

Port Macquarie- Hastings Council

Wauchope Framework Plan |
Wauchope Town Centre

October 2009



PORT MACQUARIE
HASTINGS



GMU

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1 INTRODUCTION

1.1 Background

Wauchope, located on the Hastings River approximately 400km north of Sydney and 20km west of Port Macquarie, is a rural town supporting a population of around 6000 persons.

The distinguishing aspects of the rural character include the Hastings River, the golf course, the rural outlook including Bago, forests, heritage and history, the commercial town core based around High, Cameron and Hastings Streets and industrial uses located nearby the rail line and other industrial areas.

The amenity of Wauchope is heavily dependent on its natural setting among the surrounding river, rural land, forests, hills and ranges. The town scale and older housing areas provide amenity in the urban footprint as well as a point of difference which sets Wauchope apart from other places in the Port Macquarie-Hastings Local Government Area.

In December 2008, Council engaged GM Urban Design & Architecture consultants to prepare an Urban Design Framework to guide future public domain upgrades and land use development throughout the Wauchope town centre over the next 10 to 15 years.

1.2 Aims and Objectives

The overall aim of the project is to provide an urban design framework that creates a sense of community identity and unique character for the Wauchope town centre.

The major objectives of the Framework plan are as listed:

1. Create a shared 'vision' for the future development of the Wauchope town centre and surrounds
2. Distinguish Wauchope for its 'real working town' functions
3. Ensure protection of Wauchope community values and local environment including heritage, aesthetics and lifestyle
4. Develop strategies and urban design solutions, based on community consultation and stakeholder input, to shape the future built form, movement networks and public domain; and
5. Provide a basis for future ongoing enhancements to the Wauchope town centre.



Bain Park entry

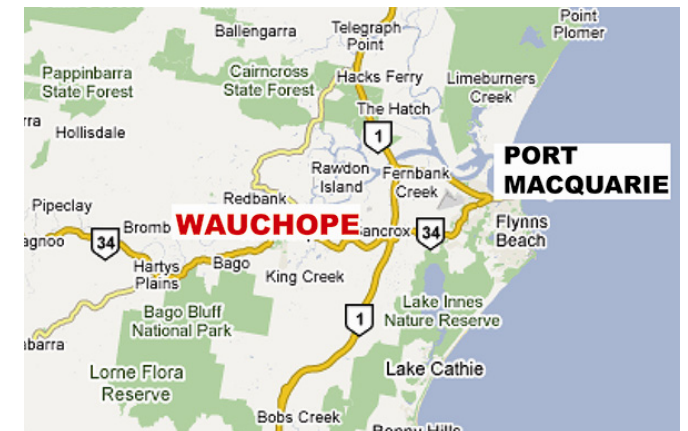


Figure 1 Regional Locality Plan

1.2 Study Area

The boundaries of the town centre study area are illustrated below.



Figure 2 Study Area (Aerial courtesy of Google Earth)

1.3 Consultation

An overview of recent and proposed public consultation in the draft Framework preparation is provided below.

An initial inception workshop/meeting was held with GMU, the Wauchope Taskforce and senior Council staff on 9 December 2008. At the meeting GMU presented their methodology to prepare the draft Framework and sought input regarding the town's opportunities and constraints to inform a 'vision' for the town centre.

A second workshop facilitated by GMU, was held on 6 March 2009 with the Taskforce, senior Council staff and representatives of the Wauchope Showground Committee, Regional Development Association and Wauchope High School. At the workshop, GMU presented a preliminary analysis and sought input to assist in the 'vision' and urban design strategies.

Attendees at the workshops played an important role in providing local knowledge to the development of the draft Framework and by making meaningful contribution to the 'vision' and proposed design outcomes.

The draft Framework was placed on public exhibition by Council for a period of six (6) weeks from 29 June up until 10 August 2009 to seek detailed community, stakeholder and State government agency comment and feedback.

In addition, a public open day was held in Wauchope on Saturday 18 July 2009, to coincide with the middle of the exhibition period. The open day provided an opportunity for any interested persons to view the draft Framework and discuss the proposal with GMU and Council staff.

Details of exhibition dates and venues were provided extensively via the media, Council's website as well as correspondence to community groups and stakeholders.

Subsequent to the public exhibition, all submissions received were considered and a Third Taskforce meeting was held on 11 September 2009 in which GMU presented a summary of key issues as well as public feedback provided throughout the exhibition period. GMU provided responses to any issues raised and suggested how these might be reflected in the final draft framework.

Following the Taskforce meeting all necessary amendments and adjustments have been made to the final draft framework which has been submitted to Council for adoption.



1.4 Scope of Report

This Framework report provides a range of urban design proposals to revitalise the Wauchope town centre. The remainder of the report is structured into the following chapters:-

Chapter 2 - planning analysis of opportunities and constraints

Chapter 3 - a 'vision' statement for the future desired character of the town centre

Chapter 4 - outline of urban design principles and strategies to achieve the 'vision'

Chapter 5 - summary of key projects

Chapter 6 - implementation

In preparing this Framework plan the following assumptions have been made:

- The town centre bypass will occur in the short-term i.e. less than 5 years.
- The industrial land uses located by the rail line are dependent on the rail service and are unlikely to relocate in the short-term.
- The proposed pedestrian improvements to Hastings Street will be initiated and will facilitate a better connection between Bain Park and the Hastings River.



2 PLANNING ANALYSIS

This section of the report provides detail of the issues identified during the initial Council briefings, consultation, site inspections and analysis of background information for the development of an urban design Framework. Significant issues include traffic circulation, pedestrian access, connectivity, visual amenity and the quality of the built form and streetscape.

2.1 Broad town structure

The broader natural setting of Wauchope is created by:

- To the north the Hastings River with rural lands beyond
- To the south visually dominant areas of bushland and the foothills of the Bago Mountains, this links back to the original character of the land prior to European Settlement.
- To the east the river flats and grazing lands which define the major approach to Wauchope from the highway and Port Macquarie. The Rocks Ferry Park which provides the major recreational open space close to the town centre and the river.
- To the west Timbertown, Bago National Park and beyond to Mt Seaview, Tamworth and Armidale accessed by the Oxley Highway. Road links to the north west connect to Kempsey and the Wauchope Racecourse along Beechwood Road.

Issues occurring within the broader town structure are:

- The Highway which also forms the main route through the town core, effectively dividing the town in half and creating a barrier to pedestrians and cyclists. (refer figure3, page 9)
- Bain Park with its proximity to High Street and it's potential role as the core open space for the town
- The river and its apparent separation from the town core despite being the termination point of the north/south streets in the town
- The industrial area to the south and its relationship with the town core i.e. competition for business and daytime activity

- The rail line and station- currently the role of the station is for freight and regional travel rather than as a commuter line.
- The three main retail / local streets (Hastings, Cameron and Wallace Streets) which run from the highway/main street to the river but fail to create a movement network from the town centre to the river.



From left to right: Rocks Ferry Reserve, Oxley Hwy towards Bago, Bago Road near King Creek, Cameron Street arrival, Oxley Hwy arrival from east

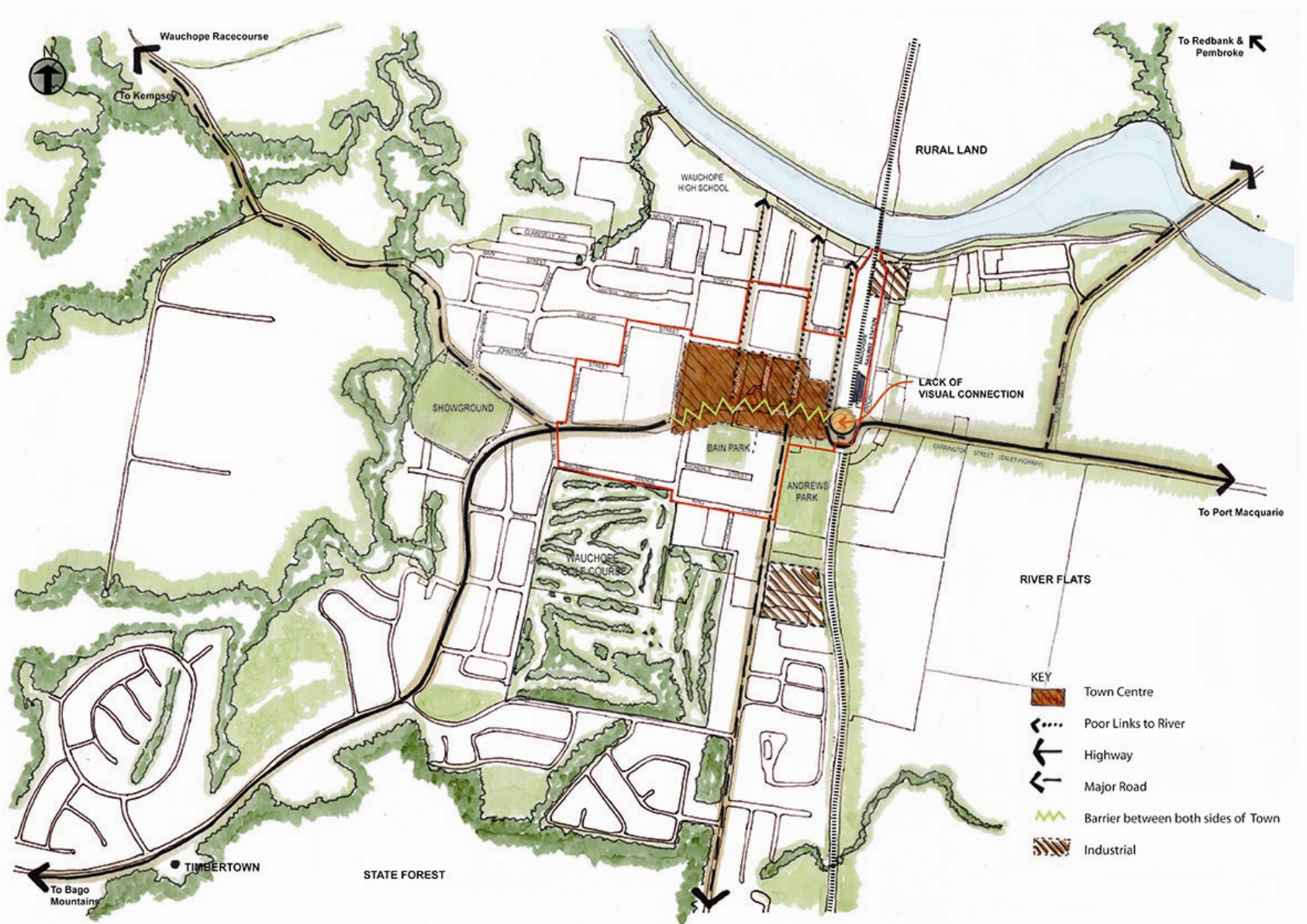


Figure 3 Existing Town Structure

2.2 Existing land uses

- Between the town centre and the river is a mix of residential, business and recreational uses.
- Community uses are primarily situated around the edges of the town core with educational uses generally occurring to the western side of town and around Bain Park.
- There is a concentration of peripheral commercial uses along the Oxley Highway to the west of the town.
- Along the foreshore are residential and industrial uses.
- Retail is concentrated along Hastings and High Street with Cameron, Wallace Street as well as locations near the rail crossing containing predominately rural suppliers.

