

Draft Delivery Program, Operational Plan and Budget

Engagement summary



Between 7 April and 5 May 2026, Council sought feedback on the Draft Delivery Program 2025-29 and Operational Plan 2026-27, Draft Fees and Charges 2026-27 and the Draft Long Term Financial Plan 2026-36. Together, these draft plans for the years ahead show how Council is proposing to turn shared priorities into actions, projects and budgets.

The community could share their feedback by completing an online submission form, completing the 'spend \$100' activity, or via email or post.

How you connected



A total of **133** submissions received, of which **111** via the online form and **22** emails



Online 'Fund it' tool received **136** contributions



Your Voice Our Coast **2,477** views



Councillor communications pack distributed to councillors to support consistent messaging and encourage community feedback



Targeted email to **824** YVOC subscribers, with **57%** open rate



Mayor's Message delivered to **21,965** subscribers generating **86** clicks to YVOC



eNews delivered to **22,085 subscribers**



Targeted email to **127** engaged community groups and organisations, with **58%** open rate



The Delivery Program 2025-29 and Operational Plan 2026-27 (Draft) was downloaded **247** times



The Draft Fees and Charges 2026-27 was downloaded **110** times, with the Comparison Table being downloaded **123** times



Media release distributed to **115 media contacts**, resulting in print, television and online coverage across local media outlets **481,000** people reached



Facebook – **44,252** people reached, generating **335** interactions



Instagram – **5,573** people reached, generating **237** interactions



LinkedIn – **9,099** people reached, generating **1,609** interactions



Coast Connect Print
- Coast Community News, distributed to **60,000**
- Grapevine distributed to **8,000**

Who we heard from

Of those who completed the survey, majority had a connection to the Central Coast because they **live** in the local government area (LGA) (n=108), with a smaller number of people indicating they **work** in the LGA (n=29), all results are outlined in Figure 1 below. Online submitters were also asked to indicate which wards they had a particular interest in, to understand their submission geographically, Council wards are displayed in Figure 2 below. Respondents were able to select multiple wards, with the most frequently mentioned wards being Gosford East (n=54) and Gosford West (n=43) as outlined in Figure 3 below.

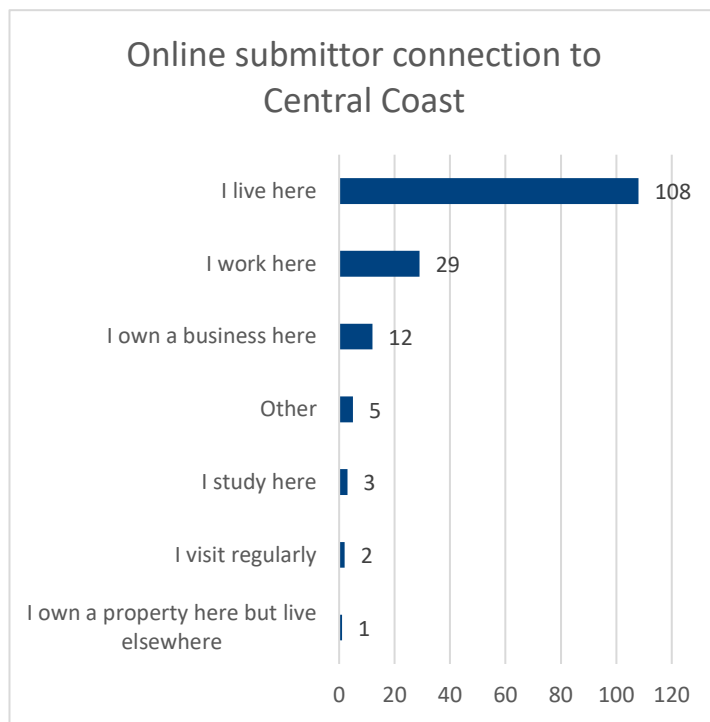


Figure 1: Connection to the Central Coast, results from online form on Your Voice Our Coast, 7 April to 5 May, 111 responses. *Note: Selection of multiple options allowed

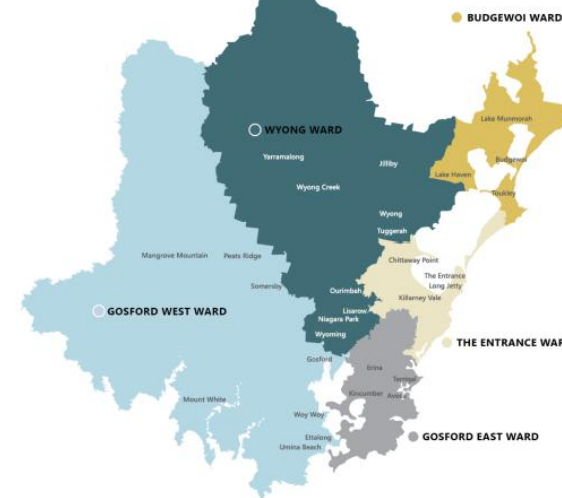


Figure 2: Council wards map

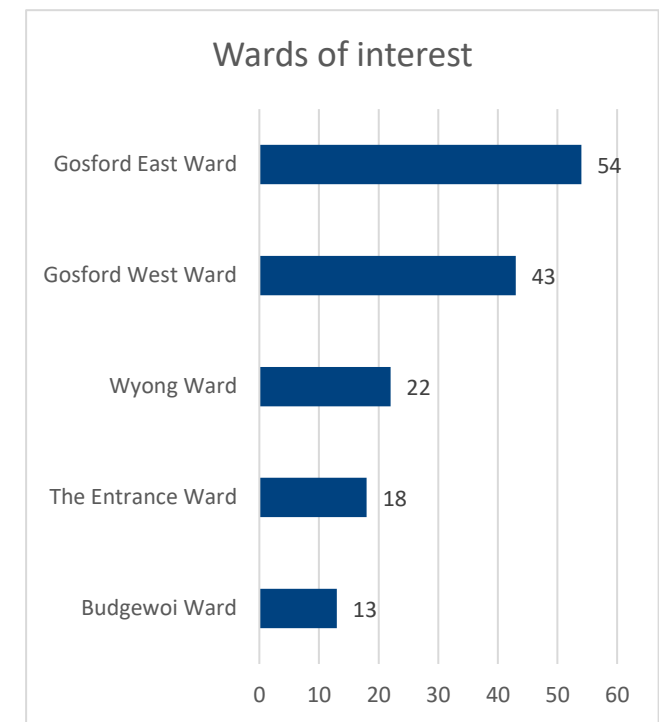


Figure 3: Council wards of interest, results from online form on Your Voice Our Coast, 7 April to 5 May, 111 responses. *Note: Selection of multiple options allowed

What we heard

This section covers what we heard in relation to the following sections:

- Levels of agreement
- Priority Council services
- Themes of community feedback by Council ward
- Themes of feedback by the Community Strategic Planning (CSP) categories
- Detailed thematic analysis
- Social media thematic analysis

Levels of agreement

Online submitters were asked what their level of agreement is with the overall direction set out in the Draft Delivery Program 2025-29 and Operational Plan 2026-27, Draft Fees and Charges 2026-27 and updated Long Term Financial Plan. More details on the level of agreement are outlined below.

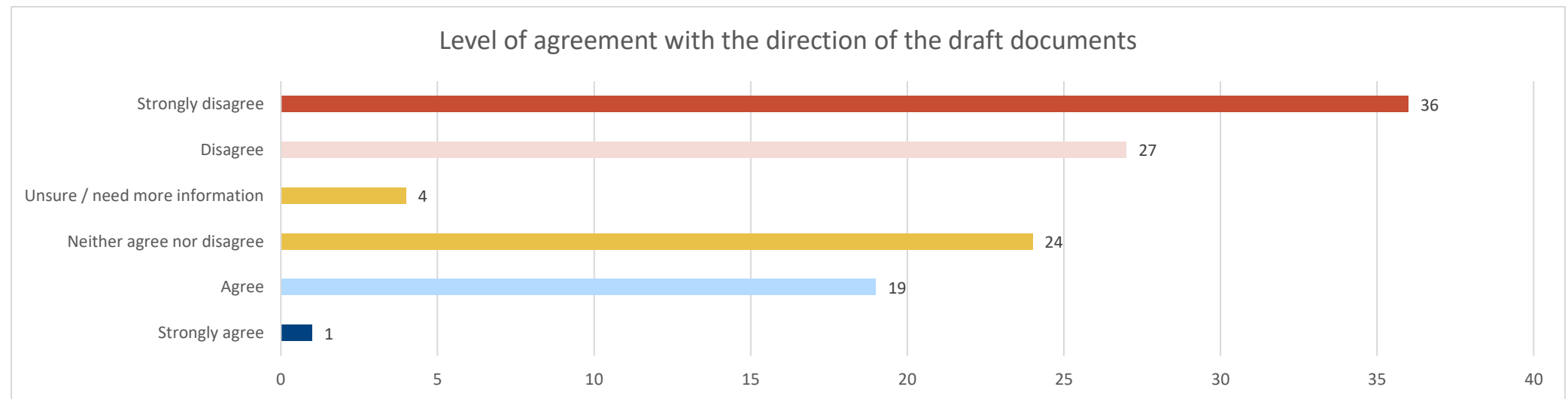
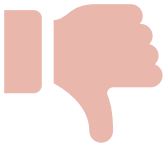


Figure 4: Level of agreement with the direction set out in the Draft Delivery Program 2025-29 and Operational Plan 2026-27, Draft Fees and Charges 2026-27 and updated Long Term Financial Plan, results from online form on Your Voice Our Coast, 7 April to 5 May, 111 responses.



The two dominant reasons for those who indicated that they either **disagreed or strongly disagreed** are:

1. **St Huberts Island canal maintenance**, \$35k allocation is seen as inadequate (need \$100k+) to

these respondents, who feel this matter has not had sufficient focus from Council.

2. **Urban tree planting budget**, \$100k is seen as inadequate compared to other councils and the scale of the urban heat island impacts.

The other topics raised in relation to disagreement of the direction of the draft plans include:

- Poor road and infrastructure maintenance
- Insufficient environmental protection and Peninsula-specific issues
- Underfunding of community facilities, sports fields and libraries
- General concerns about Council financial management and accountability



Those who indicated that they either **agreed or strongly agreed** are supportive of:

- Warnervale Airport and its masterplan implementation (strongest theme)
- Infrastructure investment priorities (roads, water, sewer)
- Overall direction of the Delivery Program

Supporters are also requesting additional investment in:

- Urban tree planting and greening (consistent with broader feedback)
- Road maintenance and specific road projects
- Public space and civic amenity improvements
- Coastal infrastructure and pathways
- Active and public transport options

Priority council services

As part of this consultation, the community were given a hypothetical budget of \$100 and asked to choose which Council services they would spend it on to show which services they value and would like Council to prioritise. Council services were summarised into 10 high-level categories to help simplify the activity for community members, as presented below. This activity is designed to help Council understand community priorities – not to make final funding decisions.

				
Parks, Recreation and Community Facilities Provides and maintains recreational spaces, sporting facilities, aquatic venues and coastal safety services that support active, healthy lifestyles.	Engineering, Certification and Infrastructure Planning Provides technical expertise, certification, and long-term planning to ensure safe, sustainable and well-designed public infrastructure and open spaces.	Roads, Drainage and Civil Works Delivers the construction, renewal and maintenance of roads and drainage networks to support safe, reliable transport and stormwater management.	Community Services, Culture and Education Delivers inclusive community programs, cultural experiences, learning services and essential social infrastructure that strengthen community wellbeing.	Water, Sewer and Waste Manages essential water, sewer and waste services that protect public health, support daily living, and promote environmental sustainability.
				
Building and Development Services Regulates and advises on building and development activities to ensure compliance, safety, and responsible growth across the region.	Corporate Services, Governance and Customer Experience Provides organisational leadership, governance, communication and customer-focused services that enable effective and transparent council operations.	Environment, Biodiversity and Natural Hazards Protects and enhances the natural environment while managing ecological values, coastal systems, and natural hazard risks to safeguard the community.	Economic Development, Tourism and Events Drives local economic growth through business support, tourism promotion, event activation and management of commercial community assets.	Asset, Fleet and Operational Support Maintains council's physical assets and operational fleet to ensure reliable, efficient and safe delivery of services.

This activity was popular, with **136 people** participating. Respondents most strongly supported spending on essential services and everyday infrastructure, especially **'Roads, drainage and civil works'**, **'Environment, biodiversity and natural hazard management'**, **'Parks, recreation and community facilities'** and **'Water, sewer and waste services'**, with further detail in Figures 5 and 6 below.

Figure 5 outlines results based on the number of participants who funded each service area (i.e., the frequency of selections), including whether funding was set at the minimum, above minimum, or maximum level. This approach highlights breadth of community support. Figure 6 outlines the depth of spend, which is the total dollar amount of funding all participants added together spent on each council service. This can present a different pattern to Figure 5 if fewer people allocate larger amounts to certain areas. Sixteen submissions did not spread their \$100 allocation, instead allocating 100% of their

funding to a single category. Of these, nine allocated all funding to 'Environment, Biodiversity and Natural Hazards', three to 'Roads, Drainage and Civil Works', two to 'Community Services, Culture and Education', and two to 'Parks, Recreation and Community Facilities'.

Community support for Council services (frequency of votes)

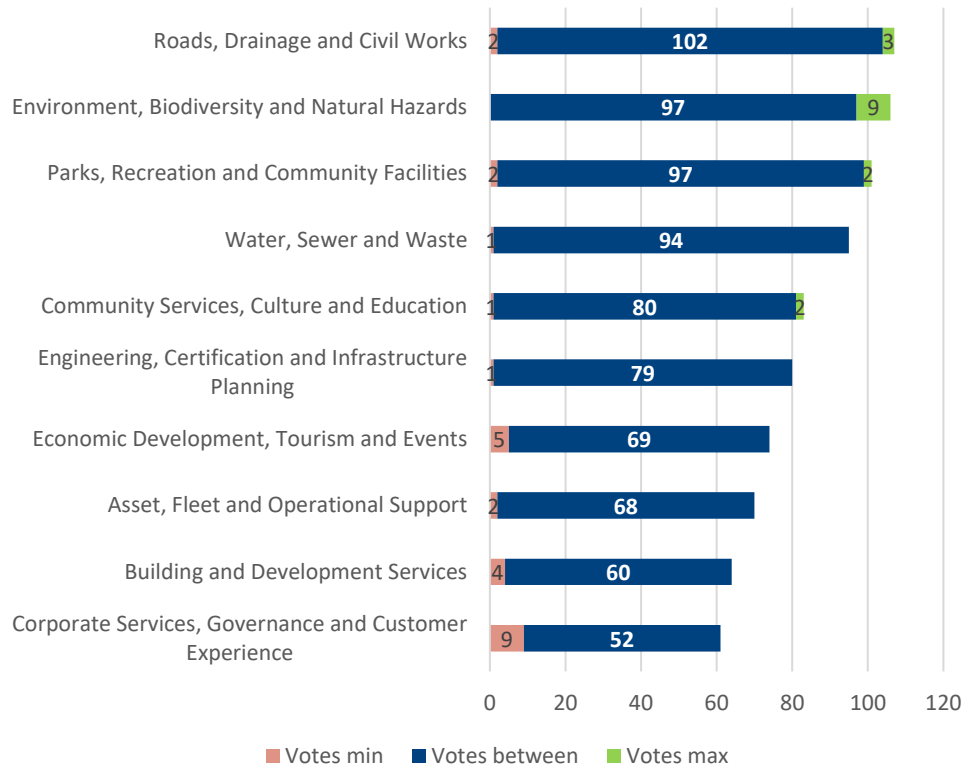


Figure 5: Community support for Council services by frequency of votes, results from 'Fund it' tool on Your Voice Our Coast, 7 April to 5 May, 136 responses.

Community support for Council services (dollar value)

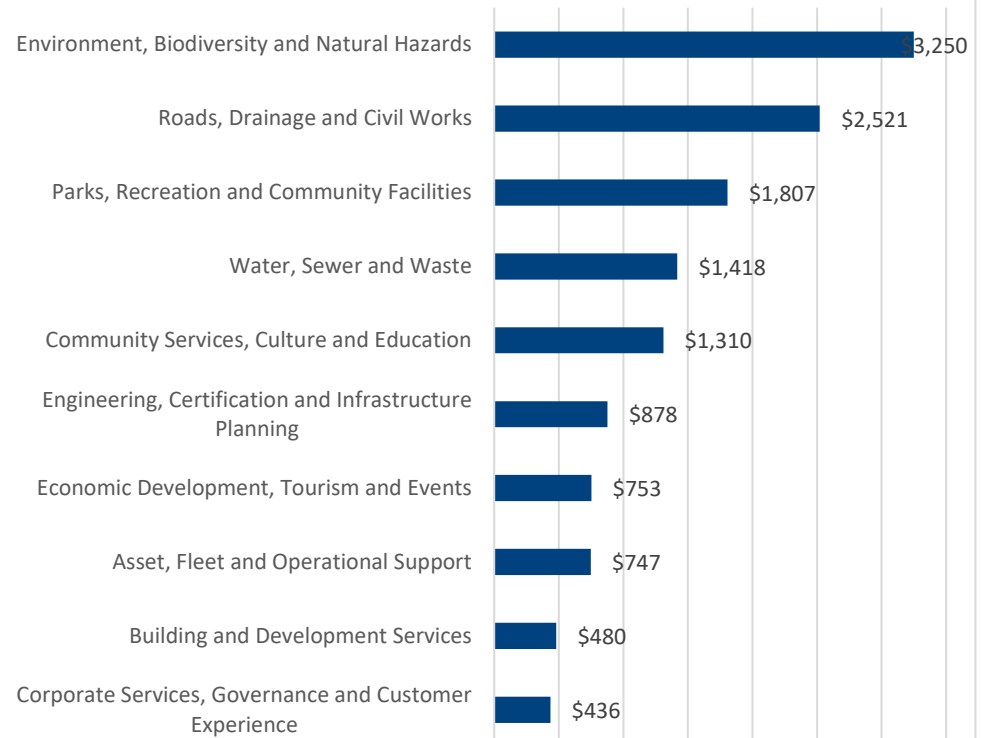


Figure 6: Community support for Council services by total dollars spent, results from 'Fund it' tool on Your Voice Our Coast, 7 April to 5 May, 136 responses.

