

2018

# **Gosford City Centre**

## **Development Control Plan**

Gosford City Centre Development Control Plan  
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Image: Artist impression of the revitalised Civic Heart (CHROFI)

# Contents

<b>1</b>	<b>Introduction</b>	<b>6</b>	<b>4</b>	<b>Public spaces</b>	<b>24</b>
1.1	Name of Development Control Plan	7	4.1	Pedestrian network	25
1.2	Relevant Planning Authority	7	4.2	Public open space	27
1.3	Assessment and Determination Authority	7	4.3	Solar access to key public spaces	28
1.4	Adoption and commencement	8	4.4	Views and vistas	30
1.5	Purpose of the DCP	8	4.5	Footpath crossings and pedestrian overpasses and underpasses	32
1.6	Aims and objectives	8			
1.7	Relationship to other planning instruments	9	<b>5</b>	<b>Built form</b>	<b>34</b>
1.8	Adoption of development controls	9	5.1	Site sizes and design excellence	36
1.9	Application of the DCP	9	5.2	Built form provisions	36
1.10	Public notification of development applications	10	<b>6</b>	<b>Key Sites</b>	<b>54</b>
1.11	Variations to DCP controls	13	6.1	Introduction	55
<b>2</b>	<b>Strategic priorities</b>	<b>14</b>	6.2	Key Site 1 299-305 Mann Street (former Mitre 10 site)	57
2.1	The approach	16	6.3	Key Site 2 8-16 Watt Street (Gateway Centre)	58
<b>3</b>	<b>Places and character</b>	<b>18</b>	6.4	Key Site 3 171 Mann Street and 12 and 36 William Street (Imperial Shopping Centre)	59
3.1	Character areas	19	6.5	Key Site 4 136-148 Donnison Street (former Market Town)	60
3.2	City North	20			
3.3	Civic Heart	21			
3.4	City South	22			
3.5	Other areas	23			





6.6	Key Site 5 1 Dane Drive (Central Coast Leagues Club)	61
-----	---	----

6.7	Key Site 6 26 - 32 Mann Street	62
-----	-----------------------------------	----

## **7 Access and parking 63**

7.1	Introduction	64
7.2	Pedestrian Access and Mobility	65
7.3	Vehicular Driveways and Manoeuvring areas	65
7.4	On-Site Parking	66
7.5	Site Facilities and Services	74

## **8 Environmental management 76**

8.1	Introduction	77
8.2	Energy Efficiency and Conservation	78
8.3	Water Conservation	78
8.4	Reflectivity	79
8.5	Wind Mitigation	79
8.6	Waste and Recycling	80
8.7	Noise and Vibration	82

## **9 Residential Development Controls 84**

9.1	Housing Choice and Mix	86
9.2	Storage	87
9.3	Multi-Dwelling Housing	87

## **10 Controls for Special Areas 89**

10.1	Heritage Items	90
10.2	Signs on Heritage Items and Heritage Plaques	91
10.3	Special Area - John Whiteway Drive Precinct	93

## **Appendix A 97**

Glossary of key terms and acronyms

## **Appendix B 100**

Notification table

## **Appendix C 103**

Schedule of amendments



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.



Image: Apartments in the City South (photo by 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 (Clause 1.6)* and *State Environmental Planning Policy (State and Regional Development) 2011 (Schedule 2)*. 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 capital investment value is more than \$40 million 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





Image: St Hilliers building site in the City South (photo by Salty Dingo)

## 1.4 Adoption and commencement

This DCP plan will commence on 19 October 2018, being the date that a public notice of its approval by the Secretary was placed in a local newspaper.

## 1.5 Purpose of the DCP

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

This DCP provides more detailed provisions to expand upon the controls within 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 (except for State Significant Development). For State Significant Development, this DCP contains matters of relevance to applicants in the preparation of development proposals.

## 1.6 Aims and objectives

The aims and objectives 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 vision, recommendations and place character in the Urban Design 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* (EP&A Act 1979) and the *Environmental Planning and Assessment Regulation 2000* (the EP&A Reg 2000).

The DCP complements the provisions of *State Environmental Planning Policy (Gosford City Centre) 2018* (GCC SEPP). 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* and *Gosford Development Control Plan 2013* no longer apply to the City Centre. Notwithstanding, this DCP may (in accordance with Section 3.43 (3) of the EP&A Act 1979) adopt provisions of another DCP by reference.

## 1.8 Adoption of development controls

This DCP adopts the NSW Government Architect's Urban Design Framework (adopted October 2018) for the purposes of a strategic framework to guide development proposals within Gosford City Centre. Development applications must also show how they address this strategic framework.

In accordance with Section 3.43 (3) of the EP&A 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 types
- Part 4.4 Gosford Waterfront
- Part 6 Environmental controls
- Part 7 General controls

In addition, the Oculus Streetscape Masterplan (prepared by former Gosford City Council dated 2011) has been adopted for the purpose of streetscape and public domain guidance in Gosford City Centre.

Where the above provisions are superseded by a consolidated Central Coast Development Control Plan (DCP) or revised Streetscape Masterplan, the references are taken to refer to the new relevant sections of Council's Central Coast DCP or revised Streetscape Masterplan.

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 to which the GCC SEPP applies.

The Plan applies to all categories of development as defined within the EP&A 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 aims and objectives of the DCP and the objectives and sections 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 be taken into consideration, including those matters listed under Section 4.15 of the EP&A Act 1979 (as amended).



Image: Brisbane Water (photo by 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 *EP&A 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 *EP&A Reg 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 28 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**).

For 'any other development', being instances where a proposed land use is not mentioned in the Notification Table and/or the assessing authority is of the opinion that the 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.

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 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 EP&A Act 1979 and EP&A Reg 2000.

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).

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.







### **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.

Anonymous submissions will be considered.

Submissions lodged after the exhibition period, but before a Development Application is determined, will also 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 EP&A 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 EP&A Act 1979, will generally not be required unless the determining authority is of the opinion it may impact on an adjoining property 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 may be acceptable where an application demonstrates its conformity with the objectives that are specified by this Plan, or where design excellence has been satisfactorily demonstrated.

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 or a design review panel reviews and supports a development, 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 table outlining the Schedule of Amendments in **Appendix C** records the amendments that have taken place and their status at the time of printing.

## 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 relevant 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 Framework

**1**

A city that is  
connected to  
nature and its  
landscape

**2**

Quality public  
space and  
streets for  
people

**3**

Promote  
investment  
and support  
balanced  
growth

**4**

A city where  
community can  
meet and enjoy  
public life

For more detailed information on the  
*Gosford Urban Design Framework* or  
the *Central Coast Regional Plan 2036*,  
please visit [www.planning.nsw.gov.au](http://www.planning.nsw.gov.au)

## 2.1 The approach

This DCP has been developed through detailed testing and analysis and an understanding of the vision, the recommendations and the place areas identified within the NSW Government Architect's Urban Design Framework. The approach to preparing this DCP, and for how it will be implemented can be summarised as follows:



### **Connecting to a beautiful natural setting to make a thriving city.**

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.



### **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 Rumbalara Reserve, Presidents Hill and out to Brisbane Water.



### **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 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.





### **A place-based DCP that supports design excellence and amenity.**

The DCP provides desired future character statements that will inform the design excellence process and determination of applications. The GCC SEPP requires that all development within Gosford City Centre exhibits design excellence. 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, recycling and reuse of materials and waste, and use of sustainable materials are achieved.



### **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) for sites in Gosford City Centre. The policy seeks to ensure that small, medium and large lots can be renewed. Put simply, the policy has prepared tailored controls for small, medium and large sites, categorised by certain site criteria. For example, medium and large lots that seek to vary height or floor space controls will be required to go through an enhanced design excellence process.



### **A Key Sites approach respecting public domain.**

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 DCP requires that key large sites go through a master planning process. This DCP provides principles for each site to help guide that process.

3

# ***Places and character***



Image: Artist impression of the revitalised City North (CHROFI)



## 3.1 Character areas

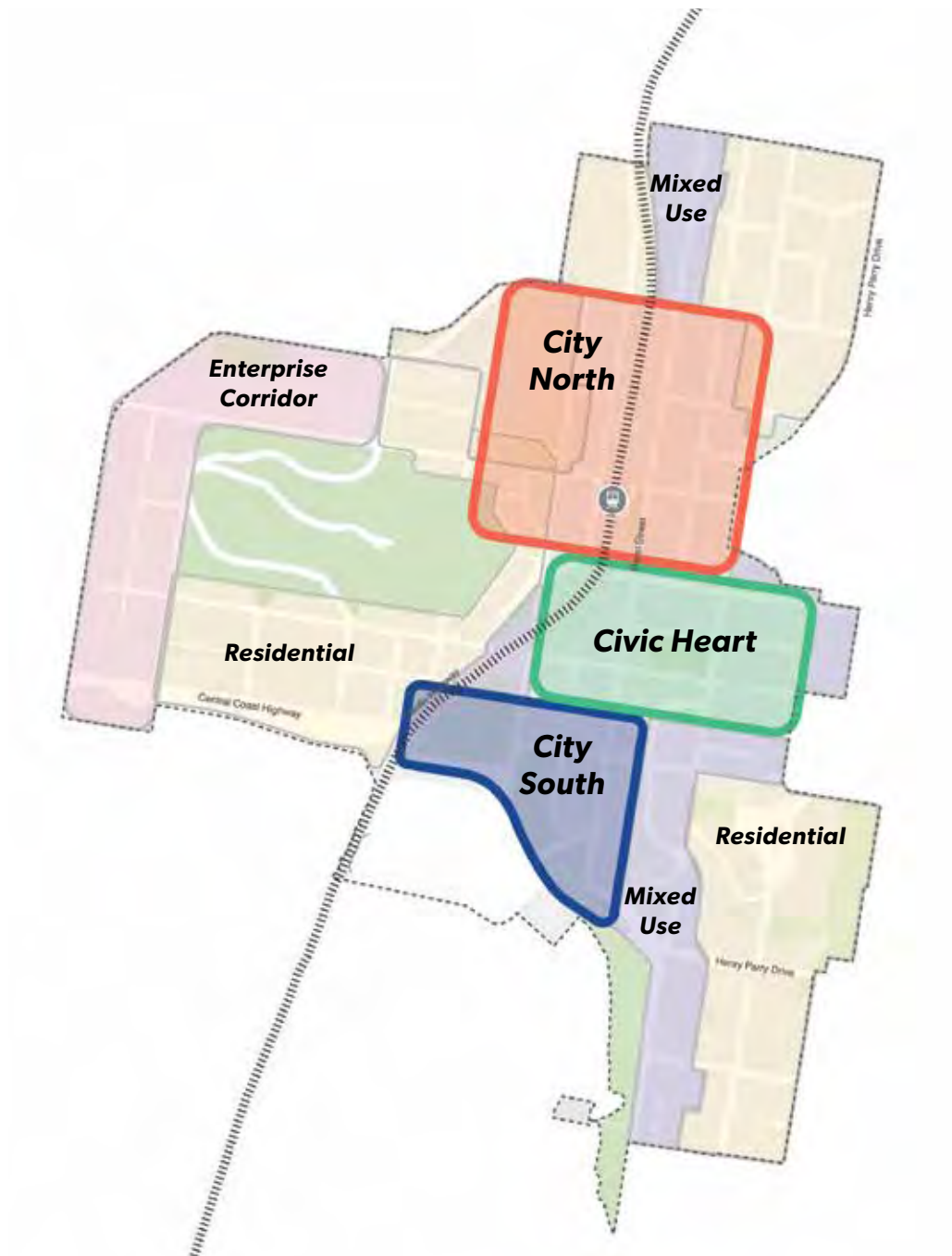


Figure 1. Character Areas



Image: Artist impression of the revitalised City North (CHROFI)

## 3.2 City North

### Objectives

- 1 Promote health and education uses to support the creation of an innovation precinct.
- 2 Connect the hospital to 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 including affordable housing, and 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.





