

IP
INTERFACE
PLANNING

Our Ref: Ref: 2102
Your Ref: SCC 2021CCOAS-12

22 March 2022

Planning and Assessment
Department of Planning and Environment
6 Stewart Avenue, Newcastle West NSW 2302

Email: tegan.harris@dpie.nsw.gov.au; Trent.Wink@planning.nsw.gov.au

Attention: Tegan Harris

Dear Tegan,

Site Compatibility Certificate, SCC 2021CCOAS-12
216-234 Pacific Hwy, CHARMHAVEN

I refer to your email dated 19 January 2022 seeking additional information in relation to the above application, and I now provide the following in response.

MATTER RAISED	RESPONSE
STRATEGIC CONTEXT <ul style="list-style-type: none"><i>The proposal should demonstrate consistency with the objectives, strategies and district planning priorities of the draft Central Coast Regional Plan 2041.</i>	<p>A detailed response to the Draft Central Coast Regional Plan 2041 is provided as Attachment 1.</p> <p>The response addresses how this proposal is consistent with the draft Plan.</p>
<ul style="list-style-type: none"><i>The North Wyong Shire Structure Plan aims to promote connectivity between development precincts including the identification of a potential east-west road connecting Precincts 8 and 9.</i>	<p>Noted.</p> <p>There are 11 Parcels of approximately similar size in Precinct 9. The subject land comprises the 2 most northern parcels within the Precinct. The NWSSP, Map 2, shows an indicative east-west through road, south of the subject land and roughly central to Precinct 9.</p> <p>The current proposal does not prevent a through road occurring into the future.</p> <p>This is further detailed in supplementary Traffic Assessment as Attachment 2.</p>
<ul style="list-style-type: none"><i>The proposal should demonstrate how future development will connect to the future trunk road network within Precinct 9 and the potential future connection to Precinct 8. The proposal should also consider potential access points from the Pacific Highway into</i>	<p>The supplementary Traffic Assessment, prepared by Intersect Traffic, dated 15 February 2022, provides commentary on the planned future east-west road link between Precincts 8 & 9 of the NWSSP.</p> <p>In short, it is expected that a future signalised intersections will be installed on the Pacific Hwy at</p>

Po Box 192
Terrigal NSW 2260
Ph: 0423 747 099
E: chris@interfaceplanning.com.au

ABN: 37 651 598 864

<p><i>Precinct 9. Consultation may be required with Transport for NSW (TfNSW) to determine the number and location of access points that would be permitted. Note, additional requirements in relation to traffic and access are detailed below.</i></p>	<p>this point, which will also assist local pedestrian movements from Precinct 9 to shops and facilities on the eastern side of the Highway.</p> <p>The future link road will provide opportunity for an internal road network throughout Precinct 9, as indicated in the simple mark-up within Figure 2 of the supplementary traffic comments.</p> <p>Transport for NSW was consulted early in the site acquisition process, who advised that the time that left-in, left out would be appropriate for this development. A copy of emails between parties is provided as Attachment 3.</p>
<p>Development plans</p> <ul style="list-style-type: none"> <i>The application refers to 70 serviced self-care dwellings however, the site plan details 71 dwellings proposed. The application should be updated to confirm.</i> 	<p>Noted.</p> <p>Plans and supplementary reports have been amended to reflect the 71 dwellings proposed.</p>
<ul style="list-style-type: none"> <i>The application refers to a development mix comprising a range of two (2) and three (3) bedroom dwellings, and the site plan appears to detail a range of villa types however, only plans for Villa02 (two bedroom) have been submitted. Plans for all villa types that form part of the application should be submitted.</i> 	<p>Design plans have been updated to show a mix of dwelling types, including;</p> <ul style="list-style-type: none"> – Villa_01_3 Bed – Villa_02_2 Bed – Villa_03_1 bed + study – Villa_04_2 Bed – Villa_05_3 bed – Villa_06_2 bed + study – Villa_07_2 bed + study – Villa_08_2 bed + study <p>Plans for Villa 01, 03, 05, 08 have been included in the revised set of design plans provided as Attachment 4.</p> <p>Villa designs are currently under review and refinement between proponent and design team.</p> <p>It is proposed that a full suite of detailed villa plans including alternate layouts and elevations would be ordinarily included as part of any DA package.</p>

