

310 TERRIGAL DRIVE, TERRIGAL

URBAN DESIGN STUDY



Architecture | Planning | Interiors

June 2024

Nominated Architects: Caine King NSW ARB 7974 / Stuart Campbell NSW ARB 7545

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Architecture | Planning | Interiors

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An aerial photograph of a suburban neighborhood. The image shows a mix of residential housing, including single-family homes and some larger, more complex structures. There are numerous trees and green spaces throughout the area. A road runs horizontally across the middle of the image, with several intersections. To the right, a river or stream flows through a wooded area. The overall scene is a typical suburban landscape.

1.0 INTRODUCTION

Introduction

This Urban Design Study has been prepared as part of a Planning Proposal for 310 Terrigal Dr, Terrigal (Lot 27 DP 1223375). The Planning Proposal seeks to increase the height and FSR allowances for the site as set out in the Central Coast Local Environmental Plan 2022 (CCLEP), to facilitate better outcomes for both the site and greater local area.

This study has been prepared to demonstrate the strategic merit of the proposed variations, and presents an indicative design to illustrate how positive outcomes may be achieved.

This study is to be read in conjunction with:

- Due Diligence Report for Aboriginal Objects, prepared by Integrated Site Planning, June 2023
- Acoustic Assessment, prepared by Acoustics Consultants Australia, 28/05/23
- Arboricultural Impact Assessment, prepared by Michael Shaw Consulting Arborist, 01/06/23
- Bushfire Assessment Report, prepared by Integrated Site Planning, June 2023
- DCP Amendment, prepared by URBIS, May 2023
- Ecological Assessment Report, prepared by Integrated Site Planning, June 2023
- Stormwater, Servicing and Civil Infrastructure Assessment, prepared by Tagro Engineering Consultants, Rev. 3, May 2023
- Floodplain Risk Management Plan, prepared by Rienco Consulting, 11/05/23
- Landscape Strategy, prepared by OG Urban, 02/06/23
- Preliminary Site Investigation Report, prepared by Geo-Logix, 17/05/23
- Transport Assessment, prepared by Arc Traffic + Transport, Rev. 4, 04/07/23
- Visual Impact Assessment, prepared by OG Urban, 06/06/23



Site Description

The site is located on the Central Coast, NSW, between Terrigal and Erina town centres. Situated at the intersection of two main roads, Terrigal Drive and Charles Kay Drive – a key 'point of choice' when headed towards Terrigal town centre – the site is highly visible, giving it the potential to serve as a welcoming landmark for Terrigal.

Currently undeveloped, the site consists of a cleared area nearest the road and established vegetation and mature trees backing onto an adjacent watercourse. As a rare vacant infill site within an existing high-amenity neighbourhood, and with ready access to existing infrastructure and public transport, the site presents an immediate opportunity for strategic densification.

While the surrounding neighbourhood is primarily low-density residential development, the site has no immediate neighbours itself to relate to, being isolated by a watercourse and dense vegetation to the south-east, major roads to the north and west, and a sporting precinct beyond that. Buffered to all sides by approximately 30m, the site is effectively an 'island,' relating to the scale of more immediate features such as the major intersection and backdrop of mature trees than to any neighbouring buildings.

The site is uniquely suited to handle a larger-scale development and presents a unique opportunity for strategic densification and increase in housing stock. The current planning controls for the site do not reflect this, however, and it is for this reason variations to the allowable height and FSR are being sought.

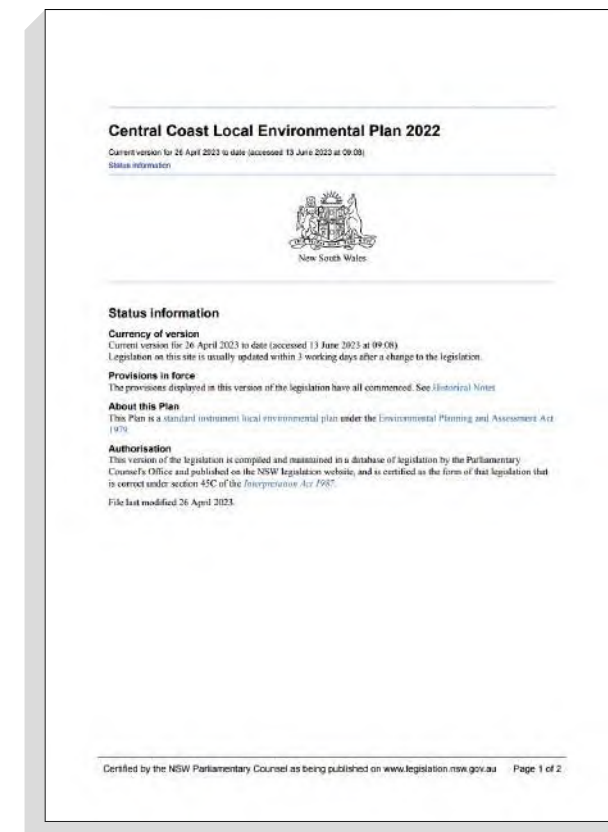
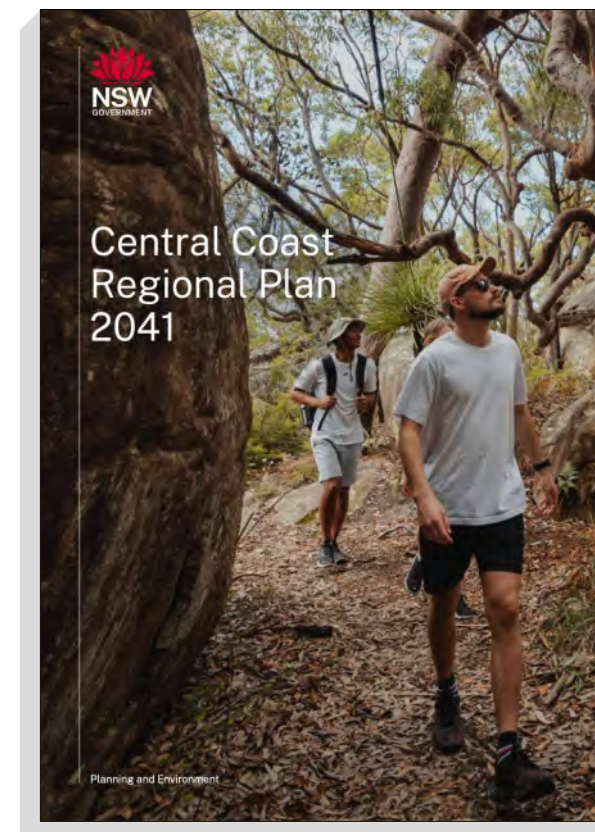
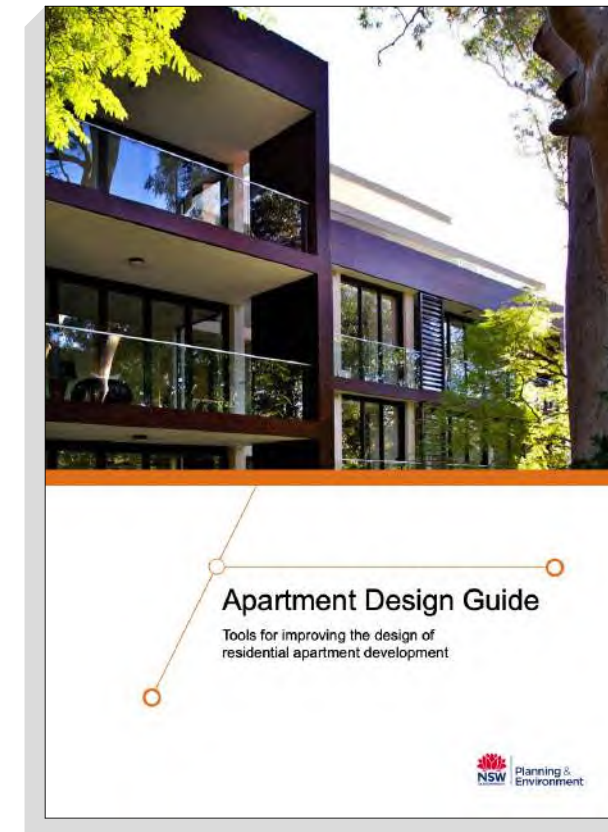
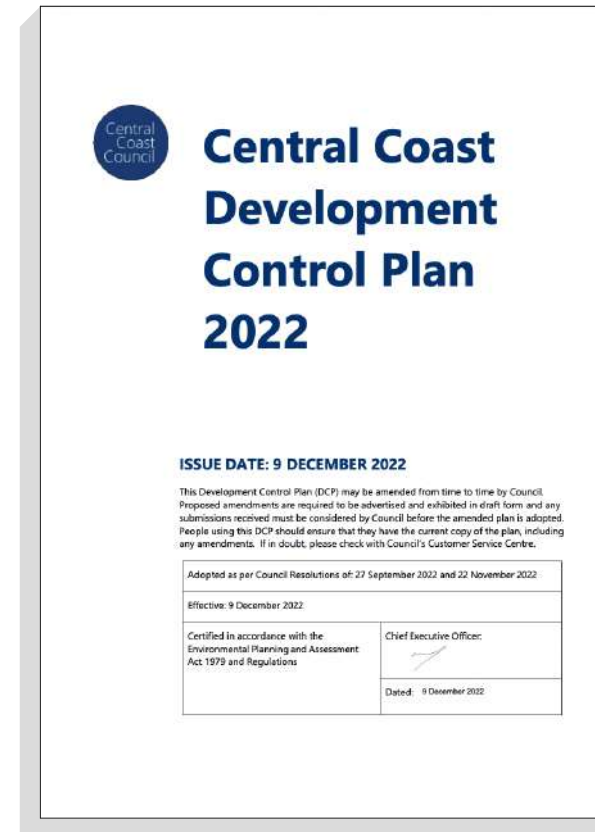