Image: Artist impression of the revitalised Civic Heart (CHROFI)

### 3.3 Civic Heart

#### Objectives

- 1 Protect view corridors to Presidents 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.





Image: Aerial view of Leagues Club Field (CHROFI)

## 3.4 City South

### Objectives

- 1 Maintain strong visual connections and views to Presidents 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.
- 6 Conserve significant local heritage buildings and landscapes which contribute to the character of the City South.



### 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 Presidents 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.

The City South has a strong cultural and environmental heritage link relating to buildings, structures, landscapes and tree plantings.

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.





Image: View over Gosford City Centre (Photo by Don Grogan)

## 3.5 Other areas

### Objectives

- 1 Encourage a mix of uses including employment, residential, recreation and retail 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.



# 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 Centre'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.

### Objectives

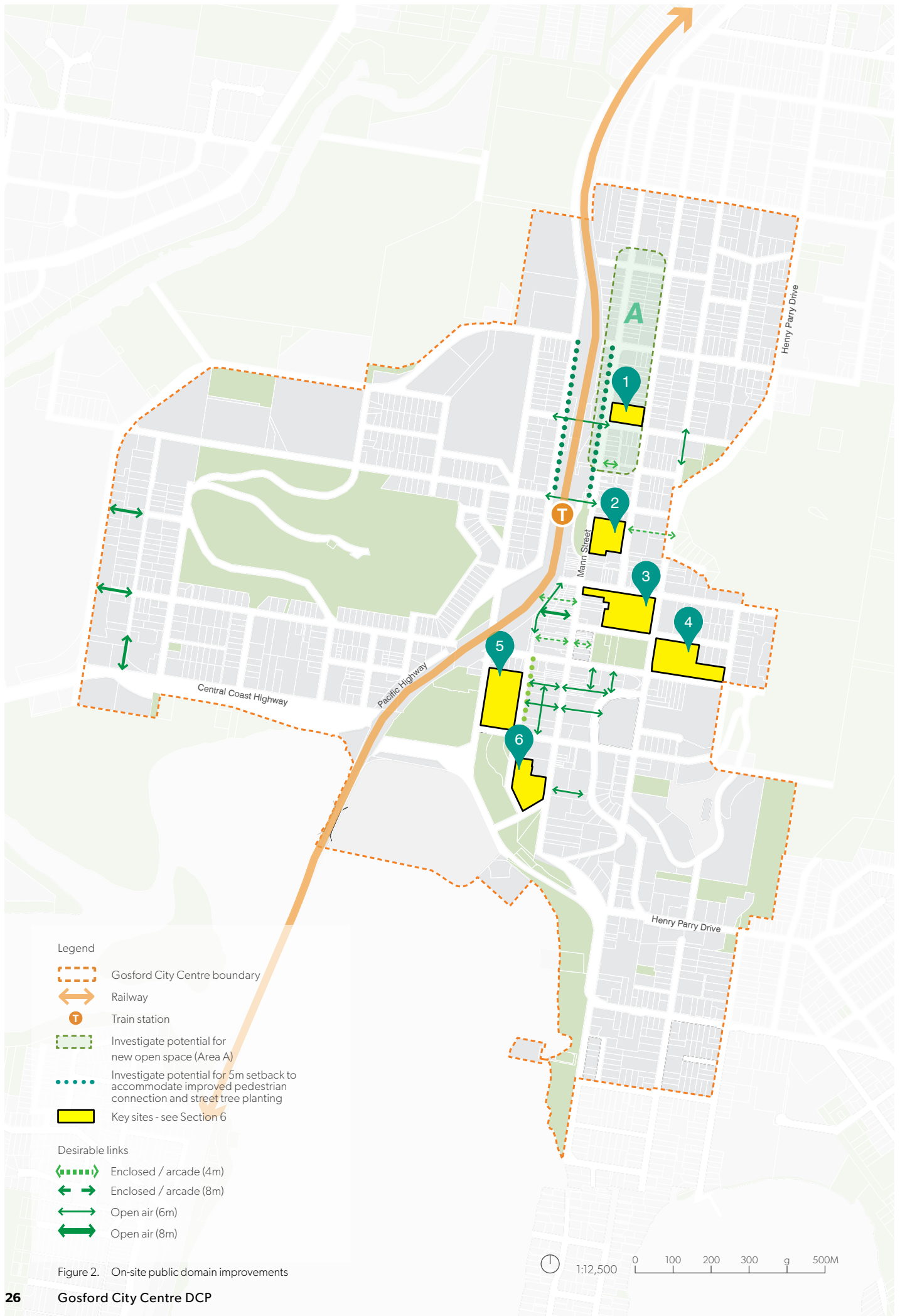
- A** Provide high pedestrian comfort for pedestrian amenity and safety.
- B** Retain and enhance existing through site links.
- C** Retain and develop lanes as useful and interesting pedestrian connections as well as for service access.

### Controls

1. Existing publicly and privately owned links are to be retained.
2. Where possible, existing dead end streets and lanes are to be extended through to the next street as redevelopment occurs to provide pedestrian links.
3. Open air links for pedestrians are to be provided as shown in Figure 2. These shall:
  - a. be open to the air and publicly accessible.
  - b. have a minimum width of 6m clear of all obstructions unless otherwise noted.
  - c. connect with existing and proposed through block lanes, shared zones, arcades and pedestrian ways and opposite other through site links.
  - d. have active frontages or a street address.
  - e. be clear and direct through-ways for pedestrians.
  - f. 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:
  - a. have a minimum width as shown in Figure 2, clear of all obstructions (including columns, stairs, escalators)
  - b. have a minimum clear floor to ceiling height of 6m for 8m wide links and 3m for 4m links (and 6m is desirable), however they can also be provided as open air links if desired
  - c. provide direct visibility from street to street
  - d. connect to existing footpaths and pedestrian crossings where possible
  - e. have active frontages for their length
  - f. be clear and direct throughways for pedestrians
  - g. provide public access at all business trading times
  - h. where practical, have access to natural light for at least 30% of their length
  - i. where air conditioned, have clear glazed entry doors comprising at least 50% of the entrance
  - j. 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 pedestrian access and street tree planting 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).
6. Reference should be made to relevant guidelines in Austroads Guides, Australian Standards, NSW Government Planning Guidelines for Walking and Cycling and NSW Roads and Maritime Services technical directions.



Image: Pedestrian crossing at Gosford Station (photo by Salty Dingo)







## 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.



Image: Rotary Park (photo by 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.
- D** 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 a 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.

### Controls

1. Public open space is to be characterised by excellence of design, high quality materials and a high standard of finish appropriate to a regional City Centre.
2. As identified in Figure 2, development proposals in the City North area, adjacent to the Railway line, must investigate the potential for a 5m setback to accommodate improved pedestrian connection and street tree planting.
3. Within Area A (as identified in Figure 2), a new open space greater than 2000sqm that allows for informal active recreation is desired.
4. This new public open space should:
  - a. connect with existing and proposed links in the pedestrian network.
  - b. consist of primarily soft landscaping and provide deep soil zones.
  - c. be publicly accessible and provide passive recreation for pedestrians.



## 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 the winter solstice and provide 21 June as the test case for the performance standard. These performance standards are designed to protect sun access not only at this date but also more generously at other times throughout the year.



Image: Artist impression of the revitalised Civic Heart (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 the year.

### Controls

1. For Key Open Space 1 (**Kibble Park**), buildings must be designed to ensure at least **60%** of the park receives 4 hours of direct sunlight between 9am and 3pm on the winter solstice (21 June). Without limiting the above, it is preferred that Kibble Park receives 70% of direct sunlight for 4 hours during that time if it can be achieved through good design. Note – This performance standard is contiguous hours, and is cumulative between developments.
2. For **William Street Plaza** (adjacent to and west of Kibble Park), buildings should be designed (where possible) 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 winter solstice (21 June). Note – This performance standard is contiguous hours, and is cumulative between developments.
4. Solar access exceeding the minimum provisions should be provided if it can be achieved through good design.
5. For **other existing public open spaces**, such as Burns Park, Memorial Park and Gosford Rotary Park (Poppy Park), including Gosford City Park, buildings must be designed to ensure that at least 50% of the open space receives a minimum of 4 hours of sunlight between 9am and 3pm on 21 June.
6. For any **new public spaces**, buildings are to be designed to ensure that at least 50% (minimum) or 70% (preferred) of the open space provided receives a minimum of 4 hours of sunlight between 9am and 3pm on the winter solstice (21 June).



## 1 Kibble Park

at least **60%**  
of the the park receives  
direct sunlight for 4 hours  
between 9am and 3pm on  
the winter solstice (21 June)

## 2 Leagues Club Field

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

### Legend





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

Figure 3. Key open spaces solar access



1:12,500

0 100 200 300 400 500M

Public spaces

Henry Parry Drive

Marri Street

Central Coast Highway

Pacific Highway

Henry Parry Drive



## 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.



Image: Aerial photo of Gosford (photo by Bravo Dron)

