alterations to the original fabric and where possible, repair rather than replace individual elements, such as windows and doors.
8. **The aging process.** The patina of age on a building adds much to its character and significance. A worn step for example demonstrates the many years of feet crossing a threshold. Such features add to the uniqueness and character of a place and must be retained wherever this does not present a public safety risk.
9. **Curtilage.** There are three types of heritage curtilage:
10. **Lot boundary.** The lot boundary is the most common type of curtilage. It may contain associated buildings, gardens, walls, fences and the like which contribute to the significance of the property. The majority of built items in Gosford are listed within their lot boundary curtilage.
11. **Reduced curtilage.** This curtilage is less than the lot boundary of the property and it arises where the significance of the item and its interpretation is not dependant on having a large curtilage extending to a lot boundary. For examples are a large estate with sufficient land on the lot that can be subdivided independent of the heritage significance of any item on that land, or a new dwelling adjacent but not impacting on the existing heritage item on that land. In such cases, it is necessary to identify a curtilage that enables the heritage significance of the item to be retained.
12. **Expanded curtilage.** This curtilage is greater than the property boundary. An expanded curtilage may be required to protect that landscape setting or visual catchment of an item. For example, the significance of some properties includes a visual link between the property itself and a harbour, river or topographical feature.
13. **Infill development.** The key to successful infill development adjacent to a heritage item is reflected in design where the infill is of similar mass and character to the adjacent heritage building/s. This may comprise use of the vertical (versus square) windows, verandahs, balconies, positive roof pitches (i.e. 25 to 35 degrees) and general facade detailing. Buildings and landscaping may establish a character of an area and provides a sense of

continuity and a recognised community value. Unsympathetic infill development will disrupt the unity of a group of buildings and may spoil the existing character. Architectural 'good manners' are important in areas of special character. An infill building must not precisely imitate its neighbour but use recognisable tools such as massing, scale, setback and orientation, detailing and materials, roof forms and coursing lines to complement adjacent heritage items.

Refer to the joint NSW Heritage Office and RAI A publication "Designing in Context: Guidelines for Infill Development in the Historic Environment" (2005) for further guidance.

10.2 Signs on Heritage Items and Heritage Plaques

A Signs Strategy must be prepared for heritage items for new signs on the building. The Signs Strategy should be based on research establishing the heritage significance of the heritage item or streetscape and on any existing Conservation Management Plan. The Signs Strategy will then be used to guide the appropriate introduction of any new signs on the heritage item or building within a heritage streetscape and if existing signs are to be retained.

Objectives

- To ensure that signs on heritage items meet the general sign objectives.
- To encourage signs that are appropriate to a heritage item having regard to the significance and context of each item.
- To ensure that the installation of a sign does not result in damage to significant fabric of a heritage item.
- To require that a sign (including its supporting structure) on a heritage item responds to the significant aesthetic elements of the heritage item.
- To ensure that existing signs on a heritage item, when significant, are retained and not impacted upon by the provision of any new sign.

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- To prevent inappropriate signs on a heritage item.
- To restrict illumination of signs on a heritage item and to prohibit the use of internally illuminated signs on a heritage item.
- To ensure that there is consistency of approach to the retention of existing signs and provisions of all new signs on a heritage item.

Controls

1. All signs on a heritage item are to be:
 - restrained in design
 - of a high standard of materials, construction and graphics
 - carefully placed and of compatible design and style with appropriate lettering.
2. Any application for a sign on a heritage item must include a Signs Strategy that takes into account existing and proposed signs for the building and the policies and recommendations of any Conservation Management Plan.
3. Any sign proposed for a heritage item is to be consistent with the recommendations of an approved Signs Strategy forming part of a development consent or an adopted Development applying to the heritage item.
4. Signs between the first floor level and the parapet of a heritage item are not permissible.
5. Internally illuminated signs are not permitted on a heritage item unless they are a reconstruction of an original significant sign.
6. Externally illuminated signs are permitted only where:
 - the design of the sign achieves a very high degree of compatibility with the heritage item;
 - the cabling and conduit supplying power to the sign is completely concealed and does not involve intervention in or damage to significant fabric.
7. Existing signs on a heritage item may have heritage value and may need to be retained. As well as signs that are applied to the building, existing signs may include many other more intrinsic sign types, such as written in the pavement, in tilework, in leadlighting or windows, painted on walls or in raised lettering in render. Any new signs are to be designed and installed sympathetically with regard to existing signs. In cases this may result in the potential locations for new signs being restricted or unavailable.
8. The installation of any sign on a heritage item is to be carried out in a reversible manner without damage to the significant fabric. In the case of a sign affixed to any stone or brick wall of a heritage item the sign is to be fixed in such a way that stone is not damaged and any fixings are put only onto mortar joints.
9. The determining authority shall have regard to the name of a heritage item and whether or not the name is significant before allowing its building name sign to be changed. On some buildings this may mean that the building name may not be changed.
10. Heritage Plaques detailing the historical use of the land and/or buildings are to be erected on Gosford Olympic Pool, the site of Gosford Wharf, 201 Mann Street (Waterfall Arcade), 271 Mann Street (Booths Car Sales), 310 Mann Street (Gosford Packing House), 298 Mann Street (Commercial Building) and 307 Mann Street (Mitre 10).

10.3 Special Area - John Whiteway Drive Precinct

The section applies to the land known as the Old Gosford Quarry site between Henry Parry Drive and Cappers Gully, as illustrated in Figure 13

Objectives

- To protect the western section of the ridgeline from visual encroachment by development when viewed from specified public viewing locations.
- To provide the northern section of the ridgeline and non-ridgeline influenced properties with development controls referenced to appropriate visual impact analysis and relevant site specific constraints.
- To ensure that the amenity of the area is protected for existing and future residents of the locality.
- To ensure that the land will be developed in a form and manner that the community will accept as a good example of high density residential development.