Themes of community feedback by Council ward

The most frequently mentioned themes are summarised by ward below. Respondents were asked which wards they had a particular interest in – results outlined in Figure 3, which show the frequency that each Ward was selected. Further detail of each theme can be found in the thematic analysis below.

Gosford West Ward



- Insufficient urban tree planting, specifically Woy Woy Peninsula
- Environmental protection, and public facility maintenance
- Road and infrastructure maintenance, specifically Mangrove Mountain
- Mixed views on Warnervale airport

Gosford East Ward



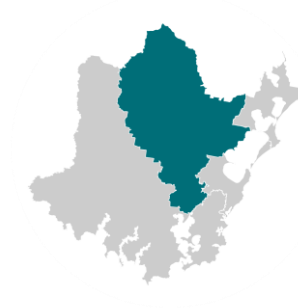
- St Huberts Island canal maintenance
- Insufficient urban tree planting
- Coastal and environmental management support
- Warnervale airport support
- Community facilities and services

The Entrance Ward



- Urban tree planting
- Council infrastructure not keeping pace with housing development
- Traffic congestion issues
- Underfunded and undermaintained community facilities

Wyong Ward



- Warnervale airport support
- Urban tree planting
- Road and infrastructure, specifically Marks Road, Wyong and Watanobbi

Budgewoi Ward



- Mixed views on Warnervale airport
- Urban tree planting
- Infrastructure and road maintenance, specifically Chain Valley Bay South
- Council infrastructure not keeping pace with housing development

Themes of feedback by the Community Strategic Planning (CSP) categories

Below are the key themes heard throughout the engagement process, categorised by the five CSP themes: Our Environment, Our Place, Our Leadership, Our Economy, Our People. Submissions most frequently aligned to the Our Environment category, with Our Place, Our Leadership and Our Economy all mentioned similar numbers of times, and Our People being mentioned the least - details are provided in Figure 7 below. The summarised themes from submissions have been pulled out into dot points below under the key CSP theme to gain an overall understanding of the topics that submissions covered in each CSP category.

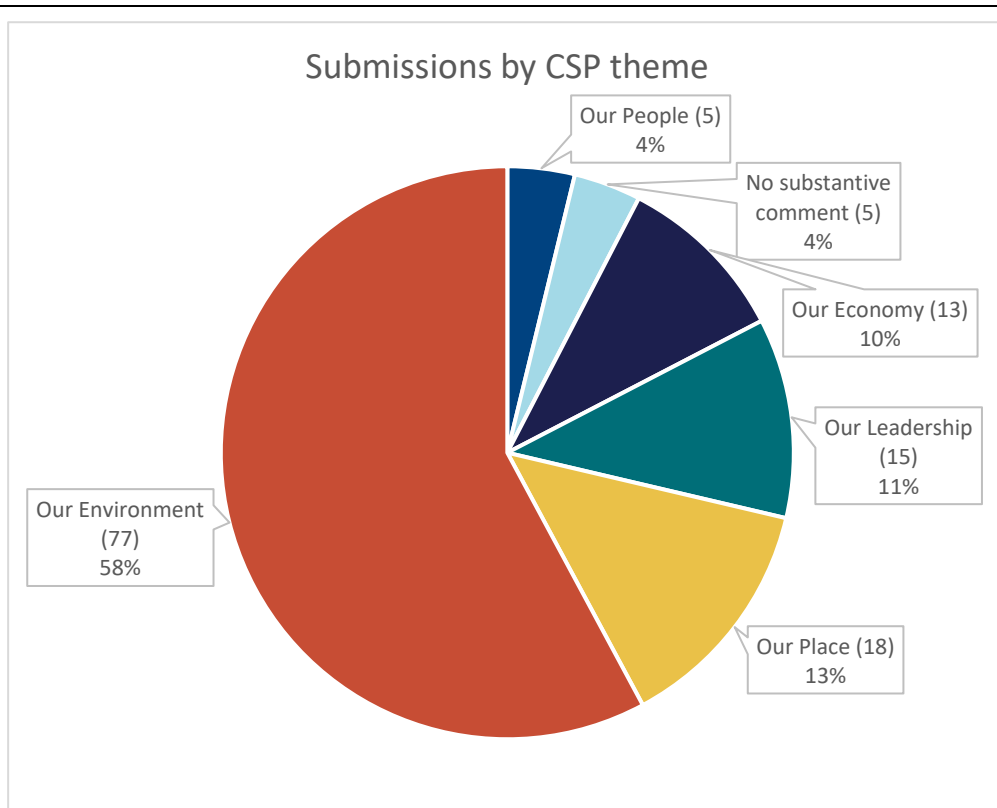


Figure 7: Submission focus by CSP theme, results from all submissions via online and email, each submission was allocated to one CSP theme considering the overall focus, 7 April to 5 May, 132 submissions.



Our Environment

- \$100,000 urban tree planting budget is 'inadequate' – references to City of Sydney who spend \$4 million
- Environmental capital allocation reduced by 21% (from \$56.6M to \$44.6M)
- Porters Creek Wetland should be a Strategic Councillor Priority equal to Warnervale Airport
- Tree canopies cover too low, need 40% target to mitigate urban heat island effect. Health risks from heat now deadliest natural hazard, killing more than floods and fires combined
- Greener Places Strategy not adequately funded
- Woy Woy Peninsula has lowest canopy and highest heat exposure on Central Coast
- Biodiversity Strategy implementation needs more investment and KPIs
- Bush regeneration, weed control and threatened species programs supported
- Climate change mitigation and natural disaster resilience planning welcomed
- Coastal Management Programs (CMPs) need clear funding and implementation schedules

- Hawkesbury River CMP implementation not visible in budget
- St Huberts Island canals, 35 years of 'neglected' dredging and seawall maintenance; canal maintenance budget of \$35k pa is insufficient, residents request \$100k p.a. minimum; sand nourishment needed to protect seawalls from collapse
- Avoca Lagoon remediation urgently needed (graded 'Poor' for sewage pollution)
- Renewable energy program less visible than in previous plans
- Concerns about conservation zoning anomalies in Ourimbah Valley and former Wyong LGA

Our Place



- Road maintenance and pothole repairs welcomed but suburb-level allocations not transparent
- Roadside and verge mowing increase (\$1.4M annually) welcomed, currently in 'terrible' condition
- Northern Central Coast infrastructure feels 'forgotten', calls for roads, drainage, medical services
- Ocean Beach Road/Rawson Road intersection upgrade welcomed but budget reduced and delayed
- Woy Woy Peninsula projects deferred or removed without explanation (~\$12.3M missing)
- Peninsula flood and drainage infrastructure is critical unfunded risk
- Footpath and shared pathway programs continue but no suburb-level transparency

Our Leadership



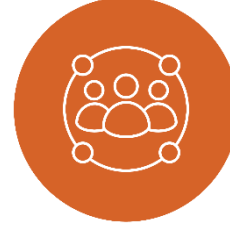
- Lack of transparency about Council's financial position and outstanding loans
- Need clearer link between operational plan activities and expenditure to relevant plans/studies
- Grant funding transparency removed from documents causing significant concern
- \$50 million 'Other Expenses' item in Long Term Financial Plan needs explanation
- Removal of Australia Post payment option (\$350K saving) reduces accessibility for elderly/those without online banking
- No suburb-level reporting of capital works allocations – residents can't see local investment
- Concern that the Administrator's recommendations were not properly considered

- | | |
|---|--|
| <ul style="list-style-type: none"> • Need for gutters, kerbing and drainage in Wyong, Watanobbi, Davistown areas • Woy Woy Waste Management Facility capital program (\$19.4M) removed with seemingly no explanation • Peninsula sewer infrastructure (Horsfield Bay, Bensville, Umina Beach) status unclear • Warnervale Airport causing polarised views: supporters want continued investment; opponents say it is not a community priority <ul style="list-style-type: none"> ◦ Airport <i>supporters</i> cite flight training, emergency services, STEM education, economic development ◦ Airport <i>opponents</i> say it should not be Strategic Councillor Priority over environmental matters • Housing supply and development supported but needs to be balanced with environmental protection • Development assessment timeframes need improvement • Request for pre-lodgement site meeting fee category • Car park repairs needed (Umina, Ocean Beach) • Public toilet renewal needed (Ficus Ave Avoca) • Wayfinding signage improvements requested • Coastal infrastructure needed: Pretty Beach seawall, Wagstaffe Wharf, Cape Three Points walkway • Active and public transport: more shared paths, bicycle lanes, buses requested • Speed limit reductions in pedestrian areas requested | <ul style="list-style-type: none"> • Request for clearer explanation of the drivers of rate, water and fee increases • St Huberts Island jetty fees paid but restricted fund redirected to general funds without consultation • MacKillop Oval \$2.7M purchase – no consultation with sports clubs who use it • Floodlighting project delays not explained to community • Need for cost-effectiveness analysis between short-life assets (signage) vs long-life assets (trees) • Support for Council's financial recovery efforts and move toward \$9.8M surplus • Welcome regular financial reporting, progress reviews and annual reports with audited statements • Need to build grant application capacity with 'ready-to-go' designs • Peninsula Residents Association concerned about cumulative household cost increases • Optional Major Projects Pre-DA fee (Item 0627) objected to by UDIA |
|---|--|



Our Economy

- Support for Economic Development Strategy alignment (2026-30)
- Special Entertainment Precinct in Gosford supported for night-time economy
- Gosford Waterfront activation and town centre revitalisation supported
- Warnervale Airport seen as economic development opportunity by supporters
- Central Coast as largest region in Australia without fully supported regional airport
- Tourism potential: Mt Ettalong walkway upgrade, coastal paths could be regional attractions
- Surf school and stand-up paddle (SUP) operator fees seen as 'exorbitant' – discouraging business
- Business investment attraction efforts supported
- Concern about reducing residents leaving region for work (currently high outflow)
- Support for balanced growth enabling land development while protecting the environment



Our People

- Sports fields maintenance has been reduced since 2021 and not restored despite rate increases
- Sports clubs forced to self-fund ground repairs due to perceived Council neglect
- Junior ground fee discounts (50%) removed, increasing costs for families
- Childcare fee increases of 10% adding to cost-of-living pressures for families
- Community grants reduced in total by \$150,000 compared to 2025-26
- Request for annual public meetings on the draft Operational Plan (as occurred in former Gosford LGA)
- Library book allocation below 2021 levels
- Need for disability access and inclusion improvements (e.g., Umina rockpool accessibility)
- Community hall maintenance concerns and hire costs
- Surf lifesaving club upgrades welcomed
- Peninsula Leisure Centre upgrades progressing positively

Detailed thematic analysis

Inadequate urban tree planting and greening budget

This is the most prominent theme across the feedback. Respondents consistently express concern that the \$100,000 allocated for urban tree planting and greening is insufficient for an LGA of this size. Comments reference comparisons to other councils (e.g., City of Sydney spending \$4 million [not fact-checked]), the need for a 40% urban canopy cover target, heat island effects, health risks and the Greener Places Strategy not being adequately supported by funding. Specific areas mentioned include Woy Woy Peninsula, Umina Beach, Gosford East Ward and various streets lacking shade.

Key points raised:

- Insufficient tree planting budget
- \$100k is "inadequate"
- Need for increased street tree planting
- Urban heat island effect concerns
- Comparison to other councils' higher spending
- Greener Places Strategy not funded
- Tree canopies cover too low
- Health risks from heat
- Need for shade in streets and public areas
- Trees being removed faster than planted
- Stronger tree protection regulations needed

Sample open-text feedback:

"The proposed \$100,000 for urban tree protection and planting across our vast Local Government Area is inadequate and contradicts the council's stated goal to 'enhance our quality of life.'"

"Heat is now the most fatal of all natural hazards, killing more people than both floods and fires combined. All current data points to a desperate need to mitigate this with urban canopy."

Environmental budget cuts and insufficient environmental prioritisation

Multiple respondents raise concerns about the reduction in environmental capital expenditure (from \$56.6 million to \$44.6 million – approximately a 21% reduction). There are concerns that environmental protection is not given equivalent strategic priority compared to other initiatives. Respondents call for greater emphasis on biodiversity, climate change mitigation and environmental resilience.

Key points raised:

- Environmental budget reduced by 21%
- Environment not a strategic priority
- Porter's Creek Wetland needs equal priority to Warnervale Airport
- Biodiversity strategy implementation lacking
- Climate change mitigation inadequate
- Environmental protection should be "core business"
- Insufficient investment in biodiversity
- Need for freshwater system protection

Sample open-text feedback:

"The environmental capital allocation has been reduced by \$12 million, from \$56.6 million to \$44 million."

"6 million. That is a drastic reduction of about 21%. This does not reflect the stated Council priorities nor community priorities."

"If Council considers Warnervale Airport to be of sufficient significance to warrant express identification as a Strategic Councillor Priority, then, as a matter of proper strategic planning, it must also accord equivalent priority to the protection of the Porters Creek Wetland, including its state significant wetland values."

Environmental resilience is no longer optional embellishment. It is core infrastructure for the future of the Central Coast.

Woy Woy Peninsula specific concerns

The Woy Woy Peninsula (including Umina, Woy Woy, Ettalong and surrounding areas) is frequently mentioned with specific concerns. Major issues include the apparent removal of the Woy Woy Waste Management Facility Capital Program (\$19.4m), delays to the Ocean Beach Road/Rawson Road intersection upgrade, missing year 2 project tranches, lack of investment in community buildings and accessibility concerns at Umina rockpool area.

Key topics include:

- Peninsula Flood Plain Management Study not implemented
- Sewer infrastructure uncertainty
- Hawkesbury River CMP implementation lacking allocated budget
- Community buildings needing restoration
- Umina rockpool accessibility issues

Sample open-text feedback:

The most significant Peninsula-specific concern is the apparent removal of the Woy Woy Waste Management Facility capital program... with approximately \$19.4 million in planned capital works across future years. The review records that this program has been entirely removed from the exhibited draft and notes that no explanation is provided.

Invest in the peninsula and restore the community buildings

Parks, roads and public space maintenance

Respondents expressed frustration with the current state of roads, parks, verges and public spaces. Concerns include pothole repairs needed, overgrown verges, reduced mowing frequencies since 2021 not being restored despite rate increases, sports field maintenance being inadequate, clubs having to fund their own repairs and overall neglect of public infrastructure. Infrastructure gaps in northern Central Coast areas, drainage issues and lack of gutters/footpaths in areas like Wyong and Watanobbi are also raised.

Key topics include:

- Roads in poor condition with potholes
- Overgrown verges and reduced mowing
- Sports field maintenance reduced since 2021

- Clubs funding their own ground repairs
- Public walkway maintenance needed
- Northern Central Coast infrastructure “neglected”
- Drainage cleanup needed (Davistown)
- Gutters and footpaths needed (Wyong, Watanobbi)
- Sports fields and green space underfunded

Sample open-text feedback:

“Having lived on the northern end of the Central Coast, we tend to be forgotten by Council. Plans to continue building many houses/units does not consider problems already existing with infrastructure. Roads, medical availability etc for example, during peak times many roads are like car parks.”

“Please spend some money on roads and drain cleanup in Davistown. Thank you.”

Transparency, accountability and financial management

Respondents call for greater transparency in Council's financial planning and decision-making. Key concerns include unclear links between Operational Plan activities and expenditure, removal of grant funding transparency, lack of consultation on major decisions (e.g., proposed MacKillop Oval purchase, Australia Post payment removal), and requests for public meetings to discuss draft plans. There are also calls for clearer explanations when projects are deferred or removed.

Key topics include:

- Need clearer links between activities and expenditure
- Grant funding transparency removed
- Lack of consultation on major decisions
- Request for public meetings on draft plans
- Australia Post payment removal not explained
- MacKillop Oval purchase with no consultation with clubs
- Project deferrals need explanation
- Floodlighting project delays not explained

Sample open-text feedback:

“More transparency is needed to show the link between proposed Operational Plan activities and expenditure to the relevant plan or study. For example, CMPs, flood management studies and the Greener Places Strategy.”