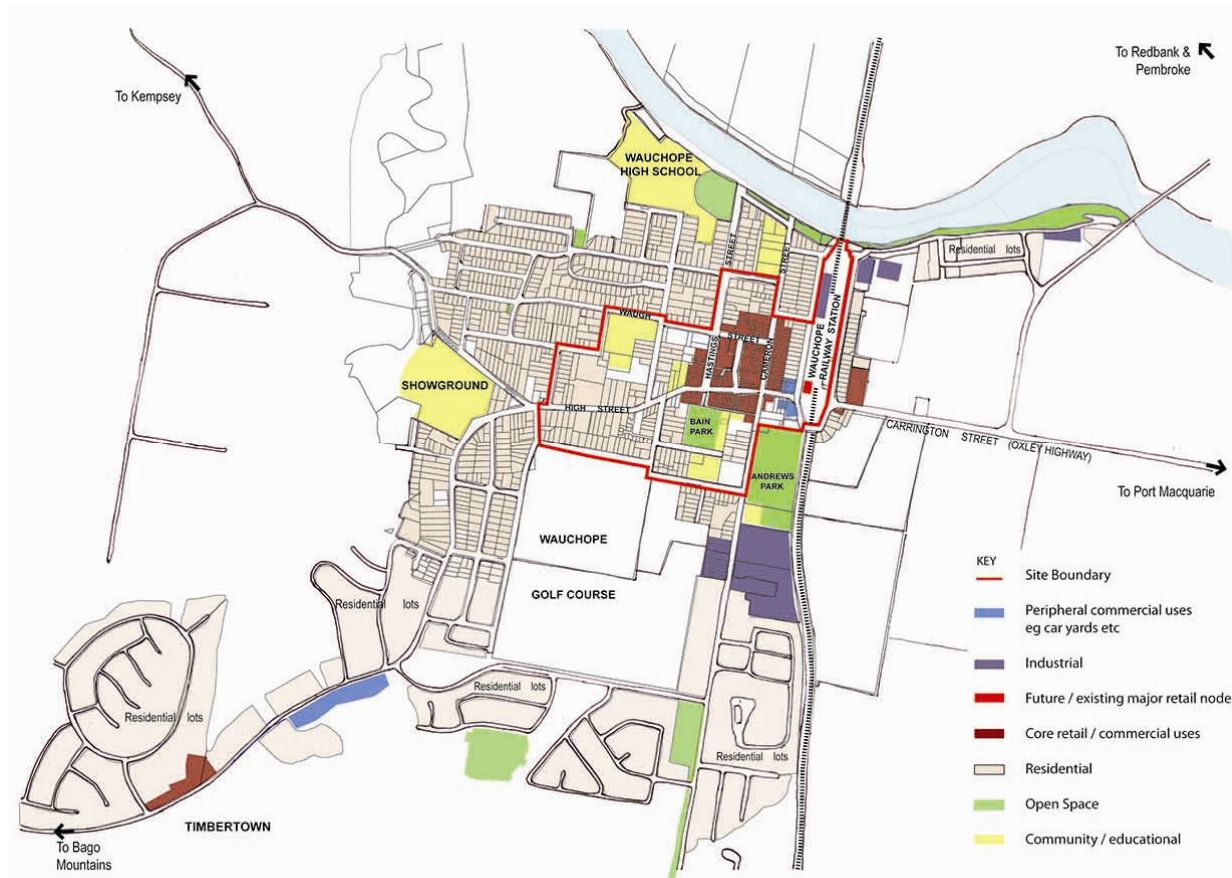


Figure 4 Existing Uses Diagram

2.3 Movement network

Vehicle Movement Network:

- As identified through consultation and investigations by TTM Pty Ltd (2008) the traffic volumes and vehicle types (trucks) entering the centre creates a major issue for the town resulting in:
 - The main street functioning as a major highway arterial
 - Fragmentation of the town core separating north from south
 - Poor amenity and low usage of the main street by pedestrians
 - Reduced viability for the southern side of the town centre (as the main street creates a barrier and major retail uses and public parking is located predominantly to the north)
 - Issues of pedestrian safety crossing from north to south
 - Accident hotspots where vehicles seek to cross pedestrian desire lines, exiting onto the main street
- Vehicle dominance of most streets including streets leading to the river with very wide carriageways encouraging higher speeds
- Streets along the river edge are discontinuous taking visitors away from the river and rejoining them at a narrow rail underpass. This creates less than ideal pedestrian and cycleway movement due to width restrictions.
- The service laneway network fronting Bain Park and the cultural facilities which are currently inactive do not contribute to the character of the park.
- Dominance of surface car parking areas around the child care centre act to reduce amenity and create potential safety issues.



From left to right: High Street, Car parking at Rotary Youth Centre, Parallel parking along Cameron Street, Limited parking in town centre, High Street-Hastings Street intersection

Pedestrian/Cycle Movement Network

- The roundabout at the intersection of High Street and Cameron Street creates issues for pedestrians.
- The pedestrian environment is of poor quality with little shade and narrow discontinuous footpaths.
- Vehicle movement dominates the town centre street design with little opportunity for wide footpaths, outdoor retailing uses (tables & chairs etc), landscape or trees.
- Many north south streets into the town centre only have footpaths to one side.
- Wayfinding is unclear as all streets look the same and do not create a desire for pedestrians to move to the river or parks.
- There are designated cycleways provided on some roads but there is no clear or continuous commuter/school child or recreational cycle network.
- Existing lane ways to the rear of the core retail and around Bain Park are dominated by vehicles with little pedestrian or cycle access.
- Pedestrian links from Hastings Street through to Bain Street, St Joseph's Primary School and beyond do not encourage pedestrians to use the route or offer simple wayfinding.
- Non-existent pedestrian links to the railway station from the town centre.
- The Hastings Co-op Supermarket redevelopment and proposed General Store on railway land will create an increase of pedestrian activity east-west between Hastings to Wallace Street and potentially away from the main street due to location of entry points.



*From left to right:
Lack of provision for pedestrians along High Street, Existing pedestrian crossing on High Street, Narrow, poorly designated pathways, Footpath narrowed under railway bridge and cycleway dissected by Cameron Street without crossings.*

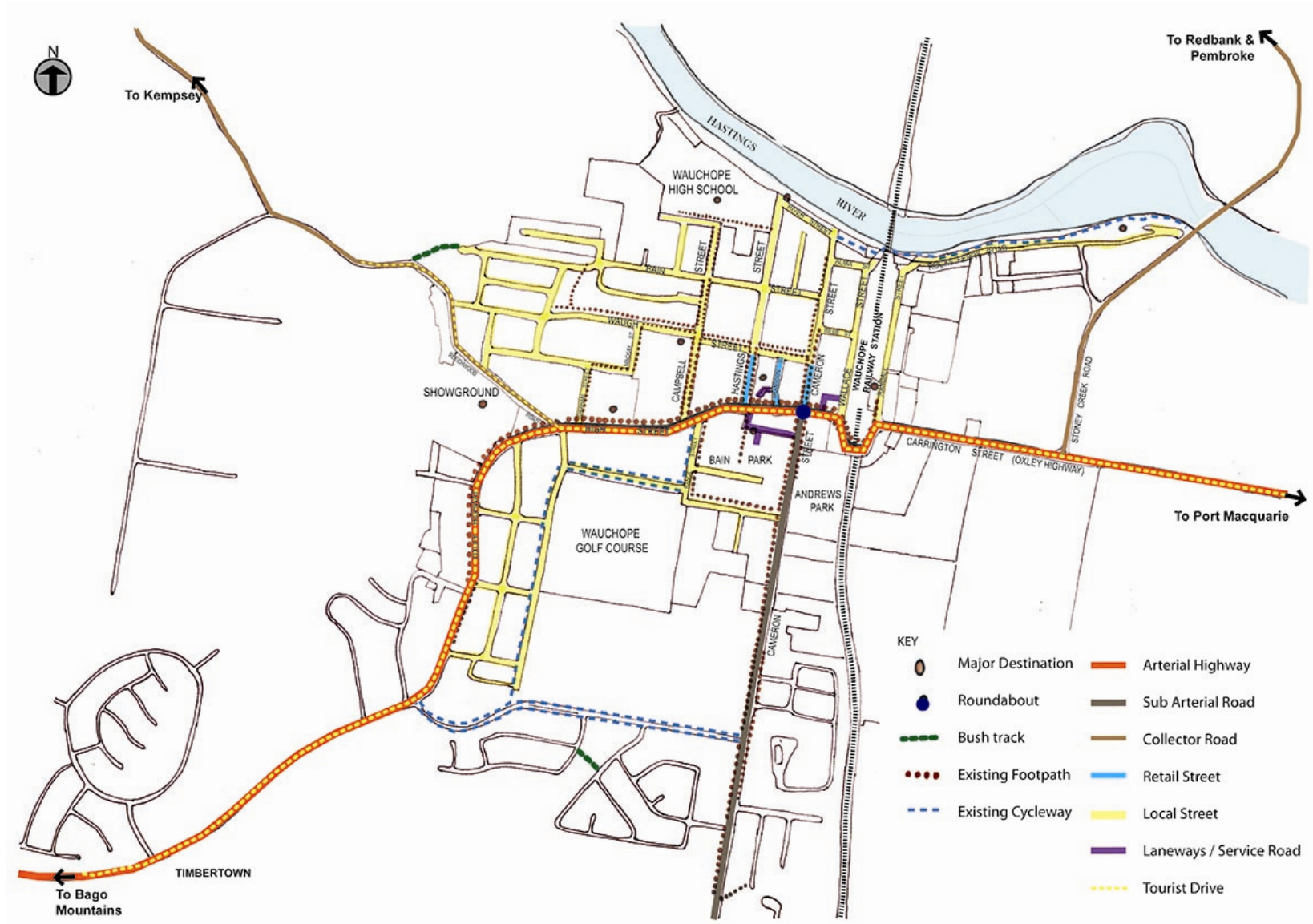


Figure 5 Existing Movement Network

2.4 Public domain

2.4.1 Open spaces and views

- Wauchope has a number of key open spaces but there are poor links between them.
- There are prominent stands of existing vegetation associated with parks, the golf course, playing fields and the river but there are no habitat linkages between them.
- Much of the open space is edged by inactive uses and frontages.
- There is no surveillance of the playing fields or the skate park.
- Few facilities are available within the playgrounds or picnic areas.
- There is a lack of active retail associated with or within public open spaces.
- There is fragmented pedestrian/cycle movement throughout the open space network.
- Currently there are localised views within the town centre to stands of trees or along streets.
- The position of the town centre means most views are obtained from the town edges looking towards the forest or mountains or to the river and hills and plains beyond.
- There is an opportunity to reinforce these views particularly on the main entry streets and river streets by tree planting and recreational areas.



From left to right: Wauchope Golf Course, Rocks Ferry Reserve, Views across Hastings River, View west from Beechwood Road, View from Hasting Street across Mick Brabani Memorial Oval.