Planning Framework

This document is focused on addressing the site and planning proposal's relation to the following planning regulations and strategic documents:

- Central Coast LEP 2022
- Central Coast DCP 2022
- Central Coast Regional Plan 2041
- SEPP 65 - Design Quality of Residential Apartment Development

In particular, this document explores the planning proposal's variance from the Central Coast LEP 2022, with regards to Maximum FSR and Height, in order to better meet strategic outcomes.



Planning Proposal

Analysis of the site's opportunities and constraints (explored in more depth in the following chapter) indicate the site has the capacity to handle more dense development than allowed by current planning controls.

The proposed variations are considered in-keeping with the objectives of both local planning controls and strategic plans for the region, particularly in regards to housing. The proposed variations are:

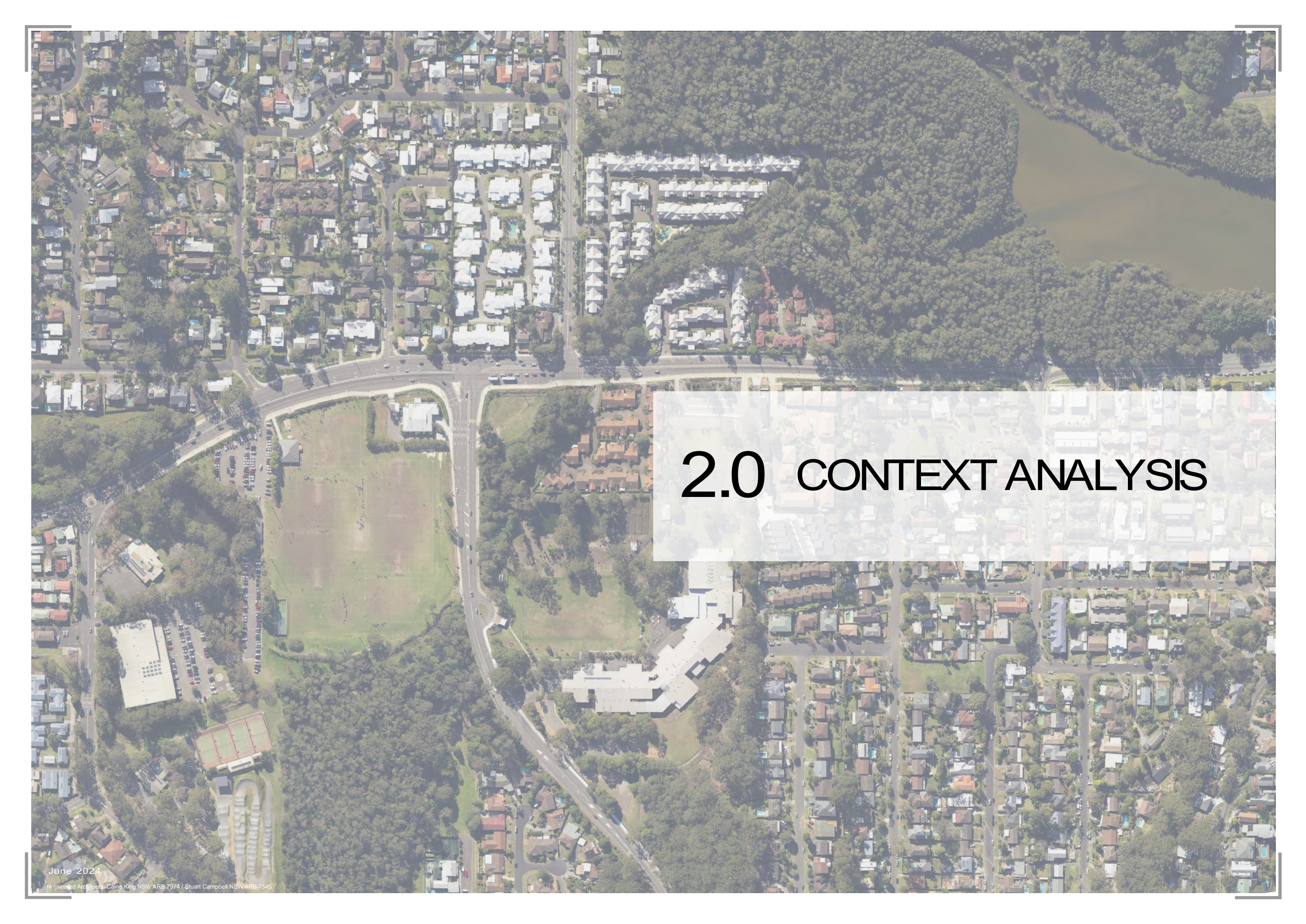
- Maximum Allowable FSR from 0.5 : 1* to 1.3 : 1
- Maximum Allowable Height from 8.5m to 25m

An indicative design has been prepared to demonstrate the potential of the site and suitability of the proposed controls.

The indicative mixed-use development consists of:

- 38 residential units
- a neighbourhood cafe
- basement parking (85 car spaces)
- extensive greenspace

** 0.7:1 in specific circumstances; refer CCLEP 4.4A*

An aerial photograph of a suburban neighborhood. The image shows a mix of residential areas with houses of various roof colors (brown, grey, white). There are several green spaces, including a large park area with a baseball field and a tennis court in the lower-left. A road with a roundabout is visible in the center. A large body of water, possibly a lake or reservoir, is on the right side, surrounded by dense trees. The overall scene is a typical suburban landscape.