“I would like Council to consider having a public meeting each year where the community can hear from Council directly about the Draft Operational Plan and have the opportunity to be able to ask Council staff questions on the document.”

Warnervale airport investment and prioritisation

Warnervale Airport is a polarising topic in the feedback. Some responses strongly support continued investment, citing its value for flight training, emergency services (firefighting helicopters, air ambulance, police), economic development and job opportunities, STEM education and regional connectivity (noted as “the largest region in Australia without a fully supported regional airport”). Conversely, others are critical of the airport being elevated to a

strategic councillor priority, arguing that environmental protection should receive equivalent priority.

Key topics include:

- Support for implementing the Warnervale Airport Masterplan, with mention of needing to seal taxiways as gravel damages aircraft
- Criticism that the Warnervale Airport is a Strategic Councillor Priority
- Questions about ratepayer spending vs developer contributions

Sample open-text feedback:

"The Warnervale Airport continues to be a valuable asset to the Central Coast community. I have been able to learn to fly there, take my family flying and now fly in and out to visit rural clients. Its role in emergency response support, police training, new pilot training and STEM makes it invaluable! Please keep maintaining and investing in the Airport!!"

Planning, zoning and development concerns

Respondents raise concerns about planning and zoning issues, particularly inherited conservation zoning anomalies. Concerns about overdevelopment removing trees, inadequate planning controls and the need for stronger environmental zoning protection are also mentioned.

Key topics include:

- Conservation zoning anomalies need correction
- Overdevelopment removing trees
- Need for rural lands study
- Environmental evaluation needed for sensitive lands
- C3/C2/RU1 zoning inconsistencies
- Planning system integrity concerns

Sample open-text feedback:

"There are too many trees being removed to accommodate poorly planned development and views. Replacement trees are not monitored."

"If these lands are not properly recognised in the zoning framework, the consequences are not abstract. They are experienced directly by residents through land use conflict, incompatible development, loss of rural character, pressure on wildlife habitat and erosion of confidence in the planning system."

St Huberts Island canal maintenance

Residents of St Huberts Island express urgent concern about neglected canal maintenance. The canals are Council property requiring dredging to restore design depth, sand nourishment of eroded shorelines and seawall maintenance. Residents call for funds be allocated, noting this maintenance has been neglected for over 35 years despite high rates and jetty fees being paid.

Sample open-text feedback: *"People on the island pay astronomical rates and jetty fees plus an in my opinion almost unethical management jetty charge for very little return. Having gone*

bankrupt surely Council is not returning to its old management habits. This is urgent maintenance work which has been neglected for too long."

"The canals have been neglected for over 35 years with minimal maintenance. Our canals need a massive injection of funds to bring them to a good condition. This involves dredging and sand infill."

Coastal management and flood resilience

Respondent's express concerns about implementation of Coastal Management Programs (CMPs), flood resilience planning and coastal erosion.

Key topics include:

- Avoca lagoon remediation
- Offshore sand nourishment
- Seawall investigations
- Flood plain management studies not being implemented
- The Hawkesbury River CMP lack of budget transparency.
- Calls for greater investment in natural disaster resilience and climate adaptation.

Sample open-text feedback:

"Despite the stated principal activity of implementing CMPs, there appears to be no expenditure or forward planning to implement the Hawkesbury River CMP currently in its final stages."

"There appears to be no evidence of expenditure or planning for works addressing the recommendations of the adopted Peninsula Flood Plain Management Study and Plan. This is a critical issue for the Peninsula and needs to be addressed through actions in the Operational Plan."

"Rocks need to be cleared off the Umina Rockpool area to make it accessible for everyone to enjoy the Rock shelf. The old Rockpool needs to be demolished and restored back to natural rock. By removing rocks improve sand movement and beach erosion."

Library funding, community services and disability access

Respondents raise concerns about library book allocations being below 2021 levels, community facility needs and disability access infrastructure. There are concerns that creating brochures about disability access is meaningless without adequate infrastructure to support people with disabilities.

Sample open-text feedback:

"Library books is still below 2021 levels."

"Council thinks that a brochure indicating where people with disabilities can recreate, yet if the infrastructure is not there or inadequate nothing will work."

Support for the plan

A small number of responses express specific support for the Draft Delivery Program and Operational Plan. These are mainly from peak bodies who commend the focus on infrastructure delivery, housing supply, planning process improvements and maintaining competitive fees. They note alignment with broader strategic plans and appreciate the balanced approach to growth.

Social media analysis

The IP&R social media campaign achieved strong reach and engagement, with 27 organic posts across Facebook, Instagram and LinkedIn generating 94,250 impressions, 643 interactions, 37 shares and 197 comments. Capital spend content generated the highest levels of interaction, with the 'How would you spend \$100?' Reel attracting the strongest positive engagement on Instagram.



Analysis of 197 unique social media comments shows that just over half (104 comments, 54%) align to five consistent narrative themes.

14% Council isn't delivering on the basics - referring to roads, potholes, footpaths, verge and roadside maintenance

14% Money is being spent on the wrong things – an incorrect prioritisation of spend, including signs, plant and fleet, and vague budget categories ('other')

10% Decisions aren't made in the community's interest, referring to councillor voting blocs, party politics and integrity concerns

8% Consultation feels pointless - belief that outcomes are predetermined and engagement is performative rather

than influential

- 8% Unresolved legacy issues equal ongoing anger - examples include illegal ticketless fines and the Wamberal seawall

The remaining 93 comments (46%) largely reflect general frustration or sentiment and do not introduce new or substantive issues.

Overall, the commentary points to a trust challenge, particularly around whether Council is delivering core services effectively, prioritising spending appropriately and genuinely acting on community feedback.

Council's response

Council received a report on Monday 29 June 2026 titled "Integrated Planning and Reporting (IP&R) Draft Document Suite - for Adoption". The link below provides access to this report and includes a table that outlined submissions received and provided Council's response to each item.

Theme	Council's response
'Fund It' tool priorities Most people told us they want Council to prioritise core infrastructure, protecting the environment, and look after the places and services they use every day, while still supporting community programs and future growth.	Council services were summarised into 10 high-level categories to help Council understand community priorities – not to make final funding decisions. This activity was popular, with 136 people participating. Respondents most strongly supported spending on essential services and everyday infrastructure, especially Roads, drainage and civil works, Environment, biodiversity and natural hazard management, Parks, recreation and community facilities and Water, sewer and waste services. This information will further assist Council when developing its future annual works program but was not intended to directly be utilised to modify or change the 2026-27 Operational Plan.
Inadequate urban tree planting and greening budget	Council acknowledges consistent and ongoing community feedback regarding the important role of street trees in contributing to urban cooling, liveability, biodiversity and public health outcomes across the Central Coast. The proposed allocation of \$100,000 for street tree planting in 2026–27 reflects Council's current delivery capacity and the resources available to safely implement planting activities and provide for the ongoing maintenance of established trees. This allocation is aligned with existing service delivery requirements and constraints, with funding decisions made in the context of broader organisational priorities.

	Council will continue to implement the Greener Places Strategy and pursue opportunities to improve the effectiveness and efficiency of tree planting programs, including identifying potential cost savings and operational improvements.
Environmental budget cuts and insufficient environmental prioritisation	For the 2026-27 financial year, Council's proposed operating expenditure for the Natural Assets and Biodiversity Section is approximately \$4.8 million. This funding supports a range of programs and activities, including bush regeneration, biosecurity, environmental volunteering, and environmental education. Broader environmental initiatives are also delivered across multiple areas of Council; however, this section has primary responsibility for implementing actions under Council's Biodiversity Strategy. Conservation and biodiversity initiatives are primarily delivered through Council's operating budget rather than the capital works program. Capital works categorised under environmental themes generally relate to infrastructure in natural areas, such as fire trails, lookouts, stormwater quality improvement devices, boardwalks, coastal protection works and beach access infrastructure. Accordingly, variations in capital expenditure do not necessarily reflect changes in the level of investment in biodiversity or conservation programs.
Woy Woy Peninsula specific concerns	A limited number of submissions raised insufficient urban tree planting and coastal and environmental management support as issues for the Peninsula area. Flood mitigation and drainage projects are strategically identified via Floodplain Risk Management Plans and catchment studies. This process typically results in a range of actions including land use planning controls, evacuation planning and capital works. A number of drainage renewal projects will be delivered under the Drainage Renewal Program which has significant funding. This will include continuation of major drainage renewal works in the Everglades Main Drain catchment as well as drainage outlet renewals at Ettalong and Umina Beach. Council acknowledges consistent and ongoing community feedback regarding the important role of street trees in contributing to urban cooling, liveability, biodiversity and public health outcomes across the Central Coast.

	The proposed allocation of \$100,000 for street tree planting in 2026–27 reflects Council’s current delivery capacity and the resources available to safely implement planting activities and provide for the ongoing maintenance of established trees. This allocation is aligned with existing service delivery requirements and constraints, with funding decisions made in the context of broader organisational priorities.
Parks, roads and public space maintenance	A significant proportion of Council’s operating budget is allocated to the maintenance of its extensive road and drainage networks. Due to the scale, cost and complexity of these assets, works are prioritised to address areas of greatest need and risk across the network To support transparency and forward planning, Council has released a draft 10-Year Road Renewal Program, accompanied by an interactive map that provides indicative timeframes for planned works at a street and suburb level. The program outlines proposed treatment types and allows the community to access additional information, including frequently asked questions. Further details are available at: https://www.centralcoast.nsw.gov.au/10-year-road-renewal-program-and-interactive-map . Road renewal works are focused on maintaining and improving existing road assets and do not typically include the provision of new infrastructure, such as kerb and guttering, where this infrastructure is not already in place. In some established areas, kerb and guttering was not required at the time of development. Current planning standards generally require the provision of this infrastructure as part of new developments. Given the focus on maintaining existing assets, opportunities to deliver new infrastructure of this nature are limited and are subject to prioritisation and available funding. Additional roundabouts and median maintenance funding has been allocated in the draft budget to enhance the level of service for roadside vegetation maintenance, including roundabouts and centre medians under Council’s responsibility. Funding has been included in the budget for a Town Centre Revitalisation Program. This program is intended to support the planning and delivery of infrastructure improvements across town centres within the Central Coast.

Transparency, accountability & financial management	Council acknowledges the concerns raised regarding equitable investment across the Central Coast, financial management, and the importance of maintaining infrastructure and service delivery to support the regional economy and community expectations. Council's planning, prioritisation and funding decisions are guided by the Community Strategic Plan, relevant State frameworks, and supporting delivery documents, which seek to balance competing priorities across the local government area within available resources. Council's financial position is subject to regular monitoring and reporting, with detailed financial performance reports presented monthly and made publicly available. Over recent years, Council has reported operating surpluses and maintained a focus on financial sustainability, including strengthening unrestricted cash reserves and increasing investment in asset renewal. The Long-Term Financial Plan is based on maintaining existing revenue settings, indexed annually, while recognising that cost increases continue to exceed revenue growth. In response, Council reviews service levels in line with community priorities and seeks efficiencies and alternative income opportunities where appropriate.
Warnervale airport investment and prioritisation	Council has acknowledged community feedback in relation to the Warnervale Airport Masterplan and has adopted a staged approach to its implementation. In February 2025, Council resolved to progress Gateway 1 of the Masterplan, which comprises 14 identified action items forming the initial phase of implementation. These action items include the subdivision of existing lots, preparation of planning proposals and the completion of other requirements as outlined in the adopted Masterplan.
Planning, zoning and development concerns	Council has scheduled the preparation of a Rural Lands Strategy for 2027-28, which will establish a framework to guide the long-term planning and management of rural lands across the Central Coast. Council has also prepared a draft Local Strategic Planning Statement (LSPS), which establishes a long-term framework for managing land use change and growth over a 20-year period across the Central Coast. The draft LSPS outlines planning priorities, region and place-based directions, and

	associated actions. These have been developed to respond to the evolving needs and values of the community and to guide coordinated and sustainable land use outcomes. The draft Local Strategic Planning Statement (LSPS) includes an action to develop and implement a zoning framework to inform the application of environmental land use zones (Environmental Lands Review). This action is aligned with matters raised in submissions and is programmed for delivery over the next 3–5 years, subject to available resources and funding.
St Huberts Island canal maintenance	The draft plan included an annual allocation of \$35,000 for canal maintenance works at St Huberts Island. This funding is intended to support ongoing routine maintenance activities within Council owned and controlled canal infrastructure, consistent with available resources and broader asset management priorities. Council resolved on 29 June 2026 to increase this amount to \$70,000 for 2026-27. Council does not have responsibility for the maintenance or renewal of privately owned structures, including private seawalls and other assets located on private land, these assets remain the responsibility of individual landowners.
Coastal management and flood resilience	The draft Coastal Lagoons Coastal Management Program (CMP) is expected to be presented to Council in the coming months with a recommendation for public exhibition. The exhibition of the Coastal Management Program will provide an opportunity for community members to review the proposed approach to coastal management and provide feedback through the formal submission process. Flood mitigation and drainage projects are strategically identified via Floodplain Risk Management Plans and catchment studies. This process typically results in a range of actions including land use planning controls, evacuation planning and capital works. A number of drainage renewal projects will be delivered under the Drainage Renewal Program which has significant funding across the Delivery Program.
Library funding, community services and disability access	Council acknowledges the importance of aligning the promotion of recreational opportunities with the availability of accessible infrastructure, noting that information alone does not ensure

inclusion. Council’s current practice is to only promote locations where appropriate accessible infrastructure is in place, supporting accurate communication and participation outcomes.

This issue has also informed the development of the Disability Inclusion Action Plan, which includes actions to expand accessible infrastructure and embed inclusive design across Council’s planning and delivery processes. Implementation of these actions will support improved alignment over time.

Council recognises the importance of maintaining a contemporary and well-resourced library collection that responds to the needs of a growing and diverse community. Demand for library services continues to evolve, influenced by population growth, changing reading preferences and increased use of digital platforms. The proposed annual allocation of \$845,000 reflects a balanced approach to investment across a broad range of Council services and priorities, within the constraints of available funding.

What’s next

Council adopted the 2026-27 Operational Plan on 29 June 2026. The adopted Operational Plan will be available on Council’s website from 31 July 2026.

Find out more and stay up to date at
www.yourvoiceourcoast.com/draft-delivery-program-operational-plan-and-budget
 July 2026

Appendix A: Summary of submissions

Summary of Submissions and Engagement Activities for the Exhibition of the Draft Integrated Planning and Reporting (IP&R) documents

The draft IP&R documents were publicly exhibited from Tuesday 7 April to Tuesday the 5 May 2026 for a total of 29 days, resulting in 133 submissions.

While Council cannot infer community satisfaction solely from the number of submissions received, which represents approximately 0.036 per cent of the population (357,800) as at 30 June 2025, the absence of widespread or recurring concerns, together with the limited number of objections, indicates that there is no evidence of broad community opposition to the draft Plan.

The following table provides a summary of the matters raised across the submissions, staff responses and whether there will be a change to the document/s. The submissions addressed a range of matters, with some submissions being duplicate copies lodged by multiple community members. The following table summarises all submissions, with similar matters grouped and the frequency of each issue noted.

Grouping	Summary of Matters Raised	Staff Response
Environmental Sustainability, Urban Tree Canopy and Street Tree Planting <u>Received:</u> 39	The submission raises concerns regarding the adequacy of current investment in urban tree canopy and street tree planting across the Central Coast. It expresses the view that the existing annual allocation of \$100,000 does not align with the scale of the local government area or the increasing pressures associated with urban development. Emphasis is placed on the impacts of the urban heat island effect and associated public health considerations, with the Peninsula identified as a location of heightened vulnerability. The submission also highlights a perception that canopy loss may be occurring at a rate exceeding new plantings, and suggests that higher tree replacement	No change to the draft IP&R documents. Council acknowledges consistent and ongoing community feedback regarding the important role of street trees in contributing to urban cooling, liveability, biodiversity and public health outcomes across the Central Coast. Also that community members have expressed views that current funding levels are modest relative to the size and growth of the local government area, as well as increasing development pressures in certain locations. The proposed allocation of \$100,000 for street tree planting in 2026–27 reflects Council’s current delivery capacity and the resources available to safely implement planting activities and provide for

Grouping	Summary of Matters Raised	Staff Response
	ratios, such as a minimum of 1:4, could assist in addressing this trend. In addition, it calls for strengthened planning controls to better manage tree removal during development processes. Comparisons are drawn with other local government areas that have higher levels of investment in urban greening programs. The value of urban trees is emphasised in terms of their contribution to biodiversity, including the provision of habitat for wildlife, as well as their role in delivering shade, mitigating flood impacts, and enhancing overall liveability. The submission further notes the importance of implementing the Greener Places Strategy to guide and strengthen Council's approach to urban canopy management and expansion.	the ongoing maintenance of established trees. This allocation is aligned with existing service delivery requirements and constraints, with funding decisions made in the context of broader organisational priorities. Council will continue to implement the Greener Places Strategy and pursue opportunities to improve the effectiveness and efficiency of tree planting programs, including identifying potential cost savings and operational improvements. Consideration of any future changes to funding levels or service delivery will occur as part of Council's ongoing planning and annual budget processes, with a view to optimising outcomes within available resources.
St Huberts Island Canals Maintenance Funding and Asset Condition. <u>Received:</u> 33	The submission raises concerns regarding the adequacy of funding allocated to the maintenance of the St Huberts Island canal system and the associated condition of these assets. It expresses the view that the proposed allocation of \$35,000 is insufficient to address the scale of maintenance required, with a higher level of investment suggested to support ongoing asset management and preservation. Key issues identified include the need for dredging within drainage reserves to reinstate design or minimum	No change to the draft IP&R documents. The draft plan includes an annual allocation of \$35,000 for canal maintenance works at St Huberts Island. This funding is intended to support ongoing routine maintenance activities within Council owned and controlled canal infrastructure, consistent with available resources and broader asset management priorities.