	<p>CI 25(5) of the SEPP states that the relevant panel must not issue a site compatibility certificate unless the relevant panel –</p> <p>(b) is of the opinion that the proposed development is compatible with the surrounding land uses having regard to (at least) the following criteria</p> <p>(v) ... The impact that the bulk, scale, built form and character of the proposed development is like did you have on existing uses, approved uses and future uses of land in the vicinity of the development.</p> <p>The submitted plans demonstrate a future development that comprises single story detached villas, set back approximately 74m from the northern Boundary and 40m from the southern Boundary 79m from western Boundary.</p> <p>Development to the east upon land zoned residential comprises a mix of single and two-storey dwellings of various constructions. Future development to the south adjacent to the subject land is also likely to comprise a mix of single and two-storey buildings.</p> <p>The site is located within Precinct 9 of the <i>North Wyong Shire Structure Plan</i> and is identified as future residential area (Target is 15dwg/ha per gross developable land)</p> <p>The proponent respectfully contends that it is an onerous request to require fully detailed plans at this early site compatibility stage. The function of the SCC process is to evaluate whether the subject land is suitable (or not) for the proposed development. Cognisant of Cl. 25, it is respectfully submitted that the plans provided should be sufficient to enable assessment of the criteria referred to under Cl. 25 of the SEPP.</p>
<ul style="list-style-type: none"> • <i>In addition to the above, a complete set of development plans should be submitted that include:</i> 	Refer comments above.
<ul style="list-style-type: none"> <ul style="list-style-type: none"> ○ <i>elevations; and</i> 	<p>Refer comments above.</p> <p>A basic concept streetscape elevation has been included in the revised set of design plans. This</p>

	will be documented in full as part of future DA documentation as part of landscape drawings.
<ul style="list-style-type: none"> ○ <i>cross sections through the site, including into adjoining sites to adequately demonstrate the likely edge impacts of the proposal.</i> 	The revised set of design plans include sections through the site north-south & east west. Whilst all buildings have not been included (due to cost and considered premature until final designs are locked in as part of DA drawings), the sections do demonstrate that adjacent land is at comparable grades as the development site. No significant earthworks/retaining works are required between the development and adjacent sites.
<ul style="list-style-type: none"> ● <i>Photo montages demonstrating the potential visual impact, with particular consideration from public spaces (e.g. Pacific Highway) should be submitted.</i> 	<p>It is respectfully contended that it is premature to provide a photo montage at this stage.</p> <p>A landscape consultant is yet to be engaged but will form part of the design team as DA documentation is prepared. This will also include any comments from Transport for New South Wales.</p>
<ul style="list-style-type: none"> ● <i>It is noted that the site slopes from approximately RL 16 to RL 6.0. Preliminary bulk earthworks detail should be submitted.</i> 	<p>It is respectfully contended that the preparation of concept bulk earthworks is premature at this stage. This will ordinarily be done as part of concept civil design plans, forming part of the DA package.</p> <p>The building designer has advised that the level change occurs over approximately 250m and that SEPP grade requirements can be achieved.</p> <p>The DA will also be accompanied by an Access Report to also confirm this issue.</p>
<p>Servicing</p> <ul style="list-style-type: none"> ● <i>A preliminary water and wastewater servicing strategy should be submitted to demonstrate that the site can be adequately serviced.</i> 	<p>A water and sewer servicing strategy has been prepared by Northrop Engineers and is provided as Attachment 5.</p> <p>This report concludes that adequate reticulated water services are available to service the planned development.</p> <p>In respect to sewer, Council has confirmed that they will accept a private sewer pump station to be installed on the lower (western) part of the site, which will then pump wastewater easterly to existing infrastructure on the eastern side of the Pacific Hwy. Concept plans are included Servicing Strategy.</p>
<ul style="list-style-type: none"> ● <i>Central Coast Council have advised their preference for conventional sewer servicing.</i> 	
<p><i>The current Water and Sewer Development Servicing Plan (DSP) identifies that the overall sewer servicing will rely on new gravity sewer into the regional sewer pump station to be delivered by the lead developer in the area. If the DSP infrastructures cannot be delivered by developer, Council can consider other sewer servicing options for the development however, a detail sewer servicing strategy</i></p>	