2.0 CONTEXT ANALYSIS

Context: Regional Plan

CENTRAL COAST REGIONAL PLAN 2041

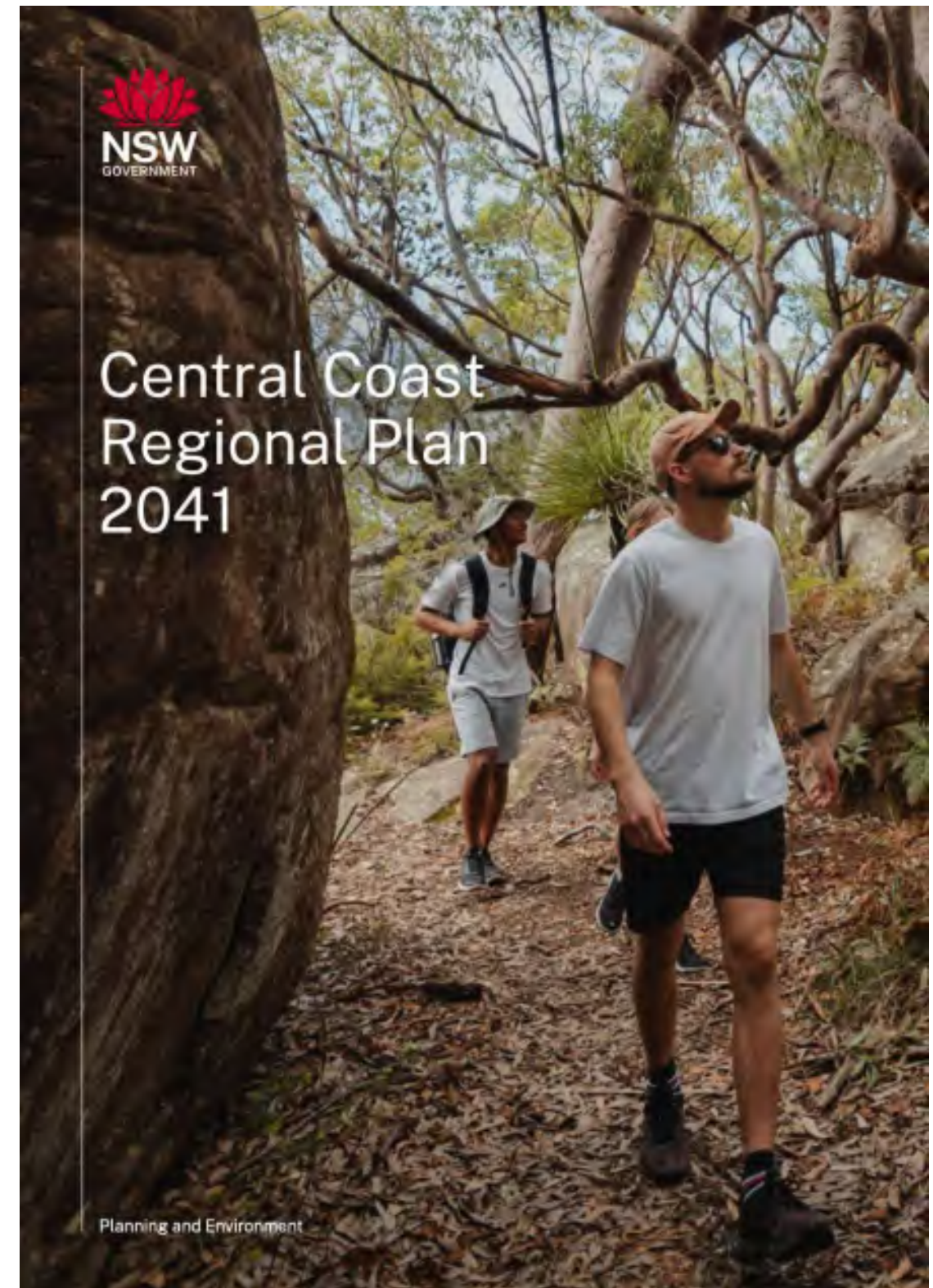
The *Central Coast Regional Plan 2041* sets out a strategic framework to guide the future direction of the Central Coast. The Regional Plan identifies several key objectives, and outlines performance outcomes to achieve them.

The planning proposal is in-line with several of the key objectives, in particular:

Objective 3: *Create 15-minute neighbourhoods to support mixed, multi-modal, inclusive and vibrant communities*

Objective 4: *An inter-connected Central Coast without car-dependent communities*

Objective 5: *Plan for 'nimble neighbourhoods', diverse housing and sequenced development*



Context: Regional Plan

CENTRAL COAST REGIONAL PLAN 2041

Objective 3: Create 15-minute neighbourhoods to support mixed, multi-modal, inclusive and vibrant communities

Regional Plan Performance Outcomes

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

Planning Proposal Outcomes

1. The site is in an established neighbourhood and connected to existing infrastructure and services; the planning proposal will contribute to local amenity by providing a service not well catered for in walkable area
2. The site is adjacent a shared cycleway and bus transit corridor, encouraging both active and public transport options
3. The neighbourhood provides open space and for community activities, and is within 30min of the strategic centres Erina and Gosford, providing access to education, jobs and services
4. The local sporting precinct and shared cycleway encourage exercise; the local high school provides educational opportunities, and nearby Terrigal town centre and Erina Fair provide cultural and entertainment
5. The planning proposal aims to serve as a welcoming landmark and help strengthen the identity of the area
6. The planning proposal aims to provide an active street frontage that engages with the community, and helps support social and economic activity
7. The proposal intends to protect and improve the condition of the adjacent vegetated waterway.

Context: Regional Plan

CENTRAL COAST REGIONAL PLAN 2041

Objective 4: An inter-connected Central Coast without car-dependant communities

<u>Regional Plan Performance Outcomes</u>	<u>Planning Proposal Outcomes</u>
1. Access is provided to housing, jobs and services by walking, cycling and public transport.	1. The site is located in an existing residential area, and adjacent a shared cycleway connecting to nearby town centres providing access to jobs and services
2. Urban areas and densities support the efficient and viable operation of public transport services.	2. The proposed development will increase residential density around existing public transport services
3. Key transit corridors provide for the efficient movement of freight.	3. N/A, the development does not involve freight
4. A robust digital infrastructure network to service business and social interaction.	4. NBN is available to the site

Context: Regional Plan

CENTRAL COAST REGIONAL PLAN 2041

Objective 5: Plan for 'nimble neighbourhoods', diverse housing and sequenced development