Definitions

For the purposes of this section of the chapter, the following definitions apply:

- *Existing Ground Level* – Means the ground level at the time an application is made to Council
- *Height Plane* – In relation to this DCP the height plane means the height in respect of any site expressed in metres Australian Height Datum (AHD) above which no development or structure is to be constructed;

- *Ridgeline* – Is defined as the continuous formation of natural rock, excluding vegetation or tree canopy, as defined by survey spot heights (expressed in Australian Height Datum) and identified in Figure 13

Controls

1. In the John Whiteway Drive Precinct, the opportunity for high-rise residential development has largely arisen as a result of the existence of building platforms created from earlier sandstone quarrying. This precinct constitutes a unique site in which standardised controls are inappropriate considering the diversity of site constraints that affect various allotments. Where development proposals seek to vary numerical standards, the design principles and case for varying the control involved must be clearly documented in the development application.
2. The development controls specified below seek to maximise development potential within clearly identified development parameters acknowledging the inherent biophysical constraints of the precinct as a whole and the site specific requirements of individual allotments.

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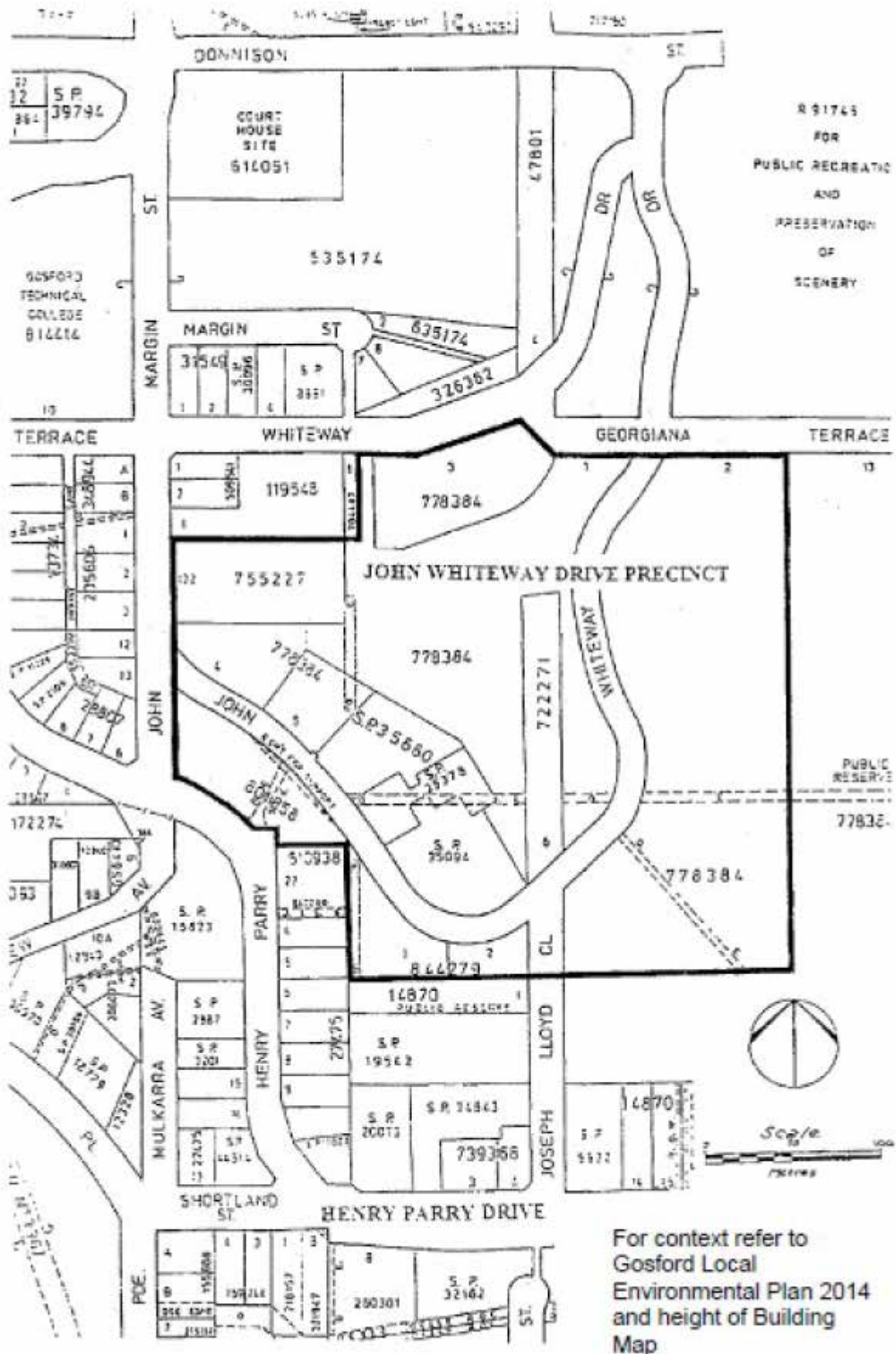