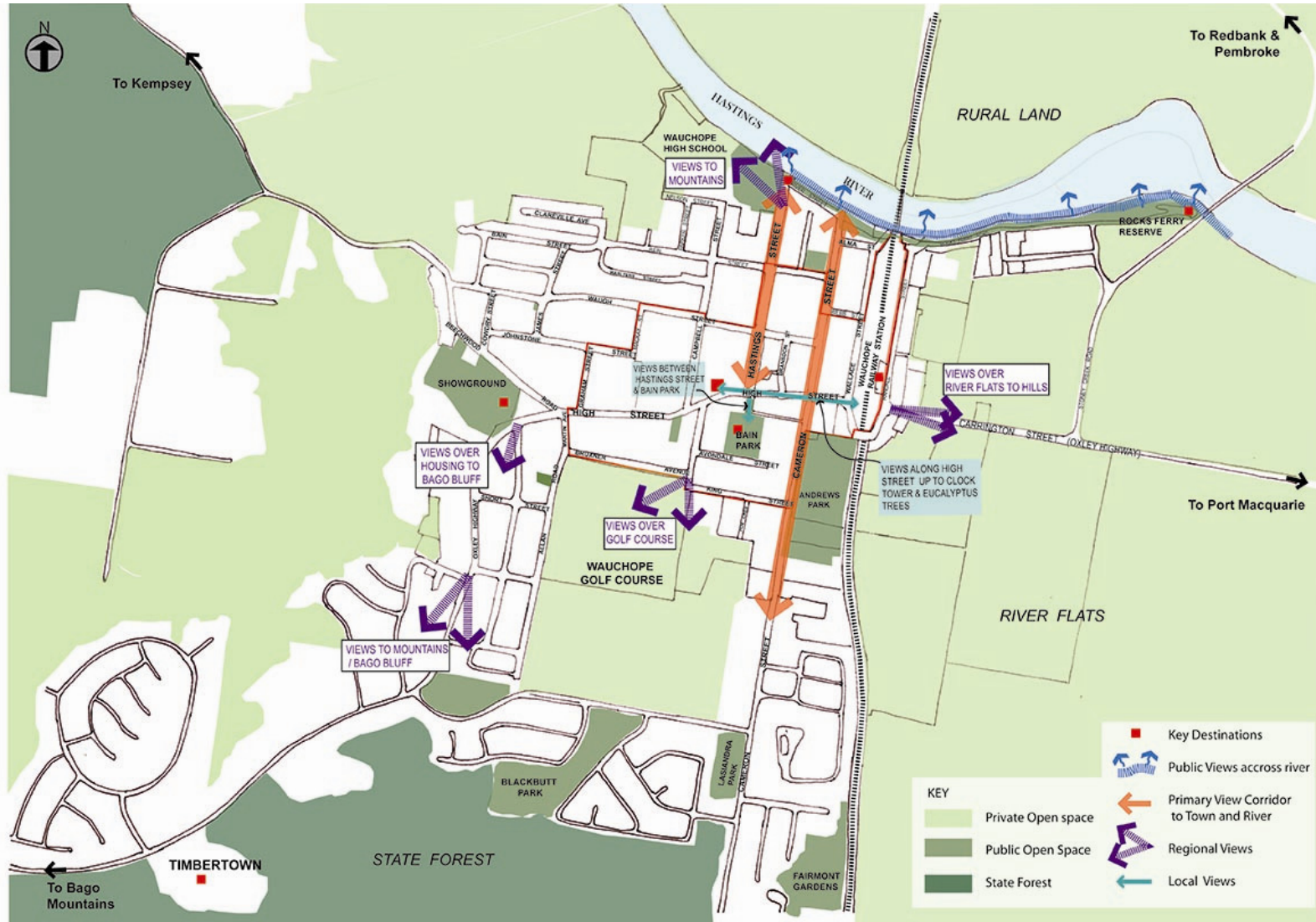


Figure 6 Open Space & Views

2.4.2 Landscape

- Wauchope itself does not express a strong landscape character.
- While Wauchope's surrounding landscape depicts a strong bushland character this is not evident within the town.
- There are sparse pockets and stands of gum trees within the town and no links between them.
- Wauchope lacks any significant street vegetation. The figs running through Hastings Street as well as the Canary Island Palms along Wallace Street are the only dominant places where street trees impact significantly upon the landscape.
- There is a lack of coherent paving materials with no strong landscape theme demonstrated in either Wauchope's street furniture, signage or expressed through the towns parks.
- Materials used in the public domain are very utilitarian. Paving is often degraded and of poor quality.
- There are areas where footpaths terminate abruptly as well as paths which are narrow and unsafe. This is particularly apparent under the Railway Bridge along the Hastings River.
- The town lacks adequate access and public amenity and facilities. Many of these facilities have become degraded and inadequate.
- Some upgrades of planting pockets at intersections and crossing points along High Street have been carried out. Planting is limited to low shrubs such as Agapanthus and Star Jasmine and these soft areas with minimal impact in the dominating hard environment are insufficient to create a pleasant pedestrian environment.
- The Lasiandra is considered Wauchope's floral emblem yet apart from Lasiandra Park on Cameron Street this emblem is rarely expressed elsewhere in the town.



Hard landscape encouraging a vehicle dominant environment



Footpath terminating abruptly



Existing gum stand



Poor access to degraded public amenity



Lack of vegetation



Utilitarian public domain materials



Minimal soft landscape

The major open spaces for Wauchope Town Centre are:

Rocks Ferry Reserve

- The reserve is impacted by flooding and this restricts the location and type of facilities and materials which can be used.
- Currently the location of facilities within the reserve is fragmented. This doesn't encourage use and offers poor opportunities for varied functions or events.
- The remaining disused timber yard at the top of the bank is the only development fronting the reserve. There is a lack of active uses and surveillance.
- There is the potential for the timber yard to be redeveloped enabling it to impact more positively on the reserve.
- The river bank has areas which have little or no vegetation and there is evidence of erosion. Stabilisation of these areas will be required to ensure the future of the reserve.
- There is a lack of vegetation and minimal shade provision making the reserve exposed and very hot in summer.
- Disjointed street tree planting breaks the link to the foreshore west of the rail line.
- The upgraded cycle path currently terminates in the reserve. There is the potential to extend or link this back to the town centre.



From left to right: Low lying Rocks Ferry Reserve, Fish cleaning facilities, Existing toilet block at top of bank, Existing footpath/cycleway, Disused timber yard above the reserve.

Bain Park

- The location of Bain Park in the centre of town offers great amenity benefits.
- The entry gates located at the throat of the park and planting creates a visual block to Hastings and High Street.
- The 'mound' representing Bago Bluff creates a visual barrier to adjoining uses and affects surveillance of the park.
- Excellent existing stands of trees create a strong landscape character for the central part of the park.
- Scattered seating is provided but it is remote from the café and picnic area.
- The design of the park does not facilitate imaginative play.
- There is a lack of provision of play spaces for varied age groups.
- There is a poor interface from uses to park i.e. blank walls and back fences face onto the park which affects safety and surveillance.
- There is a poor relationship between the southern end of the park and the St Josephs Primary School.
- The numerous memorial and historical references in the park are haphazardly situated and lack relativity to each other.
- The retaining wall along the car park edge creates a poor transition between the Youth Centre and the Park.



From left to right: Southern end of Bain park opposite St Joseph's Private School, Historic gates, existing mature trees, 'the mound' and retaining wall dividing Bain Park from car parking.

2.4.3 Public Domain Issues

Streetscapes

- Generally the town has low quality landscaping.
- There are few street trees particularly along the main retail streets (High, Hastings, Bransdon and Cameron).
- Narrow footpaths are prevalent throughout the town centre which discourages pedestrian movement.
- Very wide carriageways dominate the street environment.
- Haphazard parking creates confusion about vehicle and pedestrian behaviour near the river.
- Fragmented pedestrian protection with discontinuous awnings discourages pedestrian flow and creates visual clutter.
- Inappropriate or very few pedestrian crossing points at key desire lines further separates the north and south sides of the town.
- There is no sense of termination to the main street.

The key streets within the town centre are:

- High Street
- Hastings Street
- Cameron Street and
- Potentially the laneway near Bain Park i.e. Oxley Lane

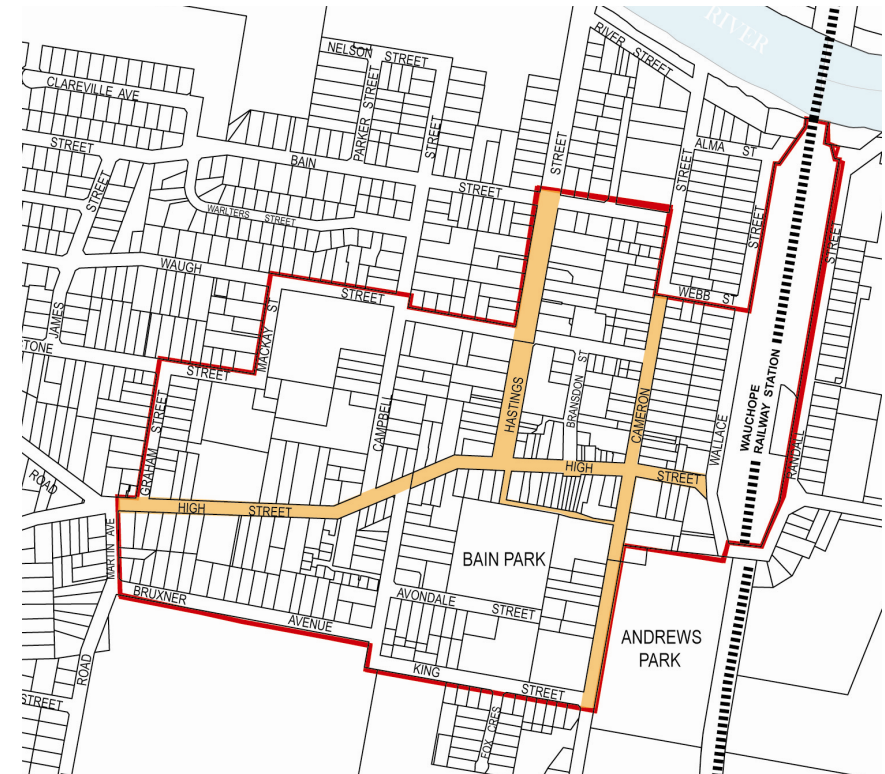


Figure 7 Town Street System Key

High Street

- High Street is heavily car dominated. This results in higher vehicle speeds and poor amenity.
- There is a lack of soft landscaping, trees or shade.
- The street has inconsistent architecture, signage and awnings.
- Pedestrian movement is discouraged by the intersection designs.



High Street's axial views created by a wide carriageway are only celebrated when travelling west.

Hastings Street

- Hastings Street has the highest pedestrian amenity within the town. This is created by tree planting and awnings. The northern part is dominated by the supermarket.
- Existing fig trees provide shade and give the street its recognisable character.
- The current car parking arrangements and vehicular traffic in this vicinity impacts adversely on these trees and will eventually lead to their demise.
- The central street tree planting and pedestrian footpath terminating before the river breaks the green link.
- The connection of Hastings Street to High Street and Bain Park is dominated by vehicle turning movements.



Various views showing existing figs and awnings along Hastings Street. The vitality of some trees is a concern.

Cameron Street

- Cameron Street suffers from congestion issues at the roundabout which makes it unsafe for pedestrians.
- The street has a lack of interest and poor landscape treatment which allows little opportunity for it to encourage a strong connection between High Street and the river.
- Parallel as well as 45 degree parking situations occur to the north of High Street which leads to confusion with both vehicular and pedestrian movement.



Cameron Street with heavy vehicular traffic at the High Street intersection, Strong north south view corridors and concentrations of retail rural suppliers.

Laneways

- The laneways are used for servicing, garbage collection and storage making them unsafe and visual unappealing.
- On site parking and inactive parking areas are prevalent in the laneway system with no provision for pedestrians.
- Shops have been designed so their backs face the laneways resulting in inactive edges.
- Poor visual surveillance within the laneways makes them potentially unsafe and discourages their use.



Existing laneways are unsafe and undesirable for pedestrians

2.5 Flooding and Bushfire

- Wauchope is prone to effects of both flooding and bushfire.
- Geographically the town has developed to limit the impact of these occurrences however the Study Area remains partially subjected to flooding.
- Future residential development is planned for Wauchope in line with the Mid-North Coast Regional Strategy with new lots being released primarily to the west of the town. Bushfire hazard could potentially have an impact on the design and location of new development in these areas.