Grouping	Summary of Matters Raised	Staff Response
	depths, and the provision of sand nourishment to mitigate erosion and maintain the structural integrity of seawalls. Concerns are also raised regarding the long-term stability of seawalls and the potential risks associated with progressive deterioration if maintenance is not undertaken. The submission further notes the impact of sedimentation on navigation within the canals, which is affecting accessibility and usability for residents. The submission also references a perception that fees collected in relation to jetties have not been matched by corresponding maintenance activities over an extended period. In this context, concerns are expressed regarding Council's management of infrastructure responsibilities and the use of funds that are understood to be allocated for the maintenance of the island's canal system. Overall, the submission highlights the importance of sustained and adequate investment in canal maintenance to support asset condition, public safety, and ongoing use of the waterways, and calls for consideration of increased funding and targeted maintenance interventions.	Council does not have responsibility for the maintenance or renewal of privately owned structures, including private seawalls and other assets located on private land, these assets remain the responsibility of individual landowners. In relation to concerns about the use of fees and charges, decisions regarding reinvestment and expenditure are informed through Council's annual budget and long-term financial planning processes. Council will continue to monitor canal condition, community feedback and environmental risks to inform future planning, funding consideration and program development, subject to Council decision making and available resources.
Warnervale Airport Strategic Asset and Community Use <u>Received:</u> 8	Submissions predominantly recognise the airport as a strategic community asset and support the completion and implementation of the Airport Masterplan. Submitters identify the Masterplan as an important framework for clarifying the airport's future role, land use	No change to the draft IP&R documents. Council has acknowledged community feedback in relation to the Warnervale Airport Masterplan and has adopted a staged approach to its implementation.

Grouping	Summary of Matters Raised	Staff Response
	and operational direction, and for guiding staged development and investment decisions. Submissions highlight the airport's perceived economic significance, including its potential contribution to regional economic activity, tourism, business attraction and aviation-related uses. The airport's role in supporting emergency management and community safety is also emphasised, with reference to its use by emergency services, firefighting aircraft, police operations and aviation training, as well as associated educational benefits. Several submissions identify the need for short-term operational improvements, such as taxiway works, to support safe use while longer-term planning is progressed. One submission raises concerns regarding the prioritisation of the airport within the plan. Overall, submissions support a coordinated, long-term approach to planning for Warnervale Airport to ensure its ongoing operational viability and contribution to regional economic, education and emergency service outcomes.	In February 2025, Council resolved to progress Gateway 1 of the Masterplan, which comprises 14 identified action items forming the initial phase of implementation. These action items include the subdivision of existing lots, preparation of planning proposals and the completion of other requirements as outlined in the adopted Masterplan. Following completion of Gateway 1, a further report will be presented to Council outlining available options for progressing subsequent stages of the Masterplan. The anticipated timing for this report is September 2026.
Growth, Infrastructure and Traffic Impacts <u>Received:</u> 2	Submissions raise concerns that the northern Central Coast is being overlooked in growth and infrastructure planning, with residential development occurring without adequate supporting infrastructure. Key issues identified include road congestion, heavy reliance on	No change to the draft IP&R documents Council considers infrastructure requirements as part of the development assessment and planning process

Grouping	Summary of Matters Raised	Staff Response
	the M1 motorway, limited transport alternatives, and localised bottlenecks created by single entry and exit points.	to support the delivery of appropriately serviced communities. Council has also prepared a draft Local Strategic Planning Statement (LSPS), which establishes a long-term framework for managing land use change and growth over a 20-year period across the Central Coast. The draft LSPS outlines planning priorities, region and place-based directions, and associated actions. These have been developed to respond to the evolving needs and values of the community and to guide coordinated and sustainable land use outcomes. The draft LSPS is on public exhibition from 18 May to 24 July 2026. Further information, including access to the draft document and supporting materials, is available on Council's Your Voice Our Coast website at: https://www.yourvoiceourcoast.com/draft-central-coast-local-strategic-planning-statement.
Accessible Infrastructure and Inclusion <u>Received:</u> 1	The submission notes that while a brochure identifying recreational opportunities for people with disability may be useful for information purposes, its effectiveness is limited where supporting infrastructure is inadequate or absent. The submitter emphasises that meaningful access to recreation is dependent on the availability and	No change to the draft IP&R documents Council acknowledges the importance of aligning the promotion of recreational opportunities with the availability of accessible infrastructure, noting that information alone does not ensure inclusion. Council's current practice is to only promote locations where appropriate accessible infrastructure is in place,

Grouping	Summary of Matters Raised	Staff Response
	suitability of accessible infrastructure, rather than information alone.	supporting accurate communication and participation outcomes. This issue has also informed the development of the Disability Inclusion Action Plan, which includes actions to expand accessible infrastructure and embed inclusive design across Council's planning and delivery processes. Implementation of these actions will support improved alignment over time.
Asset maintenance public spaces <u>Received:</u> 1	The submission raises concerns about the condition and presentation of existing public spaces and infrastructure, particularly roundabouts, median strips and roadways. The submitter emphasises the need to prioritise maintenance, including weed removal and general upkeep, rather than focusing on new initiatives. Specific reference is made to coastal areas, including The Entrance, with the view that improved maintenance and presentation would enhance the attractiveness of the region. The submission also expresses concern that the current appearance of the area detracts from community pride.	No change to the draft IP&R documents Additional roundabouts and median maintenance funding has been allocated in the draft budget to enhance the level of service for roadside vegetation maintenance, including roundabouts and centre medians under Council's responsibility. It is noted that some roundabouts and centre medians fall under the jurisdiction of Transport for NSW, and maintenance of these assets is undertaken by that authority. Funding has been included in the draft budget for a Town Centre Revitalisation Program. This program is intended to support the planning and delivery of infrastructure improvements across town centres within the Central Coast. The program will incorporate a staged approach, with several centres to be reviewed each year in consultation with the community to inform priorities and project scope.

Grouping	Summary of Matters Raised	Staff Response
Kerb and Guttering maintenance <u>Received:</u> 1	The submission raises concerns regarding poor road conditions in Chain Valley Bay South. It identifies a need for improved maintenance and the installation of kerb and gutter infrastructure.	No change to the draft IP&R documents Council is responsible for managing an extensive road network of more than 2,000 kilometres and is committed to the ongoing maintenance and improvement of road infrastructure across the Central Coast. Priority is given to the renewal and preservation of existing assets, including rehabilitation, resurfacing and rejuvenation works, to support the long-term sustainability of the network and improve safety and ride quality for road users. To support community awareness, Council has made publicly available a draft 10-Year Road Renewal Program, supported by an interactive map. This resource allows residents to view the indicative timing of renewal works for individual streets and suburbs, and provides access to information on treatment types and frequently asked questions. Further details can be accessed via Council's website. It is noted that the road renewal program is focused on maintaining and upgrading existing road assets and does not generally include the provision of new infrastructure, such as kerb and guttering, where these are not currently in place. In a number of established areas, such infrastructure was not required at the time of original subdivision or

Grouping	Summary of Matters Raised	Staff Response
		development. While contemporary development standards typically require the provision of kerb and guttering, Council's current focus on asset maintenance and renewal limits the availability of funding for new infrastructure.
Equity in Council Spending, Family Costs, and Climate Resilience Priorities <u>Received:</u> 1	The submission expresses concern that Council spending and priorities should focus on the needs of the broader ratepayer base rather than concentrated investment in specific locations, such as the Gosford CBD and waterfront. The submitter considers that such investment primarily benefits local businesses and visitors rather than residents in other areas, including Budgewoi and Ettalong. The submission also raises concern about increases to childcare fees, noting the importance of supporting future generations. Additionally, the submitter highlights climate variability and advocates for increased investment in environmental measures, including urban cooling, tree planting and flood mitigation infrastructure.	No change to the draft IP&R documents The allocation of funding to the Gosford CBD reflects its role as the Regional City Centre and a key destination for the Central Coast, supporting both significant visitor activity associated with the university, health precinct and stadium, as well as a growing residential population. Current and planned infrastructure delivery is being considered with regard to both local community needs and broader regional functions to support the ongoing development of the area. The proposed adjustment to fees for Council's Education and Care Services reflects increases in operational costs and is intended to support the sustainable delivery of these services. Council's fees remain, on average, lower than comparable providers in the region, with periodic adjustments applied to assist in maintaining the provision of safe, high-quality and accessible early education and care for the community.

Grouping	Summary of Matters Raised	Staff Response
		Council acknowledges consistent and ongoing community feedback regarding the important role of street trees in contributing to urban cooling, liveability, biodiversity and public health outcomes across the Central Coast. It is also recognised that community members have expressed views that current funding levels are modest relative to the size and growth of the local government area, as well as increasing development pressures in certain locations. The proposed allocation of \$100,000 for street tree planting in 2026–27 reflects Council’s current delivery capacity and the resources available to safely implement planting activities and provide for the ongoing maintenance of established trees. This allocation is aligned with existing service delivery requirements and constraints, with funding decisions made in the context of broader organisational priorities. Council will continue to implement the Greener Places Strategy and pursue opportunities to improve the effectiveness and efficiency of tree planting programs, including identifying potential cost savings and operational improvements. Consideration of any future changes to funding levels or service delivery will occur as part of Council’s ongoing planning and annual budget processes, with a view to optimising outcomes within available resources.

Grouping	Summary of Matters Raised	Staff Response
Community Facilities and Hall Maintenance <u>Received:</u> 1	The submission raises concern that ongoing increases in Council community hall hire fees are not being matched by corresponding improvements in maintenance or facility standards. It indicates that the current condition and level of amenity provided results in poor value for money and may reduce affordability and accessibility for long-term community users.	No change to the draft IP&R documents. Council undertakes benchmarking of its fees and charges against those of other councils and comparable private facilities and aims to maintain the affordability of community facilities, with fee increases generally aligned to the annual Consumer Price Index (CPI). Council carries out both reactive and proactive maintenance across all community facilities. This includes scheduled security and cleaning services delivered through contracted providers, as well as routine servicing of air-conditioning systems and other building assets. Further information cannot be provided in relation to the issues raised, as the response does not identify the specific facility involved. Users of Council facilities are encouraged to report any building or maintenance issues at the time of hire to enable timely investigation and resolution.
Service equity and local infrastructure resourcing <u>Received:</u> 1	The submission suggests that the Mangrove Mountain and Districts area is under-represented in the Draft Delivery Program and Operational Plan, despite being part of Gosford West Ward, the largest ward within the local government area.	No change to the draft IP&R documents A significant proportion of Council's operating budget is allocated to the maintenance of its extensive road and drainage networks. Given the scale, cost and complexity associated with these

Grouping	Summary of Matters Raised	Staff Response
	The submission raises concerns about ongoing maintenance needs and requests the reinstatement of the former Bloodtree Road Council Depot to support regular local maintenance activities. The submission identifies a range of priority issues, including road resurfacing and upgrades, drainage and culvert maintenance, verge and vegetation management, pedestrian safety improvements near community facilities, and improved lighting around public amenities. The submitter considers that a locally based and adequately resourced depot would enable more consistent maintenance outcomes, enhance safety, and support community pride, while also aligning with Council's broader tourism and destination objectives.	assets, works are prioritised to address the highest needs and risks across the network. Council's depot located on Bloodtree Road, Mangrove Mountain, remains operational, with appropriately skilled staff in place. Staffing levels at this location are aligned to required service levels and available funding. Depot staff continue to deliver maintenance works and services in accordance with established priorities and operational requirements. Council manages a road network exceeding 2,000 kilometres across the Central Coast and undertakes ongoing maintenance and renewal activities to support its condition, safety and functionality. In line with asset management principles, there is an increased focus on renewal-based treatments, including rejuvenation, resurfacing and rehabilitation, to extend asset life, improve safety outcomes and enhance ride quality. Council has released a draft 10-Year Road Renewal Program, supported by an interactive mapping tool, which provides indicative timeframes for planned road renewal works at a street and suburb level. This includes information on treatment types, together with supporting material and frequently asked questions. Further details are available at: https://www.centralcoast.nsw.gov.au/10-year-road-renewal-program-and-interactive-map

Grouping	Summary of Matters Raised	Staff Response
		Roads not currently identified within the draft 10-Year Road Renewal Program are subject to ongoing review. Asset condition data is updated regularly, and where deterioration occurs ahead of schedule due to significant weather events or unforeseen circumstances, works may be reprioritised in accordance with assessed need. In relation to tree management, community members can lodge service requests for the assessment of trees of concern. Following assessment, any required actions are undertaken in line with Council's public tree risk management framework, which applies to Mangrove Mountain and surrounding areas. Service levels for these activities are not dependent on the proximity of a local depot. Roadside vegetation maintenance is undertaken on a cyclical basis. On rural roads, slashing is generally scheduled at approximately six-month intervals, unless safety risks are identified that require more immediate attention. Other roadside vegetation maintenance activities in the Mangrove Mountain area are typically undertaken on a 13-week cycle. Any changes to these service levels are subject to consideration through the Operational Plan and available resourcing.

Grouping	Summary of Matters Raised	Staff Response
		The provision of public lighting adjacent to the public toilet facility will be considered as part of the scope and delivery of the planned upgrade works.
Pedestrian Safety and Footpaths <u>Received:</u> 2	Submissions raised concerns regarding pedestrian safety and the adequacy of footpath and active transport infrastructure across the local area. A specific issue identified was the absence of a continuous footpath along Railway Crescent between Niagara Park and Lisarow, which was reported as limiting safe pedestrian connectivity and access to surrounding residential areas, services, and public transport. Highlighted is the importance of a connected network of footpaths, shared paths, and bicycle lanes to improve safety, accessibility, and transport choice for the community. Concerns were further expressed about vehicle speeds in areas with high levels of pedestrian activity, with suggestions that lower speed limits be considered to improve pedestrian safety and reduce risk. Overall, submissions emphasised the need for a coordinated and strategic approach to pedestrian infrastructure, traffic management, and active transport planning to enhance safety, accessibility, and community wellbeing.	No change to the draft IP&R documents Council is currently developing a new active transport plan, informed by stakeholder engagement and community consultation. Feedback received has contributed to the preparation of the draft Walking, Wheeling and Cycling Strategy, which was presented to Council in May 2026 for consideration and public exhibition prior to adoption. The exhibition period will provide a further opportunity for residents and community members to review the draft Strategy and provide feedback. The Strategy is intended to support a coordinated approach to planning and delivery of active transport infrastructure across the Central Coast. It will assist in identifying and prioritising works, informing future funding allocation, supporting grant applications, and enabling advocacy with other levels of government. Within this broader strategic context, a footpath along Railway Crescent has been identified in current active transport planning; however, it is not presently considered a high priority project and has not progressed to the design stage.

Grouping	Summary of Matters Raised	Staff Response
		Separately, Council has identified potential pedestrian improvements along Railway Crescent between Lisarow Railway Station and Awaba Street to enhance pedestrian safety and connectivity. Proposed works include a pedestrian refuge and improved footpath linkages to key destinations such as the railway station, nearby bus stops and Awaba Street. Consultation with affected residents, businesses and community stakeholders is anticipated during the 2026-27 period. Progression to construction will be subject to the identification and allocation of funding, including potential grant opportunities. Public transport service provision, including bus routes and service frequency, is managed by bus operators in conjunction with Transport for NSW (TfNSW). Council acts as a key stakeholder and engages with TfNSW on public transport matters, including advocating for service improvements where appropriate. Council's responsibilities include the provision and upgrade of supporting infrastructure, such as accessible boarding points, in accordance with the Disability Standards for Accessible Public Transport. Funding is allocated annually through Council's Bus Stop Improvement Program to support these works. High Pedestrian Activity Areas (HPAAs) are typically implemented in locations with high pedestrian volumes, such as centres and tourist areas, and

Grouping	Summary of Matters Raised	Staff Response
		involve reduced speed environments to improve safety outcomes. The implementation of HPAA's and associated speed zoning is determined by Transport for NSW.
Local Roads, Drainage and Transport Assets (Funding and Delivery) <u>Received:</u> 2	Submissions raise concerns regarding the condition and maintenance of local infrastructure, particularly roads and drainage in the Davistown area, and request increased investment in these services. Further feedback highlights a desire for improved pedestrian infrastructure within the Wyong and Watanobbi areas, including the provision of kerb and guttering and footpaths.	No change to the draft IP&R documents Council allocates a significant proportion of its operating budget to the maintenance of extensive road and drainage networks across the region. Given the scale, cost and complexity of these assets, works are prioritised to address areas of greatest need and risk. In the Davistown area, drainage maintenance is subject to additional environmental and heritage considerations, which require approvals from relevant NSW Government agencies. Recent approvals have enabled progression of maintenance activities in this area. In relation to kerb and guttering, a number of established suburbs were developed at a time when such infrastructure was not required. Current planning standards generally require developers to provide this infrastructure as part of new developments. Council's primary focus remains on maintaining and renewing existing assets, and as a result, opportunities to deliver new infrastructure of this nature are limited and subject to prioritisation and available funding.