Figure 13. John Whiteway Drive Precinct

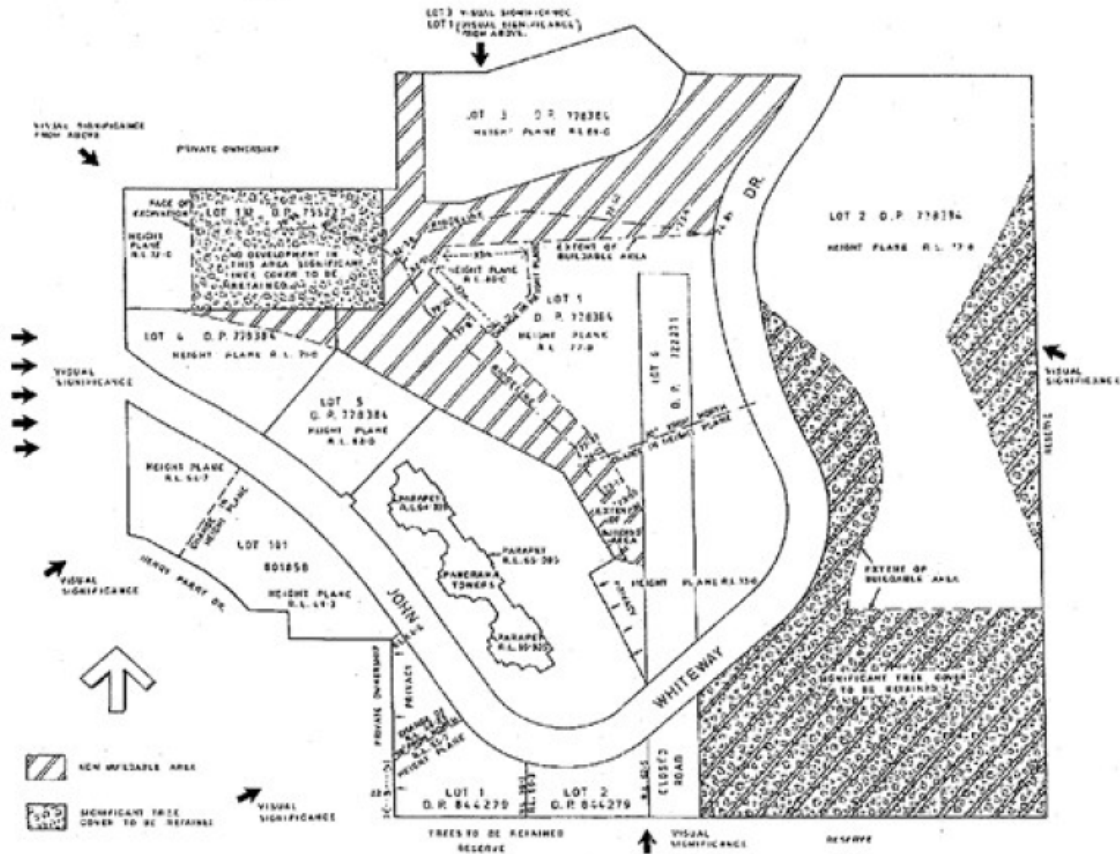


Figure 14. Development Principles Plan

Heights of Buildings

Figure 14 is a Development Principles Plan which illustrates the building height planes and other development controls necessary for development to conform with the relevant objectives of this chapter of the DCP.

The maximum height planes proposed for each existing lot in the precinct are as follows:

Lot 132 DP 755227		72.0m AHD
Lot 1 DP 778384	(NW Section)	80.0m AHD
Lot 1 DP 778384	(North Section)	77.0m AHD
Lot 1 DP 778384	(South Section)	73.0m AHD
Lot 2 DP 778384		77.0m AHD
Lot 3 DP 778384		692.0m AHD
Lot 4 DP 778384		71.0m AHD
Lot 5 DP 778384		68.0m AHD
Lot 6 DP 722271	(North Section)	77.0m AHD
Lot 6 DP 722271	(South Section)	73.0m AHD
Lot 101 DP 801858	(South end)	49.3m AHD
Lot 101 DP 801858	(North end)	54.70m AHD
Lot 1 DP 844279	(East end)	59.3m AHD
	Change of Height	
	(East side)	55.7m AHD
	(West side)	46.24m AHD
	(NW end)	44.6m AHD
Lot 2 DP 844279	(East end)	62.5m AHD
	(West end)	59.3m AHD

Buildable Area

The buildable area of each lot is illustrated in Figure 14 and coincides with the Restriction as to User on the title of the relevant lots under the *Conveyancing Act, 1919*. The Restriction as to User has application only where the restriction is not inconsistent with the provisions of the relevant planning instrument.

The covenant supporting the designated buildable areas has application, as the buildable area provisions have been included in this DCP.

The function of the buildable area is to clearly define areas suitable for development, taking into consideration a wide diversity of natural and human influenced opportunities and constraints. The integrated components of ridgeline, geology and vegetation, contrast with the legacy of extractive activities and define the visually sensitive elements of the precinct. Adherence to the buildable areas and supporting development controls will ensure the visual and environmental integrity of the precinct and individual allotments will be maintained.

Development within and variations to the designated buildable area must be supported by a comprehensive geotechnical survey conducted by a qualified geotechnical engineer which assesses the stability risk posed to both the ridge, proposed development and existing development. This information is to be submitted with the development application. In particular the geotechnical report should specifically assess:

- any unacceptable stability risk to the ridgeline posed by the development,
- any risk to existing and approved potential development, and
- appropriate measures to minimise this risk to both the ridgeline and the proposed development, including recommendations for acceptable setbacks.

In some cases, lots may be further excavated as a means to achieve the development potential on the land. Excavation depth shall be determined by the geotechnical assessment and subject to the

maintenance of an adequate gravity feed to Council's storm water system.

Geotechnical engineers are advised of the existence of cracking in the quarried caves within Lots 4 and 5 DP 778384. Verification of the extent of this cracking, and its influence upon development should be assessed in relation to ridgeline affected lots.

Built Form

The built form should be designed and located to provide maximum orientation of future dwellings to sunlight, views, vistas and areas of public open space.

Design should have special consideration for the scale, bulk and articulation of built form presented to the streetscape. Buildings adjacent to the public open space should be orientated to take advantage of the visual quality of the open space through views from internal and external living spaces. Where possible living areas within buildings should face the public open space.

Due to the prominence and scale of buildings on the site, building colours and materials should be sympathetic to the local background and environment of the individual sites, having regard to the sandstone cliff faces and the indigenous vegetation. Building materials should be selected to avoid reflective building finishes.

Subdivision

Any proposal for the re-subdivision of the existing allotments must be accompanied by a comprehensive site analysis and development concept plan detailing the justification for such development. The development concept plan should assess:

- the maximisation of development potential,
- containment of any adverse impacts upon the environmentally sensitive elements of the site,
- any adverse impact upon the external visual presentation of the precinct as a whole, and
- the utility of the buildable area involved in the proposed subdivision.