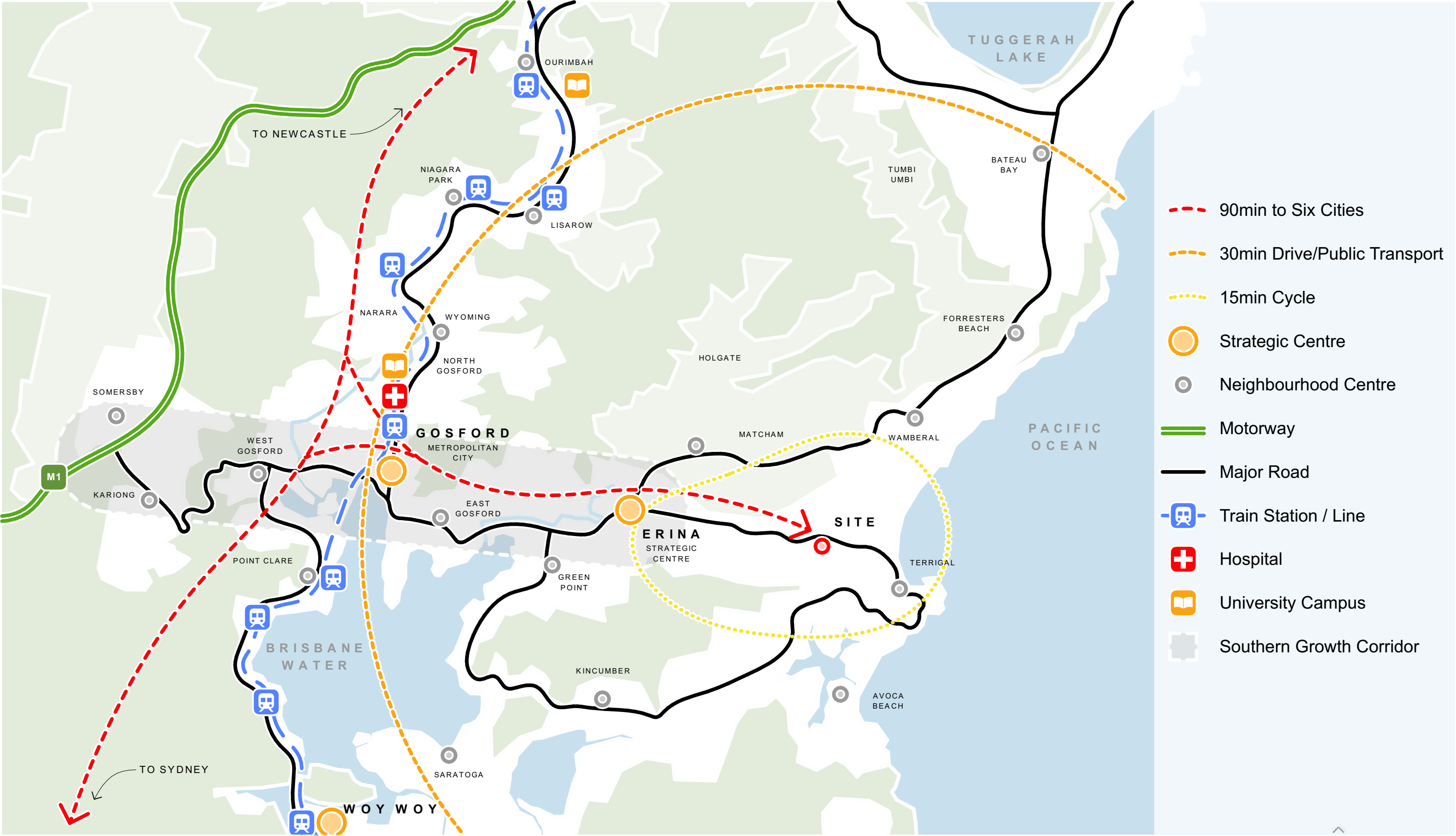
Regional Plan Performance Outcomes

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

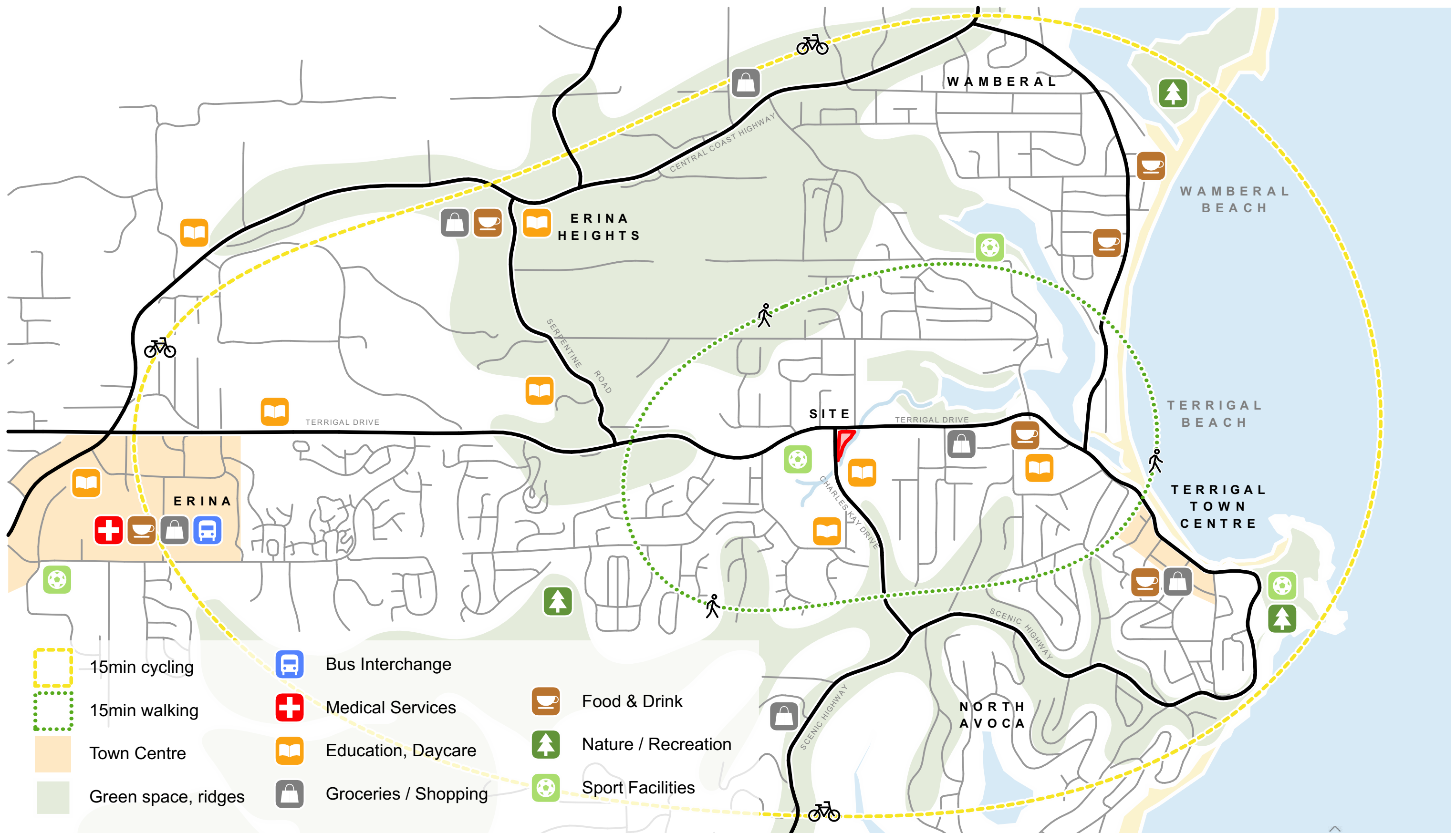
Planning Proposal Outcomes

1. The proposal is located along an existing transit corridor, and in close proximity to a strategic centre and services
2. The proposal will provide access to food and drink services to the neighbourhood (currently few options in walkable area), and is in close proximity to Erina and Terrigal
3. The proposal will increase housing stock and diversity, helping the neighbourhood cater to a range of housing needs
4. The site is well located to make use of existing public transport services, and
5. The site is not environmentally zoned but has environmental value. The proposal takes this into consideration, and aims to balance development with environmental preservation.
6. The proposal intends to protect and improve the condition of the adjacent vegetated waterway, maintaining and enhancing its scenic and recreational value.
7. The proposal provides a range of housing sizes, and a typology not currently catered for in the immediate neighbourhood.

Context: 30min Strategic Centres



Context: 15min Neighbourhoods



Context: Summary

The proposal is in keeping with the Regional Plan's objective to create less car-dependant communities. The site is located in a high-amenity area, connected by active and public transport networks to strategic centres and other regions, making it well-suited for strategic densification.

15-minute neighbourhood (walking/cycling)

Schools, Daycares	Terrigal Public School Terrigal High School Aspect Central Coast School + several daycares
Recreation / Playgrounds	Duffy's Oval Sporting Precinct Terrigal Rotary Park Terrigal Beach The Haven Oval
Everyday Services	Erina Fair Shopping Centre Terrigal Town Centre Shell Coles Service Station / Convenience Store
Food and Drink	Terrigal Town Centre
Shop	Erina Fair Shopping Centre Terrigal Town Centre Erina Heights Shopping Strip

30-minute strategic centres (public transport)

Hospitals	Gosford Hospital Gosford Private Hospital, North Gosford Proposed Northside Medical Precinct, Gosford
University	Newcastle University, Gosford Campus Newcastle University, Ourimbah Campus
Work	Gosford CBD Erina Town Centre

90-minute regions (mass public transport)

Six Cities	The site is within 30min to mass public transport connecting to the surrounding city areas
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An aerial photograph of a suburban neighborhood. The image shows a mix of residential areas with houses and gardens, interspersed with large green trees. A road runs horizontally across the middle of the image, with a roundabout on the left. To the right of the road, there is a large, dense forest. In the bottom right corner, a river or lake is visible. The overall scene is a typical suburban landscape.

3.0 SITE ANALYSIS

Site Analysis: Land Zoning

The site is zoned R1 – General Residential.

The proposed residential flat building with neighbourhood shop is permitted with consent, and in-keeping with the land use objectives as below:

Central Coast LEP 2022

R1 – General Residential

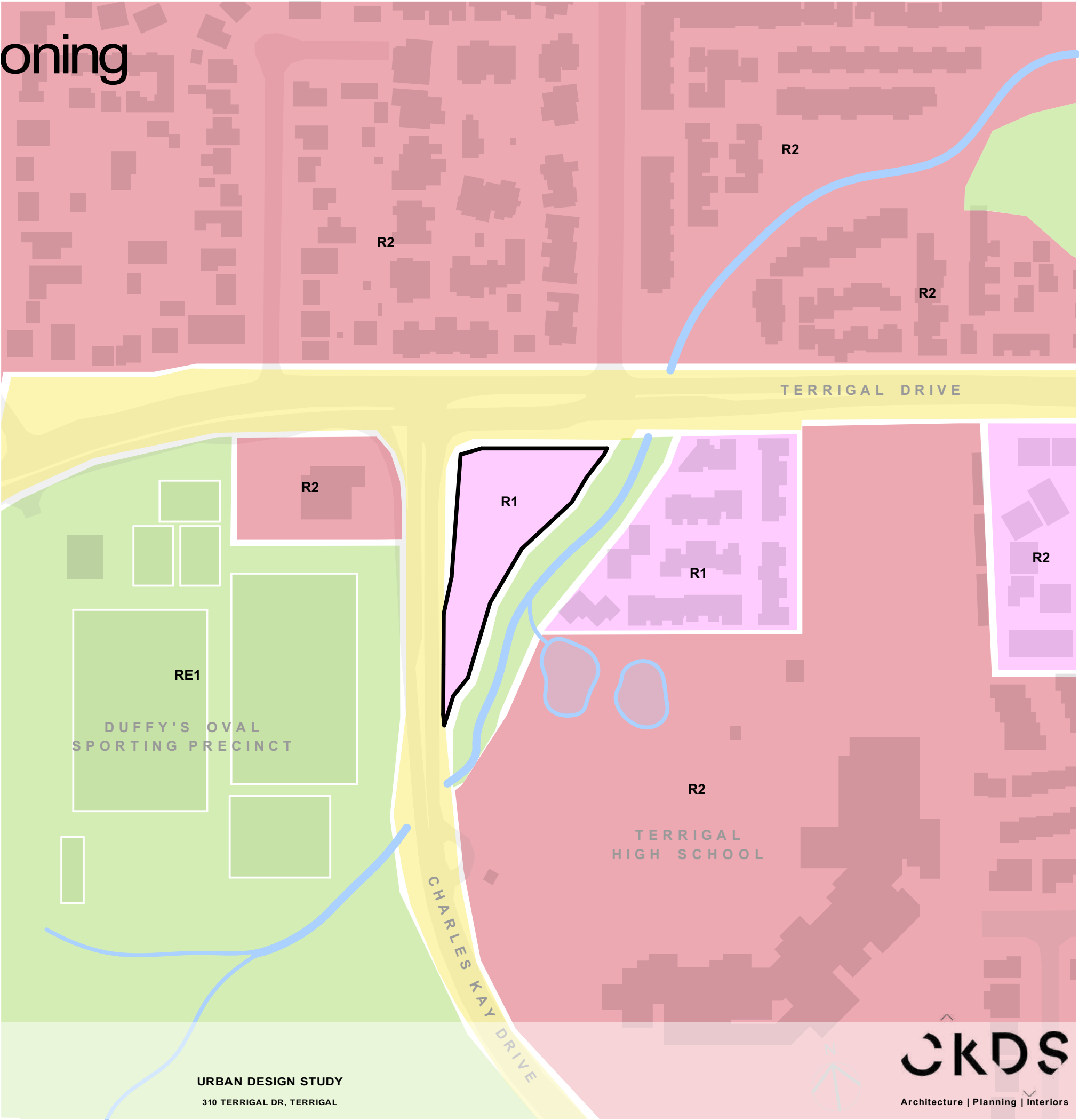
1 Objectives of the Zone

- To provide for the housing needs of the community.
- To provide for a variety of housing types and densities.
- To enable other land uses that provide facilities or services to meet the day to day needs of the residents.
- To promote best practice in the design of multi dwelling housing and other similar types of development.
- To ensure that non-residential uses do not adversely affect residential amenity or place unreasonable demands on services

3 Permitted with consent

... Multi dwelling housing, Neighbourhood shops, Residential flat buildings, Shop top housing

-  R1 - General Residential
-  R2 - Low Density Residential
-  SP2 - Infrastructure
-  RE1 - Public Recreation



Site Analysis: Maximum FSR

Most residential land within the surrounding area has no specific control, but the site and several others along Terrigal Drive have been given specific controls and noted as sites for strategic densification.

The site and several others are noted as 0.5:1 Maximum FSR, but also as "Area 1" with regards to exceptions to FSR controls (CCLEP Clause 4.4A) which allows additional FSR when certain conditions are met and the land is used for multi dwelling development.

The controls suggest the site has been identified as suitable for additional densification. Further site-specific investigation has shown the site has greater capacity to accommodate additional density, in part due to its isolation from other developable land.

Central Coast Local Environmental Plan 2022

4.4A Exceptions to floor space ratio – general

(1) The objectives of this clause are as follows –

(a) to encourage the consolidation of smaller lots to –

- (i) reduce the possibility of fragmented development, and
- (ii) encourage shared facilities, and
- (iii) manage traffic movements,

(b) [not applicable]

(c) to promote the provision of affordable housing,

(d) encourage lot consolidation and new development forms in Zone R1 General Residential with car parking below ground level.

(4) the maximum floor space ratio of a building on land identified as "Area 1" on the Floor Space Ratio Map is –

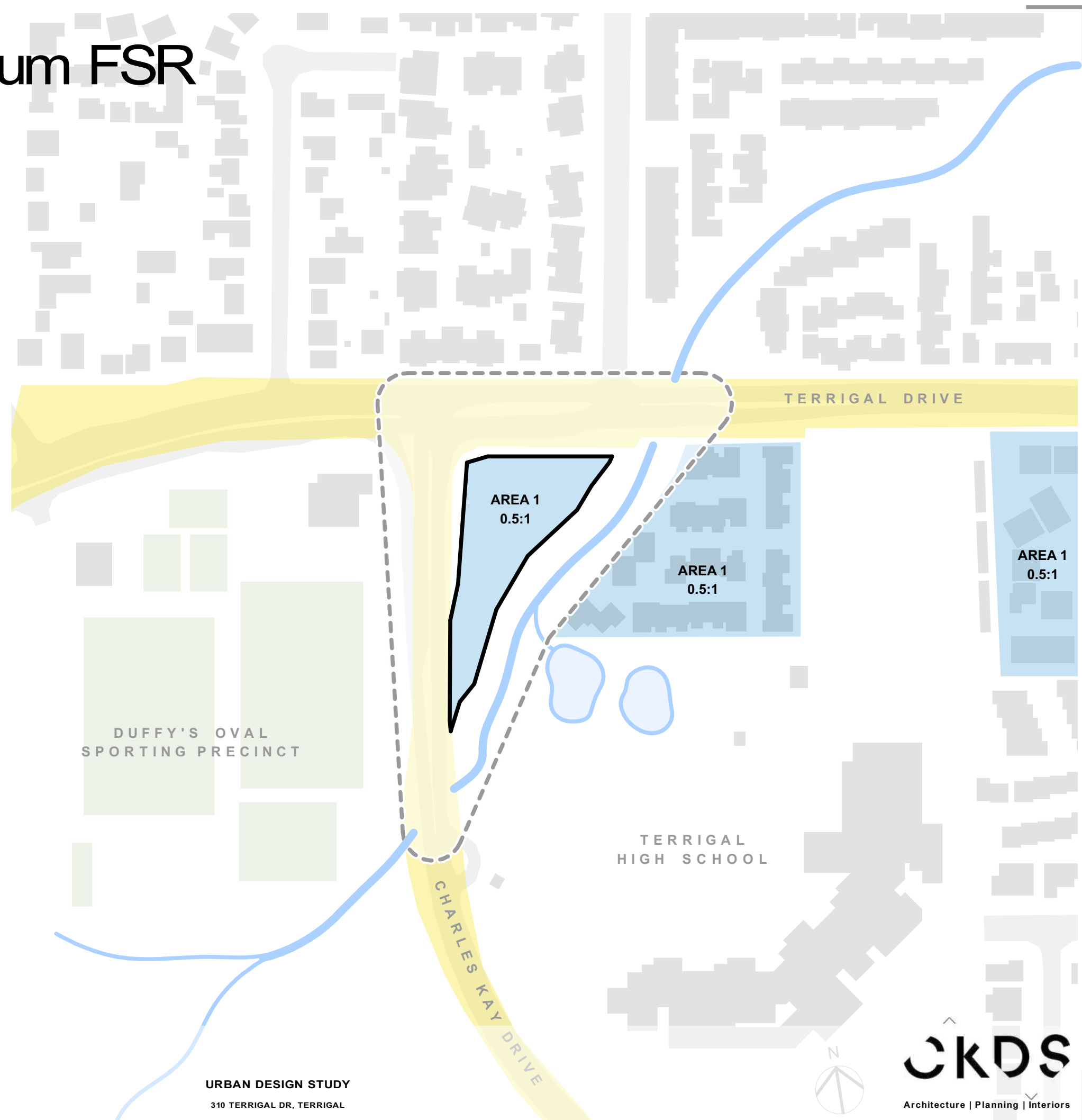
(a) 0.7:1, if all the following applies –

- (i) the building is to be used for the purposes of a residential flat building or multi dwelling housing,
- (ii) all on-site parking is located in the basement of the building,
- (iii) the site area is at least 1,000m²...