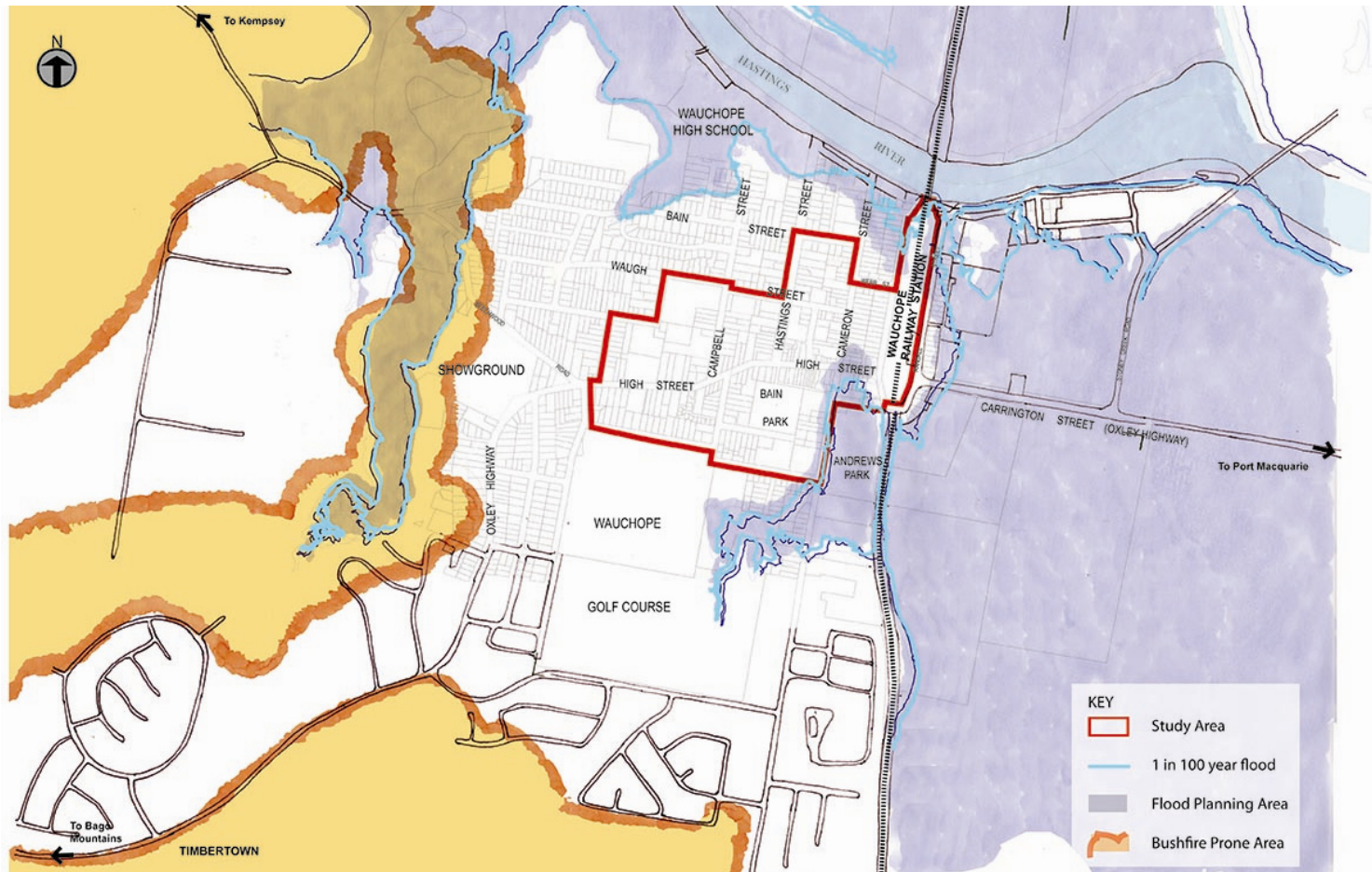


Figure 8 Flood & Bushfire Prone Areas

2.6 Built Form

- The Town centre is characterised by both single and two storey development.
- Architectural elements within the town centre vary from recent bland developments to the heritage buildings of different eras.
- The topography of Wauchope will allow for taller development with no broader visual impact
- Inconsistent styles and forms occur along the retail street frontages. Strategically located development could improve architectural character and vitality in these areas.
- The retail streets do show some recurring built form elements and themes that can inform the desired future character for Wauchope. These elements are:
 - Verandah awnings (with posts) both single and double storey
 - Expressed articulated parapets terminating 2 storey built form
 - Facades reflecting the fine grain of shop fronts/lot widths through vertical elements/party walls
 - Fenestration with longer vertical axis
 - Taller ground floor to first floor proportions (particularly to the eastern end of High Street)
 - Art Deco architectural features
 - Simple steeply pitched roofs on single storey buildings
 - Materials: steel roofing, timber fences and posts, masonry - face brick or rendered; weatherboard – painted – horizontal boarding



Jacaranda House (1888)
with taller finished floor levels



Cottage style with steel roofing



Pitched roofs along High Street



Pitched roof to Wauchope Arts centre



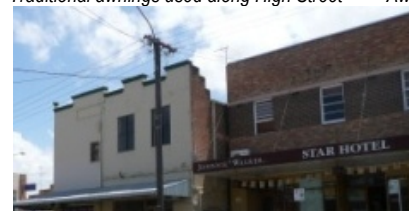
Narrow lots



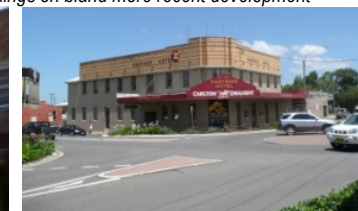
Traditional awnings used along High Street



Awnings on bland more recent development



Art Deco styles of Star and Hastings Hotels with expressed articulated parapets



2.7 Signage

A key part of the public domain is the enclosure provided by buildings and their architecture however signage is also significant. The town centre has a range of signage types but there is no strong theme or character to the signage itself.

It would be desirable if consistent forms of signage were developed which could relate across all buildings and assist in unifying the town character. Currently the range of styles and designs creates a fragmented character that erodes any sense of unified identity for the town centre.

The town currently has signage on the edge of awnings which creates visual clutter along the main street.

Above awning signage also occurs along High Street and detracts from architectural character in the built form.

Below awning signage is evident along the main retail streets. If co-ordinated between businesses these signs can be designed in a way that can create a sense of identity.

Public domain signs are often used to commemorate events or history or are used for wayfinding or to advertise future community activities. These can also be managed in a way that strengthens the towns identity, not detracting from it visually.



Edge of awning signage



Below awning signage



Public domain signs



Above and edge of awning signage

2.8 Summary of key issues

The key design issues to consider in the Framework for the Wauchope town centre are:

1. The main street – High Street which runs east west through the centre of town is also the Oxley Highway. The level and type of traffic it carries separates the town into north and south which discourages use of the main street and disconnects the pedestrian network and public domain.
2. Town core secondary streets – Streets and laneways running perpendicular to High Street are quiet with poor surveillance and inactive edges.
3. There is a poor awareness of the river and its relationship to the town centre which is brought about by its proximity which is further hampered by discontinuous public domain treatments, lack of visual interest and the less active primarily residential uses.
4. There is a lack of appropriate uses associated with the river, Bain Park and other key special places which prevents these places being used to their full potential.
5. Awareness of a real arrival experience into Wauchope is not apparent or accentuated at any major points of entry into the town.
6. Built form, public domain and signage treatments are inconsistent. There is no apparent direction in terms of style or theme which may unify the town and create an identity.
7. Uses throughout the town are located sporadically which breaks down the towns structure and makes association and identity between different areas or precincts more difficult.
8. A sense of Wauchope's surrounding forest is lost within the town centre with streetscapes being dominated by hard surfaces and lacking street trees.



Enhancing the Special Places within Wauchope with community art installation

3 VISION (DESIRED FUTURE CHARACTER)

The intent of this Framework is to revitalise the Wauchope town centre to achieve a 'vision' which indicates the future character sought by the Wauchope community.

A high level of community input is essential in delivering a holistic outcome for Wauchope. Consequently, in formulating the Framework, the Wauchope Taskforce and representatives of the Wauchope Showground, regional development and local youth, were given the opportunity to identify the unique characteristics of Wauchope to assist in developing a 'vision' for the town centre. Minutes of the consultation are located in the appendix.

The 'vision' for the Wauchope town centre is:

'Wauchope is a welcoming rural hinterland town that celebrates its sense of history and landscape setting. Arrival at Wauchope is distinctive, changing from river plains to tall trees upon approach to the town. There is a sense of the forest reaching into the town centre to the river which is framed by Bago Bluff and the strong relationship between town and river, parks and river.'

The town centre itself is a bustling, vibrant working town that harks back to its roots as a timber town and vibrant river port.

Buildings have a consistent character with wide, shady verandahs or awnings, weatherboard and masonry facades to simple parapet or pitched roof forms.

The streets have strong landscape character with joined tree canopies along the streets leading to the river and flowering street trees along the main street. The generous accessible footpaths are punctuated by café seating and planting.

Bain Park is a focal point for the community and visitors with open air theatre and cinema screening in summer and play areas used all year round.

The river foreshore offers a quiet ambiance with continuous walking and cycling paths, canopied BBQ, reading areas and play equipment. It is the jewel of the looped cycle walking track which recognises the significance of the local indigenous Birpai and Bunyah people through art installations and educational signage and that links Timbertown & Yippin Creek to the town and up to the river and Rocks Ferry Reserve.'



'What Wauchope could become'

4 DESIGN PRINCIPLES AND STRATEGIES

The analysis, together with the 'vision' statement in the previous chapters, provides a basis for the design principles and strategies in the Framework plan to achieve a high quality amenity and holistic character appropriate and unique to Wauchope.

The primary design principles for the Wauchope town centre are as follows:

- Strengthen visual and pedestrian linkages from High Street to Bain Park and the town core to the river.
- Reconnect both sides of the retail town core.
- Reinforce a sense of arrival from the south, north and south-west in a manner that responds to the landscape character for that area of town.
- Reconnect the bushland to the river.
- Reinforce the Hastings River as the major recreational precinct.
- Improve amenity and built form.
- Protect cultural and natural indigenous and European heritage.

The design strategies to achieve the above are presented in the remainder of this chapter.



4.1 Key Linkages and Special Places Strategy

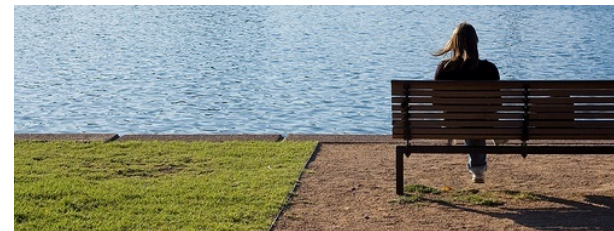
The following locations in Wauchope have been identified as existing or future special places:

- a) Hasting River and its foreshore inclusive of the Rocks Ferry Reserve
- b) Bain Park
- c) Hastings Street and Cameron Streets as core retail streets
- d) Tennis court/swimming complex
- e) Termination points of Hastings and Cameron Streets at the river
- f) High Street as the 'main street' of town

A sense of place for the town centre is to be created and enhanced by focusing on and reinforcing the special places of the town and key links between each, through:

- Improving pedestrian/cycle links to community facilities and the overall amenity of these links i.e. Schools, Council, Library, golf course, playing grounds, skate park, TAFE, Showground, tennis courts
- Enhancing pedestrian links between the retail nodes of supermarkets to encourage greater use of High Street via new landscape plantings, street trees to both sides of the street, within roundabouts, footpath widening around inset parking bays, new paving, lighting and enhancement to existing signage and awnings.
- Ensuring the proposed CBD bypass does occur in the future to alleviate the use of High Street by heavy vehicle traffic and reduce congestion at the High Street-Cameron Street roundabout.
- Reinforcing the role of the town retail core by continuing to encourage new facilities, retail and businesses within walking distance of the centre.
- Reinforcing the links between the town core and the river through public domain upgrades and mixed use development along Hastings Street and Cameron Street.
- Creating a pedestrian friendly shareway laneway precinct to support and improve the amenity and safety around the existing cultural uses along Oxley Lane that is intimate and charming with strong pedestrian links to Bain Park.