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11

Appendix A

Glossary of key terms and acronyms and list of key policy documents referenced



Abbreviations and acronyms summary

Abbreviation	Definition
GCC SEPP	<i>State Environmental Planning Policy (Gosford City Centre) 2018</i>
UDIF	<i>Urban Design and Implementation framework</i>
Gosford LEP	<i>Gosford Local Environmental plan 2014</i>
Gosford DCP	<i>Gosford Development Control Plan 2013</i>
EP&A 2000	<i>Environmental Planning and Assessment Regulation 2000</i>
The Act or EP&A Act	<i>Environmental Planning and Assessment Act 1979</i>
HOB	Height of Building
FSR	Floor Space Ratio
SEPP 65	<i>State Environmental Planning Policy No 65—Design Quality of Residential Apartment Development</i>
ADG	<i>Apartment Design Guide</i>
CPTED	<i>Crime prevention through environmental design</i>
Regional Plan	<i>Central Coast Regional Plan 2036</i>

Documents referenced

Environmental Planning and Assessment Act 1979

State Environmental Planning Policy (Gosford City Centre) 2018

Gosford Local Environmental Plan 2014

Gosford Development Control Plan 2013

Environmental Planning and Assessment Regulation 2000

State Environmental Planning Policy No 65—Design Quality of Residential Apartment Development

Apartment Design Guide

Crime prevention through environmental design

Gosford Urban Design and Implementation Framework (UDIF): Setting the Scene and Early Recommendations

Gosford UDIF Place Report: 1 The Civic Heart

Gosford UDIF Place Report: 2 City North

Gosford UDIF Place Report: 3 City South

Gosford City Centre Revitalisation Proposed Delivery Mechanisms Consultation Paper May 2018

Central Coast Regional Plan 2036

DRAFT

12

Appendix B

Notification table



Type of Notification	Notice in Newspaper	Notice to adjoining owners	Submission period
Advertisements and Advertising Structures on land zoned residential, or on land adjoining land zoned residential	Yes	Yes	14 days
Amusement Centre/Entertainment Facilities	Yes	Yes	14 days
Boarding House	Yes	Yes	21 days
Change of Use in Industrial and Business Zones	No	Yes	N/A
Child Care Centres	Yes	Yes	21 days
Crematoriums/cemeteries	Yes	Yes	14 days
Commercial Building within a commercial zone	No	No	N/A
Commercial Building Work – new or alterations and additions where adjoining land zoned residential or existing residential development	No	Yes	14 days
Demolition	No	No	N/A
Drug Rehabilitation Facilities	Yes	Yes	21 days
Dual Occupancy – including alterations and additions	Yes	Yes	14 days
Dwelling houses, ancillary development or additions where setback, site coverage, floor space ratio and building height requirements are complied with.	No	No	N/A
Dwelling houses ancillary development or additions where setback or site coverage or floor space ratio or building height requirements are not complied with or where in the opinion of the determining authority the proposal may have undue impact on the amenity of surrounding properties	No	Yes	14 days
Educational Establishment excepting proposals in a business, industrial or special use zone	Yes	Yes	21 days
Food and drink premises located on footpaths excepting proposals in a business, industrial or special use zone	Yes	Yes	14 days
Funeral chapel, funeral home excepting proposals in a business, industrial or special use zone	Yes	Yes	14 days
Group Home	Yes	Yes	14 days
Development <i>involving</i> a heritage item	Yes	Yes	14 days
Development <i>within</i> a heritage conservation area	Yes	Yes	14 days
Home Industry, home business	No	Yes	14 days

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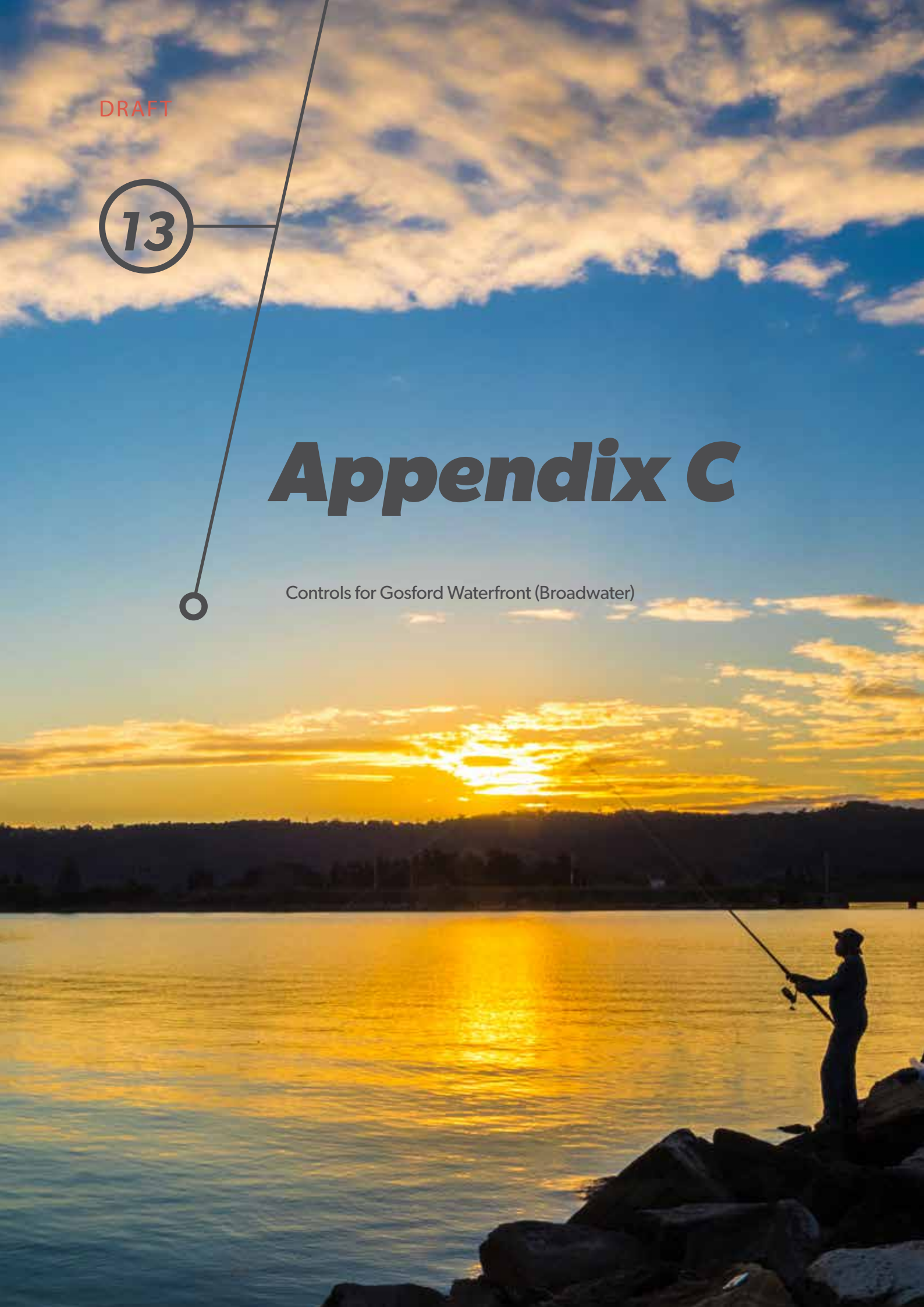
Type of Notification	Notice in Newspaper	Notice to adjoining owners	Submission period
Hospital if proposed on land zoned residential or land adjoining land zoned residential	Yes	Yes	21 days
Hostel	Yes	Yes	14 days
Industrial Building Work excepting proposals in a business or industrial zone	No	Yes	14 days
Internal Fit Outs/Alterations	No	No	N/A
Land Subdivision– resulting in 1 to 9 lots (except where as a result of approved development)	Yes	Yes	14 days
Land Subdivision– resulting in 10 or more lots (except where as a result of approved development)	Yes	Yes	21 days
Non-residential uses in residential zones	No	Yes	14 days
Place of Public Worship excepting proposals in a business, industrial or special use zone	Yes	Yes	21 days
Private waterfront developments (including jetties, boat ramps etc.)	No	Yes	21 days
Pub	Yes	Yes	21 days
Residential Flat Building/Multi Dwelling Housing – including alterations and additions	Yes	Yes	21 days
Secondary Dwellings where setback and building height requirements are complied with	No	No	N/A
Secondary Dwellings where setback and building height requirements are not complied with	No	Yes	14 days
Seniors Living	Yes	Yes	21 days
Sex Services Premises & Restricted Premises	Yes	Yes	14 days
Shop Top Housing	Yes	Yes	21 days
Subdivision of an approved Dual Occupancy	No	No	N/A
Strata Subdivision of Existing Building	No	No	N/A
Telecommunication Facilities	Yes	Yes	14 days
Tourist and visitor accommodation except in a business or special use zones	Yes	Yes	14 days
All other Development	Yes	Yes	14 days