--- Site Separation



0.5:1



Site Analysis: Maximum Height

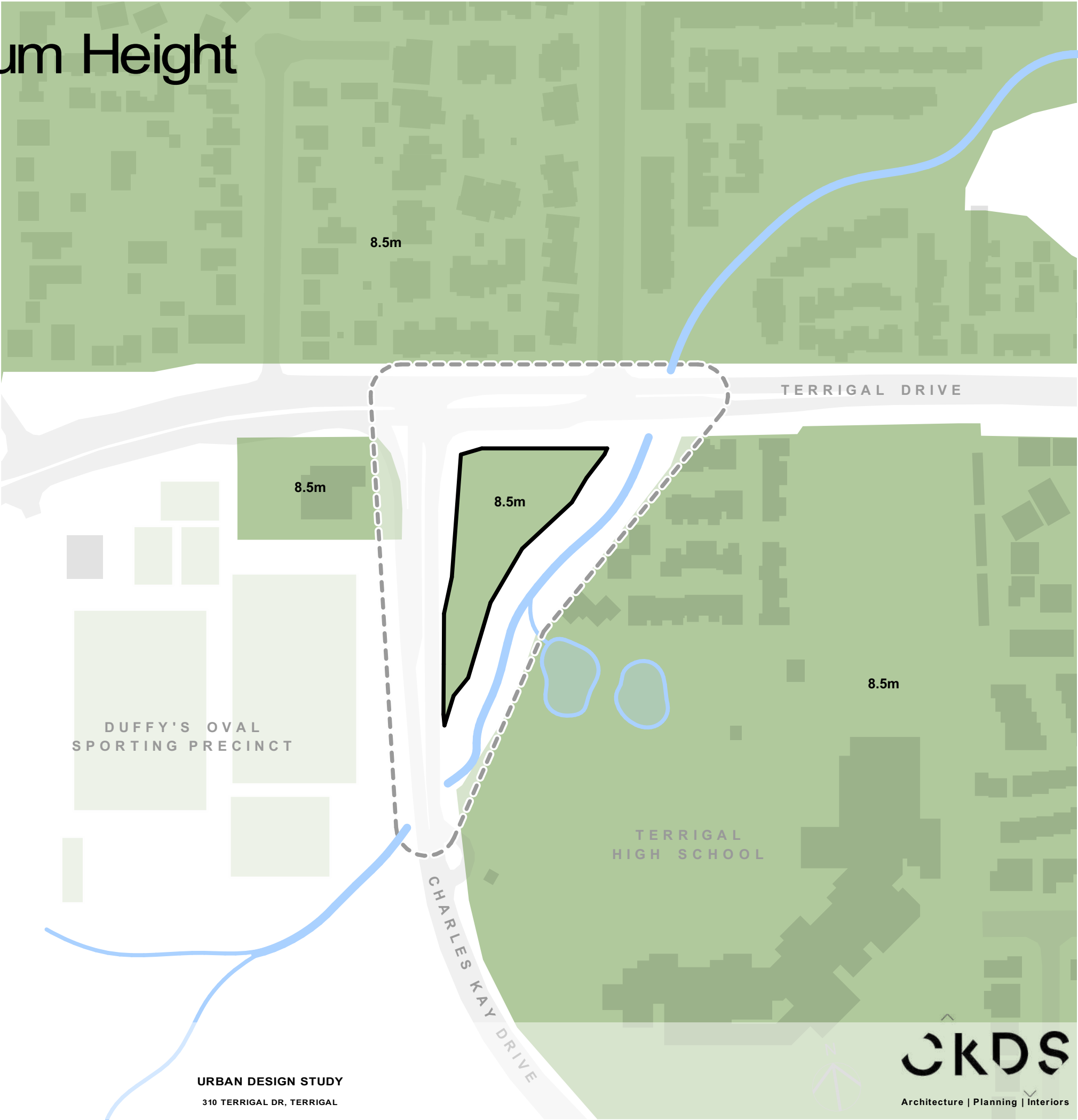
A blanket 8.5m height limit has been applied to all local residential zoned land, including the site.

The proposed development does not comply with the current maximum allowable height, however it is in-keeping with CCLEP height limit objectives.

The significant separation between the site and nearest developable land ensures minimal impact on solar access and privacy of other properties.

Central Coast Local Environmental Plan 2022
4.3A Exceptions to height of buildings – general

- (1) The objectives of this clause are as follows –
- (a) to ensure the height of buildings encourage high quality urban form,
 - (b) to ensure the height of buildings protects the amenity of neighbouring properties in terms of visual bulk, access to sunlight, privacy and views,
 - (c) to ensure the height of buildings is compatible with the height, bulk and scale of the existing and desired future character of the locality,
 - (d) to encourage the consolidation of smaller lots to –
 - (i) reduce the possibility of fragmented development, and
 - (ii) encourage shared facilities, and
 - (iii) manage traffic movements
 - (e) [not applicable]



--- Site Separation

8.5m

Site Analysis: Neighbourhood Land Use

The surrounding land is used for residential, recreational, educational and nature reserve purposes.

The immediate area provides sports and recreation facilities and a high school, and is within a 15-minute walk to shops and cafes in Terrigal town centre.

The proposed development aims to increase amenity in the immediate area, by providing food and drink options within the residential catchment and adjacent a popular sporting venue.

- Site Separation
- Recreational
- Residential
- Education
- Services
- Waterway



Site Analysis: Pedestrian Movement

The local area is well-suited for walking and cycling with gentle grades. The site is connected to a network of footpaths and a shared cycleway, and is near to several bus stops, encouraging active and public transport options.

By foot, the site is:

- 3min to entry of Duffy's Oval Sporting Precinct
- 3min to Terrigal High School
- 7min to service station/convenience store
- 15min to Terrigal Beach & Town Centre

By bicycle, the site is:

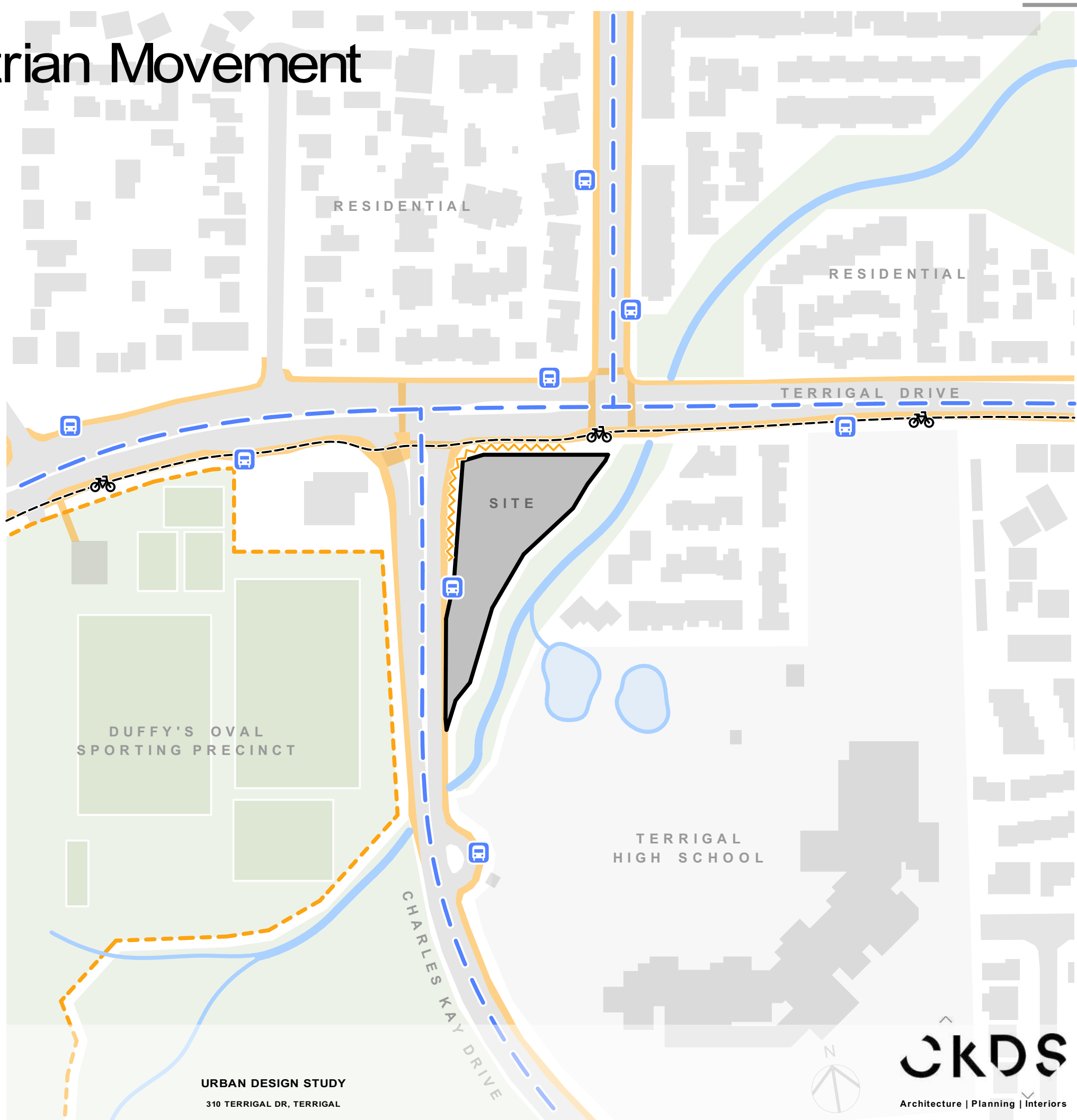
- 7min to Terrigal Beach & Town Centre
- 15min to Erina Fair Shopping Centre

By bus, the site is:

- 10min to Terrigal Town Centre
- 15min to Erina Fair Shopping Centre
- 30min to Gosford CBD and Train Station

The proposal also aims to serve as a destination for short local walks or a way-point for longer walks, by including a cafe that engages with the cycleway.

