

IPC - CENTRAL COAST REGIONAL ATHLETIC TRACK COMMITTEE MEMBERS

SSD 63475709 MINGARA SENIOR HOUSING, Tumby Umbi

22.6.2026

KAYE LOVIE

Screen 1

Representing Central Coast Regional Athletics Track Committee,
Our major concern is parking and traffic, other members will present additional issues.

The major focus here today is Senior Housing. While there is certainly merit for this type of development, there is also a need to fully address the physical removal of a grassed overflow parking that supports the Central Coast Regional Athletic Track, a public asset. The land is, not vacant, unused as implied by the proposal; it is critical infrastructure that allows the athletic facility to function safely during major events that attract 1,000 athletes, families and spectators

As President Central Coast Athletics, I lobbied Gosford Council for a feasibility study. Spoke to Wyong & Gosford Councils, Politicians and Mingara. Gained community support from politicians, sporting groups and schools

1 Council DA 420/98 and History

The first NSW jointly funded public facility, 2 councils Gosford and Wyong, private enterprise Mingara Recreation Club, NSW Sport & Rec government funds and a local Athletic's Sport group built on Mingara Recreation land.

Statement from the original proposal

"Mingara will contribute the land, internal access roads, parking facilities and full financial burden associated with the ongoing operating cost"

This is Mingara's obligation and commitment

Regional Development Committee (Newcastle/Central Coast) met with RTA, Police, Council in Newcastle 3 Dec 1998. Recommends preserving Beckingham Rd corridor for the future growth and a concrete footpath/cycleway and "all weather parking up to 150 vehicles adjacent to the athletic facility"

Wyong Council 420/1998 DA assessment rejected use of club carpark supports adjacent parking, future

Stage 2 reassess available 430 overflow grass spaces, club 1,163 car spaces

Council stamps the Track plans, Why? Because funding is ONLY for the track.

Track subdivided off on a separate Land Title Lot 71 DP 1011971, to protect public funding, lease to Wyong Council and sub lease back to Mingara with track facilities

Council applied Conditions of consent to ensure compliance with the Masterplan

Condition 7 road corridor to Beckingham Rd be preserved for future growth

Condition 8 gave consent to 150 hard surface and 150 grass overflow parking spaces

Condition 9 the footpath/cycleway and pathway to Beckingham Rd

SSD considers Seniors Housing removal of these conditions and current 300+ spaces “would not result in an inconsistency with the athletic track consent”

**NO assessment of the removal of future growth Beckingham Rd corridor in SSD,
NO new athletic track carpark built in senior housing after historical 25 years use
Overflow parking reduced to 79 spaces. Athletics rejects area on flood prone land**

*1) We request IPC obtain copies of Mingara Masterplan, (copyright restriction)
Wyong Council DA report and Regional Development Committee (attached)
for consideration*

2 Inconsistent Precinct Parking Allocations

Screen 2

- **Historic Deficiencies:** Previous council approvals up to 45% variation reduction of 639 spaces,

Athletics parking is “provided on the grass area” not included in count

- **Double-Counting Spaces:** Traffix Group assessment absorbs the Athletics Track's 300 required spaces into general club parking during peak periods (p21)
- **Physical Loss:** The permanent removal of the grass overflow area eliminates the exact safety valve historically used by Council and the Applicant to justify previous precinct expansions and entertainment parking
- **Traffic movements** covered by Ken Moon
- **Safety concerns:** Families, young children will walk through the licenced club Covered by Robert Beardslee
- **Flawed Assessment Methodology - Inadequate Data Collection:** The Applicant's traffic assessments relied on data collected over just two days for six hours, ignoring regular club and athletics events increasing parking and traffic.
- **Omitted Peak Periods** over all precinct operations. Peak times are not just one hour on a one Friday night 6-7 pm requiring 359 spaces, they vary, every day.

Screen 3 Table

SSD “The peak parking demand can continue to be met on site 300 spaces within the club, including cumulative peak parking demand periods”

Seniors Housing Peak 6-7 pm Proposed			Child Care DA Assessment Existing	
Land Use	Parking Demand	Spaces Provided	Area	Parking Spaces Required
Existing Club	359		Dining area	378
Hotel	92		Licensed area	177
Child Care	27		Gaming area	370
Athletic Track	300		Auditorium function	99
			Office	2
Total Demand	778	802	Swimming Pool	60
			Gymnasium	157
			Bowling Green	45
Seniors Housing	Overflow		Athletics grass	0
GRASS Overflow	169		Hotel	92
Less Gated, locked flood prone land	- 96		Child Care	46
Available Shared Grass Overflow	73		Total Required	1,415
			Less council 45% variation	- 639
			Total Required	776
Current Major Event Grass Overflow	600	???	Athletics Remove	- 300
			Available SHARED Precinct Spaces	476
			Total Required	- 929