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13

Appendix C

Controls for Gosford Waterfront (Broadwater)



Gosford Waterfront

In accordance with Section 3.43 (3) of the Environmental Planning and Assessment Act 1979, this Plan adopts by reference, the provisions of Part 4.4 Gosford Waterfront from the Gosford Development Control Plan 2013 (as amended). This Appendix contains the aforementioned controls. Where changes to the existing controls have been made, these are either minor changes, obsolete provisions or because they are inconsistent with the recommendations of the NSW GA in the UDIF, or the intent of the GCC SEPP or the Chapters of this DCP.

13.1 Vision

The vision for the Gosford Waterfront is to promote sustainable growth in a manner which will provide a catalyst for the wider revitalisation of the City Centre.

The Gosford Waterfront will be a vibrant and active mixed use precinct that will connect the Gosford City Centre to the Brisbane Water foreshore.

The range of available public amenities and services will attract people of all ages to live in the Gosford Waterfront and Gosford City Centre. Street life and activity will increase, providing a greater mix of uses to serve residents, workers and tourists. A greater diversity of housing and employment will encourage residents to work and live in the City Centre.

The Broadwater, located at Gosford Waterfront (refer to Figure 12), is a regionally significant asset. The foreshore edge will be activated and celebrated with upgraded open space and key public spaces, pedestrian walkways and cycle ways. New and existing marina and boating facilities will be provided to attract both water-borne tourists and boat owners to Gosford to live and recreate in its waterways. Boating is a key attractor and aspect of the new character for the Gosford Waterfront and to differentiate it from other Central Coast towns.

The Gosford Waterfront will link the City Centre to the Broadwater through a public environment that will be well designed, and creates attractive, legible and unique places. Contemporary treatments, lighting and street furniture will provide an attractive environment for walking and public life. Public transport and non private car usage will be promoted. Attractive pedestrian and cycle routes will link into the regional Point Clare cycleway along the edge of the railway causeway.

Ecological sustainability will be a key requirement for all development. Buildings and public spaces will embrace water and energy efficiency strategies and best practice.

Overall

- A new mixed use precinct of the Gosford CBD, connecting the CBD with the Broadwater.
- Vibrant, liveable, healthy and sustainable community.
- An attraction for visitors, residents and workers of the Gosford Waterfront to enjoy the natural beauty of the Brisbane Water.

Urban Design

- A mixed use precinct with residential, commercial office, retail, entertainment, visitor accommodation, recreation and cultural attractions.
- High quality architecturally designed buildings providing a clear distinction between public and private domains.
- Active street frontages along key pedestrian routes to improve safety and amenity for pedestrian and visitors to the precinct.
- A series of new public spaces catering for both active and passive recreation, linked by pedestrian and cycle friendly walkways.
- Establishment of view corridors from the adjacent spaces to the Broadwater.



Residential

- High density residential components with high amenity and water views, proximity to employment, services and recreational facilities.



Figure 15. Concept plan: Breakwater

Legend

-  Developable area permitted over the Broad Water
-  Indicative development footprint
-  Active frontage
-  Key building frontage
-  Public foreshore promenade
-  Pedestrian connection / desired crossing
-  Key views

Employment

- New commercial development to support the regional employment role of Gosford CBD.
- New commercial office developments providing high quality, sustainable floor plates suited to a range of businesses.
- New opportunities for convenience retail that complements the central retail zone of the Gosford CBD.

- A new restaurant zone based along the existing breakwater.

Public Spaces and Facilities

- Improved, continuous public access to the Brisbane Water foreshore.
- Improved and formalised public spaces including parks and plazas.
- High quality landscape features and embellishments attracting visitors and improving the recreational opportunities for residents and workers of the Gosford Waterfront and surrounds.
- Improved links between the Blue Tongue Stadium, the Leagues Clubs and Gosford CBD.