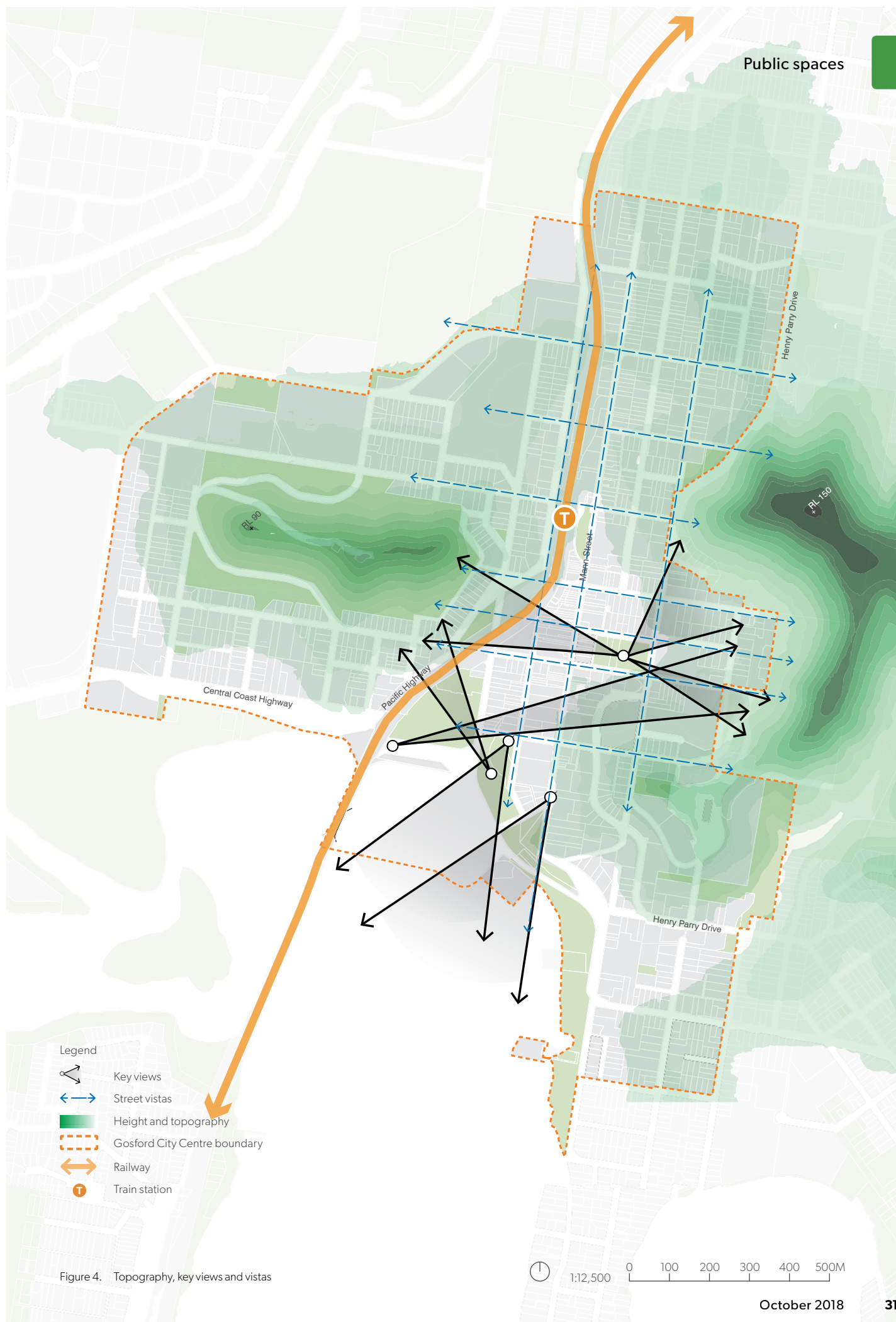
### Objectives

- 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 Water and the identified view corridors which afford views of the ridgelines 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 the ridgelines of Presidents Hill, Rumbalara Reserve and views of Brisbane Water from important locations, including the centre of Kibble Park, Leagues Club Field and Brian McGowan Bridge.
3. **Other key views** critical to the heritage significance of heritage items and places should be protected (for example views from the Memorial Park over to Brisbane Water and the waterfront, and views from the Cenotaph to the rising sun in the east).
4. **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.





## 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 7.3.

#### Objectives

- A To make vehicle access to buildings more compatible with pedestrian movements.
- B 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

5. 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).
6. Vehicle access ramps parallel to the street frontage will not be permitted.
7. Ensure vehicle entry points are integrated into building design.
8. Doors to vehicle access points are to be roller shutters or tilting doors fitted behind the building facade.
9. 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.

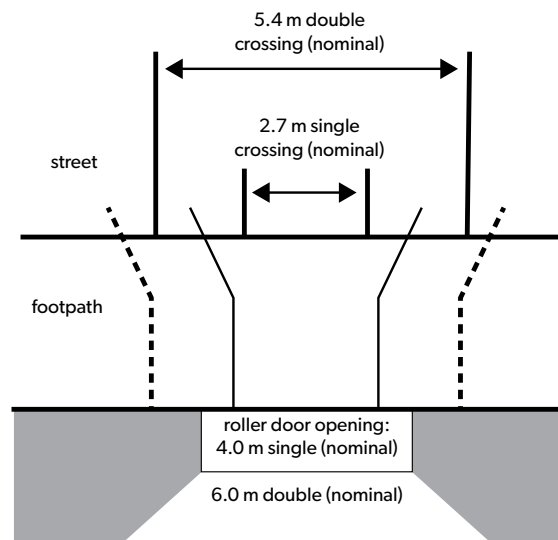


Figure 5. Design of Vehicle Access  
Source: Central Coast Council

#### Porte Cocheres

10. Porte cocheres are not favoured and may only be permitted for hotels subject to urban design, streetscape, heritage and pedestrian amenity considerations.
11. 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.



12. 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 on Mann Street 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 to the City, or substantially improve pedestrian safety and access.

#### Objectives

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

#### Controls

1. New overpasses over streets are discouraged, including on land adjoining or fronting Mann Street (or over Mann Street), bounded by Etna Street and Vaughan Avenue. In exceptional circumstances, new overpasses over service lanes may be considered subject to assessment of impacts on safety and crime prevention, streetscape amenity, activation of the public domain and the benefits of connectivity.
2. Underpasses may be considered where they:
  - a. would substantially improve pedestrian safety and accessibility;
  - b. incorporate active uses, particularly at entry and exit points;
  - c. have a minimum width of 4.5 metres clear of all fixed obstructions and a minimum ceiling height of 4 metres; and
  - d. would directly connect major transport nodes such as the railway station to the City, or substantially improve pedestrian safety and access.

5

# ***Built form***

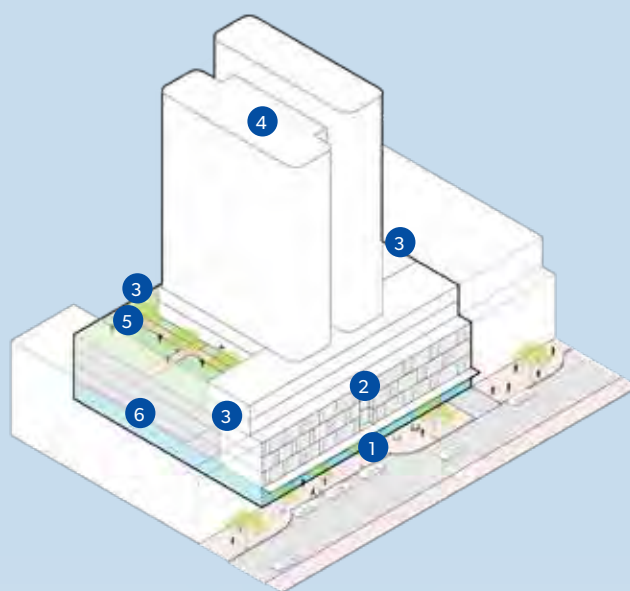
Building form and character refers to the individual elements of building design that collectively contribute to the character and appearance of the built environment.

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.

*Image: Australian Tax Office building (Photo by Jason Collins)*







- 1 Street setbacks and rear 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 5.2.12
- 2 Street wall heights and upper podium - see 5.2.2
- 3 Building setbacks and separation - see 5.2.4
- 4 Slender towers and high amenity - see 5.2.5  
Internal amenity - see 5.2.11  
Building exteriors - see 5.2.17
- 5 Landscape design - see 5.2.13
- 6 Above ground parking - see 5.2.9

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



## 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. The medium site and large site provisions apply only to B zones, including B3 Commercial Core, B4 Mixed Use and B6 Enterprise Corridor (Refer to Clause 8.4 in GCC SEPP).

## 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.

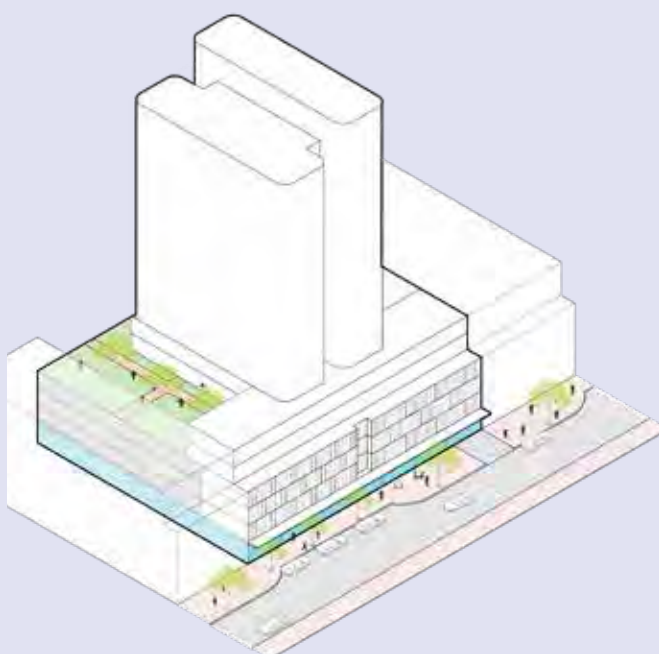
Site Provisions	Height and FSR	Clause 4.6	Exception
<b>Small Site</b> <2800sqm; or <36m primary street frontage	HOB Map FSR (2:1 - 4:1)	Applies	Refer to clause 8.4 of the GCC SEPP
<b>Medium Site</b> > = 2800 and < 5600sqm; or > = 36m primary street frontage	HOB Map FSR Map	Excluded from Height and FSR, however may be applied to site criteria	Variations to HOB permitted subject to design excellence including review by a design review panel (refer to clause 8.4 of GCC SEPP).
<b>Large Site</b> > = 5600sqm	HOB Map FSR Map	Excluded from Height and FSR, however may be applied to site criteria	Variations to HOB and FSR permitted subject to design excellence including review by a design review panel (refer to clause 8.4 of GCC SEPP).