will need to be submitted to Council for review and acceptance.	
Please confirm whether any easements are located on site. It is noted that there are transmission lines across the frontage of the site which will need to be considered during detailed site planning.	
<ul style="list-style-type: none"> A 600mm transfer water main is located along the front property boundary. The proposal will need to confirm adequate setbacks from this and undertake site planning accordingly. 	
<p>Contamination</p> <ul style="list-style-type: none"> The application notes that, having regard to the past agricultural use of the land, further investigations in relation to potential contamination would be necessary should this application proceed to a development application. A preliminary site investigation report should be undertaken or approved by a certified contaminated land consultant and submitted in support of the application for the Site Compatibility Certificate to demonstrate the site is suitable for its intended use. 	<p>Qualtest Environmental consultants have prepared a Preliminary Contamination Assessment, which is provided as Attachment 6.</p> <p>This report concludes; <i>"Whilst there is a potential for contamination to be present on the site, the likely type and extent of potential contamination is typical for rural-residential properties, and it is unlikely the contamination (if any) would preclude the development of the site as a retirement village."</i></p> <p>The report recommends further testing, which is intended to be undertaken subsequent to the issue of a Site Compatibility Certificate and this further report will be included in the DA documentation.</p>
<p>Traffic and access</p> <ul style="list-style-type: none"> The site adjoins the Pacific Highway and will require approval from TfNSW for works within the road reserve, including intersections, footpaths and bus stop upgrades if required. Resolution of these matters with TfNSW is likely to take some time. Details of any preliminary discussions with TfNSW should be submitted. 	<p>Noted.</p> <p>The project traffic consultant (Intersect Traffic) and design engineers (Northrop) will continue dialogue with both Council and TfNSW as the matter proceeds into DA design documentation.</p>
<ul style="list-style-type: none"> The traffic report identifies that traffic lights to cross the highway may be required, noting the high traffic volumes on the Pacific Highway during peak traffic periods and the vulnerability of pedestrian traffic generated from the development. It also identifies that access to the private road network is likely to be limited to 	<p>Intersect Traffic has clarified that a future signalised intersection will likely be installed at the junction of the east-west road through Precinct 9 and the Pacific highway at a future date.</p> <p>Intersect Traffic also notes that some pedestrian connects will need to be installed/improved, which would ordinarily form part of DA documentation and conditions.</p>

<i>left in left out. This should be further investigated with Council and TfNSW as they may delay further assessment of the application.</i>	The matter of left-in, left-out was previously raised by TfNSW and taken into account as part of pre-purchase investigations and Intersect's traffic assessment.
<p>Biodiversity</p> <ul style="list-style-type: none"> <i>The site is mapped on the NSW biodiversity values map and an Ecological Constraints Analysis was submitted with the application. Further consideration of Swift Parrot habitat is required to determine how potential impacts can be avoided and minimised.</i> 	<p>A supplementary eco response letter has been prepared by Enviroecology and is included as Attachment 7.</p> <p>Vegetation on site has been assessed to determine what is beneficial as food source trees for the migrating swift parrot. Parts of the vegetated communities do not contain the essential trees, and where feed trees to occur they can be retained.</p>
<ul style="list-style-type: none"> <i>While a Biodiversity Development Assessment Report (BDAR) is likely to be required if the application progresses to development application stage, the application for SCC should demonstrate that there is adequate developable area on the land for the proposal.</i> 	<p>It is understood that a BDAR will be required to accompany any future DA. It is intended to further investigate such matters as part of BDAR works.</p>
<ul style="list-style-type: none"> <i>The application should demonstrate consistency in managing bushfire and biodiversity considerations.</i> 	<p>The project ecologist has conferred with the bushfire consultant, Bushfire Hazard Solutions, and both have recognised opportunities to retain certain vegetation, including feed trees without introducing a bushfire risk.</p>
<ul style="list-style-type: none"> <i>An addendum statement from your ecologist would address this.</i> 	
<p>Bushfire</p> <ul style="list-style-type: none"> <i>A Bush Fire Constraints and Opportunities Report was submitted with the application. The report should demonstrate that retention of high biodiversity value is feasible.</i> 	<p>As noted previously, the project ecologist has conferred with the bushfire consultant, Bushfire Hazard Solutions, and both have recognised opportunities to retain certain vegetation, including feed trees without introducing a bushfire risk.</p> <p>Supplementary comments from the bushfire consultant are provided as Attachment 8.</p> <p>A refinement of layout will be required as part of detailed DA documentation taking into account retained, feed trees, and location and treatment of future stormwater management infrastructure.</p>
<ul style="list-style-type: none"> <i>Appropriate APZ's need to be accommodated without impacting on the avoid and minimise areas identified by the ecological assessment.</i> 	
<ul style="list-style-type: none"> <i>As noted above, the application should demonstrate consistency in managing bushfire and biodiversity considerations.</i> 	
<ul style="list-style-type: none"> <i>Confirmation from your bushfire consultant that the methodology used to inform the APZs on site incorporates the retention of biodiversity values is required.</i> 	
Stormwater, drainage and flooding	Noted.