Grouping	Summary of Matters Raised	Staff Response
		Council is also progressing the development of a new active transport plan, informed by stakeholder engagement and community consultation. This has contributed to the draft Walking, Wheeling and Cycling Strategy, which was presented to Council in May 2026 for consideration and public exhibition prior to adoption. The exhibition period will provide a further opportunity for community feedback. The Strategy is intended to guide the planning and prioritisation of active transport infrastructure, inform future funding decisions, support grant applications, and assist with advocacy to other levels of government.
Rockpool and Coastal Works <u>Received:</u> 1	Submission raised matters relating to coastal infrastructure and the condition and management of the Umina Rockpool. A request was made to clear accumulated rocks within the rockpool to improve accessibility and usability, particularly for community members with limited mobility or requiring safer access conditions. Concerns are raised regarding broader coastal processes, including sand movement and beach erosion in the vicinity of the rockpool.	No change to the draft IP&R documents. There are currently no plans to remove the rocks from the former Umina Rockpool site. An assessment has determined that the existing rocks do not present an unacceptable safety risk and are not considered to be impacting coastal erosion processes or sand movement. Matters will be considered within the broader strategic context of the Lower Hawkesbury–Nepean Coastal Management Program, which is scheduled to be exhibited shortly. The exhibition of the Coastal Management Program will provide an opportunity for community members to review the proposed

Grouping	Summary of Matters Raised	Staff Response
		approach to coastal management and provide feedback through the formal submission process.
Sports Facilities and Open Spaces <u>Received:</u> 2	Submissions raise concerns about consultation and transparency in relation to the proposed purchase of MacKillop Oval (DP_279), including engagement with existing user groups. Delays to the MacKillop Oval No. 3 floodlighting project are also noted, also identifying impacts on training and field utilisation. More broadly, submissions indicate that sportsfields and open spaces are perceived to be underfunded, with calls for increased and more consistent investment in maintenance and upgrades to support safe and accessible community use. .	No change to the draft IP&R documents. The proposed acquisition of land identified as DP_279 is currently in progress and does not alter the existing or intended future use of the site. As the acquisition does not result in any changes to site use, no impacts on existing user groups have been identified. Accordingly, community consultation has not been required for this matter. The acquisition is considered a positive outcome, as it will secure the site for long-term sport and recreation purposes under Council ownership. This outcome supports the ongoing availability and management of recreation infrastructure for the community. Had any adverse impacts been identified during the assessment process, direct consultation with affected clubs would have been undertaken. Council will provide an update to the relevant Club once the land acquisition process has been finalised. Floodlighting upgrades are prioritised across Council's sporting network based on competition requirements and broader demand across multiple venues. While the Club's growth and training needs are acknowledged, existing floodlighting on other fields within MacKillop Oval is available to support

Grouping	Summary of Matters Raised	Staff Response
		evening training activities. It is noted that competing priorities across Council's broader sporting network may result in project timing being reviewed or rescheduled as part of standard capital works planning processes.
Waste Management Services <u>Received:</u> 1	Concerns regarding the delivery and accessibility of waste management services. Specific issues were identified in relation to the operating hours of waste facilities, including the closure times of the Woy Woy waste facility on Sundays. Submitters reported that the proposal to reduce opening hours on Sundays reduces the effectiveness and convenience of waste disposal services. Further concerns were expressed about perceived reductions in waste management service levels occurring alongside increases in rates. Overall, the importance of aligning service availability, operational arrangements, and community expectations to ensure waste management services remain accessible, equitable, and responsive to community needs.	No change to the draft IP&R documents The reduction in operating hours at Council's waste facilities was resolved by Councillors at the Ordinary Council meeting of 24 March as a cost-saving measure to support budget balancing. This decision represents a calculated and conscious reduction in service levels. Analysis of the past 12 months of activity indicates an average of approximately 218 customer visits per week between 2.00 pm and 4.00 pm across both facilities. It is anticipated that most customers will adjust their behaviour and continue to transact within the adjusted operating hours given the remaining spread of available hours and the absence of alternative local disposal sites on Sundays. It is proposed that implementation commence from Sunday, 2 August, to allow for appropriate community communication and notice.

Grouping	Summary of Matters Raised	Staff Response
Environment, Infrastructure and Community Facilities <u>Received:</u> 1	The submission expressing strong support for a number of proposed strategic actions and funding allocations, particularly those relating to coastal management, road infrastructure and public amenities. The submission supports the implementation and reporting of adopted Coastal Management Programs, including funding allocations for the Open Coasts Coastal Management Program, and advocates for additional capital investment to remediate Avoca Lagoon, citing ongoing water quality concerns and delays in completing the Lagoons Coastal Management Program. The submission requests increased prioritisation and resourcing for sewer infrastructure upgrades within the Avoca and Terrigal Lagoon catchments to support implementation of the Water and Sewer Delivery Plan and relevant EPA licence requirements. Support is expressed for the Walking and Cycling Strategy, with a request for funding to complete design work for a shared pedestrian pathway along Cape Three Points Road. The Association also supports increased funding for public toilet renewals and seeks priority renewal of the Ficus Avenue public toilet at Avoca Beach. Further support is noted for increased road maintenance funding, with a request for renewal of Cape Three Points Road between Avoca Drive and The	No change to the draft IP&R documents The draft Coastal Lagoons Coastal Management Program (CMP) is expected to be presented to Council in the coming months with a recommendation for public exhibition. The CMP will address the management of Avoca Lagoon, and the community will have the opportunity to provide feedback during the exhibition period anticipated later in 2026. Council has prepared a concept design for pedestrian improvements along Cape Three Points Road between Cabbage Tree Avenue and Cullens Road to support an application for external grant funding. This funding would enable progression to detailed design and construction of a footpath aimed at improving safety and connectivity. Council is currently awaiting the outcome of this funding application. In addition, funding has been allocated within the capital works program to undertake design for a pathway along Cape Three Points Road between Ridgway Road and Cabbage Tree Road as part of the Road Design Program. Road renewal works on Cape Three Points Road between Avoca Drive and The Round Drive are also scheduled for 2026–27 and will include pavement rehabilitation and full resurfacing.

Grouping	Summary of Matters Raised	Staff Response
	Round Drive. The submission also requests funding for the design of wayfinding signage to improve visitor navigation to key features of Avoca Beach, noting its role as a significant visitor destination	Council has provided for both capital and operational investment in the sewerage network servicing the Avoca and Terrigal Lagoon catchments within the 2026–2031 IPART Pricing Determination, aligned with delivery capacity. In conjunction with the NSW Environment Protection Authority, Council is also implementing a number of Pollution Reduction Programs under Environment Protection Licence 1802, which are publicly available and outline planned works within these catchments. A substantial proportion of Council’s operating budget continues to be directed toward the maintenance and renewal of road and drainage infrastructure. Given the scale, cost and complexity of these asset networks, prioritisation of works is required to ensure resources are allocated effectively. Council also maintains investment in wayfinding signage through region-wide and centre-based programs. Regional signage initiatives provide for suburb identification signage across the local government area, while the City and Town Centre Wayfinding Signage Program targets key centres identified as CBDs or town centres. Funding has been allocated over the forward program, with wayfinding signage improvements for Avoca Beach currently scheduled for delivery in 2028–29.

Grouping	Summary of Matters Raised	Staff Response
		Council's Delivery Program identifies the public amenities renewal program at a strategic program level without specifying individual sites. The Ficus Avenue public toilets are currently proposed for renewal in the next financial year, subject to adoption of the Quarter 3 budget adjustment. Should this adjustment not be adopted, delivery would be deferred, with completion anticipated no later than the 2027–28 financial year.
Major Projects and Use of Ratepayer Funds <u>Received:</u> 1	The submission raises concerns about infrastructure funding and capital expenditure priorities. In particular, the submitter questions why Council does not require greater developer contributions toward sewer and water infrastructure upgrades in the Mardi and Charmhaven areas. The submission also strongly objects to the continued allocation of ratepayer funding toward the development of Warnervale Airport, expressing disagreement with this investment priority.	No change to the draft IP&R documents The upgrade of the Mardi Water Treatment Plant is focused on reinstating the plant's original treatment capacity. The reduction in available capacity over time has resulted from changes to water extraction rules from the Wyong River, declining raw water quality, and the requirement to meet more stringent treated water quality standards. These factors are regulatory and environmental in nature and are not attributable to development-related demand. Consistent with IPART's pricing framework, costs associated with maintaining or restoring existing service capacity are not recoverable through developer contributions. Council is currently recovering developer contributions towards the upgrade of the Charmhaven Sewage Treatment Plant in accordance

Grouping	Summary of Matters Raised	Staff Response
		with IPART's pricing methodology for water and sewer developer charges. These charges are subject to periodic review, with the next scheduled review in 2029. This review will provide an opportunity to update contribution rates to reflect actual project costs, in line with IPART requirements. Council, at its Ordinary Meeting in February 2025, resolved to progress the Warnervale Airport Master Plan through Gateway 1. This phase includes the delivery of a defined set of actions, comprising land subdivision, the progression of relevant planning proposals, establishment of a Biodiversity Stewardship Agreement for the Porters Creek Wetland, and investigation of opportunities to enable the use of currently underutilised commercial land, along with other requirements identified in the adopted Master Plan. Upon completion of Gateway 1, a further report will be prepared for Council outlining available options for consideration. Based on the current program, this report is anticipated to be presented to Council by September 2026.
Planning Integrity, Conservation Zoning and Strategic Land-Use Review	The submission seeks correction of zoning anomalies introduced under the Central Coast Local Environmental Plan 2022.	No change to the draft IP&R documents Council has scheduled the preparation of a Rural Lands Strategy for 2027-28, which will establish a

Grouping	Summary of Matters Raised	Staff Response
<u>Received:</u> 1	It is submitted that land historically zoned for conservation and scenic protection has been rezoned to C3 Environmental Management and RU1 Primary Production, resulting in reduced environmental and amenity protections. It is requested that Council waive planning proposal fees to support a community-led rezoning process, noting that the request is framed as a public-interest planning and governance matter rather than a private or commercial development proposal. It is emphasised that the submission does not seek increased development yield or financial gain, but rather the restoration of appropriate environmental protections through a transparent statutory assessment process. The submission also calls for funding to undertake a broader strategic review of conservation zoning anomalies across the former Wyong local government area, including a Rural Lands Study and environmental assessment. The issue is characterised as a strategic planning matter affecting a substantial area and is presented as necessary to protect biodiversity, ecological corridors, waterways, rural character, scenic landscapes and long-term community amenity, and to restore confidence in the planning system.	framework to guide the long-term planning and management of rural lands across the Central Coast. The Ourimbah Valley area will be considered as part of this process, with consultation to be undertaken with residents and landowners to inform an understanding of current land use, future demands, and local priorities. The draft Local Strategic Planning Statement (LSPS) includes an action to develop and implement a zoning framework to inform the application of environmental land use zones (Environmental Lands Review). This action is aligned with matters raised in submissions and is programmed for delivery over the next 3–5 years, subject to available resources and funding. The draft LSPS is on public exhibition from 18 May to 24 July 2026. Further information, including access to the draft document and supporting materials, is available on Council's Your Voice Our Coast website at: https://www.yourvoiceourcoast.com/draft-central-coast-local-strategic-planning-statement. For the 2026-27 financial year, Council's proposed operating expenditure for the Natural Assets and Biodiversity Section is approximately \$4.8 million. This funding supports a range of programs and activities, including bush regeneration, biosecurity,

Grouping	Summary of Matters Raised	Staff Response
		environmental volunteering, and environmental education. Broader environmental initiatives are also delivered across multiple areas of Council; however, this section has primary responsibility for implementing actions under Council's Biodiversity Strategy.
Environmental Governance, Investment and Strategic Planning <u>Received:</u> 1	The submission raises concerns that the Draft Delivery Program 2025–29 and Draft Operational Plan 2026–27 do not adequately prioritise environmental protection at a strategic level. While acknowledging the inclusion of a range of positive environmental programs and actions, the submission contends that environmental outcomes are not given equivalent strategic prominence or investment when compared with growth-focused priorities. A key concern is the identification of Warnervale Airport as a Strategic Councillor Priority without corresponding strategic recognition of the Porters Creek Wetland, despite its acknowledged environmental significance and proximity within the same catchment. The submission argues that the airport and wetland should be treated as an integrated planning landscape and afforded equivalent strategic consideration. The submission also highlights a reduction in the environmental capital allocation for 2026–27 compared to funding levels previously projected in the	No change to the draft IP&R documents Conservation and biodiversity initiatives are primarily delivered through Council's operating budget rather than the capital works program. Capital works categorised under environmental themes generally relate to infrastructure in natural areas, such as fire trails, lookouts, stormwater quality improvement devices, boardwalks, coastal protection works and beach access infrastructure. Accordingly, variations in capital expenditure do not necessarily reflect changes in the level of investment in biodiversity or conservation programs. In relation to the Warnervale Airport Master Plan, Council resolved at its February 2025 Ordinary Meeting to progress Gateway 1 activities. This phase includes a defined set of actions such as land subdivision, planning proposals, establishment of a Biodiversity Stewardship Agreement for the Porters Creek Wetland, and investigation of opportunities to enable the use of currently underutilised commercial

Grouping	Summary of Matters Raised	Staff Response
	adopted Delivery Program and raises concerns about reduced visibility of renewable energy initiatives and grant funding transparency. This is inconsistent with the stated community vision of environmental protection and the increasing impacts of climate change, flooding and biodiversity loss. A detailed comparative review is provided for the Woy Woy Peninsula and surrounding areas, identifying a mix of completed projects and positive initiatives, alongside significant concerns regarding the apparent removal, deferral or lack of clarity around several major infrastructure projects. These include waste management facilities, transport upgrades, sewer infrastructure, floodplain management actions and implementation of relevant Coastal Management Programs. Overall, the submission does not support the draft documents in their current form and calls for stronger strategic prioritisation, clearer transparency, and restored or increased investment in environmental protection and resilience across the Central Coast.	land, in addition to other requirements identified in the adopted Master Plan. Following completion of Gateway 1, a further report is to be presented to Council outlining available options for consideration. Based on the current program, this report is anticipated to be presented by September 2026. The Biodiversity Stewardship Agreement is a key component of the Master Plan and contributes to the environmental outcomes associated with the project. Council's capital works program at the Woy Woy Waste Management Facility is progressing, with adjustments limited to the timing of certain works. These changes do not impact service levels provided to the community. The program comprises a series of complex, interrelated, multi-year projects, with construction timing influenced by factors including planning approvals, operational requirements and the available lifespan of existing landfill capacity. In particular, the South Cell project completed detailed design and approvals in 2025-26. Construction has been rescheduled to 2027-28 to align with revised projections for when additional landfill capacity will be required. This adjustment reflects the extended life of the existing landfill cell achieved through optimisation of available void space

Grouping	Summary of Matters Raised	Staff Response
		and supports a more efficient alignment of project delivery and expenditure. For the 2026-27 financial year, the proposed operating budget for Council's Natural Assets and Biodiversity Section is approximately \$4.8 million. This supports a range of programs including bush regeneration, biosecurity, environmental volunteering and environmental education. Environmental outcomes are also delivered across multiple areas of Council, with this section having primary responsibility for implementing the Biodiversity Strategy. Funding allocations across program areas are aligned with the actions and outcomes identified in the Operational Plan and Council's asset management priorities, with a strong emphasis on asset renewal. As a result, allocations to specific themes may vary between years. Budget reporting is undertaken at a high level, and individual projects may contribute to outcomes across multiple thematic areas. This approach is consistent with sector practice and aims to balance transparency with clarity of presentation. Opportunities to refine the presentation of information, including the identification of grant funding, are considered as part of each annual review. Feedback provided will inform the development of the 2027-28 Draft Operational Plan.

Grouping	Summary of Matters Raised	Staff Response
		Council is progressing the planning and redesign of the Rawson Road and Ocean Beach Road intersection at Woy Woy, with concept design work expected to be completed by the end of 2026. Once a concept design is developed, consultation will be undertaken with affected stakeholders, including adjoining property and business owners. Feedback received will inform the final design prior to construction. Subject to the completion of design and consultation phases, construction is currently anticipated to commence in mid-2027. Council delivers an annual capital works program that includes the renewal and upgrade of roads, car parks, pathways, drainage, water and sewer infrastructure, waste facilities, community and sporting assets, and natural areas across the region. Information on current and planned projects is available via Council's interactive Capital Works Map at: https://www.centralcoast.nsw.gov.au/about-council/capital-works-program. The map provides project-level detail, including budget, status and timing, and is updated regularly. Council continues to consider opportunities to enhance the accessibility and transparency of this information.