- Improving and enhancing pedestrian/cycle and vehicle links along the Hastings River to Rocks Ferry Reserve. This cycleway is to be extended as a designated recreational cycleway and pedestrian pathway linking back into the town running adjacent to Stony Creek Road and the Oxley Highway. (refer to Pedestrian & Cycleway Network Diagram page 40)
- Opportunities to extend the river walk to the west beyond Wauchope High School, up to the Wauchope Racecourse and along Yippin Creek are to be investigated in the future as part of any new development along this part of the river subject to negotiations with land owners.



Landscape character improvements that could create a unique identity for special places in Wauchope.

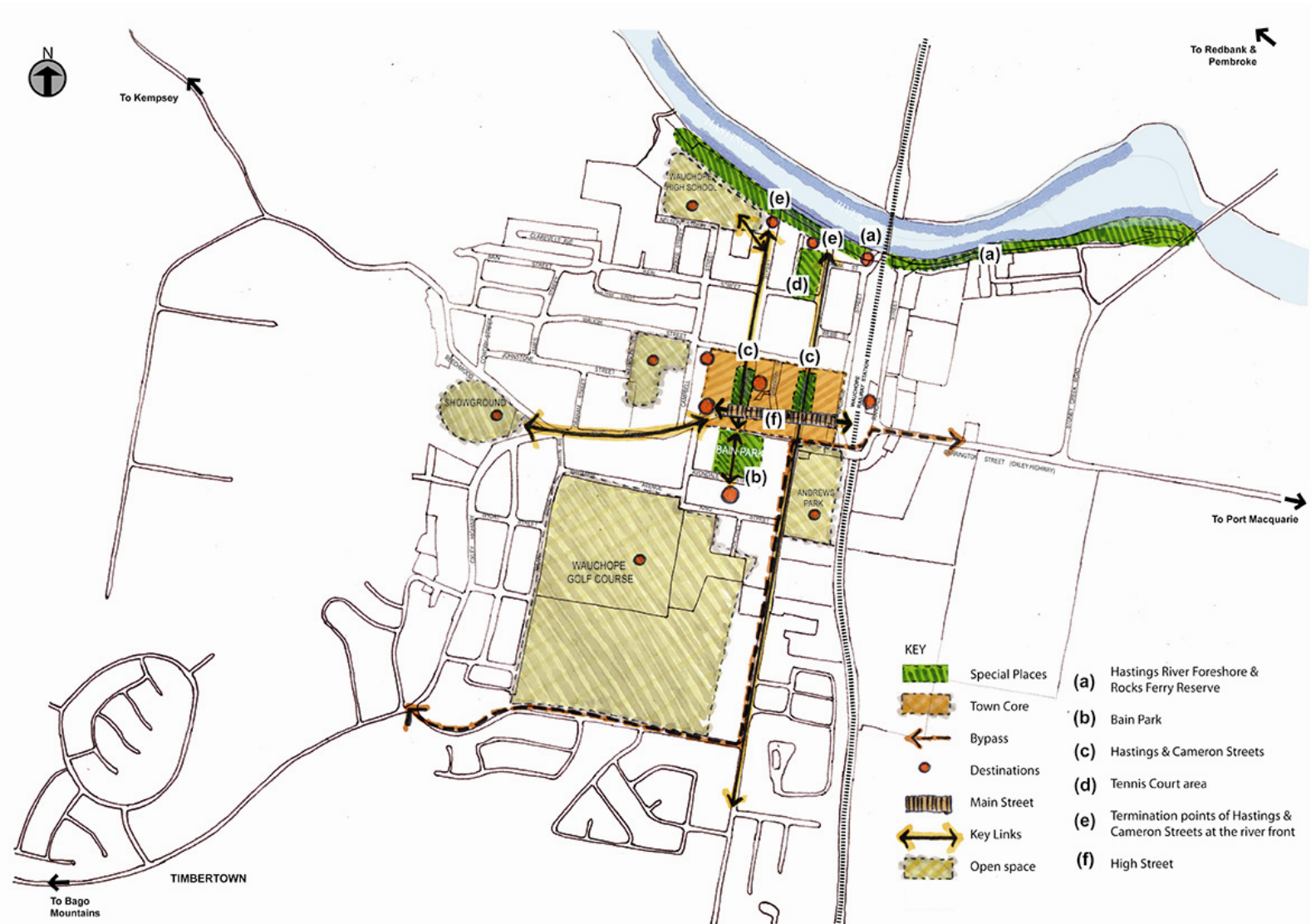


Figure 9 Special Places Diagram

4.2 Precinct and Uses Strategy

The uses within the town centre and its overall structure creates a number of 'precincts' which provide the opportunity to develop as distinctive areas with a different sense of place related to their uses and role. The key precincts that contribute to the Wauchope Town Centre are:

- (a) Town Centre / Core Retail Precinct
- (b) Mixed Use Precinct
- (c) Cultural Precinct
- (d) Bain Park Precinct
- (e) River Recreational Precinct



Examples of distinct precinct character which could be encouraged in Wauchope

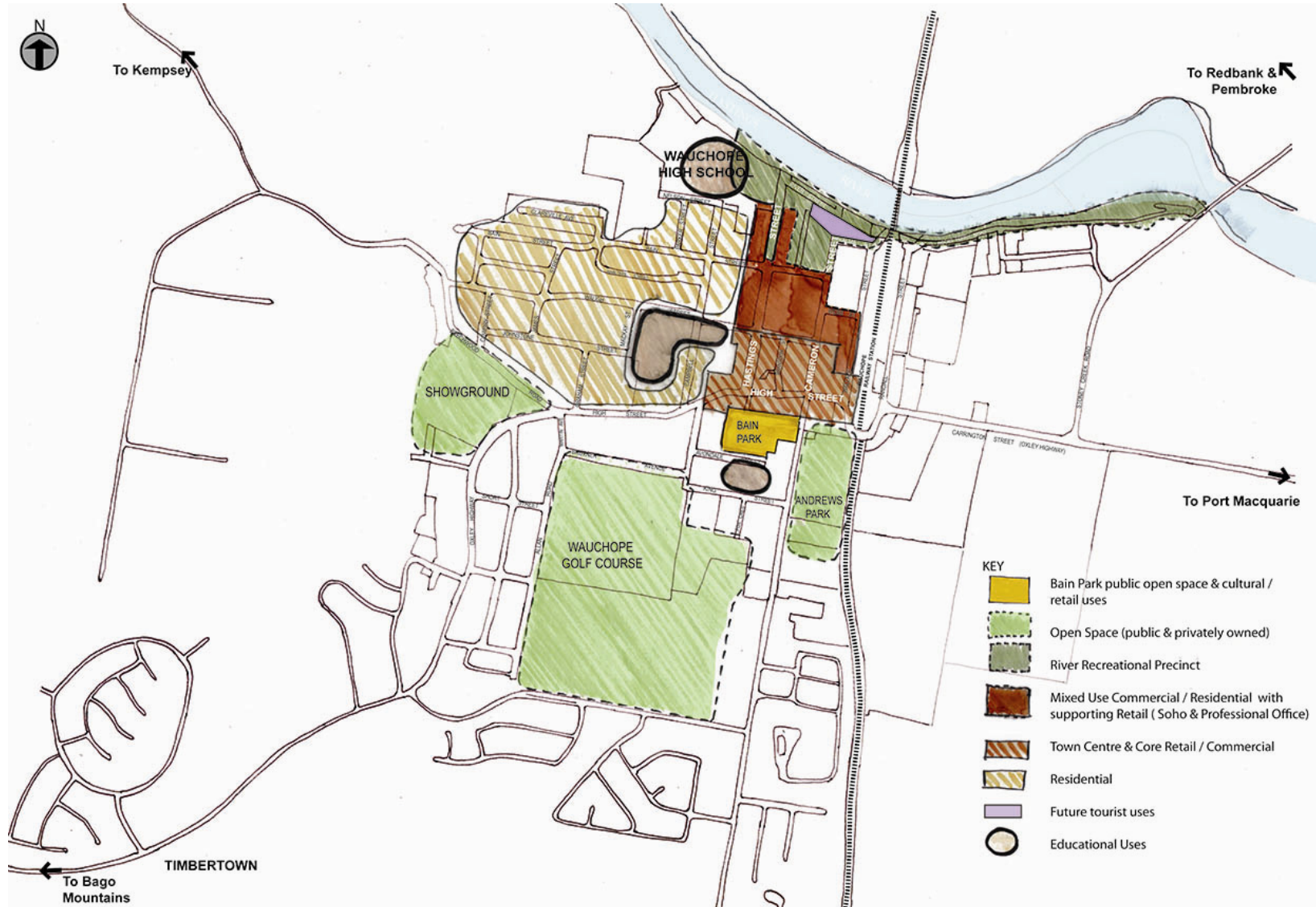


Figure 10 Precinct & Uses Diagram

- **Town Centre/Core Retail Precinct**

The town centre core retail precinct is the shopping heart of Wauchope. This precinct includes the special places of the southern part of Cameron Street and Hastings Street and High Street. New development and public domain upgrades are to:

- Reinforce the role of High Street as the main street for Wauchope.
- Implement improvements under Movement Network (refer page 38).
- Improve pedestrian amenity and priority through streetscape improvements to core town centre streets - High, Hastings and Campbell Streets through:
 - Footpath widening around car parking on street and at intersections.
 - New street trees to both sides of the street and within a central median on High Street when CBD bypass occurs.
 - Upgraded street lights coordinated across the town.
 - Landscape selection that enhances the unique qualities of each street (refer landscape section page 42).
 - Upgraded footpaths and materials (refer landscape section page 42).
 - Coordinated design and depth of awnings (refer built form section page 53).
 - Coordinated signage strategy both public and private (refer signage section page 58).
 - Intersection improvements with raised intersections including small unit paving or other high quality texture, tonal colour differentiations, signage prioritising pedestrian movement and planting around intersections to reduce traffic speed (subject to CBD bypass implementation).
- Achieve a more coordinated streetscape by ensuring new development:
 - retains the low scale of the main street edge.
 - Implements a coordinated built form approach to create a defined 'character' to the town centre.

- Prioritise Cameron Street and Hastings Streets as the main pedestrian network to High Street from major retail anchors rather than other east west linking streets.
- Strengthen the visual and pedestrian link between Hastings and High Street to Bain Park cultural precinct.
- Uses within the Town Centre core retail precinct should be:
 - retail ground floor
 - commercial first floor
 - residential above

Note in some circumstances residential may be acceptable on the first floor subject to maintaining a reasonable business capacity within the town.

- Residential should be designed as shop top housing.
- Extend retail streets down a further two blocks north to encourage mixed use transition of uses towards the river and allow for retail/commercial expansion.



Potential public domain improvements for this area include widened footpaths, seating and planting pockets along the street frontage

- **Mixed Use Precinct**

The mixed use precinct is contained between the Wauchope town core and the River with its emphasis on Hastings and Cameron Streets. At present this area comprises predominately single storey residential development with little activation to the street and with the energy of the town centre 'diminished' before reaching the river. The role of this area is to reconnect the town core to the recreational core by:

- Encouraging mixed uses in this area.
- Commercial or edge retail uses should be concentrated along Hastings and Cameron Street as the main north south retail streets and primary connectors to the river.
- Commercial uses should include SOHO (live work) business attached to dwellings with cottage or terrace style developments.
- Streetscape improvements undertaken as part of the town centre precinct are extended along Hastings and Cameron Street to provide a consistent character from town to river.
- New development should address the street with passive surveillance from businesses and controlled signage.