<ul style="list-style-type: none"> <i>The floodplain extends into the rear of lot 216. Only passive recreation is permitted in this area. Everything else should remain out of floodplain, and there should be no new structures, infrastructure or similar assets located in the floodplain. This should be considered in any revised site planning.</i> 	<p>A detailed water cycle management plan will be prepared and submitted with the development application. This will include an assessment of local flood conditions.</p> <p>Mapped flood prone land is limited to the south west corner of the site. This area is also with the APZ's applicable to any future seniors housing. All future housing and significant internal community assets will be located outside of any flood affected areas.</p>
<ul style="list-style-type: none"> <i>The stormwater strategy should be reconsidered. The proposed augmentation of the onsite farm dam is inconsistent with NSW Department of Natural Resources Access Regulator requirements. While this can be further considered at development application stage, it is recommended that it be addressed as part of the SCC stage given the potential impact to overall site planning and an appropriate development footprint.</i> 	<p>As per above.</p> <p>An assessment of the stream order and location of the drainage line, which has been modified over time, will be assessed as part of DA documentation. True locations will be determined by site survey.</p> <p>Any design shall have regard to applicable standards and controls relevant at the time of design.</p>
<p>Site planning</p> <p><i>A number of site planning matters have been identified during the department's initial assessment. While these matters are further considered at development application stage, it is recommended they be given initial consideration as part of the SCC application to demonstrate that the proposed development footprint is appropriate:</i></p>	<p>Noted.</p>
<ul style="list-style-type: none"> <i>central location of community facilities and car parking;</i> 	<p>For further consideration as part of DA documentation preparation.</p> <p>The location of community facilities is often guided by site features, such as water features or amenity provided by adjacent open space. In this case, the latter applies. The current location provides ample opportunity for car parking and associated community facilities, which can be located in APZ's, thus avoiding the sterilizing of land that could otherwise be used for seniors housing. The travel distance and grades are conducive to still encouraging internal pedestrian movement.</p> <p>A recently and successful seniors living at Kanwal has a layout similar to this current proposal. Ultimately it becomes the residents choice as to</p>

	whether the layout of a particular village suits their needs.
<ul style="list-style-type: none"> provision of footpaths within the site to improve residential amenity; 	All internal foot parts will be SEPP compliant and supported by an access report at DA stage.
<ul style="list-style-type: none"> solar access, particularly private open space and living areas, given the site slope and east-west road alignment; 	SEPP solar access requirements will be achieved and documented in the DA package.
<ul style="list-style-type: none"> configuration of the internal road network and widths to cater for waste servicing vehicles, removalist vehicles, and NSW Rural Fire Service vehicles (refer to Planning for Bushfire Protection); 	<p>Some minor alterations to internal road configurations may be required to comply with service and emergency vehicle requirements. This will be further explored, in conjunction with the building designer, Traffic & Civil Engineers as part of DA preparation</p> <p>A waste management plan will be developed to provide for a centralised collection point.</p>
<ul style="list-style-type: none"> visual and acoustic impacts from the Pacific Highway and mitigation measures including building setbacks and screening; 	<p>Spectrum Acoustics were engaged to assess the potential impact of road noise from the Pacific Highway. A copy of their report is provided as Attachment 9.</p> <p>In essence, it is now common practice that acoustic treatments are provided. Within the built form. Including such measures as window glazing and internal insulation</p> <p>A landscape consultant will be engaged as part of the DA documentation process to provide guidance on appropriate street landscaping treatment along the Pacific Hwy frontage, and throughout the development.</p>
<ul style="list-style-type: none"> building setbacks should be taken from the proposed road widening boundary rather than the current property boundary; and 	<p>Noted.</p> <p>Plans have been amended accordingly and will be further verified during detail survey and consultation with TfNSW.</p>
<ul style="list-style-type: none"> the future stage to provide 32 residential lots on the external perimeter of the site is shown on the concept plan however does not form part of the application. Preliminary consideration to potential constraints and impacts including urban design impacts resulting from dual street frontage, compliance with Planning for Bushfire Protection, biodiversity etc should be considered. 	<p>Planning for Bushfire Protection 2019 requires an outer perimeter Road. The APZ's for seniors living (a Special Fire Protection Purpose) is significantly greater than for conventional residential development.</p> <p>This site has been designed to make provision to accommodate future residential development on the northern and southern periphery, as part of a future rezoning application.</p> <p>It is intended that the future 17 lots (32-34 units) would be incorporated under a Community Title Scheme, associated with the retirement village, so</p>