Grouping	Summary of Matters Raised	Staff Response
Biodiversity Strategy, Delivery, KPIs and Resourcing <u>Received:</u> 3	Submissions raise concerns regarding the implementation of the Biodiversity Strategy, particularly gaps in delivery actions for growth precinct planning. Issues identified include the absence of clear ecological corridor design standards and limited integration of biodiversity objectives into development and infrastructure planning. Specific concerns are raised about the lack of defined KPIs for the Wadalba Wildlife Corridor Management Plan and the need for greater investment in freshwater ecosystems and species protection. Submissions also call for improved coordination across Council functions to support strategic ecology planning, delivery, and accountability.	No change to the draft IP&R documents Council notes that the Wadalba Wildlife Corridor Management Plan is a site-specific document that guides the management of that location. Actions delivered under this plan are implemented within the broader framework of Council's Biodiversity Strategy, which provides overarching direction and includes relevant actions. Council's approach to biodiversity is also integrated into the development process, with impacts assessed at both the planning proposal and development application stages. Supporting this, Council is progressing key strategic documents, including Species Management Plans, to assist in the consistent assessment of development proposals across the Central Coast. Council has prepared a draft Local Strategic Planning Statement (LSPS), which establishes a long-term vision for land use across the region. The draft LSPS includes planning priorities and a set of actions under the "Our Environment" theme, which will inform future Operational Plans and budget allocations once finalised. The draft LSPS has been endorsed for public exhibition, providing an opportunity for community input.

Grouping	Summary of Matters Raised	Staff Response
		The draft LSPS is on public exhibition from 18 May to 24 July 2026. Further information, including access to the draft document and supporting materials, is available on Council's Your Voice Our Coast website at: https://www.yourvoiceourcoast.com/draft-central-coast-local-strategic-planning-statement. Biodiversity Strategy actions are broad and not allocated to a single discrete budget line. Delivery is primarily supported through Council's Natural Assets and Biodiversity Section, which is proposed to have an operating budget of approximately \$4.8 million in 2026-27. This funding supports a range of programs including bush regeneration, biosecurity and weed management, environmental education, environmental volunteering, and threatened species initiatives such as the Little Tern program. Additional environmental management activities are delivered across Council, including freshwater and catchment programs such as aquatic weed management, water quality monitoring, stormwater asset maintenance, and related initiatives aimed at improving environmental outcomes.
Climate Change, Environmental Funding and Strategic Implementation <u>Received:</u> 1	The submission raises concern about a reduction in environmental capital funding compared with previous planning periods and the potential impact on climate adaptation and resilience outcomes. Issues are identified with the lack of transparency linking	No change to the draft IP&R documents Council advises that conservation and biodiversity initiatives are primarily delivered through operating expenditure rather than capital works programs. As

Grouping	Summary of Matters Raised	Staff Response
	proposed activities and expenditure to adopted Coastal Management Programs and flood studies. Also noted is the absence of clear implementation actions for the Peninsula Floodplain Management Study and limited progress on delivery of the Hawkesbury River Coastal Management Program, calling for clearer alignment between strategy, funding, and on-ground delivery.	such, capital projects classified under the environment category generally relate to supporting infrastructure within natural areas, including fire trails, lookouts, stormwater quality improvement devices, boardwalks, coastal protection works and beach access infrastructure. A reduction in the environmental capital works program does not necessarily indicate a corresponding reduction in conservation or biodiversity activities. These activities continue to be delivered through operational programs and service areas. For 2026-27, the operating budget for Council's Natural Assets and Biodiversity Section is proposed to be approximately \$4.8 million. This funding supports a range of ongoing programs, including bush regeneration, biosecurity and pest management, environmental education, and the Environmental Volunteering Program, among others. While environmental initiatives are delivered across multiple areas of Council, the Natural Assets and Biodiversity Section have primary responsibility for implementing actions under the Biodiversity Strategy.
Financial Transparency and Service Levels <u>Received:</u> 1	The submitter raises concerns about a lack of clarity in the draft Operational Plan regarding changes to Council expenditure. It questions the proposal to remove Australia Post as a rates payment option, citing insufficient information on the associated costs,	No change to the draft IP&R documents Council provides multiple payment methods for rates and water accounts, including the option to pay via Australia Post. The ongoing cost of maintaining this service is approximately \$382,000 per annum and is

Grouping	Summary of Matters Raised	Staff Response
	usage levels and consultation, and requests that this option remain available until further detail is provided. The submission supports increased funding for roadside and verge mowing but expresses concern that maintenance levels for sportsgrounds and community facilities have not been restored since reductions in 2021, despite rate increases and higher ground hire fees. It notes that community sporting groups are increasingly bearing maintenance costs and seeks clarity on when pre-2021 service levels may be reinstated. The submission also suggests holding an annual public meeting to explain the draft Operational Plan and allow community questions.	not recoverable from users, with utilisation by less than 0.5 per cent of ratepayers. Council regularly reviews payment methods to ensure they remain efficient, cost-effective and aligned with community usage. As part of this review, the Australia Post payment option is proposed to be discontinued early in the new financial year. This forms part of a broader set of changes, including the removal of merchant fees for credit card payments. As payment method selection is considered an operational matter, formal public consultation is not required. Council's draft budget includes a proposed increase in the frequency of roadside and verge mowing, subject to adoption, to support improved maintenance outcomes across the network. Current levels of service for sports facility maintenance are proposed to be maintained. Resourcing levels have been managed to support the consistent delivery of service standards, with mowing frequencies for sportsgrounds maintained and ongoing maintenance outcomes achieved across sportsgrounds and parks. In relation to the funding of sports facilities, hire fees are reviewed annually and adjusted as required. However, the cost of maintaining these facilities, including materials and external services, has increased at a higher rate. As a result, revenue

Grouping	Summary of Matters Raised	Staff Response
		generated from hire fees recovers less than 10 per cent of the total cost of operating and maintaining sports facilities, with the remaining costs met through broader Council funding. Where sporting clubs enter formal lease arrangements, responsibility for maintenance of the leased area rests with the lease holder in accordance with the lease conditions. Under these arrangements, lease holders are not subject to standard hire fees and may generate revenue through sub-hire arrangements to support maintenance obligations. Clubs may elect to relinquish a lease, at which point Council resumes maintenance responsibility and applicable hire fees are applied. Where damage to sports fields occurs as a result of use outside appropriate conditions, Council may seek to recover the cost of repairs from the relevant sporting association as the primary hirer, with arrangements for cost distribution managed by the association. Council maintains sportsgrounds, excluding the Central Coast Regional Sporting and Recreation Complex and leased areas, to a standard appropriate for community use. In limited cases, user groups may request a higher standard of playing surface and may contribute additional funding to support works above

Grouping	Summary of Matters Raised	Staff Response
		the base level of service. Council works collaboratively with these groups where appropriate.
Development Assessment, Fees and Charges <u>Received:</u> 1	The submission expressing broad support for the exhibited documents. The submission acknowledges Council's commitment to balanced growth, housing supply, infrastructure delivery, economic development and improved planning processes, including faster development assessment timeframes. Supports Council's restrained approach to fees and charges, noting that increases are broadly aligned with CPI and that fee restraint is important to maintaining development feasibility and housing supply. Two specific changes to the fees and charges schedule are requested. The submission recommends introducing a dedicated fee category for optional pre-lodgement site meetings for both planning proposals and development applications, noting that on-site engagement can improve application quality and assessment efficiency. The submission also objects to the Optional Major Projects Pre-Development Application fee, arguing that timely assessment should be a standard service outcome rather than contingent on an additional fee, and requests its removal.	Additional Fee Recommended Based on matters raised in the submission, the introduction of a new fee category within Council's Fees and Charges is proposed to facilitate the provision of onsite pre-lodgement meetings in defined circumstances. Fee reference 0627 was introduced following a Councillor initiated proposal, and any consideration regarding its continuation, amendment or removal is a matter for determination by the elected Council

Grouping	Summary of Matters Raised	Staff Response
Economic Development and Investment Attraction <u>Received:</u> 1	The submission encourages Council to pursue greater levels of external investment, including opportunities beyond the region and internationally, to support long-term economic growth. It suggests leveraging major infrastructure initiatives, such as potential high-speed rail, as catalysts for regional economic development. The submission identifies interest in advanced manufacturing and emerging industries, including electric aircraft motors and battery technologies, and proposes exploring opportunities at Warnervale, potentially in partnership with the local university. It is acknowledged that some initiatives may sit beyond Council's direct remit but are presented as matters for consideration in future strategic planning.	No change to the draft IP&R documents Council acknowledges the submission advocating for increased attraction of external investment, including interstate and international opportunities, and the exploration of emerging industries within the region. Council recognises that facilitating economic development and investment attraction involves a range of influences, including market conditions, infrastructure availability, land use planning frameworks and coordination with State and Commonwealth Government initiatives. Matters such as high-speed rail are outside Council's direct control; however, Council will have a role in advocacy and in supporting outcomes that align with regional priorities where opportunities arise. The suggestion to explore advanced manufacturing opportunities, including electric aircraft technologies at Warnervale in partnership with a local university, is noted.
Economy, Transport and Strategic Planning <u>Received:</u> 1	The submission acknowledges the documents as detailed and comprehensive, and supports Council's focus on infrastructure delivery, asset renewal, economic development, planning efficiency and alignment with the Community Strategic Plan and related state and local strategies.	No change to the draft IP&R documents Council acknowledges the submission advocating for increased attraction of external investment, including interstate and international opportunities, and the exploration of emerging industries within the region. Council recognises that facilitating economic development and investment attraction involves a

Grouping	Summary of Matters Raised	Staff Response
	The submission emphasises the importance of enabling infrastructure to unlock housing supply, employment land and long-term economic growth. It highlights support for town centre revitalisation, transport and movement improvements, water and sewer upgrades, shared pathways, community facilities and economic activation initiatives, particularly within Gosford and other strategic centres. In addition, the submission references a related pre-budget advocacy position calling for increased investment in feasibility studies and capital works for major transport, employment, housing, tourism and innovation projects across the region.	range of influences, including market conditions, infrastructure availability, land use planning frameworks and coordination with State and Commonwealth Government initiatives. Matters such as high-speed rail are outside Council's direct control; however, Council will have a role in advocacy and in supporting outcomes that align with regional priorities where opportunities arise. All submissions received during the exhibition period were reviewed and considered as part of the finalisation of the Delivery Program and Operational Plan. In preparing these documents, Council has balanced strategic priorities, community needs, available funding and statutory requirements within the Integrated Planning and Reporting framework. The draft Operational Plan includes a range of actions across Gosford, established town centres and greenfield areas that seek to improve alignment between development and the timely provision of supporting infrastructure. Council recognises the importance of delivering infrastructure to support population growth and evolving community needs across the region. Council remains committed to delivering a significant capital works program to support regional growth, including over \$450 million allocated to road and drainage projects. This funding supports both the

Grouping	Summary of Matters Raised	Staff Response
		renewal of existing assets and the delivery of targeted upgrades, including road and intersection improvements. It is also noted that, in many instances, essential infrastructure required to support new development is delivered by private developers as part of approved subdivisions. Council works collaboratively with Transport for NSW (TfNSW) in the management of the road network, particularly where State and local roads interface. Ongoing engagement occurs to coordinate planning and delivery of infrastructure projects and to support broader transport and connectivity outcomes across the Central Coast.
Environment and Strategic Planning <u>Received: 2</u>	The submission focusing on the adequacy of environmental protection and strategic prioritisation. While acknowledging the inclusion of a range of positive environmental programs and actions, the submission contends that environmental protection is not afforded sufficient strategic prominence or funding relative to other priorities. The submission raises concern about a reported reduction in environmental capital allocation for 2026–27 compared with previously forecast levels, and the removal of transparency around grant funding. It supports existing and proposed initiatives relating to climate resilience, floodplain management, tree planting, bushcare and natural disaster preparedness,	No change to the draft IP&R documents Council's capital works program at the Woy Woy Waste Management Facility is progressing, with changes limited to the timing of certain physical works. These adjustments do not impact service levels provided to the community. The program comprises complex, integrated multi-year projects, with the timing of construction activities influenced by factors such as planning approvals, operational requirements and the remaining capacity of existing landfill cells. In particular, the South Cell project completed detailed design and approvals during 2025-26, with

Grouping	Summary of Matters Raised	Staff Response
	while advocating for strengthened and expanded support. Specific concerns are raised regarding the Woy Woy Peninsula, noting a mix of completed projects and positive initiatives alongside unexplained removals or deferrals of key infrastructure and environmental projects, including waste management facilities, floodplain management actions and Coastal Management Program implementation. The submission also highlights particular issues for Pearl Beach, including road safety, traffic management, weed control, amenities upgrades and walking track improvements, and emphasises the importance of urban greening and environmental resilience for community wellbeing. Overall, the submission calls for greater strategic emphasis, transparency and investment in environmental protection, particularly in vulnerable coastal and peninsula locations.	construction now scheduled for 2027-28 to align with updated projections of landfill capacity. This revised timing reflects the extended operational life of the existing cell achieved through optimisation of available void space and enables alignment between project delivery and expenditure requirements. Council acknowledges ongoing community interest in street tree planting and the role of urban greening in supporting outcomes such as heat mitigation, improved amenity, biodiversity and community wellbeing. The proposed allocation for street tree planting in 2026-27 reflects current delivery capacity, including the resources required to establish and maintain plantings over time. While there is recognition of interest in expanded investment and prioritisation of heat-vulnerable areas, funding decisions are balanced across a range of competing priorities. Council will continue to implement the Greener Places Strategy, seek efficiencies in delivery, and consider opportunities to enhance outcomes through future planning and budget processes. Council's approach to environmental programs distinguishes between capital and operating expenditure. Conservation and biodiversity initiatives are primarily funded through the operating budget, while capital works categorised under the environment theme generally relate to infrastructure in natural areas, including fire trails, lookouts,

Grouping	Summary of Matters Raised	Staff Response
		stormwater quality improvement devices, boardwalks, coastal protection works and beach access infrastructure. As such, changes in capital expenditure within this category do not necessarily indicate a reduction in biodiversity or conservation activities. For the 2026-27 financial year, the proposed operating budget for Council's Natural Assets and Biodiversity Section is approximately \$4.8 million. This funding supports a range of programs, including bush regeneration, biosecurity, environmental volunteering and environmental education. Environmental outcomes are delivered across multiple areas of Council, with this section having primary responsibility for implementing actions under the Biodiversity Strategy. Flood mitigation and drainage projects are strategically identified via Floodplain Risk Management Plans and catchment studies. This process typically results in a range of actions including land use planning controls, evacuation planning and capital works. While the capital program contains no individual drainage projects on the Peninsula, a number of drainage renewal projects will be delivered under the Drainage Renewal Program which has significant funding across the Delivery Program.

Grouping	Summary of Matters Raised	Staff Response
		This will include continuation of major drainage renewal works in the Everglades Main Drain catchment (a project that Council has been delivering for a number of years) as well as drainage outlet renewals at Ettalong and Umina Beach. Council has also finalised a new standard drawing for a drainage infiltration device, and this will be included in the next update of Council's Civil Works Specification in June 2026. The infiltration device is ideally suited to addressing localised flooding issues on the Peninsula, with works delivered under the Minor Drainage Improvement Program subject to region-wide prioritisation and risk. Council acknowledges the feedback regarding the presentation of the capital works program. While the current documentation provides a consolidated, whole-of-area overview of planned investments, it is recognised that this approach may limit the visibility of direct benefits at an individual suburb level. Capital works programs are developed on a whole-of-area basis to support strategic prioritisation, efficient resource allocation, and alignment with Council's adopted planning frameworks. The feedback has been noted, and Council will consider opportunities to enhance the clarity, accessibility, and suburb-level visibility of information in future reporting, to support improved transparency and community understanding.

Grouping	Summary of Matters Raised	Staff Response
Service Delivery, Council Accountability and Financial Governance <u>Received:</u> 4	The submissions expresses concern that Council investment and expenditure should be distributed equitably across all areas of the Central Coast, rather than being concentrated in Gosford. It raises dissatisfaction with perceived gaps between Council commitments and delivery and considers that tourism and coastal presentation have not been adequately prioritised. The submission calls for improved internal efficiencies within Council, citing perceptions of excessive staffing levels for routine maintenance activities. Concerns are also raised regarding Council's financial governance following the period of administration, including a lack of clear public communication about debt management, outstanding loans and the implementation of recommendations from the Administrator's final report. Specific questions are raised about the Long-Term Financial Plan, including the composition of "Other Expenses" and potential financial impacts arising from global events. The submission requests clearer, more accessible public communication on Council's financial position, debt reduction and expenditure, including a simplified summary of the Long-Term Financial Plan for the community. The submission further expresses dissatisfaction with Council's expenditure priorities, levels of bureaucracy	No change to the draft IP&R documents Council acknowledges the concerns raised regarding equitable investment across the Central Coast, financial management, and the importance of maintaining infrastructure and service delivery to support the regional economy and community expectations. Council's planning, prioritisation and funding decisions are guided by the Community Strategic Plan, relevant State frameworks, and supporting delivery documents, which seek to balance competing priorities across the local government area within available resources. Council's financial position is subject to regular monitoring and reporting, with detailed financial performance reports presented monthly and made publicly available. Over recent years, Council has reported operating surpluses and maintained a focus on financial sustainability, including strengthening unrestricted cash reserves and increasing investment in asset renewal. The Long-Term Financial Plan is based on maintaining existing revenue settings, indexed annually, while recognising that cost increases continue to exceed revenue growth. In response, Council reviews service levels in line with community priorities and seeks efficiencies and alternative income opportunities where appropriate.