Transport and Accessibility

- A network of roads, plazas, public spaces, links and waterside pathways.
- New residents, visitors and workers will rely on public transport and non-private vehicles with parking for residential, commercial and community developments.
- Multi use car park to serve the commercial development and recreational activities.
- Investigate opportunities to provide a new public ferry wharf on the Gosford Breakwater.

Environmental

Development sympathetic to any significant tree standings and ecologically sensitive environments.

Recreational and Cultural Facilities

- Potential for new improved boating facilities for a variety boating of activities including public and private moorings.
- Improved and rationalised open space and recreational facilities for new and existing residents, employees and visitors.

Heritage

- Recognise the heritage values of the site, whilst ensuring that future development has due regard to the significance of the item.

13.2 Land Use

Objectives

1. To provide a mix of land uses including residential, commercial office, retail, visitor accommodation, recreational and cultural uses.
2. To provide for significant employment opportunities to build on the employment role of the Gosford CBD and provide supportive retail services that will draw visitors towards the Broad Water.

Controls

1. Commercial office development should generally be provided as an extension or continuation of the existing Gosford CBD.

2. Retail development should be provided along key pedestrian routes and active precincts within the Gosford Waterfront.
3. Cultural and recreational facilities should be provided in accessible locations.

13.3 Urban Structure

Objectives

1. To provide building envelopes that reinforce key existing view lines and provide a legible and permeable development pattern.
2. To provide pedestrian connectivity and improved facilities for pedestrians and cyclists.
3. To provide a series of well-located public spaces connected by pedestrian and cyclist facilities and providing range of facilities for residents, workers and visitors.
4. To provide for new developable areas to facilitate a range of residential, employment and community uses.
5. To provide for the reconfiguration upgrading and revitalisation of the Gosford Breakwater.
6. To ensure new development optimises the existing road hierarchy.

Controls

1. The Gosford Waterfront should generally retain the existing road network, with some minor additions or changes to improve site access and pedestrian connectivity.
2. Baker Street is to be extended and formalised as a key pedestrian and vehicular connection within the precinct.
3. Building envelopes and development of the foreshore is to generally be located in accordance with Figure 12. Any development application that proposes to vary the location of the building envelopes is to demonstrate an improved urban design outcome and maintain key public spaces as indicated on Figure 12.
4. Key public spaces and public plazas are to be provided such as illustrated in Figure 12.

5. Create a new civic space and provide a pedestrian connection to replace Vaughan Avenue between Mann and Baker Street.
6. A major pedestrian crossing of the Central Coast Highway is to be provided in a central well designed location in the vicinity of Baker Street and public plaza.
7. Any new development along the Brisbane Water foreshore should maintain continuous public access to the foreshore.
8. New development is to include or facilitate public pedestrian/cycle connections in accordance with Figure 12. Detail of public access and connections to public access are to be provided at development application stage.

13.4 Building Form

13.4.1 Building Alignments and Setbacks

Objectives

1. To establish the desired spatial proportions, and define the edge, of streets and the public domain.
2. To provide a range of front setbacks appropriate to building function and character.
3. To create a transition between public and private space.
4. To locate active uses, such as shop fronts, closer to pedestrian activity areas.
5. To allow an outlook to, and surveillance of, the street and public domain.
6. To allow for street landscape character, where appropriate.
7. To maintain sun access to the public domain.
8. To ensure an appropriate level of amenity for building occupants in terms of daylight, outlook, view sharing, ventilation, wind mitigation, and privacy.
9. To achieve usable and pleasant streets and public domain areas in terms of wind mitigation and daylight access.

Controls

1. Street building alignment and street setbacks are to comply with Figure 12.
2. The following projections and activities are permitted within front building alignments and

setbacks (where not projecting beyond the property boundary):

- 2.1 landscaping;
 - 2.2 access arrangements and driveways;
 - 2.3 balconies up to a maximum 600 mm depth; and
 - 2.4 minor projections into front building lines and setbacks for sun shading devices, entry awnings and cornices.
3. If the specified setback distances cannot be achieved when an existing building is being refurbished or converted to another use, appropriate visual privacy levels are to be achieved through other means, for example, the construction of screens. These will be assessed on merit by the determining authority.

13.4.2 Building Frontage Heights

Objectives

1. To achieve comfortable environments for pedestrians in terms of daylight, scale, sense of enclosure and wind mitigation as well as a healthy environment for street trees.
2. To protect solar access to key streets and public spaces.
3. To encourage a strong architectural expression of the “building wall” up to frontage height.

Controls

1. Consistent street or public domain frontage heights are to be provided in accordance with Figure 4.
2. Development above the maximum street frontage height is to be setback a minimum of 8m from the Baker Street boundary.
3. The street and public domain frontage height of buildings must demonstrate a sense of street enclosure and high pedestrian amenity.
4. No upper level setbacks are required, if proposed building frontage heights demonstrate sufficient sunlight access to Mann Street, and other public places such as Civic Plaza and City Park.
5. Notwithstanding the above, the frontage height of any new building is to be consistent with the controls in [Section 4.4.3.5 Sun Access and View Corridors](#).

13.4.3 Building Depth and Bulk

Objectives

1. To promote the design and development of sustainable buildings.
2. To achieve the development of living and working environments with good internal amenity and minimise the need for artificial heating, cooling and lighting.
3. To provide viable and usable commercial office floor space that meets market requirements.
4. To achieve usable and pleasant streets and public domain at ground level by controlling the size of building floor plates.
5. To allow for view sharing and view corridors.
6. To reduce the apparent bulk and scale of buildings by breaking up expanses of building wall with modulation of form and articulation of facades.

Controls

1. The maximum floor plate size for commercial buildings is 2,200m².
2. The maximum floor plate depth (excluding balconies) for residential buildings is 20m.
3. In addition to the above, buildings are to:
 - 3.1 promote continuous, and wherever possible, direct lines of public foreshore access;
 - 3.2 achieve the relevant access and connections requirements identified in [Section 4.4.5.1 Connections and Access](#);
 - 3.3 be articulated and modulated using a range of architectural treatments; and
 - 3.4 be orientated to optimise daylight and minimise lighting requirements.