	<p>that future residents will be able to enjoy the internal community facilities of this development. In respect to the 8 proposed 'northern lots', double road frontages will be factored into future design.</p> <p>In respect to the 9 southern future lots, these will likely back onto future housing once Precinct 9 is fully developed.</p>
<p><u>Summary</u></p> <p><i>The above information be provided to the department by Monday 28 February 2022 to allow the application to progress. If this information is not provided by this date, the application may be referred to the Hunter Central Coast Regional Planning Panel for determination as currently proposed.</i></p>	<p>As discussed in our meeting held 1 February 2022 and subsequent email, the proponent immediately engaged a number of specialist consultants to act in response to the Department's Request for Further Information. All consultants have responded in a timely manner, despite some COVID delays etc.</p> <p>We are now please to be provided their individual specialist reports as part of this submission.</p>

trust that this additional information will allow the Department's continued assessment of the proposal.

Our client has requested that the 2 year period referred to in Clause 25(9) be extended by 1 year if possible, in a similar manner that development consents were extended under Sec 4.53 of the Act ("COVID extension provisions") due to the workforce still being impacted by COVID close contact provisions. We are also mindful of the current internal challenges faced at Central Coast Council as a result of the Council's financial collapse, and reduction in staff, leading to increasing development assessment times.

If you have any additional enquires or require clarification, please do not hesitate to contact me on (M) 0423 747 099.

Yours faithfully



Chris Smith
Principal Planner
Interface Planning

Attachment 1

Response to Draft Central Coast Regional Plan 2041

The *draft Central Coast Regional Plan 2041* (Draft CCRP2041) was released for public exhibition on 6 December 2021 (5 weeks after the application for SCC was made). The Plan provide strategic direction for the Region over the next 20yrs

This plan varies from past iterations and introduces 'big ideas' into this new version of a regional planned. These big ideas include;

- New pathways to promote economic self-determination for aboriginal people of the coast;
- A new approach to the delivery of infrastructure in release areas;
- Establishment of net zero emissions
- 15-minute neighbourhoods
- Emphasis on infill approaches to growth over greenfield,
- A renewed focus on green infrastructure, public spaces and nature,
- Prioritisation of walking, cycling and public transport
- Reinforcing the importance of equity so that people have greater choice in where and how they live, how they travel and where and how they work.

The Plan contains seven (7) key Objectives, each containing number of Strategies to achieve those objectives

Objective 1:
Leverage connectivity for jobs and prosperity

Strategies 1.1 to 1.3 seek to ensure that future development does not compromise the industrial capacity of land in the median area. In this instance the site is located within a future planned residential precinct, more than 1 km from any current or planned industrial land. This application will not compromise the future use of that land.

Strategy 1.4 introduces the concept of the circular economy. In this case, the proposed retirement Village is likely to have a lifespan exceeding typical residential development and offers greater opportunity, through economies of scale and single management, to incorporate sustainable measures through construction (such as low emissions concrete and use of renewable energies), and to adopt practices within the development to minimise waste and encourage recycling/composting etc.

Objective 2: *Ensure economic self-determination for Aboriginal residents of the Central Coast*

This objective largely relates to enabling economic self-determination and increase opportunities for Aboriginal people of the Central Coast.

This development is not proposed upon land owned by the Local Aboriginal Land Council. Members of the Aboriginal community would be welcomed to tender for construction or other service jobs and also purchase a future dwelling within this development.

Objective 3: *Create a 15-minute region made up of mixed, multi-modal, inclusive and vibrant local communities*

This objective seeks to create new communities where residents can access the majority of daily requirements within 15 minutes of their home, and move away from the dependency on cars.

Strategies 3.1 to 3.9 put forward a number of measures to encourage this. In this instance, the site is located within 200 m of the Charmhaven shopping centre, offering a variety of small businesses including a mini-mart, newsagents, take aways, petrol station. Northlakes Shopping Centre is located approximately 1.2 km to the north and offers a greater diversity in retail needs.