SOHO style dwellings



Cottages already exist and could be upgraded



Traditional forms of fencing

- **Bain Park & the Cultural Precinct**

The area to the west of Bain Park hosts many of the cultural and community uses in the town eg. The Library, Post Office and Medical Centre, Child Care, Wauchope Arts Centre, Rotary Centre. In combination with the park this area creates the cultural and open space heart of the town. To enhance and improve this area and create a pedestrian oriented precinct new development and public domain improvements are to:

- Encourage the extension of the pedestrian thoroughfare running from High Street through the Hastings Street retail strip to Oxley Lane to improve movement and circulation around the Cultural Precinct and Bain Park.
- Activate the rear of lots fronting High Street to increase use of the laneway network. The uses within this area are to be orientated towards small retail tenancies, art galleries, craft shops etc. with professional offices also possible.
- Laneways and smaller pedestrian paths running off High Street, the Rotary Youth and Wauchope Arts Centres are to incorporate interesting and intimate spaces where activities including public artwork are encouraged to introduce a new layer and character to the experience of Wauchope.
- Create a pedestrian friendly section of Oxley Street adjacent to Bain Park to form part of a new town square linked to the 'town park'. Retail uses are to front the square and the park to further activate this precinct.
- Within Bain Park there will be designated spaces for arts and performance spaces. This will further promote this area as the Cultural Precinct of Wauchope.
- On grade street parking in this precinct is to be softened by landscaping to balance the predominance of parking to the north of the town. If appropriate some on grade car parking can be retained to service uses.



Potential character of the Cultural Precinct

- **Bain Park**

Bain Park should be the heart of Wauchope's public domain. To enhance its character and sense of place public art in various forms is encouraged. A public art strategy is to be developed to integrate art throughout this precinct. The artworks are to form part of a walking tour which will in turn strengthen connections and revitalise lesser visited areas. New development and public domain upgrades are to develop and enhance this strategy.

- As a short term strategy to create immediate improvements blank walls and fences in this precinct and throughout the town should be improved through murals, 2&3D public art installations and displays
- This work should be community based. Themes could include celebrating the town's history and identity. This will further enhance the cultural and arts precinct.
- As a part of the cultural and arts precinct the park is to be used for performing arts activities. A new outdoor stage or stepped amphitheatre adjacent to the Rotary and Arts Centres should be provided as part of any park upgrade to offer seating and congregation opportunities whilst linking the cultural uses with the park.
- Existing mature tree stands within Bain Park offer shade, visual reference points and gives the park character. These trees are to be retained. Additional native tree planting to the southern end of the park will assist to bind the park together as a whole.
- A new, small scale active use – retail, commercial or civic on the western fringe of the park is to be provided over time to offer improved public amenity. This facility will further encourage activity within the park in addition to the existing café. Provide a children's cycle park in close proximity with the proposed new use. Provide a safe environment with maximum surveillance over younger children.
- Underutilised open space particularly at the southern end of the park is to be upgraded to include a new BBQ and picnic area and a teenage meeting and activity area. This area is to include two changeable art walls, seating and a purpose designed skate area.



Community participation



A new skate park



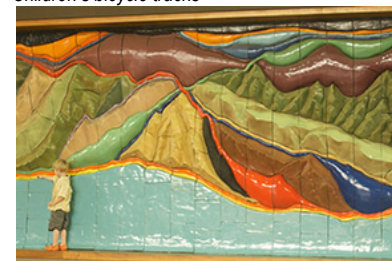
Urban Square



Picnics in the park



Children's bicycle tracks



2D & 3D Murals



- **River Recreational Precinct**

The river foreshore with Rocks Ferry Reserve offers a beautiful visual recreational landscape for the town. This precinct includes the special places at the termination points of Hastings & Cameron Street at the river front, the tennis court area and Rocks Ferry Reserve. It is already heavily used by residents for passive recreation and boating. New development and public domain upgrades are to build on these characteristics and strengthen their role as destinations to create a major recreational precinct by:

- Improving pedestrian/cycle and vehicle access along the foreshore through construction of a new cantilevered walk way under the rail line.
- Extending the landscape character to create a wide accessible foreshore with seating, recreational areas and low vehicle speeds from Hastings Street to Rocks Ferry Reserve.
- Celebrating the termination of Hastings and Cameron Street at the river by constructing two special place destination points. These destinations are to include upgrades such as:
 - Timber viewing platforms overlooking the river.
 - Extension of the footpath systems from the streets along the foreshore and connecting to these platforms.
 - Cultural art installations referencing the town area or river either integrated into the design of the platform or as stand alone pieces.
 - Public domain lighting, seating a minimum of one exercise station adjacent to the platform.
 - Improved landscaping- planting and trees to reinforce the river banks and improve amenity.
- Generally upgrading the entire foreshore walk with improved lighting, seating, BBQ's and picnic areas plus occasional shade structures.
- Where required the footpath/cycleway should be repaired.
- Encourage uses along the foreshore streets that enliven the precinct such as cafes, restaurants particularly around the existing tennis courts.

- Rocks Ferry Reserve is a key special place for Wauchope. Additional recognition and use of this amenity will be encouraged by:
 - Carrying through the art/sculptural installations, interpretive trail, pedestrian/cycle/exercise station links which loop back into the town.
 - Improve or make allowance for new lighting, seating, BBQ's, picnic, play areas and shade structures. These facilities should be situated appropriately so that they relate to each other and are consistent with the landscape theme and context.
 - Additional tree planting is required along the river edge to assist with soil stabilisation as well as within the reserve where shade is limited.
 - Allow significant open spaces to be left clear to promote functions or gatherings for special events such as New Years Eve Fireworks. Amphitheatre style, terraced or stepped banks (subject to further investigation) will encourage seating and congregation.
 - Carrying out any necessary remedial works to reduce further impact of flooding and erosion.



Potential landscape treatments for the River Recreational Precinct

- **Educational Uses**

At present there isn't a clear educational precinct but there is a concentration of educational uses to the west and south of the town centre.

Uses include:

- Wauchope High School at the northern end of Campbell Street.
- Wauchope Primary and TAFE as well as St Joseph's Primary School to the south of Bain Park.
- These uses are grouped towards the western periphery of the town core. The relationship between the movement network to and between such uses, open space areas such as ovals and the town is important. To support these uses new development and streetscape upgrades should:
 - Improve the footpath and cycleway network to the residential areas to the west and south.
 - Gradually upgrade footpaths to a minimum of 1.5m to both sides of linking streets (Avondale, Campbell, Range, Young and Bain).
 - Improve pedestrian access to the main sporting ovals on Cameron Street, particularly through the laneway network east of Bain Park.
- Where appropriate planted verges should divide footpaths from streets, with native planting to encourage green corridors. These corridors can tie in streets to the existing bushland pockets, bushland paths and trails to create a more varied experience for users.



Examples of links to schools

4.3 Movement Network Strategy

- **Vehicle Movement Network:**

To improve the amenity and function of the vehicle movement network throughout the town the urban framework will need to achieve the following objectives. New development and public domain upgrades are to satisfy these objectives:

- Create a distinct character for Cameron, Hastings and High Street creating over time a slow speed pedestrian priority environment.
- Strengthen visual links to key community uses.
- Provide improved on street public parking to the river edge with designated parking areas.
- Over the longer term create a low speed shareway character for the River Street using suitable paving materials and extensive street tree planting to complement the existing mature figs.
- Provide new street/lane connections to create a shareway system for the cultural precinct around Bain Park.
- Create a pedestrian priority laneway and encourage active uses to address the park and cultural precinct in the longer term along Oxley Lane.
- Upgrade the intersections at either end of Blackbutt Road prior to implementing the CBD bypass (*TTM Traffic Report Sep 2008*).
- Minimise the impact of the vehicle servicing access to the pedestrian public domain to Hastings, Cameron and High Streets and the Oxley Lane system within the study area and extending to the river.
- Minimise the width of vehicle access points.
- Sleeve all on-grade carparking with active uses to streets or lanes.

High Street

As the main street, High Street is currently heavily compromised by traffic especially trucks. To improve High Street in the short term whilst it is still functioning as the highway the following upgrades are suggested:

- Undertake public domain works to narrow carriageway as much as possible while still allowing functionality and minimising the loss of existing on-street carparking.
- Widen verges wherever possible to allow more generous footpaths, outdoor dining and increased street planting (clear of awnings)
- Create designated parallel parking with street trees planted in the carriageway or in landscape verge blisters and between every third parking bay.
- At intersections create pedestrian friendly zones. This is to be achieved using suitable paving materials, pedestrian crossings to all four crossing points, raised carriageways, street planting, lighting.

To achieve a true 'main street' once the CBD bypass is implemented the following additional improvements should be considered:

- Extend the pedestrian priority zone from west of Hastings Street to East of Cameron Street.
- Widen verges further in this area and create raised areas for outdoor seating/retail displays.
- Provide a central median of street trees down High Street within the town centre.
- Remove the roundabout at Cameron Street and create a pedestrian crossing raised zone or equivalent.
- Investigate the potential to simplify traffic related elements once the bypass is implemented.

- **Pedestrian Movement Network**

The majority of Wauchope's key facilities, destinations and special places are situated at distances accessible by foot or bicycle. Poor circulation and fragmentation of the existing footpath network is discouraging for pedestrians and inevitably leads to an increase in vehicular use.

All new development and public projects within the town centre should seek to improve connections between existing streets, laneways and thoroughfares to offer the most suitable connections for pedestrians between their homes, schools, the Council, library, car parks, the golf course, playing grounds, skate park, TAFE, showground, tennis courts and Wauchope's other key destinations.

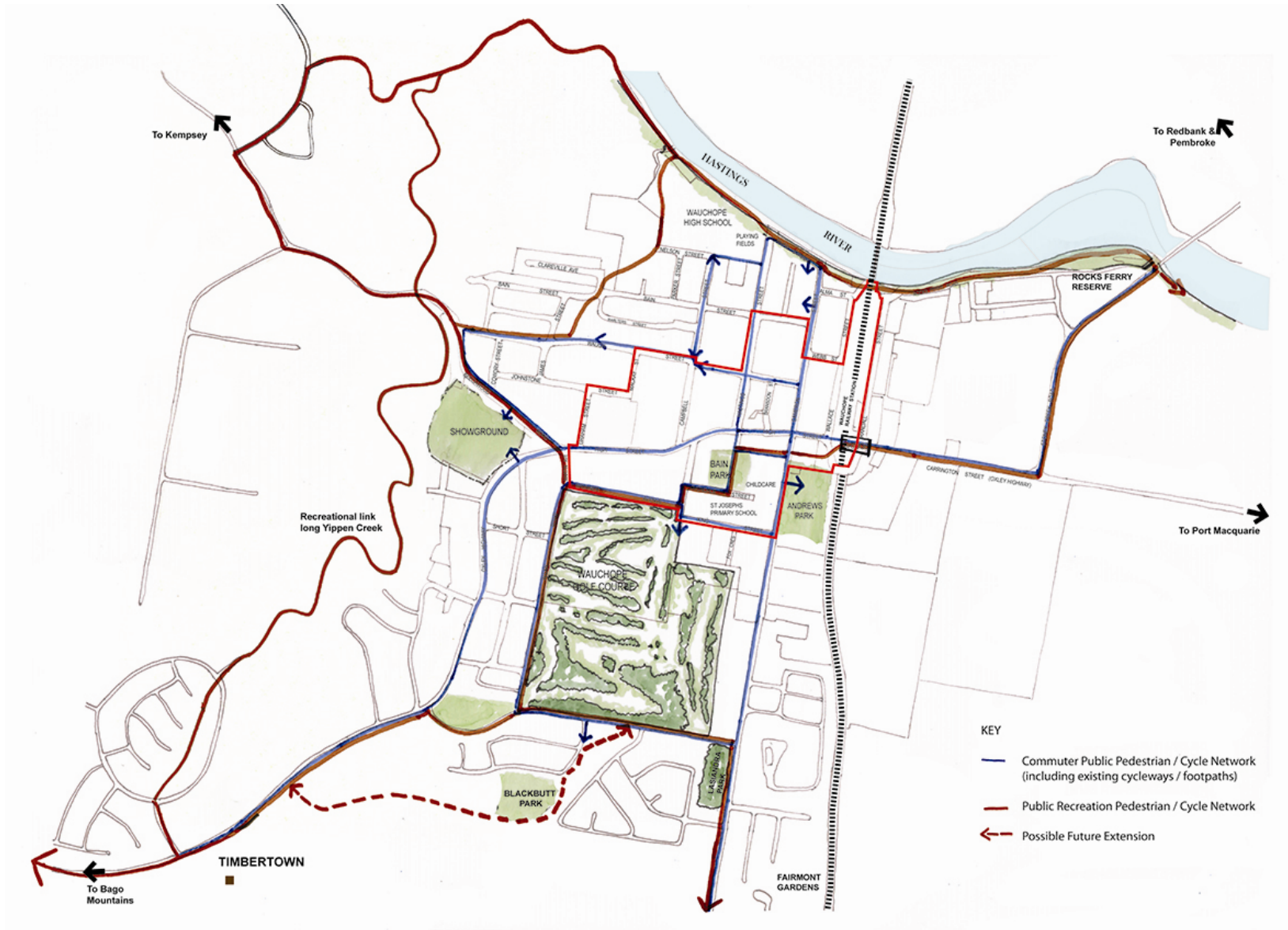
To improve the pedestrian amenity and functionality of these routes the following is to occur:

- Public domain upgrades to all town centre streets to provide footpaths to both sides of the street and separated from vehicular traffic by planted verges which incorporate new street trees.
- Extension of the existing fragmented cycle route to link the town centre to key community destinations as shown on figure 11 page 40.
- Creation of a continuous designated recreational cycle/pedestrian shareway path that extends from Rock's Ferry Reserve along the highway down Cameron Street past the golf course (eventually via Blackbutt Park) to Timbertown, back through the Yippin Creek reserve past the race course and back along the River Foreshore to the reserve.
- This recreational route should have clear consistent public domain signage, public art and information installations about destinations along the route, seating and exercise areas and lighting where appropriate.
- A new distinguishable public signage scheme should be introduced to promote a recreational walking and cycling network.
- Upgrade to surface treatments where required.
- Current lighting should be reviewed to ensure networks are safe.
- Create points of interest along recreational routes

- The potential to link from the foreshore back to the residential housing area south-west of the High School is an opportunity which should undergo further investigation. The existing cycle network which commences near James Street Reserve could potentially extend down through Clareville Park and onto the foreshore and continue along the schools northern boundary.
- Along these designated routes areas for bicycle parking should be provided as part of new development or public domain upgrades.



Possible treatments for recreational paths, cycleways and pedestrian crossings



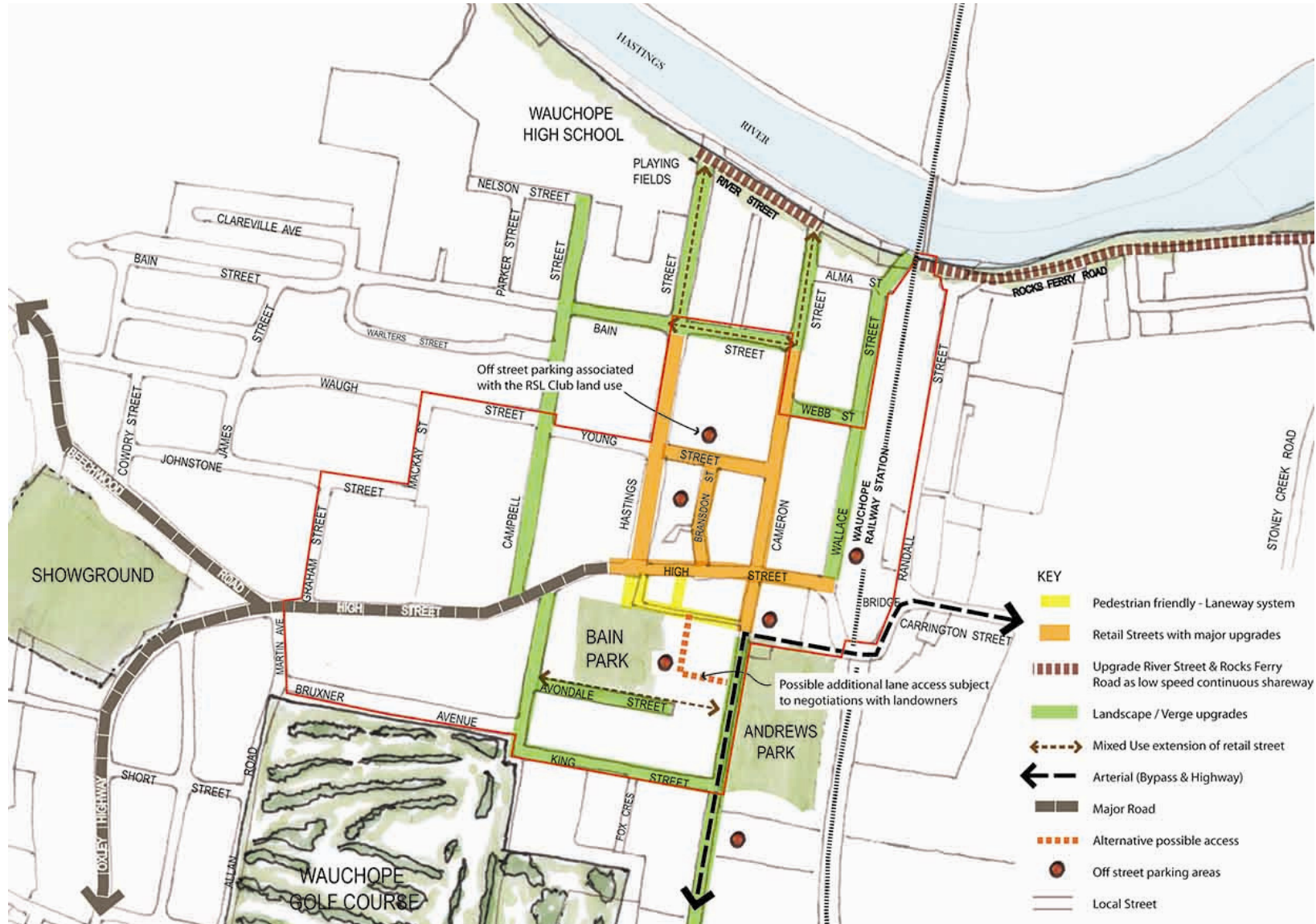


Figure 12 Vehicle Movement Network Strategy

4.4 Public Domain, Landscape and Views Strategy

Public Domain and Landscape

The public domain consists of the streets, lanes, open spaces, on grade and street parking areas and the public/private interface of private development. This is the area in which residents, shoppers and the public generally interact and experience the town. Therefore a high quality public domain for Wauchope Town Centre is of utmost importance in achieving a strong character and sense of place.

All new development and public works should aim to enhance and improve the amenity and ambience of the public domain areas. There are specific public domain areas and strategies which should be considered as high priority upgrades and would have the maximum impact for the town centre.

These are:

1. Reinforcement of the town entry points
2. Linking the town centre to the forest
3. Linking the town centre to the river
4. Upgrading the major town centre streets
5. Upgrading Bain Park, Rocks Ferry Reserve and the riverside streets (refer to previous Design Strategies & Principles sections for more information on these areas).



Public sculptural artwork



Public artwork and furniture



New street furniture



Clear wide footpaths

1. Reinforcement of the town entry points:

- Arrival point from the west – Beechwood Road– key characteristics of this approach are the tall eucalypt forest with open pockets and rural clearings. Therefore this character is to be enhanced by a landscape strategy as follows:
 - Improved landscaping through new street and tree groupings with native species which will enhance and extend the bushland character to a minimum of 1km on the approach into the town.
- Arrival point from the east – Carrington Street/Oxley Highway – the approach from the east is across the river flats along the long straight stretch of the highway. At present there is some sparse planting close to the town however it is not sufficient to make a true entry statement. The arrival sequence for the eastern approach should include:
 - Celebration of the river plains character through rural fencing and avenue style planting.
 - The existing 'Wauchope the Timbertown' sign at the intersection of Oxley Highway & Stony Creek Road is a stand alone sign disconnected from the entry into the town. It needs to be tied back into the town with landscape and balanced by a public art piece or structure on the south side of the road. Alternatively the sign should be relocated to the other side of the Highway making it more visible to on coming traffic.
 - Upgrading of the industrial and commercial uses on Carrington Street over time to present a better built form expression through landscaping, improved forecourt areas, architectural response and signage.
 - Upgrading the planting at the visual axis of Carrington Street to the west with bold dominant tree species which anchor the intersection of these streets.
- Arrival from the south – Cameron Street – see the section below on linking the town to the forest.
- Arrival from the south west – Oxley Highway – this is the road that leads to Bago Mountain, Timbertown and is one of the roads linking the expansion areas of the town. Therefore this road has strong ties to the past and to the natural landscape that typifies the area. To make the most of arrival to the town from this direction these natural features and the historic expression of the town should be further expressed by:

- An upgraded shareway – cycle and footpath connecting Timbertown and the expansion areas back to the town centre and linking into the recreational route discussed in the Pedestrian Movement Network section (refer to page 39).
- Enhancing the existing landscape character by planting through in pockets and verges as well as new street trees. Over time this should extend along the length of Oxley Highway from the west to the intersection with Beechwood Road.
- Have art and cultural installations along the length of the roadway that celebrates the natural and cultural history of the town – possibly displaying historic items from the town or discussing key natural and landscape features as well as the aboriginal history of the region.

Entry or Landmark Trees

Common Name	Botanical Name	Height	Width
Brush Box	<i>Lophostemon confertus</i>	10-25m	5-15m
Illawarra flame tree	<i>Brachychiton acerifolius</i>	20-30	15m
Queensland Kauri	<i>Agathis robusta</i>	30-50m	15-20m
Spotted Gum	<i>Corymbia maculata</i>	15m	10m



Corymbia maculata



Lophostemon confertus



Recreational cycle route



Aboriginal art element

2. Linking the town centre to the forest:

Cameron Street, Allan Road and the Oxley Highway to the west connect the town centre to the State forest area to the south yet currently there is no real expression of the forest within the town which sits on its southern doorstep. To enhance the connection of the forest to the town the following strategies should be implemented as a public domain project over time:

- Extend suitable forest tree species along Cameron Street, Allan Road and the Oxley Highway (see previous discussion above regarding the arrival from south west) as pockets of tree planting as well as street tree planting. The final selection of species will be suitable for the functionality of the road.
- Allow for sufficient group spacings particularly along Cameron Street and between Wauchope Cemetery and Beechwood Road that will permit future road widening yet provide significant continuation of vegetation through to the river itself.
- Native stands for parks and open spaces.

Species will be selected from relevant vegetation communities dependent on suitability of site soil.

Endemic trees harvested throughout Wauchope's industrial past include: Australian Red Cedar, White Beech, Mountain Ash, *Callitris macleayana*. Subject to further investigation it might be beneficial for some of these species to be reintroduced into appropriate open space areas within the town.