13.4.4 Mixed Use Buildings

Objectives

1. To encourage a variety of mixed-use developments in the Gosford Waterfront.
2. To create lively streets and public spaces.
3. To increase the diversity and range of shopping and recreational activities for workers, residents and visitors.

4. To enhance public safety by increasing activity in the public domain on week nights and on weekends.
5. To minimise potential conflicts and achieve compatibility between different uses.
6. To ensure that the design of mixed-use buildings addresses residential amenity.
7. To create separate, legible and safe access and circulation in mixed use buildings.
8. To ensure that mixed use buildings address the public domain and the street.
9. To ensure mixed use buildings adequately address all requirements for waste storage and waste collection.

13.5 Controls for Special Areas and Uses

13.5.1 Leagues Club Field

The Leagues Club field is currently a vacant grassed site with some vegetation along the street frontages. The redevelopment of the Leagues Club field will provide new public outdoor passive and recreational spaces for existing and future residents and workers within the Gosford CBD. The new public recreational facilities will provide an attraction within the Gosford CBD, further drawing visitors and Gosford locals towards the Gosford Waterfront and increasing opportunities for interaction between the Broad Water and the CBD.

Objectives

1. To enhance the existing public space.
2. To provide new and formalised passive recreational spaces.
3. To increase the function and attraction of Leagues Club field.
4. To improve links to, and interface with, the Central Coast Stadium.

Controls

1. The development of the Leagues Club field, as identified at Figure 6, should adopt the following principles:
 - Provide a variety of publicly accessible outdoor recreational spaces.
 - Provide new pedestrian and cycle links between Baker Street, Gosford City Highway, Dane Drive and Georgiana Terrace.
 - Include a new indoor recreational facility providing new facilities for the existing and future population.
 - Part of the eastern and northern bounds of the site may be required for public on-street parking along Georgiana Terrace and Baker Street. No other part of the site is to be used for at-grade parking.

13.5.2 Gosford Breakwater

The Gosford Breakwater is an existing sea wall constructed within the Broad Water currently providing boat mooring facilities and is part of the existing public access network along the foreshore. The Breakwater will be a key attraction in the Gosford Waterfront, enhancing public access and retail services in the precinct. The Breakwater will provide opportunities for a commercial office, restaurant and retail precinct in the Gosford Waterfront, provided by an extension of the foreshore to provide new developable land.

Objectives

2. To provide new commercial, retail and restaurant services and visitor accommodation in the Gosford Waterfront Precinct.
3. To maximise public access to the Breakwater.
4. To provide opportunities for a ferry wharf.
5. To minimise environmental impacts.

Controls

1. The development of the Gosford Breakwater, as identified at Figure 6, should adopt the following principles:
 - The reconfiguration of the Breakwater is to facilitate a development parcel that can accommodate commercial development, a small retail and restaurant strip and new public landscaped areas.

- The reconfiguration of the Breakwater is to minimise environmental impacts and any fill material should be sourced from material validated suitable for the purpose. The reconfiguration of the Breakwater should also minimise disturbance of the adjacent sea bed.
- Provide new retail and restaurant services providing activation and the attraction Breakwater.
- Maintain continuous pedestrian connections around the foreshore.
- A new access road constructed off the Central Coast Highway generally along the alignment of the existing Breakwater.
- Any development should not preclude the development of a ferry wharf at the end of the Breakwater.

13.5.3 Marinas

Objectives

2. To facilitate the development of marina facilities adjacent to the Gosford Breakwater.
3. To locate marina facilities in locations that will minimise impact on views, environment and public access.
4. To provide facilities to accommodate the growing boating community in Gosford associated with the existing boating infrastructure.
5. To provide sufficient car parking to accommodate the demand for boating facilities within the Gosford Waterfront.
6. To attract increased boating based visitors to Gosford by providing facilities for short term moorings and shore facilities.

Design and Layout

1. Marinas shall not preclude or restrict public access to the foreshore.
2. The extent of development over water including waterside structures, berths, fairways and access channels is to be minimised and result in minimal alienation of the waterway.
3. Marinas are to be in the form of a series of interlinked pontoons which shall be restrained and held in position by a minimum number of piles or mooring lines to anchor points in the seabed.

4. Design of marina restraints shall take into account the flexibility and performance of the pontoon systems under environmental loads.
5. The depth and width of berths and fairways of marinas shall accommodate either a yacht or motor vessel. Restricted berths are to be nominated only where this will lead to an optimal environmental outcome.
6. Commercial marinas are to provide a point of access to boats for disabled people where possible.
7. Marinas are to be designed to minimise the impact of vessels when in use on the environment including on air and water quality, marine habitat and bank stability.
8. Marina layouts are to be designed in accordance with the following publications:
 - 8.1 Department of Environment and Conservation (NSW) “Environmental Information for Marinas, Boatsheds and Slipways” (November 1998).
 - 8.2 NSW Maritime Authority “Engineering Standards and Guidelines for Maritime Structures”
 - 8.3 NSW Fisheries Department’s “Aquatic Habitat Management and Fish Conservation—Policy and Guidelines”, 1998
 - 8.4 NSW Department of Primary Industries – Fisheries “Policy and Guidelines – Aquatic Management and Fish Conservation (1999)”.
 - 8.5 NSW Department of Primary Industries – Fisheries “Habitat Protection Plan No. 2: Seagrasses”; and
 - 8.6 NSW Department of Primary Industries – Fisheries “Habitat Protection Plan No. 1: General”.

Facilities and Services

1. Marinas are to provide boating service facilities such as fuel, water, toilet facilities or sewage pump-out.
2. Marinas are to provide an appropriate mix and choice of boat storage facilities based on established demand as well as a range of marine services to the boating public.
3. Vessels at the marina are not to be used as a permanent residence. A covenant shall be included on the lease to enforce this requirement.