Whilst a footpath Connect to site to Northlakes Shopping Centre it is more likely that future residence of this development will utilise the internal community bus, public transport, or home delivery services.

This form of development typically attracts residents who have retired from full-time employment.

Objective 4: Plan for “Nimble Neighbourhoods”, diverse housing and sequenced development

This objective seeks to create greater diversity in housing. The plan recognises “*While the Central Coast is a ‘young region’ compared with other regional areas, it is expected to experience substantial growth in its older population, with the **number of residents aged 80 and over projected to double** from 21,000 in 2021 to 43,000 by 2041.*” (Writer’s emphasis)

Strategy 4.2 encourages new housing release areas should include a mix of lot sizes that she will not limit small-scale residential development on 200 m² lots. This development has a range of lot entitlements from 261m² to 398 m², with an average of 270m²

It is understood that the Department seeks to create greater diversity is in neighbourhoods by accommodating development mixes, but there is still a section of the aging community which seeks to live in a compact community of like-minded people, afforded by this form of development. The development allows for single level living, with code compliant grades to promote accessibility throughout the site.

Strategy 4.4 notes that increasing the overall supply of housing will also help to reduce upward pressure on the cost of housing. In this case, it is typical for incoming residence to move from existing homes within the Region so that they can continue to connect with their friends, family and local community. Moving into this development will typically free up housing supply in established residential areas – typically suited to families, where the new residents have ‘downsized’ as they move into the retirement village.

Strategy 4.7 recognises that lifestyle villages and communities are a popular housing choice across the Central Coast and encourages lifestyle communities should be located within 15 minute walk of services. As noted earlier, this development is located within 200 m of the Charmhaven shopping village and 1.2 km of Northlakes Shopping Centre.

Strategy 4.8 seeks to prioritise and support independent living services including respite care, nursing and personal care, food access and delivery, and transport services that enable people with disabilities to live independently in the community. The retirement village form of development promotes independent living and access to services within a community of like-minded people who typically look out for each other providing social and emotional support.

Home care packages can be arranged through the operator, or residents can continue to use any existing service.

Objective 5: Connect green infrastructure and quality public spaces to the landscape

This objective seeks to promote a green Central Coast. This development will have a generous open-space allowance, largely in response to *Asset Protection Zones* required to minimise risks from Bushfire. The increased APZ's allow for retention of mature trees, managed in a parkland style setting. This area will provide opportunity for passive recreation (walking, sitting) and also opportunities for community assets like a vegetable garden.

The proposed development is located within Precinct 9 of the *North Wyong Shire Structure Plan*, which has been identified for future residential development. The NWSSP has identified other locations for strategic biodiversity conservation.

This site has been selected due to its cleared nature from past agricultural grazing practices. Preliminary ecological assessment has been undertaken to identify any key areas of environmental value with the design avoiding such areas. Retained isolated trees can still provide habitat and food sources for local fauna. ([Strategy 5.8](#))

Objective 6: Reach net zero and increase resilience and sustainable infrastructure

This objective encourages consideration of various measures to reduce the impacts of climate change. [Strategy 6.5](#) promotes exploring opportunities for park-and-ride, carpooling and car sharing services, and a shift to public transport and reductions in car ownership. In this instance retirement village development is entirely consistent with such initiatives, as residents tend to minimise car use, carpool and make use of Village community buses. Average daily vehicle trips are far lower than conventional residential development

Objective 7: Plan for businesses and services at the heart of healthy, prosperous and innovative communities

This objective promotes strategies for improve centres in main streets, night-time economy, health and education services. This objective is more macro, than having relevance at the site-specific level such as this proposal.

DISTRICTS

The draft Central Coast Regional Plan 2041 divides the Coast into 4 planning Districts. The subject land is located within the *Central Lakes District*, and captures an area from Wyong in the south to Dora Creek in the north, generally bounded by the M1 to the west and South Pacific Ocean to the east.

The Draft CCRP2041 retains the Precincts of the *North Wyong Shire Structure Plan*. The Plan includes a sequencing plan and identifies that Precinct 9 should be serviced in the medium term (between 2027-2036). In this instance, the proposed retirement village can proceed by virtue of the now repealed SEPP (HfS & PwD), and will form the northern 'bookend' to Precinct 9. The submitted concept plan includes indicative future residential lots around part the perimeter of the retirement village, which can be realised when the Precinct is rezoned, due to lower thresholds for bushfire protection measures applying to conventional residential development .