This is NOT EQUIVALENT Athletics adjacent 300 parking spaces

Inadequate grass overflow, established 600 cars have parked

NO cumulative precinct wide 5 to 7.30pm peak parking assessment in respect to the regular large number of precinct events, holiday periods and major events

NO precinct wide participation numbers including the athletics track and school numbers for the **100 athletics events and 125 swimming carnivals** per year

Not equivalent Grass Overflow Parking 24/7

AREA A **96 spaces** - Gated, means locked, removed due to poor soil condition
Cars get bogged on PMF Flood Zone land.

Area B & C **73 spaces** isolated and remote.

***2) Request IPC - Independent cumulative precinct parking assessment
- Participation numbers assessment***

3 Conditions of Consent DA 420/98

Conditions 7, 8 and 9 of DA 420/98 Consent are enforceable and not met

Condition 8 has not been satisfied within SSD requests for information.

Applicant relies on legal advice letter, athletics refutes assumptions outlined in letter and submit our comments to IPC in submission

Athletics are seeking legal advice and will provide outcome

3) Request IPC consult legal advice

The Track Committee is a community volunteer group with no income, it is alarming we are challenging the supply of a carpark at publicly own facility

4 The 5 Lot subdivision DA 1045/2024 CC Council consent granted 10 July 2025

Screen 4

Mingara and Central Coast Council are joint Land owners of the pool complex.

The Gym, Hotel, Child Care were all assessed with Athletics not part of the shared parking arrangement. We park on the grass Seniors removes

“The proposed subdivision does not alter or increase the demand for additional car parking spaces and the improved parking on the site will remain unchanged. The car parking is satisfactory with regard to Chapter 2.13” Council Assessment

Council Determination DA 5 Lot Torrens Title subdivision 10 July 2025

4.4 Include on Deposited Plan (DP) of subdivision the following

b) Create all right of carriageway and easement for parking as indicated over all the shared parking areas on the site.

The timing of the subdivision raises questions as Senior Housing is not being treated as a future development area, despite key planning issues remaining unresolved and currently before this Independent Planning Commission.

While the subdivision approval may be a **separate planning process**, it demonstrates that **significant changes to landholding have already occurred before the Commission has determined whether the permanent loss of land associated with the track facility due to Senior Housing development is appropriate.**

The Commission should therefore consider the cumulative planning implications of these approvals and ensure the future needs of the athletic facility are fully considered before any further development occurs on the land that has historically supported its operation.

4) Request IPC investigate and clarify these issues

5 “Working Together” Parking options to move forward

The Track Committee has established that Mingara had **1,163 car spaces in 1998**, a Masterplan and council assessment that provided additional 430 spaces **28 years ago**

Today SHARED parking of 783 spaces, lost 380 spaces

NO additional built parking for the 2 storey Gym, Hotel or Child Care

NO additional parking built for Regional Athletics Track

Senior Housing removes ALL available land for parking

State Significant Development finds this acceptable

Each development was assessed individually, not part of the entire Mingara Precinct
No participation numbers at any venues presented. Mingara Recreation Club has **65,000 members and the Central Coast is expected to grow by xx%**

Removal of athletics parking, increases traffic and safety risks and down grades the Regional Athletic track limiting community access to a public facility. The track accommodates 1,000 spectators today and was envisaged to hold 3,000 spectators

How to resolve

Build the hard surface Athletics carpark prior to Senior Housing development

OPTIONS

- 1) **Reject Senior Housing Development application**
- 2) **Build 300 spaces adjacent hard surface to track as Masterplan 1998**
Condition second storey to carpark for future expansion by 20XX
Beckingham Rd corridor assessment
Reject Senior Housing development Stage 1, accept adjusted Stage 2

Stage 1 - 300 Spaces Stage 2 - 600 parking spaces
- 3) **200 hard surface adjacent spaces to track**
Reduce, reconfigure Senior Housing
96 space grass overflow area build hard surface elevated carpark flood land
Condition second storey to carpark by year 20XX
Stage 1 - 296 spaces Lost 96 grass overflow
Stage 2 - 392 spaces Likely inadequate for present and future growth

Once the land is developed, the parking will be gone forever

Community participation in sport and entertainment is a fundamental right for everyone. Mingara Recreation Club does support the community in many ways but we urge the Independent Planning Commission to protect this essential infrastructure and ensure that the athletics track remains accessible for current and future generations

Thank you

Central Coast Regional Track Committee