-  Recreation Area
-  Footpath
-  Potential Street Activation
-  Cycleway
-  Bus Stop
-  Bus Route



Site Analysis: Vehicle Movement

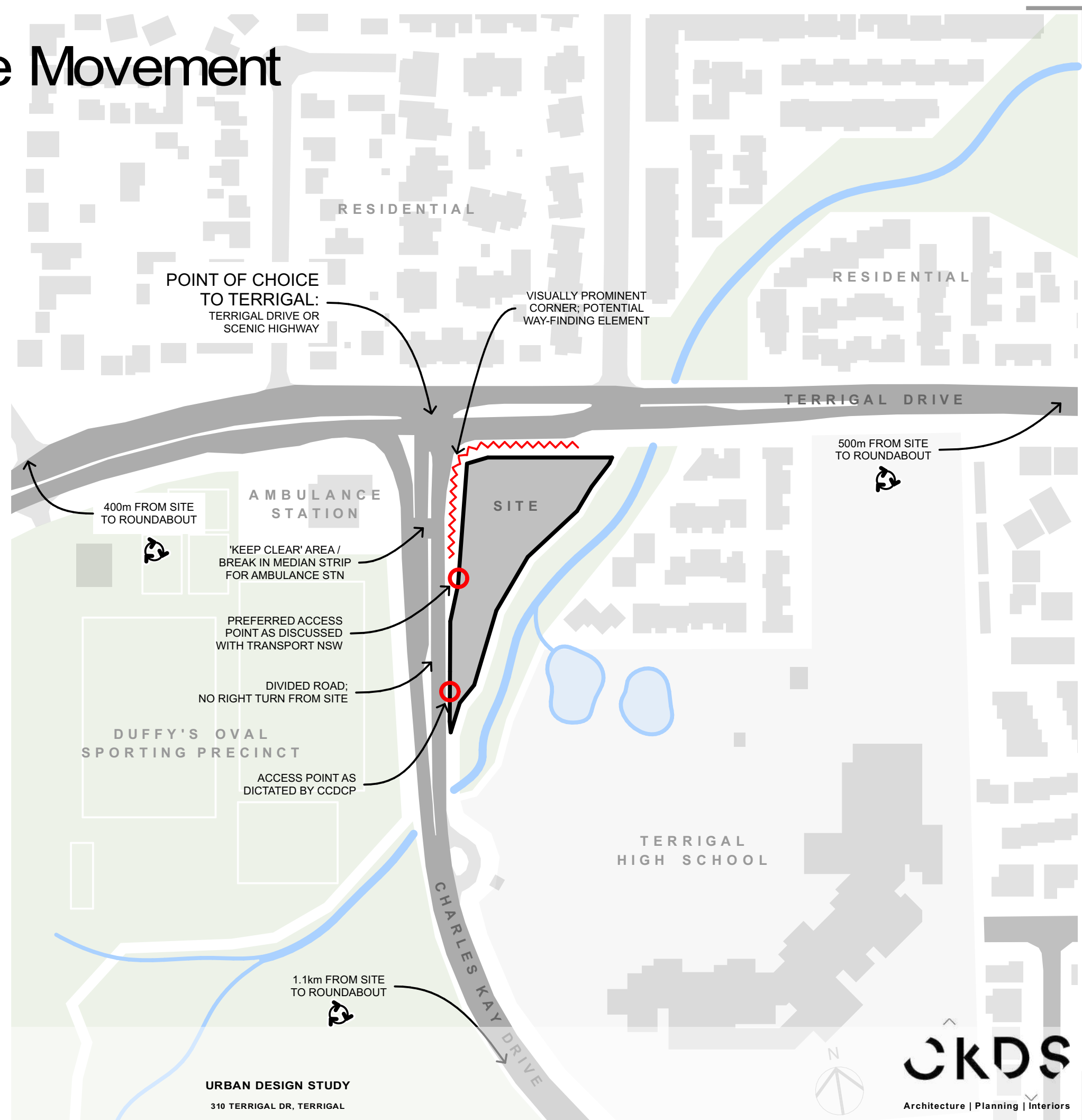
Located at the intersection of Terrigal Drive and Charles Kay Drive – a key 'point of choice' when entering Terrigal – the site has the potential to serve as a wayfinding and welcoming landmark for visitors to the area.

CCDCP Chapter 5.11 outlines specific requirements for the site, particularly regarding site access. The CCDCP states only a single point of entry from Charles Kay Drive is to be allowed, as far from the intersection as possible, with no auxiliary turning lanes.

The southern tip of the site – where the site access point is prescribed by the CCDCP – is heavily constrained (VRZ, significant vegetation). In early discussions with Transport NSW, it was indicated that site access further north on Charles Kay Drive could be supported.

Vehicle access is to be limited to 'left-in' and 'left-out' only, with nearby roundabouts providing opportunities to turn around to access and exit the site as necessary.

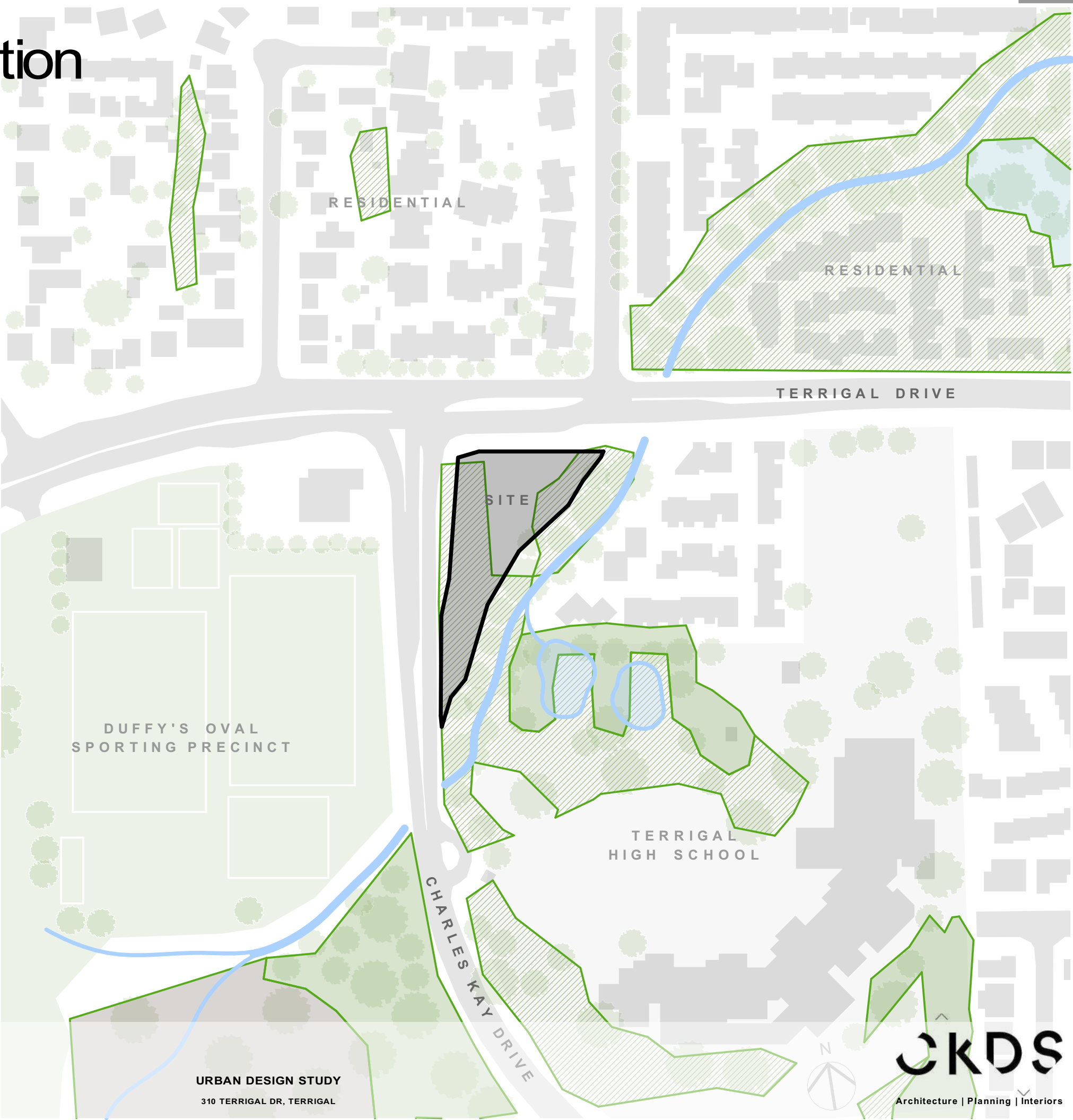
-  State Road
-  Local Road
-  Visually Prominent Corner
-  Site Access Point



Site Analysis: Vegetation

Vegetation mapping identifies much of the site as 'Disturbed - Underscrubbed' - Underscrubbed.' No significant ecological communities are mapped on site, however it is noted that the site is downstream of an Alluvial Paperbark Sedge Forest and may contain specimens.