Grouping	Summary of Matters Raised	Staff Response
	and staffing costs, and calls for stronger financial discipline and accountability before any increase in rates or charges is considered.	Council is committed to continuous improvement in service delivery, including identifying efficiencies in the management of its extensive road and associated infrastructure networks. In undertaking maintenance activities, Council applies a risk-based approach and ensures compliance with relevant legislative requirements, including work health and safety obligations, to support safe outcomes for both workers and the community. Actions and funding allocations are progressed through the Delivery Program and Operational Plan, which are subject to Council consideration, budget capacity and ongoing review. Feedback received through the exhibition process informs this work, supporting a balanced approach to investment, service delivery and long-term financial management.
Greening, Tree Preservation and Development Controls <u>Received:</u> 1	The submission raises concerns about the adequacy of funding allocated to urban greening and tree planting, noting that current funding levels are insufficient given the size of the local government area and the scale of new housing growth, particularly in the Wyong area. The submission emphasises the importance of green spaces and tree canopy to mitigate urban heat and improve liveability. The submission requests changes to planning controls to strengthen tree protection, including amending setback provisions to apply to main residences rather	No change to the draft IP&R documents Council acknowledges ongoing community feedback regarding the importance of street tree planting in supporting urban heat mitigation, liveability, biodiversity and broader community wellbeing across the Central Coast. This includes perspectives that the current level of investment is modest relative to the size of the local government area and the scale of development occurring in some locations.

Grouping	Summary of Matters Raised	Staff Response
	than all structures, requiring planners to actively enforce these provisions, and encouraging development designs that retain mature trees and existing vegetation. Concern is also expressed that the Greener Places Strategy is not being actively implemented. Further issues raised include the status and protections associated with the Significant Tree Register, the potential for Council to formally recognise trees as community assets, and the need to increase parks maintenance funding. Specific concerns are noted regarding weed infestation and garden maintenance at key locations, including the M1 entry to Kariong and the Umina Skate Park precinct, with a request to consider funding to reinstate landscaping and improve irrigation and ongoing upkeep.	The proposed allocation for street tree planting in 2026-27 reflects Council's current delivery capacity, including the resources required to establish and maintain plantings over time, and aligns with existing service delivery constraints. While there is recognition of interest in increased investment and prioritisation of heat-vulnerable areas, funding decisions are made within the context of competing organisational priorities and available resources. Council will continue to implement the Greener Places Strategy, seek opportunities to improve delivery efficiencies, and consider options to enhance urban greening outcomes as part of future planning and budget processes. Council has also prepared a draft Local Strategic Planning Statement (LSPS), which provides a long-term framework for managing land use growth and change across the Central Coast over a 20-year period. The draft LSPS sets out planning priorities, region and place-based directions, and actions aligned with the evolving needs and values of the community. This includes a suite of actions under an "Our Environment" theme, which are intended to guide future environmental planning and management activities. Subject to adoption, these actions will be progressively incorporated into future Operational Plans and budget considerations.

Grouping	Summary of Matters Raised	Staff Response
		The draft LSPS has been endorsed for public exhibition, providing an opportunity for the community to review the proposed planning framework and contribute feedback on priorities and directions for their local area. The draft LSPS is on public exhibition from 18 May to 24 July 2026. Further information, including access to the draft document and supporting materials, is available on Council's Your Voice Our Coast website at: https://www.yourvoiceourcoast.com/draft-central-coast-local-strategic-planning-statement.
Library Resources, Budget and Community Needs <u>Received:</u> 1	The submission raises concern that the plan does not provide sufficient funding for the purchase of library books, noting that the proposed allocation of \$845,000 per annum remains unchanged across the planning period and is lower than the level funded in 2021. The submission argues that this level of funding does not adequately respond to population growth or the needs of key user groups, including older residents and younger readers, who continue to rely on hard-copy materials as well as online resources. The submission requests that library book funding be restored at least to the 2021 level for the 2026–27 financial year, with subsequent increases to account for inflation and population growth. It also notes that physical books represent good value due to repeated lending over time, while online library resources are	No change to the draft IP&R documents Council recognises the importance of maintaining a contemporary and well-resourced library collection that responds to the needs of a growing and diverse community. Demand for library services continues to evolve, influenced by population growth, changing reading preferences and increased use of digital platforms. The proposed annual allocation of \$845,000 reflects a balanced approach to investment across a broad range of Council services and priorities, within the constraints of available funding. Council will continue to pursue opportunities to optimise the value of this investment by maintaining an appropriate balance between physical and digital resources, leveraging external funding where

Grouping	Summary of Matters Raised	Staff Response
	subject to ongoing subscription costs that increase with usage.	available, and applying data-informed collection management practices. These approaches are intended to support the ongoing relevance, accessibility and responsiveness of library collections to community needs.
Overdevelopment, Infrastructure Capacity and Urban Greening <u>Received:</u> 1	The submitter expresses concern that the objectives outlined in the Draft Plan are not reflected in outcomes within the Gosford East Ward. It raises issues regarding the scale of development relative to available local infrastructure, particularly road capacity and safety impacts for school-aged children. The submission perceives that development outcomes are being prioritised over community needs, with limited evidence of effective community engagement by elected representatives. Further concern is raised about the environmental impacts of development, including the removal of mature trees without adequate replacement planting. The submission suggests that current planning controls and practices do not sufficiently respond to environmental protection or long-term climate change considerations, noting that the allocation for urban greening is limited and insufficient to mitigate these impacts.	No change to the draft IP&R documents Council considers the provision of local infrastructure through the assessment of planning proposals and development applications, including requirements for local traffic improvements, open space, and pedestrian and cycling connections. This approach supports the coordinated delivery of infrastructure alongside growth and development. Council has also prepared a draft Local Strategic Planning Statement (LSPS), which establishes a long-term framework for managing land use change and growth across the Central Coast over a 20-year period. The draft LSPS sets out planning priorities, region and place-based directions, and a range of actions aligned to the evolving needs and values of the community. The draft LSPS has been endorsed to proceed to public exhibition, providing an opportunity for the community to review the proposed planning framework and provide feedback on priorities for their local area.

Grouping	Summary of Matters Raised	Staff Response
		The draft LSPS is on public exhibition from 18 May to 24 July 2026. Further information, including access to the draft document and supporting materials, is available on Council's Your Voice Our Coast website at: https://www.yourvoiceourcoast.com/draft-central-coast-local-strategic-planning-statement. Council acknowledges ongoing community feedback regarding the importance of street tree planting in supporting urban heat mitigation, liveability, biodiversity and broader community wellbeing. This includes views that current investment levels are modest relative to the size of the local government area and development pressures in some locations. The proposed allocation for street tree planting in 2026-27 reflects Council's current delivery capacity, including the resources required to establish and maintain plantings over time, and aligns with existing service delivery constraints. While there is recognition of interest in increased investment and prioritisation of heat-sensitive locations, funding decisions are made within the context of competing organisational priorities and available resources. Council will continue to implement the Greener Places Strategy, seek efficiencies in program delivery, and consider opportunities to enhance urban greening outcomes through future planning and budget processes.

Grouping	Summary of Matters Raised	Staff Response
Road Infrastructure Maintenance and Urban Amenity <u>Received:</u> 1	The submitter acknowledges the challenges associated with maintaining an extensive and diverse road network but expresses strong concern about the current condition of local roads and streets. Issues raised include potholes, inadequate verge maintenance, and the absence of kerbs and drainage in many areas, resulting in vehicle damage, safety risks, localised flooding and reduced amenity for residents. The submission considers that these conditions negatively affect quality of life, diminish community pride, and create a poor impression for visitors, discouraging tourism and local business investment. The submission also highlights limited vegetation and tree cover, particularly within the peninsula areas, noting impacts on urban heat and the loss of habitat for native wildlife. It calls for a renewed focus on core maintenance activities, including long-term road repairs, vegetation management and tree planting, rather than lower-priority initiatives. The submission suggests that improving the appearance, safety and liveability of public spaces would better support tourism, attract new residents and strengthen the region's economic appeal.	No change to the draft IP&R documents A significant proportion of Council's operating budget is allocated to the maintenance of its extensive road and drainage networks. Due to the scale, cost and complexity of these assets, works are prioritised to address areas of greatest need and risk across the network. Council manages a road network exceeding 2,000 kilometres across the Central Coast and undertakes ongoing maintenance and renewal activities to support its condition, safety and functionality. In line with asset management objectives, there is a focus on renewal-based treatments, including road rejuvenation, resurfacing and rehabilitation, which are designed to extend asset life, improve network sustainability, and enhance safety and ride quality for road users. To support transparency and forward planning, Council has released a draft 10-Year Road Renewal Program, accompanied by an interactive map that provides indicative timeframes for planned works at a street and suburb level. The program outlines proposed treatment types and allows the community to access additional information, including frequently asked questions. Further details are available at: https://www.centralcoast.nsw.gov.au/10-year-road-renewal-program-and-interactive-map.

Grouping	Summary of Matters Raised	Staff Response
		Road renewal works are focused on maintaining and improving existing road assets and do not typically include the provision of new infrastructure, such as kerb and guttering, where this infrastructure is not already in place. In some established areas, kerb and guttering was not required at the time of development. Current planning standards generally require the provision of this infrastructure as part of new developments. Given the focus on maintaining existing assets, opportunities to deliver new infrastructure of this nature are limited and are subject to prioritisation and available funding. Council acknowledges consistent and ongoing community feedback regarding the important role of street trees in contributing to urban cooling, liveability, biodiversity and public health outcomes across the Central Coast. It is also recognised that community members have expressed views that current funding levels are modest relative to the size and growth of the local government area, as well as increasing development pressures in certain locations. The proposed allocation of \$100,000 for street tree planting in 2026–27 reflects Council’s current delivery capacity and the resources available to safely implement planting activities and provide for the ongoing maintenance of established trees. This allocation is

Grouping	Summary of Matters Raised	Staff Response
		aligned with existing service delivery requirements and constraints, with funding decisions made in the context of broader organisational priorities. Council will continue to implement the Greener Places Strategy and pursue opportunities to improve the effectiveness and efficiency of tree planting programs, including identifying potential cost savings and operational improvements. Consideration of any future changes to funding levels or service delivery will occur as part of Council's ongoing planning and annual budget processes, with a view to optimising outcomes within available resources.
Road Infrastructure Renewal and Community Facilities <u>Received:</u> 1	The submission seeks greater clarity and detail regarding the road renewal and upgrade program, noting that current information appears to focus on major works in areas such as Empire Bay and Woy Woy, with limited visibility of planned works elsewhere. Specific concern is raised about the condition of Marks Road, Gorokan, which is described as being in poor condition and not fit for purpose given increased traffic volumes. The submission acknowledges significant expenditure proposed for sewer, stormwater, water and waste services, noting these as essential but necessary investments to meet community needs.	No change to the draft IP&R documents A significant proportion of Council's operating budget is allocated to the maintenance of its extensive road and drainage networks. Due to the scale, cost and complexity of these assets, works are prioritised to address areas of greatest need and risk across the network. Council manages a road network exceeding 2,000 kilometres across the Central Coast and undertakes ongoing maintenance and renewal activities to support its condition, safety and functionality. In line with asset management objectives, there is a focus on renewal-based treatments, including road rejuvenation, resurfacing and rehabilitation, which are

Grouping	Summary of Matters Raised	Staff Response
	The submission also expresses interest in the provision of leisure and community infrastructure, and requests further information regarding any proposed multi-purpose community centre for Toukley.	designed to extend asset life, improve network sustainability, and enhance safety and ride quality for road users. To support transparency and forward planning, Council has released a draft 10-Year Road Renewal Program, accompanied by an interactive map that provides indicative timeframes for planned works at a street and suburb level. The program outlines proposed treatment types and allows the community to access additional information, including frequently asked questions. Further details are available at: https://www.centralcoast.nsw.gov.au/10-year-road-renewal-program-and-interactive-map. A review of the 10-Year capital works Road Renewal Program reveals that Marks Road is scheduled for resurfacing from Jacqueline Avenue to Dalnott Road as part of the proposed 2027-28 program, which is subject to finalisation and future adoption of Council. Road renewal works are focused on maintaining and improving existing road assets and do not typically include the provision of new infrastructure, such as kerb and guttering, where this infrastructure is not already in place. In some established areas, kerb and guttering was not required at the time of development. Current planning standards generally require the provision of this infrastructure as part of new developments. Given the focus on maintaining

Grouping	Summary of Matters Raised	Staff Response
		existing assets, opportunities to deliver new infrastructure of this nature are limited and are subject to prioritisation and available funding. The Toukley Community Facilities Masterplan (Zone 1) identifies a proposed new multi-purpose community centre, with feasibility and design work scheduled for 2026-27 as the initial steps toward future development of the facility.
Strategic Planning Alignment and Economic Growth <u>Received:</u> 1	The submission supports the overall direction of the documents and their focus on infrastructure delivery, asset renewal and economic development. The submission notes that the plans build on the first year of implementation following the appointment of the new Council and include commitments to road renewals, upgrades to water and sewer services, shared pathways, community sports fields, play spaces and other community assets. The submission highlights support for initiatives aimed at strengthening the regional economy, including the development of a Special Entertainment Precinct in Gosford to support a vibrant night-time economy and increase business activity. It also notes alignment with key state and regional strategies, including the Central Coast Regional Plan 2041, Council's enabling projects and economic development objectives, transport and place-based improvements, and Gosford Waterfront revitalisation.	No change to the draft IP&R documents Council acknowledges the organisation's support for the Draft Delivery Program 2025–29, Operational Plan 2026–27 and Fees and Charges, including recognition of the proposed infrastructure program, economic development focus and alignment with regional, state and Council strategies. The submission, including comments relating to the Special Entertainment Precinct, planning process improvements and strategic alignment, will be considered as part of the finalisation of the Integrated Planning and Reporting documents prior to adoption by Council.

Grouping	Summary of Matters Raised	Staff Response
	Overall supportive, noting alignment with the Community Strategic Plan, Long Term Financial Plan, Workforce Management Strategy and Asset Management Strategy, and acknowledges Council's proposed approach to monitoring progress through regular reporting and review processes.	
Strategic Planning, Heritage Management and Public Domain Investment <u>Received:</u> 1	The submission raises concern that the Central Coast Council's GAP Strategy and Action Plan (adopted in 2022) is not adequately reflected in the proposed investments and actions within the Draft Operational Plan. While acknowledging that some heritage-related initiatives may rely on external grant funding, the submission notes that a number of endorsed actions remain unaddressed and should be incorporated into the current planning framework. The submission identifies a need to strengthen service delivery for public domain assets, particularly roadsides and roundabouts, and suggests this will require increased resourcing, improved coordination and closer collaboration with Transport for NSW for the management of state roads and highways. Concern is also raised about a perceived reduction in funding for tree planting compared to previous years and the lack of provision for ongoing maintenance, such as watering and care. The submission notes that without sustained maintenance, the long-term	No change to the draft IP&R documents Council acknowledges consistent and ongoing community feedback regarding the important role of street trees in contributing to urban cooling, liveability, biodiversity and public health outcomes across the Central Coast. It is also recognised that community members have expressed views that current funding levels are modest relative to the size and growth of the local government area, as well as increasing development pressures in certain locations. The proposed allocation of \$100,000 for street tree planting in 2026–27 reflects Council's current delivery capacity and the resources available to safely implement planting activities and provide for the ongoing maintenance of established trees. This allocation is aligned with existing service delivery requirements and constraints, with funding decisions made in the context of broader organisational priorities.