### 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

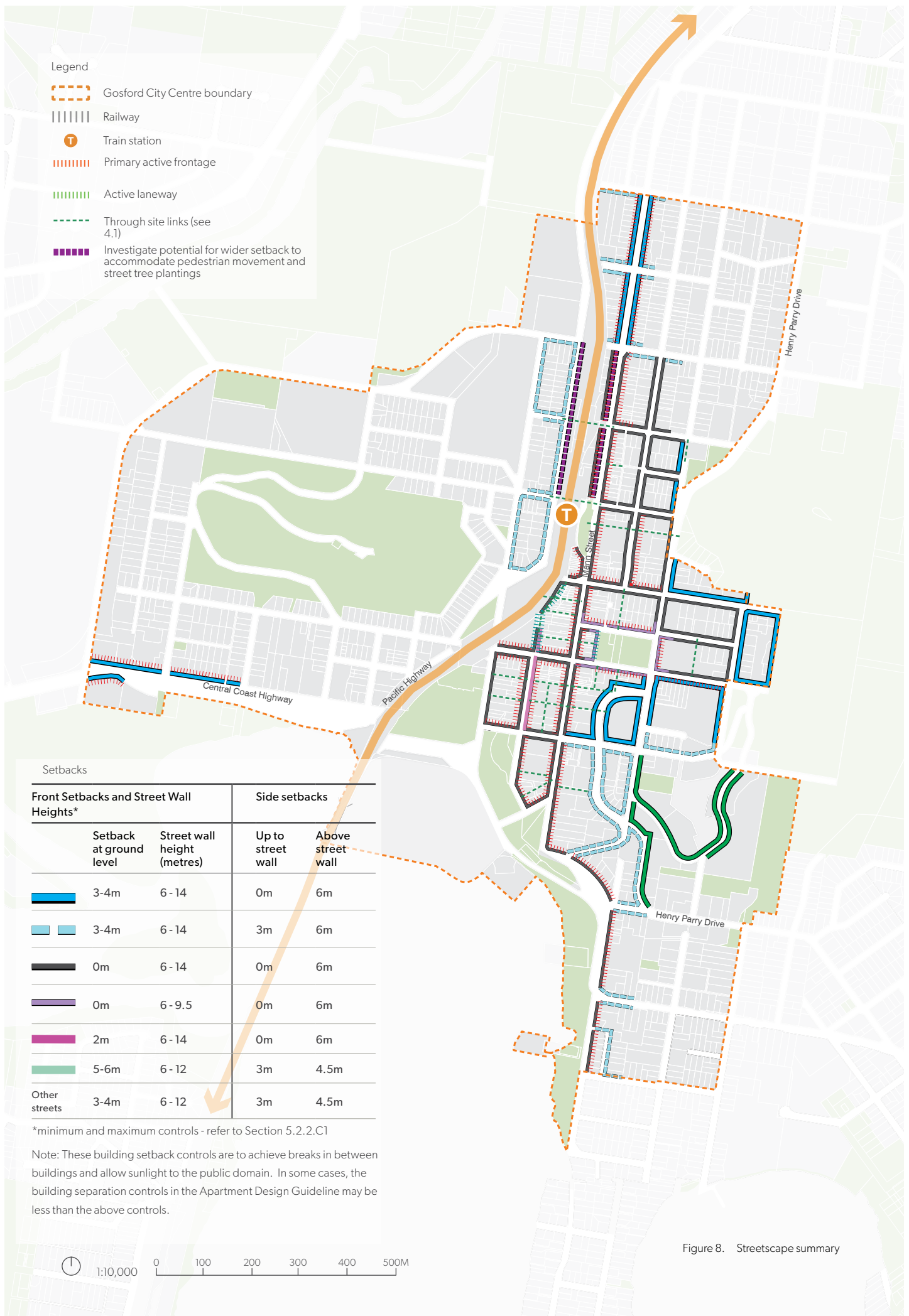


Figure 8. Streetscape summary



### 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

- A** 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.
- B** Enhance the setting and street address of the building.
- C** Provide front setbacks appropriate to building function and character, including entries and setbacks for ground floor apartments.
- D** Create a transition between public and private space.
- E** Maintain sun access to the public domain.

#### Controls

1. Buildings should be designed to comply with streetscape controls as shown in Figure 8. These setbacks 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 B zones (B3, B4 and B6), a minimum rear setback of 6m is required.
4. Balconies may project up to 600mm into front building setbacks, provided 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. This control does not apply to buildings with 0m setbacks.
5. Building separation and visual privacy requirements of SEPP65 and the Apartment Design Guide will also apply as well as to the controls described above.

#### Note — Development involving Residential Development

For residential development, the provisions in the Apartment Design Guide and SEPP65 - Design Quality of Residential Flat Development are adopted for the purpose of this DCP and for development within Gosford City Centre. This DCP also provides additional controls applying to residential development (for example Chapters 5 Built Form and 9 Residential Development). Where this DCP is inconsistent with those policies, those policies prevail to the extent of the inconsistency.

To obtain a copy of the Apartment Design Guide and SEPP65, please see the Department's website [www.planning.nsw.gov.au](http://www.planning.nsw.gov.au)

### 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

- A** 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.
- B** Reinforce the intrinsic character and scale of existing and heritage buildings in Gosford City Centre whilst also enable flexibility in contemporary building design.
- C** Protect solar access to key streets and public spaces.
- D** Encourage a strong architectural expression.
- E** Provide for views of the hillsides from key locations.
- F** Achieve a consistent and strong building line where desirable for urban design and streetscape reasons.

#### Controls

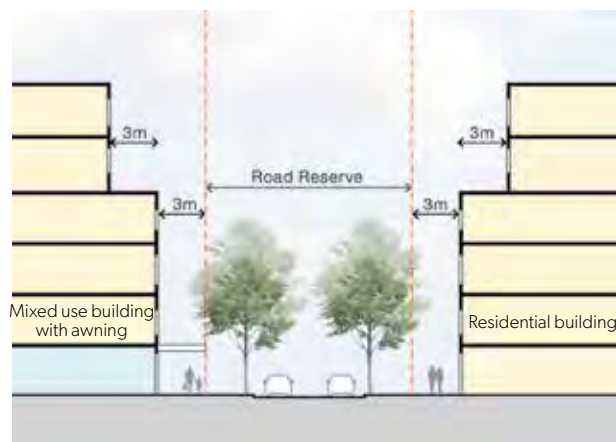
1. The street frontage height of buildings must comply with the minimum and maximum heights above mean ground level on the street front as shown in Figure 8.
2. All built form above the street wall height should be set back a minimum of 3m from the building line of the street wall frontage. This may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

3. For development fronting Mann Street, a building's street wall must:

- a. not be greater than 3 storeys at the building street frontage to Mann Street to maintain its existing scale, character and relative human scale, and to access to direct sunlight (refer clause 8.2 in GCC SEPP). Note - This control relates only to the ground level street wall at the building street frontage to Mann Street, and does not relate to any street wall of an upper podium that fronts Mann Street, and is set back from the (ground level) street wall.
- b. comply with the height in metres as shown in Figure 8.



Typical Street Section - 0m street setback locations



Typical Street Section - 3m street setback locations



### 5.2.3 Active street frontages and street address

#### Objectives

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

#### Controls

1. Frontages labelled 'primary active frontage' on Figure 8 are to:
  - a. Include active uses (for example, retail and business premises) 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, high quality residential with street address may be provided at ground level
  - b. 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
  - c. Minimise blank walls (with no windows or doors), fire escapes, service doors, plant and equipment hatches
  - d. Not include more than 12m of frontage dedicated to office use (retail, business and other active uses should be provided at ground level)
  - e. Provide elements of visual interest
  - f. Provide a high standard of architectural finish and detail
  - g. Not contain vehicular access unless demonstrated to be the only suitable location on the property for such access.

#### 5.2.4 Building setbacks and separation

##### Objectives

- A To provide good amenity for building occupants including daylight, outlook, visual privacy, acoustic amenity, ventilation, wind mitigation and view sharing.
- B To achieve usable and pleasant streets and public domain areas.
- C To maximise view corridors and maintain Gosford's character of visual openness with the surrounding landscape.
- D 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 podium's street wall and above the upper podium (see section 5.2.2)

##### Objectives

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

##### Controls

1. For development within the B zones (B3, B4 and B6), the maximum floorplate size for towers is:
  - a. 750sqm GFA for residential uses, serviced apartments and hotels.
  - b. 1500sqm GFA for commercial uses (office space).

Note - This maximum floor plate control applies only to towers, and not to podium level development.

2. In other 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 8m from the street wall frontage, however reductions may be accepted (from 8m to 6m) on some sites where it is demonstrated that this control would compromise the ability to design the podium or tower appropriately.



5. All building frontages for a tower with a length over 30m should be:
  - a. expressed as two vertical forms
  - b. include a clear 'break' of minimum 1m width and 1m depth
  - c. 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)

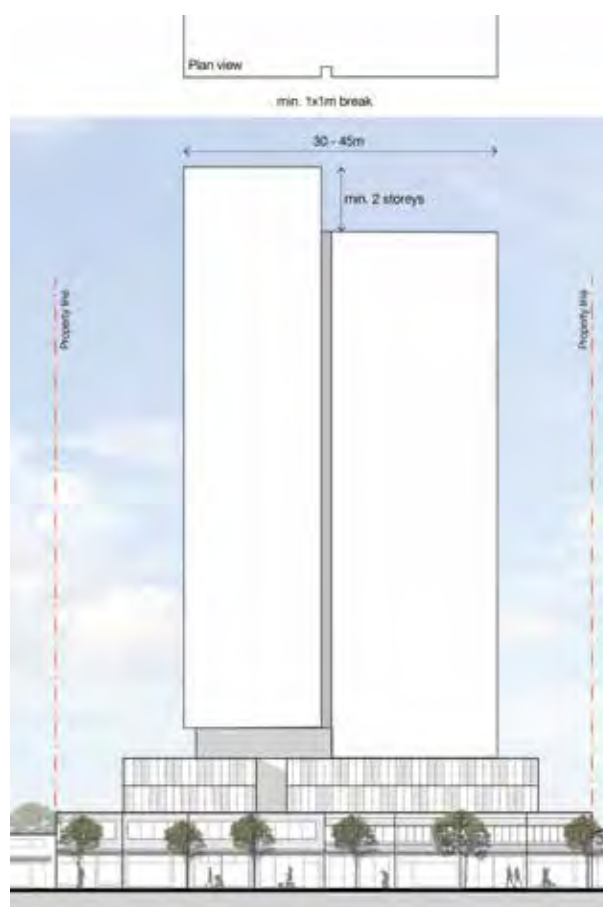


Diagram showing breaking down of bulk on long tower facades

### 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:

- A** Ensure that development responds to the human scale.
- B** To provide a high quality and diverse retail environment for Gosford.
- C** To respond to the character and grain of existing buildings at street level (even when taller buildings are provided).
- D** Provide a variety of architectural character.
- E** 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:
  - a. not exceed 40m in length with a preferred length of less than 30m.
  - b. 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.
  - c. be designed to relate to the pattern of vertical circulation cores where possible.
  - d. 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:
  - a. the established height datum of adjacent buildings, particularly where the street wall height proposed significantly exceeds this.
  - b. the established rhythm of building frontages within the area (the lot pattern) of between 5 and 20 metres.
  - c. the use of the building and the various components of the building.
  - d. the location of the building, or that part of the building relative to pedestrian or outdoor recreation activity.
  - e. the details and building elements including building entries, ground floor, lower floors, top floor and roof.