An Arboricultural Impact Assessment has been prepared by Michael Shaw Consulting Arborist; please refer for further details.



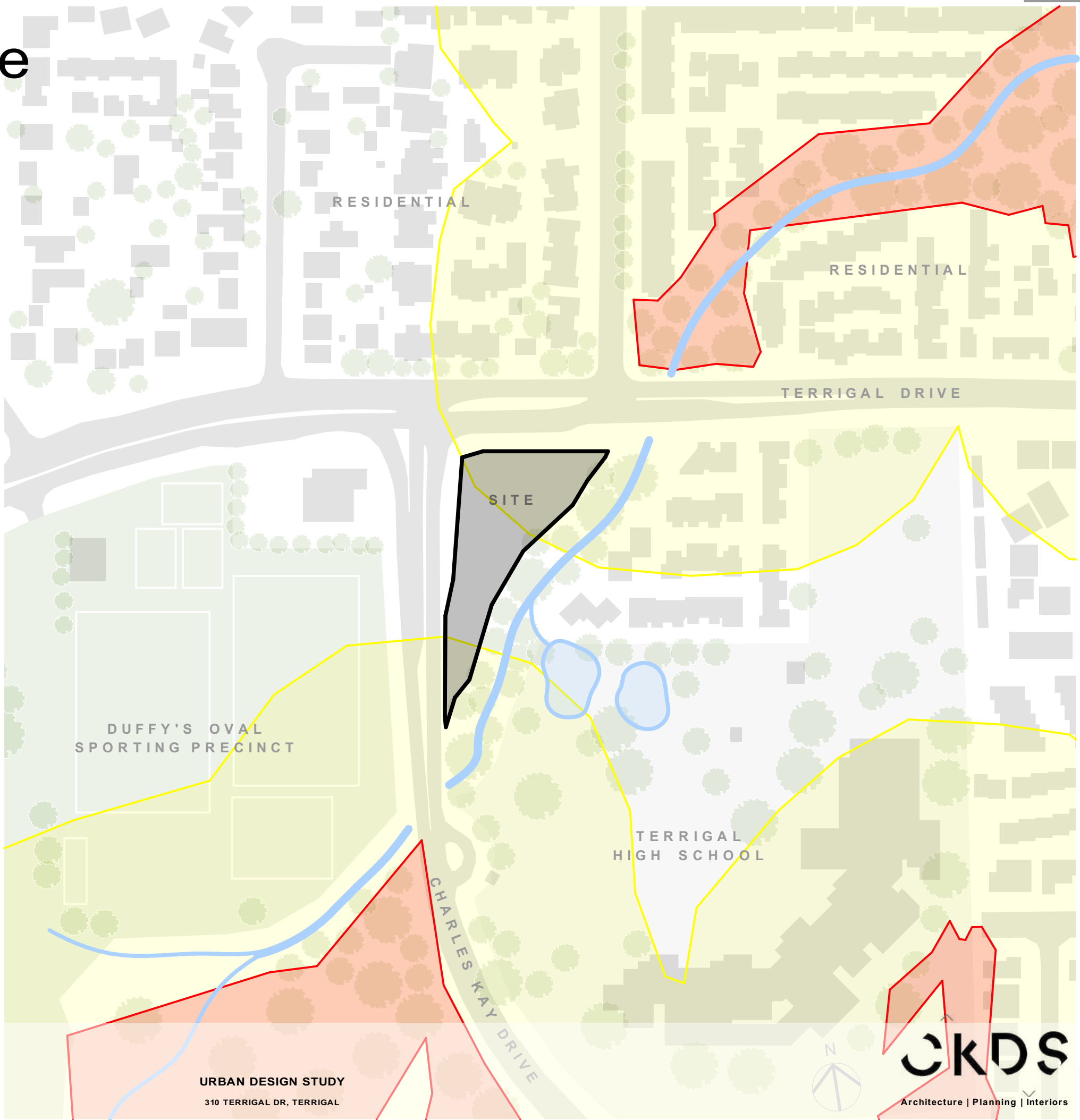
-  Disturbed - Underscrubbed
-  Narrabeen Coastal Blackbutt Forest
-  Coastal Narrabeen Moist Forest
-  Alluvial Paperbark Sedge Forest
-  Greenspace

Site Analysis: Bushfire

The vegetation on site is not identified as a bushfire hazard; the nearest bushfire hazards are to the north-east and south-west and portions of the site are within the buffer zone.

A Bushfire Assessment Report has been prepared by Integrated Site Planning; please refer to for further details.

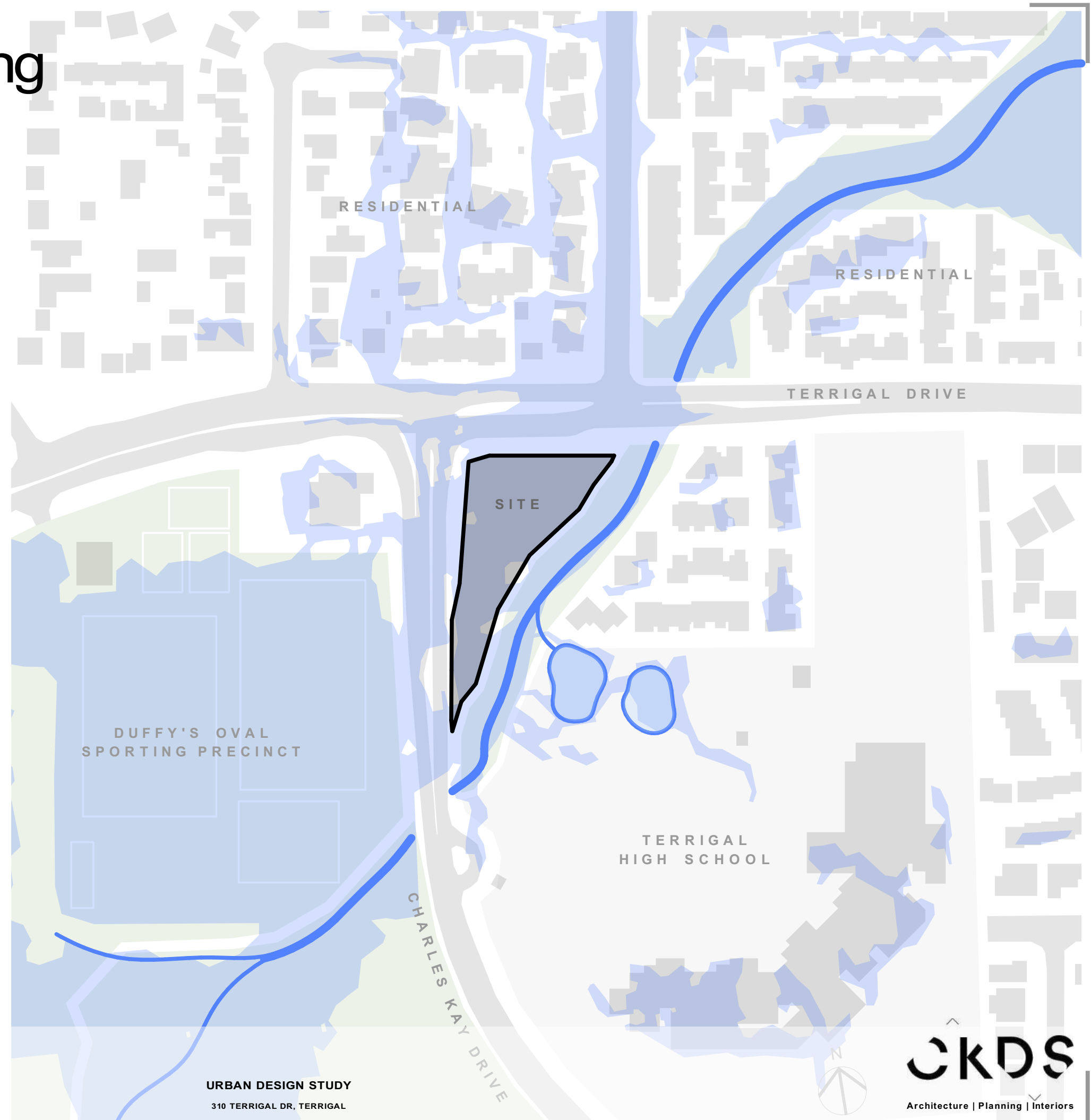
-  Vegetation Category 1
-  Vegetation Buffer



Site Analysis: Flooding

The majority of the site is affected by flooding.

A detailed Floodplain Risk Management Plan has been prepared by Rienco; please refer for further details.



1:100 year Flood Extent

Waterways