Grouping	Summary of Matters Raised	Staff Response
	environmental, health and urban-cooling benefits of tree planting are diminished. The submission further suggests that the effectiveness of the Delivery Program, Operational Plan and Fees and Charges framework should be subject to independent evaluation to ensure accountability and value for money for ratepayers. In relation to Strategic Action DP_283 (adaptive re-use of the former Gosford Library), the submission considers that responsibility should sit within Heritage and Strategic Planning rather than Libraries and Education, given the building's proposed heritage listing. It also cites the Kibble Park Place Plan as an example where stronger leadership from Strategic Planning at inception may have ensured better alignment with long-term strategic objectives, relevant urban design frameworks and heritage considerations.	Council will continue to implement the Greener Places Strategy and pursue opportunities to improve the effectiveness and efficiency of tree planting programs, including identifying potential cost savings and operational improvements. Consideration of any future changes to funding levels or service delivery will occur as part of Council's ongoing planning and annual budget processes, with a view to optimising outcomes within available resources. Council and Transport for NSW (TfNSW) each have defined roles in the management and operation of the road network, with TfNSW responsible for the State road network and Council responsible for local roads. Ongoing coordination occurs between the two organisations to support the planning and delivery of projects where State and local networks interface, ensuring alignment of works and consideration of network impacts across jurisdictions. The adaptive reuse of the former Gosford Library building is being progressed within the Environment and Planning Directorate in accordance with the relevant Council resolution. This work includes consideration of the building's integration with Kibble Park and its broader contribution to the surrounding public domain. In parallel, Council is advancing a range of heritage-related initiatives, including the preparation of

Grouping	Summary of Matters Raised	Staff Response
		Conservation Management Plans, review of heritage provisions within the Development Control Plan, implementation of actions arising from the Heritage Workshop Council resolution, and the ongoing work of the Heritage and Culture Advisory Committee. Given the scope and scale of these existing commitments, no additional heritage projects have been included in the draft Operational Plan at this time.
Urban Greening, Active Transport and Public Asset Renewal <u>Received: 2</u>	The submission calls for increased investment in urban greening and the revitalisation of public facilities, particularly across the Peninsula. Concern is raised that current funding for greening and tree planting is significantly lower than comparable NSW councils, limiting improvements to urban amenity, heat mitigation and environmental outcomes. The submission also seeks a stronger focus on overall liveability, including increased tree canopy, improved pedestrian pathways and expanded cycling infrastructure. Highlighted is the poor condition of public infrastructure, including car parks at Umina Beach, Ocean Beach and West Street, which are described as deteriorated, uneven and affected by weed growth. Additional concern is noted regarding unsealed verges and gravel shoulders in surrounding streets, contributing to reduced accessibility and amenity.	No change to the draft IP&R documents A significant proportion of Council's operating budget is allocated to the maintenance of its extensive infrastructure networks, including roads, drainage and car parks. Given the scale, cost and complexity of maintaining these assets across the local government area, maintenance and renewal activities are prioritised to ensure available funding is directed to areas of greatest need and risk. Council manages a road network exceeding 2,000 kilometres and remains committed to its ongoing maintenance and improvement across the Central Coast. In doing so, there is an increasing focus on delivering more durable renewal treatments, such as rehabilitation and resurfacing, which support the long-term sustainability of the network and contribute to improved safety and ride quality for users, including within car park infrastructure.

Grouping	Summary of Matters Raised	Staff Response
	Overall, the submission emphasises the importance of maintaining and upgrading civic and recreational spaces to promote community pride, accessibility and liveability, and to create public environments that are welcoming and functional for residents and visitors.	To support transparency and forward planning, Council has released a draft 10-Year Road Renewal Program, accompanied by an interactive map that provides indicative timeframes for planned works at a street and suburb level. The program outlines proposed treatment types and allows the community to access additional information, including frequently asked questions. Further details are available at: https://www.centralcoast.nsw.gov.au/10-year-road-renewal-program-and-interactive-map. Council also continues to invest in the development and enhancement of shared pathways and footpath networks, with more than \$58 million allocated to pathway projects within the Delivery Program. These projects are largely supported by a combination of developer contributions and external grant funding. In parallel, Council is finalising a Walking, Wheeling and Cycling Strategy, which will consolidate existing active transport plans and help guide future investment. This work has been informed by targeted community and stakeholder engagement to align priorities with identified needs and expectations. Council acknowledges consistent and ongoing community feedback regarding the important role of street trees in contributing to urban cooling, liveability, biodiversity and public health outcomes across the Central Coast.

Grouping	Summary of Matters Raised	Staff Response
		It is also recognised that community members have expressed views that current funding levels are modest relative to the size and growth of the local government area, as well as increasing development pressures in certain locations. The proposed allocation of \$100,000 for street tree planting in 2026–27 reflects Council’s current delivery capacity and the resources available to safely implement planting activities and provide for the ongoing maintenance of established trees. This allocation is aligned with existing service delivery requirements and constraints, with funding decisions made in the context of broader organisational priorities. Council will continue to implement the Greener Places Strategy and pursue opportunities to improve the effectiveness and efficiency of tree planting programs, including identifying potential cost savings and operational improvements. Consideration of any future changes to funding levels or service delivery will occur as part of Council’s ongoing planning and annual budget processes, with a view to optimising outcomes within available resources.
Wetland Protection, Biodiversity and Strategic Planning <u>Received:</u> 1	The submission expresses concern that the Draft Operational Plan does not sufficiently prioritise environmental protection and that proposed environmental investment is reduced rather than strengthened.	No change to the draft IP&R documents Council is currently undertaking ongoing conservation and biodiversity activities through its Environmental Volunteering Program and contract

Grouping	Summary of Matters Raised	Staff Response
	Concern is raised regarding outcomes on the Woy Woy Peninsula, including the protection of the Umina Coastal Sandplain Woodland, an Endangered Ecological Community with limited remaining extent. The submission cites recent development outcomes as examples of inadequate environmental consideration and requests stronger strategic recognition of environmental assets. Key matters raised include the need to elevate protection of Porters Creek Wetland to Strategic Councillor Priority status, ensure planning for Warnervale Airport occurs within a broader catchment and wetland context, and restore environmental capital funding for 2026–27 to previously projected levels. The submission also seeks clearer commitments to renewable energy, urban greening, biodiversity restoration, flood resilience and wetland protection. It requests greater transparency regarding the status of projects affecting the Woy Woy Peninsula, including the Woy Woy Waste Management Facility and major transport works such as the Ocean Beach Road / Rawson Road intersection upgrade, including clarification of delivery timeframes and funding status.	bush regeneration services, with a focus on protecting and enhancing areas known to contain key ecological values, including UCSW. These activities are generally delivered through Council's operational budget, noting that capital works classified within the environmental category typically relate to supporting infrastructure in natural areas, such as fire trails, lookouts, stormwater quality improvement devices, boardwalks, coastal protection works and beach access. As such, variations in the environmental capital works program do not directly reflect the level of investment in conservation and biodiversity programs, which continue to be delivered through operational resources. In relation to the Warnervale Airport Masterplan, Council resolved in February 2025 to progress Gateway 1, which comprises a defined set of 14 actions. These actions include matters such as land subdivision, planning proposal processes, establishment of a Biodiversity Stewardship Agreement for the Porters Creek Wetland, and enabling the appropriate use of underutilised commercial land, along with other requirements identified within the adopted Master Plan. Following the completion of Gateway 1, a further report will be presented to Council outlining available options for consideration. At this stage, it is anticipated that such a report will be provided around September 2026. The Biodiversity Stewardship component remains a

Grouping	Summary of Matters Raised	Staff Response
		key element of the Master Plan and its intended outcomes. Council is also progressing the planning and redesign of the intersection at Rawson Road and Ocean Beach Road, Woy Woy, with design work currently expected to be completed by the end of 2026. Once a concept design has been prepared, consultation will be undertaken with affected stakeholders, including nearby property and business owners, and feedback will be considered in finalising the design prior to construction. Subject to the completion of these planning and consultation processes, construction is currently anticipated to commence in mid-2027. More broadly, Council delivers an extensive annual Capital Works Program encompassing the renewal and upgrade of infrastructure across roads, car parks, pathways, drainage, water and sewer, waste, sporting facilities, playgrounds, community facilities and natural areas. Information on individual projects, including budget allocations and delivery status, is made available via Council's interactive capital works map, which is updated regularly to support community awareness and transparency. Council will continue to consider opportunities to enhance the level of detail provided to the community, including in relation to funding sources.

Grouping	Summary of Matters Raised	Staff Response
		No changes to the Operational Plan are proposed in relation to the Woy Woy Waste Management Facility, with capital works continuing as planned, subject only to adjustments in the timing of physical works. These projects form part of a complex, multi-year program where delivery timeframes are influenced by planning approvals, operational considerations and the management of available landfill capacity. In particular, while detailed design and approvals for the South Cell were completed in 2025–26, construction has been deferred to 2027–28 to align with updated projections of landfill capacity, following optimisation of the existing void space. This approach ensures that investment is appropriately timed to meet operational requirements without impacting service levels to the community.
Wharf Facilities, Pricing and Compliance <u>Received:</u> 1	The submission relates to the management and utilisation of the Gosford Harbour Wharf facility, which is operated by Marine Rescue on behalf of Council. It is noted that current visitation levels are low and that usage is primarily by vessels whose owners do not pay usage fees. The submission attributes this to the current fee structure and the presence of dilapidated vessels occupying the facility. The submission suggests that revising the cost and terms of use, along with restoring associated services, may encourage greater uptake by properly maintained	Proposed change to Fees and Charges The earlier maintenance and safety works undertaken at the Gosford Public Wharf necessitated the removal of power and water supply due to safety considerations. These services have not yet been reinstated, and this has been taken into account in the review of the proposed fees and charges for 2026/27. In recognition of the reduced service offering, the applicable fees have been adjusted to support

Grouping	Summary of Matters Raised	Staff Response
	vessels and improve overall management of the facility. It is proposed that a revised usage tariff in the range of \$40–\$50 would be more reasonable and may discourage non-payment while increasing legitimate use	usability and encourage activation of the wharf, while remaining aligned with current conditions. These adjustments are intended to provide a balanced approach that reflects the available facilities while supporting continued public access and use of the asset.
Affordability, Infrastructure Investment and Local Service <u>Received:</u> 1	The submission acknowledges Council’s financial recovery and the move towards an operating surplus but raises concerns about the cumulative impact of increased rates and charges on Peninsula households, noting the area’s older demographic, cost-of-living pressures, climate vulnerability and constrained geography. The submission raises issues with transparency and affordability in relation to proposed increases in rates, water and sewer charges, childcare fees and the removal of Australia Post as a payment option, citing impacts on accessibility for older and digitally excluded residents. It also questions the clarity of explanations provided for these changes and calls for clearer, more accessible communication regarding financial decisions and household impacts. In relation to capital works, the submission acknowledges increased funding for core services such as road renewal, pathways and roadside maintenance,	No change to the draft IP&R documents Prudent and responsible financial management requires Council to ensure that the costs of services are, where appropriate, borne by those who use them, thereby reducing pressure on the broader ratepayer base. Rate increases and water charges are determined by the Independent Pricing and Regulatory Tribunal, which assesses the level of revenue required for Council to continue delivering essential services to the community. Council recognises that some members of the community may experience financial difficulty and has established a Hardship and Debt Recovery Policy to provide appropriate support. This includes options such as flexible payment arrangements, and Council does not pursue legal action against pensioners. Council currently provides multiple payment options for rates and water accounts, including Australia Post. However, usage of this service is limited, representing

Grouping	Summary of Matters Raised	Staff Response
	but notes that most investment is not allocated or reported at a suburb level. It argues that the renewal-heavy capital program does not adequately address the Peninsula's long-standing structural deficits, particularly in drainage, flooding, footpaths, tree canopy and town-centre amenity. While welcoming the Ocean Beach Road–Rawson Road intersection upgrade, the submission notes it is the only significant Peninsula-specific project identified. The submission highlights flooding and drainage as major, under-addressed risks for the Peninsula and raises concern that no Peninsula-specific coastal or flood-mitigation actions are identified despite exposure to multiple Coastal Management Programs. It also strongly criticises the reduction in the tree planting budget and the removal of a dedicated Peninsula planting program, citing risks to urban heat, canopy cover and long-term liveability. The submission further notes limited capacity for grant-ready projects, suggesting this restricts the Peninsula's ability to attract external funding. Overall, the submission calls for more place-based, transparent and equitable investment for the Woy Woy Peninsula, clearer reporting at suburb level, and stronger alignment between funding decisions and acknowledged climate and infrastructure vulnerabilities.	less than 0.5 per cent of ratepayers, and the associated annual cost of approximately \$382,000 cannot be directly attributed to or recovered from those users. Council therefore continues to review its payment methods in line with evolving technology and customer preferences to ensure they remain cost-effective and equitable. In relation to coastal management, the relevant Coastal Management Programs (CMPs) for the peninsula are the Lower Hawkesbury and Nepean CMP and the Open Coast CMP. The Open Coast CMP has recently been adopted by Council, while the Lower Hawkesbury and Nepean CMP has completed public exhibition, with a post-exhibition draft expected to be considered by Council in the coming months. Neither CMP has yet been certified by the Minister. Provision has been made within the draft 2026–27 budget to support the implementation of actions arising from these programs; however, detailed prioritisation of actions has not yet occurred pending certification. Council acknowledges consistent and ongoing community feedback regarding the important role of street trees in contributing to urban cooling, liveability, biodiversity and public health outcomes across the Central Coast. It is also recognised that community members have expressed views that current funding levels are modest relative to the size

Grouping	Summary of Matters Raised	Staff Response
		and growth of the local government area, as well as increasing development pressures in certain locations. The proposed allocation of \$100,000 for street tree planting in 2026–27 reflects Council’s current delivery capacity and the resources available to safely implement planting activities and provide for the ongoing maintenance of established trees. This allocation is aligned with existing service delivery requirements and constraints, with funding decisions made in the context of broader organisational priorities. Council will continue to implement the Greener Places Strategy and pursue opportunities to improve the effectiveness and efficiency of tree planting programs, including identifying potential cost savings and operational improvements. Consideration of any future changes to funding levels or service delivery will occur as part of Council’s ongoing planning and annual budget processes, with a view to optimising outcomes within available resources.
Data Accessibility, Fees and Facility Utilisation <u>Received:</u> 1	The submission raises concerns about the accessibility and usability of information within the draft Delivery Program, particularly the capital works tables, which are contained across multiple pages and presented in a static PDF format. The submitter requests that these tables be made available in a filterable format, such as	No change to the draft IP&R documents Council acknowledges concerns regarding the accessibility and usability of information contained within the draft Delivery Program, particularly the presentation of capital works tables across multiple

Grouping	Summary of Matters Raised	Staff Response
	Excel, to enable easier analysis by suburb and improve public understanding of local investment. The submission also raises concern about fees charged to surf school and stand-up paddleboard operators, noting that the fee levels are high relative to comparable outdoor and personal training activities. It is noted that these businesses are largely seasonal and, in some locations, there is limited supporting infrastructure provided in return for the fees. The submission suggests that fees should be more closely aligned with the quality and availability of facilities to support business viability. In addition, the submission queries the absence of information regarding the hire of Council facilities, specifically the Wyong Council Chamber. It notes that the chamber represents a significant Council investment and suggests it could be considered for hire as a large auditorium or community venue.	pages in a static format. The draft documents are published in PDF format, which is a widely used and generally accepted standard for the distribution of formal public documents. This format ensures consistency, preserves document integrity, and provides a reliable record for public exhibition and governance purposes. Council also acknowledges the request for data to be made available in a more interactive format, such as Excel, to enable filtering and analysis. Opportunities to improve the accessibility and usability of information, including alternative formats where appropriate, will be considered as part of ongoing continuous improvement in reporting and community engagement practices. Council has also considered the potential use of the Council Chambers for broader community hire and has determined that such use presents a range of operational and security considerations. In this context, Council maintains a network of community facilities that are available for hire and are more appropriately designed and managed to support community access and use. Fees for surf school operators are subject to annual review as part of Council's commercial licensing framework and are benchmarked against comparable councils to ensure they remain appropriate. These

Grouping	Summary of Matters Raised	Staff Response
		fees reflect the commercial nature of operating a business on Council-managed land and apply only to designated locations, with a limited number of licences issued through a formal Expression of Interest process. This approach is intended to manage demand, avoid an over-concentration of similar operators in close proximity, and ensure equitable access to suitable locations, noting that operators may access a range of facilities depending on the conditions and location of their licence.
Coastal Infrastructure and Transport Improvements <u>Received:</u> 1	The submission highlights the importance of progressing the initiatives identified within the Warnervale Airport Masterplan, with a particular emphasis on the need for staged and ongoing funding to support implementation over time. The submitter seeks assurance that these initiatives will be delivered in a coordinated and timely manner. The submission also requests the delivery of the Hardys Bay to Wagstaffe shared pathway, including associated foreshore remediation works. This reflects a broader interest in improving active transport connections and enhancing foreshore areas within the locality.	No change to the draft IP&R documents Council notes the support expressed for the Warnervale Airport Masterplan. At its Ordinary Meeting in February 2025, Council resolved to progress Gateway 1 of the Masterplan, which comprises a defined suite of 14 action items. These actions include, but are not limited to, subdivision of existing lots, progression of planning proposals, and other enabling activities identified within the adopted Masterplan. Following completion of Gateway 1, a further report will be presented to Council outlining available options for future consideration, with the current indicative timeframe for this report anticipated to be around September 2026.

Grouping	Summary of Matters Raised	Staff Response
	Concerns are expressed regarding the timing of reconstruction works for the Pretty Beach seawall and the adjoining road infrastructure, with an expectation that these works be prioritised to ensure asset integrity and continued safe access. In addition, the submission expresses support for the renewal of the Wagstaffe Wharf approach ramp	Council remains committed to the ongoing improvement and expansion of shared path and footpath networks across the region, with more than \$58 million allocated to pathway projects within the Delivery Program. In addition, Council is finalising its Walking, Wheeling and Cycling Strategy, which will consolidate and replace existing active transport plans and inform future investment priorities. This strategy has been developed through an extensive program of community and stakeholder engagement to ensure alignment with identified needs and expectations. While a future shared path connection between Hardy's Bay and Wagstaffe has been identified through this strategic planning process, no specific funding has been allocated to this project within the current Delivery Program. In relation to local road infrastructure, the renewal of Pretty Beach Road between Heath Road and Turo Reserve is currently planned for delivery in the 2025–26 financial year, reflecting Council's ongoing program of road renewal works across the local government area.