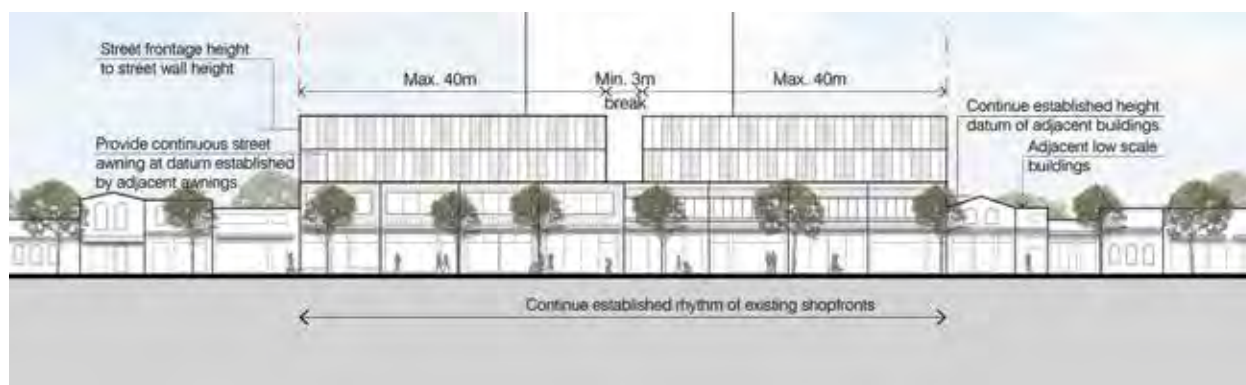


Figure 9. Typical elevation showing fine grain principles for a larger site (NTS)



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

- A** To increase the usability and amenity of public footpaths by protecting pedestrians from sun and rain.
- B** To encourage pedestrian activity along streets, support and enhance the vitality of the local area.
- C** To provide a public presence and interface within the public domain and contribute to the identity of a development.
- D** To provide shelter for public streets where most pedestrian activity occurs.
- E** 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:
  - a. horizontal in form,
  - b. minimum 2.4 metres deep (dependent on footpath width),
  - c. minimum soffit height of 3.2m and maximum of 4 metres,
  - d. steps for design articulation or to accommodate sloping streets are to be integral with the building design and should not exceed 700mm,
  - e. low profile, with slim vertical fascias or eaves (generally not to exceed 300mm height), and
  - f. 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 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 Building sustainability and environmental performance for key sites, medium sites and large sites

#### Objectives

- A** To provide enhanced building sustainability and environmental performance controls for key sites in Chapter 6 of this DCP), or medium and large sites seeking to vary heights or floor space using clause 8.4(3) or 8.4 (4) GCC SEPP.
- B** To minimise energy use through passive building design and energy efficient systems.
- C** To minimise potable water use.
- D** To minimise waste and promote the reuse and recycling of materials.
- E** To promote thermal comfort through natural ventilation in residential developments.
- F** To promote passive cooling and air flow through innovative and renewable sources of heating and cooling.

#### Controls

1. Measures to improve energy efficiency, water efficiency and waste minimisation should be investigated as part of the enhanced design excellence and design review process.
2. Buildings are to comply with or where possible exceed the Building Sustainability Index (BASIX) by 10% for residential development.
3. Buildings are to achieve a 4.5 star as built NABERS rating for commercial office buildings.
4. To minimise energy use, buildings are to be designed to:
  - a. include high levels of insulation to reduce energy consumption and include energy efficient appliances; and
  - b. incorporate green roof and green facade/green wall elements to reduce heat loads on internal spaces.
5. Development is to reduce the need for active heating and cooling by incorporating passive design measures including design, location and thermal properties of glazing, natural ventilation, appropriate use of thermal mass and external shading, including vegetation.

6. All new water fittings and fixtures in all non-residential development, the public domain, and public and private parks are to be the highest Water Efficiency Labelling Scheme (WELS) star rating available at the time of development.
7. Rainwater tanks are encouraged to be installed for all non-residential development.
8. Where possible, use building materials, fittings and finishes that:
  - a. have been recycled;
  - b. are made from or incorporate recycled materials; and
  - c. have been certified as sustainable or 'environmentally friendly' by a recognised third-party certification scheme.

### 5.2.9 Above ground parking

#### Objectives

- A To ensure excellent streetscape activation
- B To minimise the visual impact of parking
- C To ensure excellent amenity, activation and use in building areas that have a visual relationship to the street
- D To provide adequate space for parking and manoeuvring of vehicles (including service vehicles and bicycles)
- E To aid in viability where it is understood that due to the high water table, excavation on some sites may become difficult
- F 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 report (for example, a geotechnical report), prepared by an appropriately qualified professional as information to accompany a development application to the determining authority.
2. On-site car parking provided at or above ground level is to have a minimum floor to floor height of over 3.5m 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 Figures 10 and 11. 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.

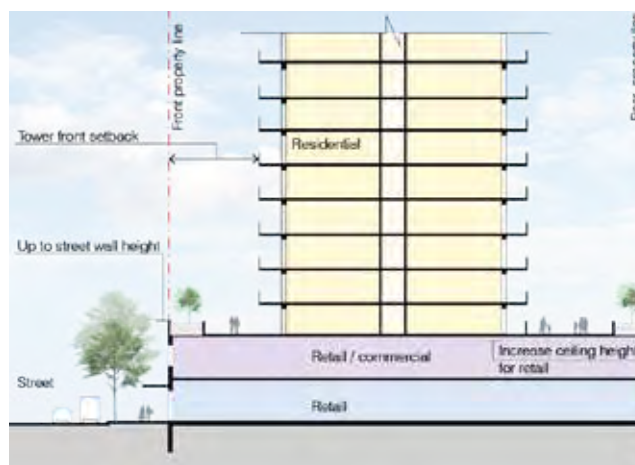


Figure 10. Typical development form - underground or off-site parking



Figure 11. Typical development form - sleeved parking

### 5.2.10 Stand-alone Multi-storey Car Parks

#### Objectives

- A** To ensure the design of multi-storey car parks positively contributes to the public domain.
- B** To ensure the scale and form of multi-storey car parks are appropriate for their context and integrate with surrounding development.
- C** To ensure vehicle access entries do not adversely affect the street frontage or impact on pedestrian amenity.
- D** To ensure the design of multi-storey car parks include high quality facade treatment and landscaping to minimise streetscape impacts.

#### Controls

1. Locate vehicle entrances to minimise disruption to traffic, cyclists and pedestrians.
2. Multi-storey car park buildings should not be provided immediately adjacent to streets with significant pedestrian traffic or public open space, where possible.
3. The design of the entrance/exit to the car park is to minimise the visual effect of the opening on the street.
4. Car park structures are to be designed to allow for natural ventilation and day lighting, while mitigating noise and light pollution to surrounding properties.
5. Provide a minimum of 3.5m floor to ceiling height on the ground floor, and 3.1m for floors above, to allow for flexible ground floor uses and adaptive reuse.
6. Ensure the provision of a quality facade treatment and elevated architectural treatment to break up the mass of the car park building and minimise visual impacts.
7. Where possible, ground floor levels are to be sleeved with active uses to avoid inactive frontages.
8. Provide a minimum 500mm boundary setback to accommodate facade treatment, modulation and landscaping.

### 5.2.11 Internal amenity

#### Objectives

- A** 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.

### 5.2.12 Building services and the streetscape

#### Objectives

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

#### Controls

1. Substations must be provided wholly within the subject site, either internal to the development or suitably located and integrated within the architectural or landscaping design. Substations are to be designed in accordance with Ausgrid's requirements for distribution substations which are set out in their network standards NS117 and NS141 for kiosks, and NS113 and NS114 for chambers (or as updated from time to time). Substations within the street will not be accepted.
2. 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.
3. Ground floor substations are preferred to simplify substation access and avoid the need for forced ventilation. Ausgrid will only permit a basement substation by exception when there are no technically viable alternatives.



### 5.2.13 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

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

#### Controls

1. For all development applications, a landscape plan shall be submitted by a suitably qualified landscape architect that includes:
  - a. the planting schedule with numbers and species of plants including botanical and common names,
  - b. the number and name including botanical and common names of mature trees on site,
  - c. the type, levels and details of paving, fencing, retaining walls and other details of external areas of the site, and
  - d. an outline of how landscaped areas are to be maintained for the life of the development.
2. 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.
3. Landscaped areas are to be irrigated with recycled water.

### 5.2.14 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

- A 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.
- B To limit building bulk on a site and improve the amenity of developments, allowing for good daylight access, ventilation, and improved visual privacy.
- C To provide passive and active recreational opportunities.

#### Controls

1. 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%

2. All developments with a residential component in all zones except the Commercial Core must include a deep soil zone.
3. 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.
4. 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.
5. 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.
6. 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).

### 5.2.15 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

- A** Ensure front fences allow for passive surveillance of the street.
- B** To clearly define the interface between the public and private domain.
- C** 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.

### 5.2.16 Safety 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

- A** To ensure developments are safe and secure for pedestrians.
- B** Reduce opportunities for crime through environmental design.
- C** To contribute to the safety of the public domain.
- D** 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 \$7 million or over, provide a 'safety by design' assessment in accordance with the CPTED principles from a qualified consultant.

### 5.2.17 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:

- A Contribute positively to the streetscape and public domain by means of high quality architecture and robust selection of materials and finishes,
  - B Provide richness of detail and architectural interest especially at visually prominent parts of buildings such as lower levels and roof tops,
  - C Present appropriate design responses to nearby development that complement the streetscape,
  - D Clearly define the adjoining streets, street corners and public spaces and avoid ambiguous external spaces with poor pedestrian amenity and security,
  - E Maintain a pedestrian scale in the articulation and detailing of the lower levels of the building, and
  - F Contribute to a visually interesting skyline.
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:
    - a. expressed cornice lines that assist in enhancing the streetscape,
    - b. projections such as entry canopies that add visual interest and amenity, and
    - c. 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.

#### Controls

1. Adjoining buildings (particularly heritage buildings) are to be considered in the design of new buildings in terms of:
  - a. appropriate alignment and street frontage heights,
  - b. setbacks above street frontage heights,
  - c. appropriate materials and finishes selection,
  - d. facade proportions including horizontal or vertical emphasis.



### 5.2.18 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

- A** To contribute to Gosford City's physical attractiveness and the quality of life that it offers visitors and residents.
- B** To provide the opportunity to interpret and express Gosford's historical and cultural themes.
- C** To increase the amount of public artworks in Gosford.

#### Controls

Major developments in the Gosford City Centre (over 5000sqm 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.

### 5.2.19 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

- A** 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.
- B** 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.
- C** To promote signs that add character to the streetscape and assist with way finding and the pedestrian usability of the city.
- D** To promote signs that complement the architectural style and use of buildings.
- E** To consider the amenity of residential development and the visual quality of the public domain.
- F** To encourage corporate logos and colours in signs that achieve a high degree of compatibility with the architecture of the building.
- G** 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:
  - a. relate to the use of the building,
  - b. be visually interesting and exhibit a high level of design quality,
  - c. 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,
  - d. 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
  - e. 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, breweries, car brands, 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.

### **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:
  - a. concealed; or
  - b. integral with the sign; or
  - c. 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:
  - a. 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,
  - b. give instructions to traffic by use of the word 'stop' or other directions, which could be confused with traffic signs,
  - c. are of such a design or arrangement that any variable messages or intensity of lighting impair drivers' vision or distract drivers' attention, and
  - d. 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.

6

# Key Sites



Image: Artist impression of the revitalised City North (CHROFI)





Image: New development in the City South (photo by 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, the City of Gosford 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 City of Gosford Design Advisory Panel (for development using clause 8.4 of the GCC SEPP) on how the proposed development addresses each of the principles and controls for key sites set out in this chapter.

Other medium or large sites in Gosford may require masterplanning, in addition to those identified in this Chapter, where the proposal seeks exceptions to height and/or floorspace pursuant to clause 8.4(3) and 8.4(4) of the GCC SEPP.

### 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 are required to undergo site master planning, 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 for each site over the following pages. Any departure from these principles must be clearly justified by the applicant and may be considered where the advice from the City of Gosford Design Advisory Panel supports the deviation. Notwithstanding, the outcome of such an application will be considered by 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), chapter 7 (Access and Parking), chapter 8 (Environmental Management), as well as SEPP65 and the Apartment Design Guide, and any other relevant control as required by this DCP.