Visual Impact

1. Any development application for a marina must be accompanied by a visual impact assessment that considers the following:
 - 1.1 the visual contrast between the marina and the planned future character of its setting;
 - 1.2 the visual impact of the marina on people in the visual catchment (to ensure there remains clear view corridors to the water enhanced by the visual interest of the boats and moorings); and
 - 1.3 the impact of the largest motor vessel capable of being berthed at the marina.
2. The largest vessels (motorised or otherwise) to be berthed at the marina are to be located as far from shore as possible.
3. Foreshore structures are to be minimised.
4. Impact on key view lines from the public foreshore area are to be minimised.
5. The visual impact of car parking from Brisbane Water is to be minimised.

Safety and Security

6. Any future development application for a marina should demonstrate the safety and security measures to be incorporated into the design of the marina including addressing projected sea level rise risks.

Environmental Management

1. Pollution and waste:
 - 1.1 potential pollutant sources from the site must be controlled and meet established performance standards;
 - 1.2 appropriate controls are to be in place and managed to prevent any pollutants entering the environment;
 - 1.3 marinas for nine or more vessels are to provide adequate and readily accessible facilities for the collection and disposal of wastes from vessels;
 - 1.4 facilities for pumping out sewage holding tanks are to be provided onshore; and
 - 1.5 any waste that cannot be recycled is to be disposed of at an appropriate facility.
2. Adequate car and trailer parking (based on the number and type of berths, associated activities

and number of employees) is to be available on-site. Off-site parking is acceptable only where it will not reduce community amenity or generate adverse traffic impacts.

3. The adverse impacts of traffic and parking generated by boat storage facilities in terms of congestion, safety, air quality and noise are to be minimised.
4. The adverse impacts of noise (considering hours of operation, existing background noise, expected departure/arrival times for vessels, noise level of marina patrons, noise level from repair and testing of vessels and motors) are to be minimised through appropriate design and management measures.
5. The adverse impacts of lighting on night navigation and neighbours are to be minimised through appropriate design and management measures.

Marina Buildings

1. Marina buildings are to be designed so that their dimensions are not excessive and can reasonably meet the functional requirements of the proposed uses.
2. The colours, appearance and form of any associated buildings shall be compatible with the surrounding environment.
3. Shiny or reflective materials are not to be used.

13.5.4 Active Frontages

Objectives

1. To promote pedestrian activity and safety in the public domain.
2. To maximise active frontages along key pedestrian links in the Gosford Waterfront.
3. To define areas where active streets are required or are desirable.
4. To encourage an address to the public domain outside of areas where active street frontages are required.

Controls

1. Active frontages are required at the ground level as identified in Figure 12.
2. Active frontages are defined as one or a combination of the following:
 - entrance to retail
 - shop front

- glazed entries to commercial and residential lobbies
 - café or restaurant if accompanied by an entry from the street
 - active office uses, such as reception, if visible from the street
 - public building if accompanied by an entry.
3. Entry to active ground floor uses is to be generally at the same level as the footpath.
 4. In other locations where active frontages are required, restaurants, cafes and the like are to consider providing operable shop fronts and outdoor seating. Where active frontages are not required, buildings should provide an attractive relationship to the street, including measures like:
 - avoiding blank walls
 - providing building entries and lobbies
 - landscaped plazas between the street and the building frontage
 - orientate the building to provide passive surveillance.

Avenue and Feature Trees - Grahame park

1. New development shall consider and mitigate the heritage impacts to the Avenue and Feature Trees - Grahame Park.
2. Prior to development proceeding, arboricultural advice should be sought to confirm the age and condition of the individual Canary Island palms, and where relevant, set out the measures required to be implemented during construction works to ensure their protection and succession planting.
3. New landscaping adjacent to the Avenue and Feature Trees - Grahame Park should use Canary Island Palms, where appropriate to reinforce the established landscape character and integrate the gateway to the Gosford Waterfront with adjacent development zones.

Gosford City Council Memorial Park

1. Prior to development proceeding, a conservation management plan shall be prepared to:
 - provide guidance for future memorials within the park
 - ensure the primacy of the early and dominant memorials is not lost
 - provide guidance for heritage interpretation

2. Prior to development proceeding, vegetation within Memorial Park shall be assessed by an arboriculturalist experienced in heritage conservation practice to determine its cultural significance and condition and potential for relocation.
3. Future developments within and adjacent to Memorial Park shall consider impacts on views across and from the Park to the water.
4. Views to Memorial Park from Mann Street should generally be protected.
5. Access to an open eastern sky at dawn on Anzac Day should be retained and, where possible, enhanced.
6. Principal stakeholders in the Memorial Park including the Returned & Services League (RSL) should be consulted on proposals for the future management and any proposed change to the place.

Rotary Club's Fountain and Garden - Original Wharf Location

1. Prior to redevelopment of the Gosford Waterfront proceeding in accordance with the Urban Structure Plan at Figure 12:
 - an archaeological assessment shall be prepared to confirm the archaeological potential of the site and determine the location of the earlier shoreline and the site of the original wharf,
 - the relevant excavation permits or exceptions shall be obtained as necessary under section 139 of the Heritage Act, and
 - a Heritage Interpretation Strategy or Plan shall be prepared to guide interpretation of the cultural significance of the site and management of the existing commemorative information, artefacts and time capsule. Any such plan may be incorporated into a comprehensive interpretation plan including other sites.

Gosford Wharf

1. Prior to redevelopment of the Gosford Breakwater proceeding in accordance with the Urban Structure Plan at Figure 12, a maritime archaeological assessment shall be prepared that evaluates the significance of the existing structure. Where relevant, the assessment shall outline the measures required to be implemented to manage any identified relics.

Appendix D

Existing general planning controls

For content please refer to separate pdf document.

In accordance with Section 3.43 (3) of the *Environmental Planning and Assessment Act 1979*, this Plan adopts by reference, the provisions of the following controls from the *Gosford Development Control Plan 2013* (as amended):

- Part 3 Specific Controls and development type,
- Part 6 Environmental controls, and
- Part 7 General Controls.

This Appendix contains the aforementioned controls in the following parts:

- D1 - Part 3 Specific Controls and development type,
- D2 - Part 6 Environmental controls, and
- D3 - Part 7 General Controls.

Where changes to the existing controls have been made, these are either minor changes, obsolete provisions, or because they are inconsistent with the recommendations of the NSW GA in the UDIF, or the intent of the GCC SEPP or the Chapters of this DCP.