- 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
-  Train station

Figure 12. Key sites

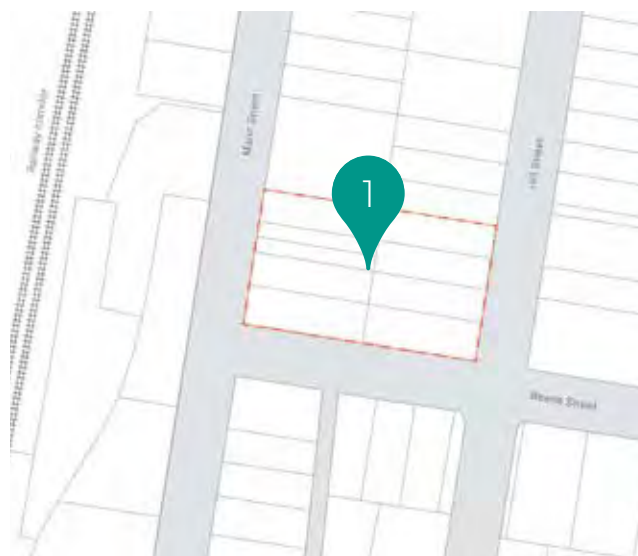
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## 6.2 Key Site 1

### 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 and unique urban renewal opportunities afforded by its heritage significance. 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 is to include heritage studies to explore opportunities to incorporate heritage elements within the design of the development. Should re-development result in demolition, all options should be explored prior to demolition, including retention (or partial retention) of the front facade or part of the front facade.
3. Any re-development should also provide a significant new public open space integrated on site, as the site has the potential for both significant development opportunities and a significant new public open space in the City North. Any new public open space provided on site must:
  - a. be located on Mann Street and span 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;
  - f. be designed to maximise solar access;
  - g. include a heritage interpretation and public art strategy that reflects the heritage significance of part of the site.
4. Any development that integrates a significant new public open space in accordance with Principle 2 and 3, and reflects the heritage significance of the site, 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), to 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 so that impacts on the public domain and streetscape are minimised.



Site plan: 299-305 Mann Street

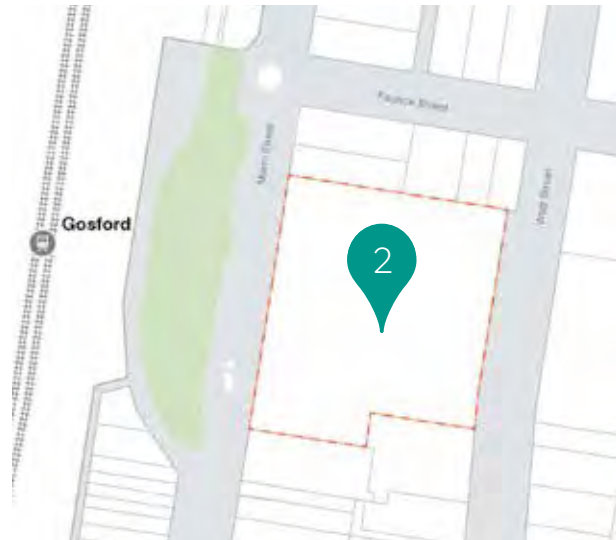


## 6.3 Key Site 2

### 8-16 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. The master planning process will also need to consider the building's potential impacts to the heritage listed Burns Park, including the fountain, spaces and layout and the cultural plantings.
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: 8-16 Watt Street

## 6.4 Key Site 3

### 171 Mann Street and 12 and 36 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.



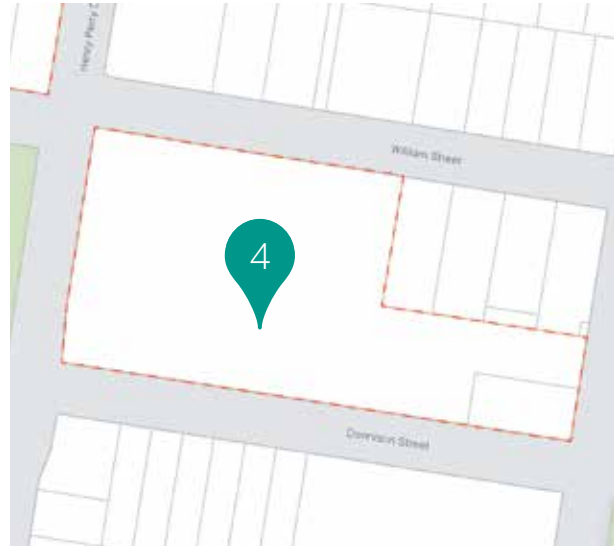
Site plan: 171 Mann Street and 12 and 36 William Street

## 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

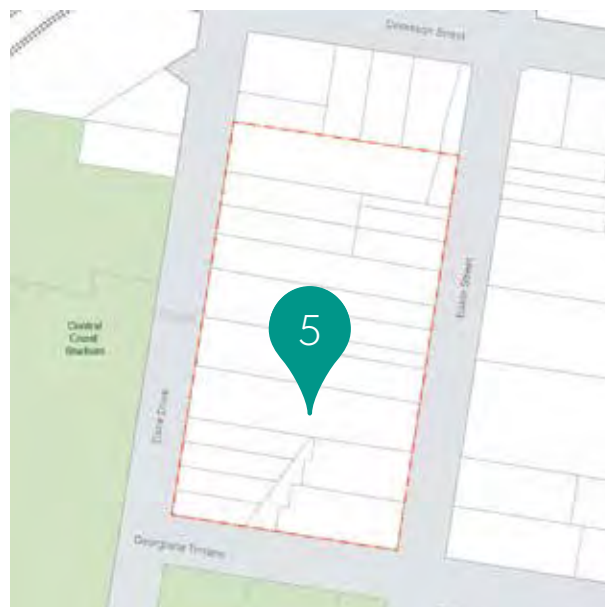


## 6.6 Key Site 5

### 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. Instead, development (ground level street wall) facing Leagues Club Field should contain an active frontage with multiple entries to help activate the park, and complement potential outdoor dining to be provided on Georgiana Terrace.
6. The Baker Street frontage is also important and development must be designed to achieve active building entries through fine grain architectural design and the use of transparent building materials.



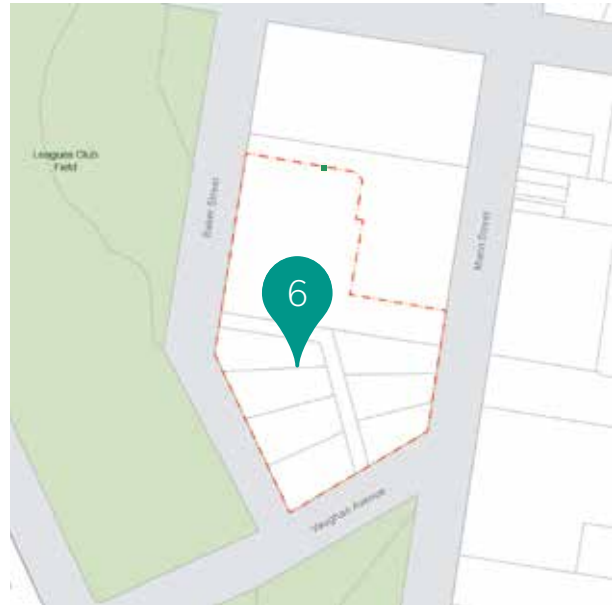
Site plan: 1 Dane Drive

## 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 Brisbane Water. 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. The development must also take into account the potential impacts on existing heritage items in the vicinity of this site including Gosford War Memorial Park, Rotary Park (Poppy Park), and other nearby heritage items.
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



7

# Access and parking



Image: Gosford Station drop-off area (photo by Salty Dingo)





Image: Central Coast Highway (photo by 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

- A** 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.
- B** To ensure buildings and places are accessible to people with a disability.
- C** 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. All development must provide at least one main pedestrian entrance with convenient barrier free access to at least the ground floor level.
5. All 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

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

### Controls

1. Driveways should be:
  - a. provided from lanes and secondary streets rather than the primary street, wherever practical,
  - b. located taking into account any services within the road reserve, such as power poles, drainage inlet pits and existing street trees,
  - c. located a minimum of 6 metres from the perpendicular of any intersection of any two roads, and
  - d. 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.
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. Car space dimensions must comply with the relevant Australian Standards. Driveway grades, vehicular ramp width/grades and passing bays must be in accordance with the relevant Australian Standard, (AS 2890.1).
6. 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

7. Access ways to underground parking should be sited to minimise noise impacts on adjacent habitable rooms, particularly bedrooms.
8. 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.
9. 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

- A** To facilitate an appropriate level of on-site parking provision in the city centre to cater for a mix of development types.
- B** To minimise the visual impact of on-site parking.
- C** To provide adequate space for parking and manoeuvring of vehicles (including service vehicles and bicycles).
- D** To promote Gosford City Centre as a more lively and vibrant place by providing parking incentives for certain developments in the city centre.
- E** To encourage economic growth in the city centre.
- F** To enable the conversion of above ground parking to other future uses.
- G** 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. A Transport Management Plan is required to accompany development applications to justify any proposed variation to parking rates.
7. Uncovered on-site parking areas, including the top of front building setbacks, are prohibited.
8. Bicycle parking is to be in secure and accessible locations, with weather protection.
9. The impact of any on-grade car parking must be minimised by:
  - a. locating parking on the side or rear of the lot away from the street frontage,
  - b. provision of fencing or landscape to screen the view of cars from adjacent streets and buildings,
  - c. allowing for safe and direct access to building entry points, or
  - d. 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).
10. Reference should be made to relevant guidance in Austroads Guides, Australian Standards, NSW Government Planning Guidelines for Walking and Cycling and NSW Roads and Maritime Services technical directions.



**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:
  - a. integrated into the overall façade and landscape design of the development,
  - b. not located on the primary street façade, and
  - c. 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.

Note — Reference should also be made to relevant guidance in Austroads Guides, Australian Standards, NSW Government Planning Guidelines for Walking and Cycling and NSW Roads and Maritime Services technical directions.

Table 2. Car parking requirements

Land -Use	Parking Requirement
<b>Residential</b>	
Dwelling House	<b>Car parking: 1 space / dwelling</b>
Dual Occupancy	<b>Car parking:</b> Dwellings less than 125m <sup>2</sup> - 1 space/dwelling Dwellings greater than or equal to 125m <sup>2</sup> - 2 space/dwelling
Shop Top Housing	<b>Car parking: 1 space / dwelling</b>
Multi Dwelling Housing, Residential Flat Buildings	<p><b>Resident car parking:</b> 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</p> <p><b>Visitor car parking:</b> 0.2 spaces/dwelling, provided on site and clearly marked for use by visitors only</p> <p><b>Disability accessible car parking:</b> Not less than 10% of the required resident and visitor spaces</p> <p><b>Motorcycle parking:</b> 1 space/15 dwellings (or part thereof)</p> <p><b>Bicycle parking:</b> 1 resident's space/3 dwellings + 1 visitor space/12 dwellings (or part thereof)</p>
Housing for seniors and persons with disability	<p><b>Car Parking:</b> 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)</p>
Aged Care Hostels, Nursing Homes, Convalescent Homes	<p><b>Car parking:</b> 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</p> <p><b>Motorcycle parking:</b> 1 space/25 car spaces or part thereof</p>

Table 2. Car parking requirements (continued)

Land -Use	Parking Requirement
<b>Tourism</b>	
<b>Hotel Accommodation, Motel Units, Tourist Units (including serviced apartments not strata titled)</b>	<p><b>Car Parking:</b> 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><b>Motorcycle parking:</b> 1 space/25 car spaces or part thereof</p>
<b>Boarding House</b>	<p><b>Car parking:</b> 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><b>Motorcycle parking:</b> 1 space/25 car spaces or part thereof</p>
<b>Youth Hostel, Backpacker Hostel</b>	<p><b>Car parking:</b> 1 space for each 5 occupants/lodgers plus 1 space for any resident manager, plus 1 space for each 2 employees</p> <p><b>Motorcycle parking:</b> 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>
<b>Recreation</b>	
<b>Licensed Hotel, Tavern/Club</b>	<p><b>Car parking:</b> 1 space/4m<sup>2</sup> of bar area, plus 1 space/6m<sup>2</sup> of lounge, beer garden, gambling area, plus 1 space/10 seats or 20m<sup>2</sup> 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><b>Motorcycle parking:</b> 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	<p><b>Car parking:</b> 3 spaces/court or lane</p> <p><b>Motorcycle parking:</b> 1 space/25 car spaces or part thereof</p> <p><b>Bicycle parking:</b> 2 spaces/court or lane</p>
Bowling Green	<p><b>Car parking:</b> 30 spaces for first green and 15 spaces for each additional green</p> <p><b>Motorcycle parking:</b> 1 space/25 car spaces or part thereof</p>
Recreation Facility	<p><b>Car parking:</b> 1 space/25m<sup>2</sup> gross floor area</p> <p><b>Motorcycle parking:</b> 1 space/25 car spaces or part thereof</p> <p><b>Bicycle parking:</b> 1 space/200m<sup>2</sup> gross floor area</p>
<b>Commercial &amp; Retail</b>	
Commercial Premises (including offices)	<p><b>Car parking:</b> Commercial Core and Mixed Use zones - 1 space/75m<sup>2</sup> of the gross floor area</p> <p>Other land use zones - 1 space/40m<sup>2</sup>/GFA</p> <p><b>Motorcycle parking:</b> 1 space/25 car spaces or part thereof</p> <p><b>Bicycle parking:</b> 1 space/200m<sup>2</sup> gross floor area per employee 1 space/750m<sup>2</sup> gross floor area for visitors</p>
Health Consulting Rooms, Medical Centres	<p><b>Car parking:</b> 3 spaces/surgery or consulting room, plus 1 space for each professional practitioner and other staff present at any one time</p> <p><b>Motorcycle parking:</b> 1 space/25 car spaces or part thereof</p> <p><b>Bicycle parking:</b> 1 space/4 consulting rooms</p>

Table 2. Car parking requirements (continued)

Land -Use	Parking Requirement
<b>Service Stations</b>	<p><b>Car parking:</b> 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>
<b>Vehicle Sales or Hire Premises</b>	<p><b>Car parking:</b> 1.5 spaces/200m<sup>2</sup> site plus</p> <p>6 spaces/service bay or 1 space/2 persons employed in connection with the use</p> <p><b>Motorcycle parking:</b> 1 space/25 car spaces or part thereof</p>
<b>Drive-in Liquor Outlet</b>	<p><b>Car parking:</b> 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>
<b>Furniture and Building Materials Showroom</b>	<p><b>Car parking:</b> 1 space/45m<sup>2</sup> gross floor area.</p>
<b>Shops</b>	<p><b>Car parking:</b> In the City Core and Mixed Use zones - 1 space/40m<sup>2</sup> of the gross floor area</p> <p>All other zones - space per 30m<sup>2</sup> GFA</p> <p><b>Motorcycle parking:</b> 1 space/25 car spaces or part thereof</p> <p><b>Bicycle parking:</b> 1 space/200m<sup>2</sup> gross floor area for employees 1 space/750m<sup>2</sup> gross floor area for visitors</p>

Table 2. Car parking requirements (continued)

Land -Use	Parking Requirement
<b>Retail Markets</b>	<p><b>Car parking:</b> 1 space/18m<sup>2</sup></p> <p><b>Motorcycle parking:</b> 1 space/25 car spaces or part thereof</p> <p><b>Bicycle parking:</b> 1 space/750m<sup>2</sup> for employees 1 space/1000m<sup>2</sup> for shoppers</p> <p>NOTE: This provision does not apply to approved markets operated by a community organisation for charitable purposes</p>
<b>Plant Nursery</b>	<p><b>Car parking:</b> 1 space per 30m<sup>2</sup> gross floor area of any building used for the retailing of plants and associated products, plus 1 space per 45m<sup>2</sup> for outdoor areas used for display purposes associated with retail sales, plus 1 space per 200m<sup>2</sup> for areas used exclusively for propagation or storage, whether indoor or outdoor</p>
<b>Industrial</b>	
<b>General light industry</b>	<p><b>Car parking:</b> 1 space/200m<sup>2</sup>, but otherwise not less than; 2.5 spaces for factory units up to 200m<sup>2</sup>, or 3.5 spaces for factory units exceeding 200m<sup>2</sup></p> <p><b>Motorcycle parking:</b> 1 space/25 car spaces or part thereof</p>
<b>Warehouses and high tech business</b>	<p><b>Car parking;</b> 1 space/300m<sup>2</sup> for warehouse/bulk stores 1 space/40m<sup>2</sup> for ancillary office space 1 space/30m<sup>2</sup> for ancillary retail space</p> <p><b>Motorcycle parking:</b> 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>
<b>Vehicle Body Repair Workshops</b>	<p><b>Car parking:</b> 1 space/40m<sup>2</sup></p> <p><b>Motorcycle parking:</b> 1 space/25 car spaces or part thereof</p>



Table 2. Car parking requirements (continued)

Land -Use	Parking Requirement
<b>Community Facilities</b>	
<b>Place of Public Worship and Place of Assembly</b>	<p><b>Car parking:</b> 1 space/20m<sup>2</sup> gross floor area, or 1 space/10 seats, which ever is the greater</p> <p><b>Motorcycle parking:</b> 1 space/25 car spaces or part thereof</p> <p><b>Bicycle parking:</b> 1 space/50 seats</p>
<b>Child Minding Centre/Kindergarten/Pre-School</b>	<p><b>Car parking:</b> 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><b>Motorcycle parking:</b> 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>
<b>Hospital</b>	<p><b>Car parking:</b> 1 space per 3 beds and 1 space per 3 employees</p> <p><b>Motorcycle parking:</b> 1 space/25 car spaces or part thereof</p>
<b>Schools, Educational Establishments</b>	<p><b>Car parking:</b> 1 space per 2 staff and 1 space per 30 students</p> <p><b>Motorcycle parking:</b> 1 space/25 car spaces or part thereof</p> <p><b>Bicycle parking:</b> 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>
<b>Other Uses</b>	<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

- A** 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.
- B** To ensure that site services and facilities are adequate for the nature and quantum of development.
- C** To establish appropriate access and location requirements for servicing.
- D** 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**

- 1. Locate satellite dish and telecommunication antennae, air conditioning units, ventilation stacks and any ancillary structures:
  - a. away from the street frontage,
  - b. 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
  - c. adequately setback from the perimeter wall or roof edge of buildings.
- 2. 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)**

- 1. All development is to accommodate waste handling and storage on-site.
- 2. Access for waste collection and storage is preferred from rear lanes, side streets or rights of ways.
- 3. Waste storage areas are to be designed to:
  - a. ensure adequate driveway access and manoeuvrability for any required service vehicles,
  - b. 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
  - c. be screened from the public way and adjacent development that may overlook the area.
- 4. 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:**

- 1. Where waste volumes require a common collection, storage and handling area, this is to be located:
  - a. for residential flat buildings, enclosed within a basement or enclosed carpark,
  - b. for multi-unit housing, at ground behind the main building setback and façade, or within a basement or enclosed carpark, and
  - c. for commercial, retail and other development, on-site in basements or at ground level within discrete service areas not visible from main street frontages.
- 2. 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.

- 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	10.5m
Vehicle height	4.0m
Ramp width	4m
Turning circle	AUSROADS template for HRV, R=12.5m, speed 5kph
Minimum truck loading	23 tonne

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**

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

#### **Fire service and emergency vehicles**

- 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.
- 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.



A flock of white birds, possibly cockatoos, is shown in flight against a light, cloudy sky. The birds are scattered across the frame, with some in the foreground and others further back. A teal line starts from a circle containing the number 8 and extends diagonally across the page.

**8**

# ***Environmental management***



Image: Memorial Park (photo by 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 the environmental impact 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.

Note — **Additional controls** for key sites (in this DCP) and medium and large sites (using clause 8.4(2) and (3) of GCC SEPP) please refer to Chapter 5 Built form **Section 5.2.8**.

## 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

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

### Controls

#### Residential

1. 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:

2. 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.
3. Improve the efficiency of hot water systems by:
  - a. insulating hot water systems, and
  - b. installing water saving devices, such as flow regulators, 3 stars rated shower heads, dual flush toilets and tap aerators.
4. 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

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

*For additional controls refer to Chapter 5 Built Form Section 5.2.8 Building sustainability and environmental performance for key sites, and medium and large sites .*

*These additional controls apply to Key Sites (in Chapter 6 of this DCP) and sites using clause 8.4 (3) and 8.4(4) of the GCC SEPP.*

## 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.

### Objectives

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



### Controls

1. 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*.
2. All new development shall demonstrate implementation of best practice water saving infrastructure including provision of rainwater / storm water retention tanks.

*Note—Refer to **Council's Water Cycle Management Guidelines**.*

## 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

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

### Controls

All new development shall incorporate the following 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

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

### Controls

1. Site design for tall buildings (towers) should:
  - a. 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,
  - b. ensure that tower buildings are well spaced from each other to allow breezes to penetrate city centre,
  - c. consider the shape, location and height of buildings to satisfy wind criteria for public safety and comfort at ground level, and
  - d. ensure usability of open terraces and balconies.
2. To ensure public safety and pedestrian comfort, a Wind Effects Report is required to accompany development proposals with buildings greater than 14m in height.
3. 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

- A** To minimise waste generation and disposal to landfill with careful source separation, reuse and recycling.
- B** To minimise the generation of waste through design, material selection, building and best waste management practices.
- C** 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.
- D** 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:
  - a. best practice recycling and reuse of construction and demolition materials,
  - b. use of sustainable building materials that can be reused or recycled at the end of their life,
  - c. 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
  - d. 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

2. 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	140 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

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 (140 or 240 litres)	0.65 x No. of bins	1.5m for single row and 2.5m for 2 rows between engaged piers or other obstructions within the enclosure
Bulk bins (e.g. 1,100 litres)	1.45 x No of bins	1.45 x No of bins + 1m corridor space

3. The storage area must be located in a position which is:
  - a. visibly unobtrusive from the street and compatible with the design of the main building,
  - b. easily accessible to dwelling occupants,
  - c. accessible to waste collection vehicles and operators (or adequately managed by the body corporate to permit relocation of bins to an approved collection point),
  - d. has water and drainage facilities for cleaning and maintenance; and
  - e. does not immediately adjoin private open space, windows or clothes drying areas.
4. 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:
  - a. where street frontage and WorkCover requirements permit, by placement of mobile bins in line at the kerbside, or
  - b. on-site, with access in accordance with the requirements of Council's Waste Control Guidelines.

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.

*For further information on waste and recycling requirements refer to **Council's Waste Control Guidelines**.*



## 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

- A** 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.
  - B** 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.
  - C** To ensure noise and vibration impacts between different uses and occupancies within a development provide reasonable amenity to all occupants of the development.
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, 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:
    - a. Ensure patrons enter and leave the premises in a quiet and orderly manner whenever the premises are open to the public.
    - b. 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.

### 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.











## 9

# ***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) will be applied as the design controls for residential development within Gosford City Centre (including flats, any residential component of a mixed use development, and serviced apartments that are strata titled).

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.



Image: Apartments in the City North (photo by Salty Dingo)

## 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

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

### Controls

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

3. 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).
4. 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.
5. 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.
6. 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).
7. 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

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

### Controls

1. In addition to storage in kitchens, bathrooms and Bedrooms wardrobes. Storage is to be provided in accordance with the following:

Dwelling Type	Storage size volume
Studio apartments	4m <sup>3</sup>
1 bedroom apartments	6m <sup>3</sup>
2 bedroom apartments	8m <sup>3</sup>
3+ bedroom apartments	10m <sup>3</sup>

2. At least 50% of the required storage is to be located within the apartment.

## 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

- A** To ensure development positively contributes to and actively addresses the streetscape.
- B** To ensure development contributes to a well framed streetscape.
- C** To clearly define semi-private, private and communal spaces, and to ensure no left over spaces with ambiguous ownership.

- D** To ensure adequate levels of privacy for new and existing residents.
- E** To ensure adequate levels of solar access to private open spaces and principle living rooms within the development, and to existing dwellings.
- F** To provide quality, usable private and communal open spaces for residents.
- G** To maximise deep soil and open space for mature tree planting, water percolation and residential amenity.
- H** 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 way/roads.
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. Despite the controls in Section 5.2.1 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:
  - a. ground-level area totalling 40m<sup>2</sup> (with one part at the side or rear and adjacent to a living room or kitchen) having a minimum contiguous area of 25m<sup>2</sup> with a minimum width of 5m, or
  - b. a balcony or terrace adjacent to a living room or kitchen of the dwelling, having a minimum area of 10m<sup>2</sup> 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 a 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:
  - a. varying the alignment of driveways to avoid a 'gunbarrel' effect,
  - b. setting garages back a minimum of 1m behind the predominant building line to reduce their visibility from the street, and
  - c. considering alternative site designs that avoid driveways running the length of the site.
3. Minimise the impact of driveways on the streetscape by:
  - a. terminating vistas with landscaping or a dwelling, not parking areas,
  - b. using planting to soften driveway edges,
  - c. limiting driveway widths on narrow sites to single carriageway widths with passing points,
  - d. providing gates at the head of driveways to minimise the visual 'pull' of driveways,
  - e. ensuring that driveways, garaging and entry to carparks do not exceed 35% of the site frontage,
  - f. 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
  - g. setting dwellings back a minimum of 1.5m (preferably landscaped) from shared driveways, access lanes and carparks.

*Note — The controls in the **Apartment Design Guide** and **SEPP65** also apply to residential developments. To obtain a copy of these policies, please see the Department's website [www.planning.nsw.gov.au](http://www.planning.nsw.gov.au)*

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:

- A** The relevant Statement of Significance for each item,
- B** The development principles and controls contained in this section,
- C** Any conservation management plan, heritage impact statement or study required by the determining authority in response to proposed development of these areas, and
- D** 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). The SOHI must be prepared in accordance with the guidelines published by the NSW Office of Environment and Heritage.

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.

- E** To facilitate the conservation and protection of heritage items and heritage conservation areas and their settings.
- F** 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.
- G** 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 and Interpretation Strategy must be prepared for heritage items for new signs on the building. The Signs and Interpretation 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 and Interpretation 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

- A To ensure that signs on heritage items meet the general sign objectives.
- B To encourage signs that are appropriate to a heritage item having regard to the significance and context of each item.
- C To ensure that the installation of a sign does not result in damage to significant fabric of a heritage item.
- D To require that a sign (including its supporting structure) on a heritage item responds to the significant aesthetic elements of the heritage item.
- E To ensure that existing signs on a heritage item, when significant, are retained and not impacted upon by the provision of any new sign.
- F To prevent inappropriate signs on a heritage item.
- G To restrict illumination of signs on a heritage item and to prohibit the use of internally illuminated signs on a heritage item.
- H To ensure that there is consistency of approach to the retention of existing signs and provisions of all new signs on a heritage item.

- I** To encourage heritage interpretation on new works or development of existing heritage items, or in the vicinity of a heritage item or heritage streetscape approved by the consent authority as part of Sign and Interpretation Strategy.

## **Controls**

1. All signs on a heritage item are to be:
  - a. restrained in design
  - b. of a high standard of materials, construction and graphics
  - c. 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:
  - a. the design of the sign achieves a very high degree of compatibility with the heritage item;
  - b. 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.

## 10.3 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

- A** To protect the western section of the ridgeline from visual encroachment by development when viewed from specified public viewing locations.
- B** 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.
- C** To ensure that the amenity of the area is protected for existing and future residents of the locality.
- D** 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.





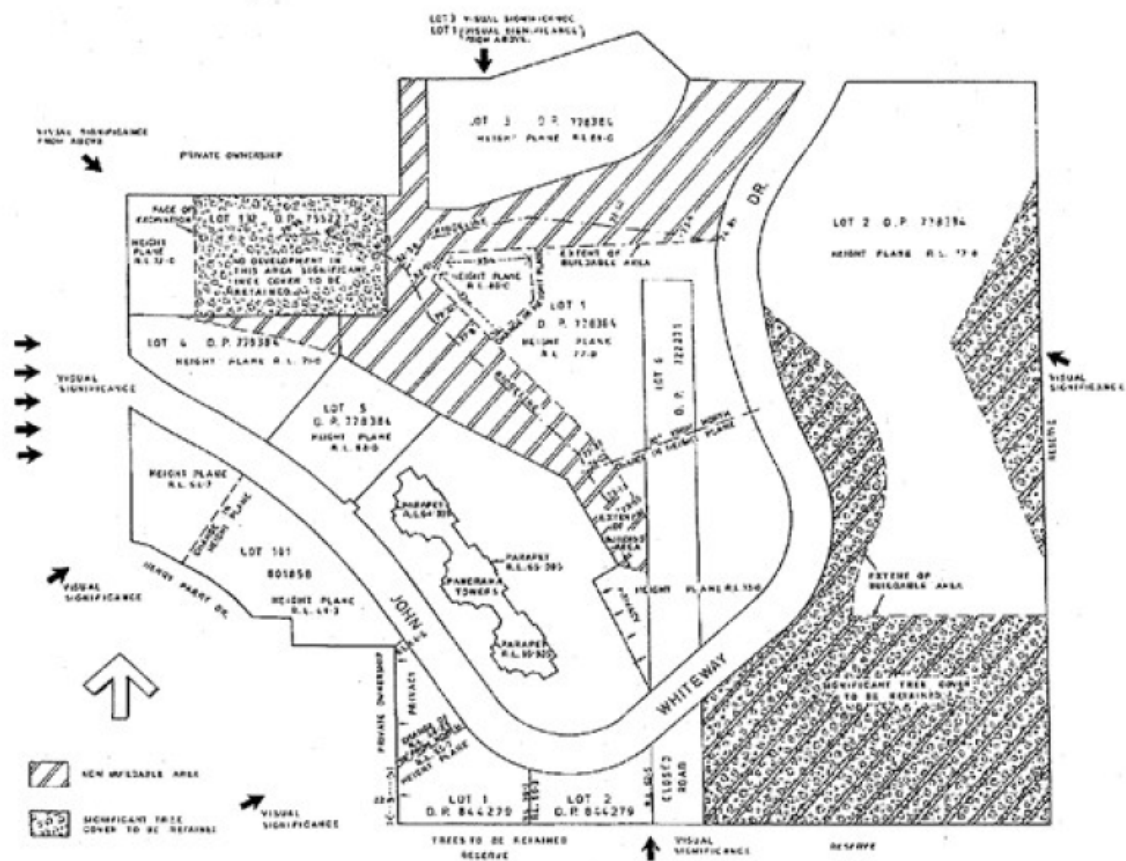


Figure 14. Development Principles Plan

### 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		69.0m 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.



A

# Appendix A

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

## Abbreviations and acronyms summary

Abbreviation	Definition
ADG	<i>Apartment Design Guide (NSW Department of Planning and Environment, July 2015)</i>
CPTED	<i>Safer By Design - Crime Prevention Through Environmental Design (NSW Police)</i>
EP&A Reg 2000	<i>Environmental Planning and Assessment Regulation 2000</i>
FSR	Floor Space Ratio
GCC SEPP	<i>State Environmental Planning Policy (Gosford City Centre) 2018</i>
Gosford LEP	<i>Gosford Local Environmental plan 2014</i>
Gosford DCP	<i>Gosford Development Control Plan 2013</i>
HOB	Height of Building
The Act or EP&A Act 1979	<i>Environmental Planning and Assessment Act 1979</i>
SEPP 65	<i>State Environmental Planning Policy No 65—Design Quality of Residential Apartment Development</i>
UDF	<i>Urban Design Framework</i>
Regional Plan	<i>Central Coast Regional Plan 2036</i>

## Documents referenced

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*Apartment Design Guide (NSW Department of Planning and Environment, July 2015)*

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*Central Coast Regional Plan 2036*

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*Safer By Design - Crime Prevention Through Environmental Design (NSW Police)*

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*Environmental Planning and Assessment Act 1979*

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*Environmental Planning and Assessment Regulation 2000*

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*Gosford City Centre Streetscape Design Guidelines 2011 (Central Coast Council)*

---

*Gosford Local Environmental Plan 2014*

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*Gosford Development Control Plan 2013*

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*Gosford City Centre Revitalisation Proposed Delivery Mechanisms Consultation Paper May 2018*

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*Gosford Urban Design Framework (UDF): Setting the Scene and Early Recommendations April 2018*

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*Gosford UDF Place Report: 1 The Civic Heart April 2018*

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*Gosford UDF Place Report: 2 City North April 2018*

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*Gosford UDF Place Report: 3 City South April 2018*

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*State Environmental Planning Policy (Gosford City Centre) 2018*

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

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*Gosford Urban Design Framework (UDF) October 2018*

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*Waste Control Guidelines (Central Coast Council)*

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*Water Cycle Management Plan (Central Coast Council)*

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# 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

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*	0-14 days*

\*At the discretion of the assessing authority. In some 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.





# ***Appendix C***

Schedule of Amendments to this DCP



## Schedule of Amendments

Effective Date	Chapter Amended	Reason







For more information visit [planning.nsw.gov.au](http://planning.nsw.gov.au)