Existing forest character along Blackbutt Road



Native median planting



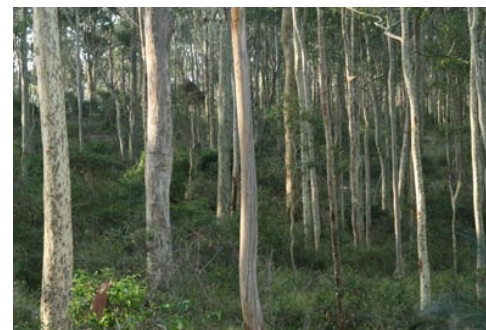
Pockets of native planting



Native planting to verges and adjacent to pathways



Native tree stands



Native tree stands

3. Linking the town centre to the river

Currently the streets which connect the town to the river are relatively devoid of landscape and show no particularly strong place making characteristics. There is an opportunity to celebrate the river and visually connect the town to the river through landscape and public domain upgrades. The two main streets linking the town to the river are Cameron Street and Hastings Street.

Cameron Street:

- Cameron Street has a role both in linking the forest and the town to the river as well as providing the major link to the public recreational facilities of the tennis courts and swim centre near the river foreshore. This street is also close to the original wharf structure which is still retained however unused and fairly inaccessible. The street is to be upgraded with forest tree planting which will be interspersed with more formal street tree planting between High Street and the river.
- In addition the tennis courts should be upgraded to include an upmarket cafe restaurant use that has frontage onto River Street and overlooks the river. This use will help to enliven the river front and combined with the existing recreational facilities is more likely to be viable.
- This new development should be high quality and provide the opportunity for open air dining experiencing the river and its views.
- The verges along Cameron Street from the town to the river should also be upgraded to provide continuous footpaths to both sides of sufficient width to encourage walking to the river front – a minimum of 1.5m but ideally 2m subject to the required width for the trees in the verge.
- Consideration should also be given to introducing a street tree median for this street to balance the landscape emphasis of Hastings Street and also visually mark it as an important linking street to the river.

Hastings Street:

- Hastings Street to the south already has a strong landscape character provided by the mature fig trees between Bain Street and High Street.
- This character is to be enhanced by traffic calming and the introduction of a shareway environment by Council in the future.

- To achieve a true connection to the river along Hastings Street the dominant landscape character should be extended along the remainder of the street to link to the river frontage.
- Tree species to consider for Cameron & Hastings Street comprise:

Common Name	Botanical Name	Height	Width
Brush Box	<i>Lophostemon confertus</i>	10-25m	5-15m
Lilly Pilly	<i>Acmena smithii</i>	15m	8-10m

- Ideally median planting should be continued along carriageways to either side and under planting to the median.
- This should be further reinforced by new street trees to each verge using species listed below which provide a unique atmosphere throughout autumn and spring.

Common Name	Botanical Name	Height	Width
Ornamental Pear	<i>Pyrus calleryana</i>	5-8m	4m
Crepe myrtle	<i>Lagerstroemia indica</i>	6m	6m
Lasiandra	<i>Tibouchina 'Alstonville'</i>	5m	4m
Crabapple	<i>Malus 'Sutyzam'</i>	6m	4m

- Verges should be upgraded with more generous and continuous footpaths to both sides of the streets at least 1.5m wide but preferably wider whilst still allowing for sufficient verge space for the trees.



Examples of mature trees linking town to river

4. Upgrading the major town centre streets

Both Hastings and Cameron Street have been discussed in terms of public domain upgrades. Other significant streets for the town centre include:

High Street:

The Movement Network Strategy (figure 12 page 41), discusses public domain upgrades for High Street and landscape upgrades are listed on the CBD / cultural precinct diagram (figure 15, page 61).

Street trees are proposed between the parking spaces, at verge widening and along the verge wherever possible to supplement the other upgrades. Suggested species for these street trees should be dramatic and provide seasonal variation for the street.

Ideally they should also be deciduous to allow winter sun into the south facing retail and developments on the southern side of High Street.

Footpaths should be further improved with a combination of unit paving and bitumen to give a higher quality visual appearance within reasonable cost parameters.

A palette of street furniture, street signage, shop and business signage and awning design and building colours should be developed to create a sense of place and harmonious character for the township and Main Street.

High Street Trees

Common Name	Botanical Name	Height	Width
Crepe myrtle	<i>Lagerstroemia indica</i>	6m	6m
Water Gum	<i>Tristaniopsis laurina</i>	6-10m	5m
Magnolia grandiflora 'Exmouth'	<i>Bull Bay Magnolia</i>	8m	3m
Port Wine Magnolia	<i>Michelia figo</i>	3-4m	3-4m



Magnolia grandiflora



Lagerstroemia indica



Tristaniopsis laurina



Street trees providing shade in summer



Deciduous species to allow solar access



Seasonal variation



Widened, high quality paved footpaths with new street furniture



Bransdon Street:

- This street is a secondary retail street running parallel with Hastings and Cameron Street.
- It does not connect to the river but provides frontage to a number of buildings and also vehicle and servicing access to the IGA Supermarket and a public car park.
- Therefore this street should also over time benefit from additional street tree planting and improved footpaths with widening to accommodate street trees and better define on street parking.

- Development should be coordinated with fabric awnings, small coordinated signage and frontage treatments.

Retail Street Trees

<i>Common Name</i>	<i>Botanical Name</i>	<i>Height</i>	<i>Width</i>
Brush Box	<i>Lophostemon confertus</i>	10-25m	5-15m
European nettle tree	<i>Celtis australis</i>	15-20m	10-15m
Illawarra flame tree	<i>Brachychiton acerifolius</i>	20-30m	15m
Ornamental Pear	<i>Pyrus calleryana</i>	5-8m	4m

The laneway system next to Bain Park linking to Cameron Street and Avondale Street:

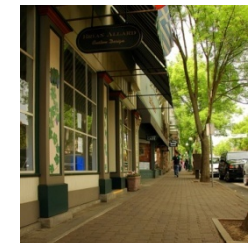
- The existing laneway system is degraded with a mix of building backs and service/parking areas and building frontages.
- It does not create a safe or visually pleasant environment. The intimate scale of the laneway and deeper lots onto High Street does offer the opportunity for future development or major refurbishment of existing development to improve the character and amenity of this lane system.
- All development should over time redevelop or extend to provide building frontages onto the laneways such as cafes, art shops, jewellery stores, small scale commercial and cultural uses to create a delightful shareway location that enhances the park (refer to the previous Bain Park & the Cultural Precinct Section 4.2 page 34).
- Landscaping should be included wherever possible in the form of occasional small street trees, hanging baskets, low scale planting etc.
- Connections through to High Street should be made wherever possible to improve the exposure of the lane system.
- The area adjacent to the Arts and Rotary Centres, the northern end of Bain Park and part of High Street will be pedestrian friendly in conjunction with the town square. Loading should only be facilitated outside the business hours for the local shops.
- This area should be upgraded to level the park, road and footpath areas with new paving, lighting and street furniture as well as an integrated public signage system.



Hanging baskets



Laneway



Retail Street



Celtis australis



Retail Streetscape



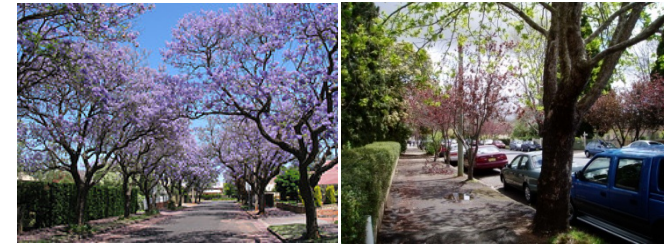
Pyrus calleryana

King Street:

- Currently King Street does not have a major role within the town centre however when the CBD bypass is introduced it will be a major through street for traffic.
- As such it has an important arrival role for the town and if planned properly can begin introducing necessary major landscape elements ahead of the road upgrade.
- Subject to the required carriageway widths the street could have footpath upgrades to reflect its future status and enhanced street tree planting to carry through the entry character from the east to the west.
- Generous landscape buffers to this street will also improve the future amenity of the dwellings located along this route.
- Suggested species include:

Residential Streets

Common Name	Botanical Name	Height	Width
Coachwood	<i>Ceratopetalum apetalum</i>	10-25m	10m
Crepe myrtle	<i>Lagerstroemia indica</i>	6m	6m
Crabapple	<i>Malus 'Sutyzam'</i>	6m	4m
Brush Box	<i>Lophostemon confertus</i>	10-25m	5-15m



Streets distinguished by tree planting

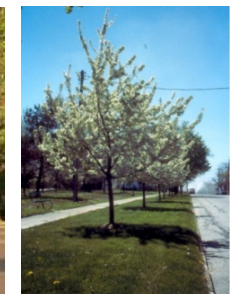


Crepe myrtle used as street trees

Landscape verge with native grasses



Brush box



Crabapple in bloom

River Street and Rocks Ferry Road:

- These two streets as well as an area of public land to the north of houses on Alma Street create the public interface with the river.
- The current pathway system that allows for cycling and walking along part of the foreshore should be supplemented by a cantilevered walkway under the rail bridge to improve the safety and use of the link which is currently very narrow.
- In addition landscape upgrades should occur along the length of the river including extending the tree planting using species such as listed below. Destinations at the end of Hastings and Cameron Streets will be created with raised platforms looking over the river including seating, fishing platforms if possible, improved connection to the old wharf, exercise stations, art installations, lighting and BBQ facilities.
- A landscape plan should be developed for the river frontage and Rocks Ferry River Reserve to achieve a coordinated landscape strategy and sense of place for the river frontage.



Public domain along foreshore edge



Casuarina glauca along foreshore edge



Cycleway along foreshore



Livistona australis



Brachychiton acerifolius

River Foreshore Trees (above 1:100 flood level)

Common Name	Botanical Name	Height	Width
Lilly Pilly	<i>Acmena smithii</i>	15m	8-10m
Brush Box	<i>Lophostemon confertus</i>	10-25m	5-15m
Tuckeroo	<i>Cupaniopsis anarcardioides</i>	3-4m	2-3m
Cabbage Palm	<i>Livistona australis</i>	1.5-2m	1-1.5m
Illawarra flame tree	<i>Brachychiton acerifolius</i>	20-30	15m
Swamp Oak	<i>Casuarina glauca</i>	8-20m	5-10m



BBQ facilities along the foreshore



Paving to shareway streets

Upgrading Bain Park, Rocks Ferry Reserve (refer to previous Town Park & River Recreational Precinct sections for more information on these areas).

- Bain Park and Rocks Ferry Reserve should both be the subject of landscape design schemes. These design proposals should seek to improve the use and amenity of both parks.
- With Bain Park, as previously discussed, the parkland should be designed as the Town Park with a major role providing a recreational space for shoppers and workers as well as the community for cultural events. The park should provide areas for sitting, BBQs, performances, play areas for different age groups, cafe and restaurant uses for eating and resting whilst shopping, teenage recreation areas close to the bustle of the town centre and improved landscape.
- Rocks Ferry Reserve should have improved landscape to mitigate sun exposure, shade structures and additional BBQ facilities located into benched areas mid-slope to bring these areas as far as possible away from the flood impacts whilst still relating to the recreational areas.
- River bank upgrades are required to reduce the damage from previous flooding.
- New landscape should be provided along the slope with new pathways and bush stairs leading from the upper bank and street down to the river front picnic areas.

Native stands for parks and open spaces

Common Name	Botanical Name	Height	Width
Lilly Pilly	<i>Acmena smithii</i>	15m	8-10m
Small-leaved Lilly Pilly	<i>Syzygium luehmannii</i>	15m	8m
Lemon Scented Gum	<i>Corymbia citriodora</i>	20-30m	10-15m
Broad-leaved paperbark	<i>Melaleuca quinquenervia</i>	10-15m	7-10m
Swamp Oak	<i>Casuarina glauca</i>	8-20m	5-10m
Tallowood	<i>Eucalyptus microcorys</i>	30-40m	8-15m



Corymbia citriodora



Melaleuca quinquenervia



Syzygium luehmannii



Improved signage



Improved playground facilities



Bank with seating



Recreational areas



Shade structures and BBQ areas



Landscape planting and cycleway

Views:

There are various views and glimpses into Wauchope’s surrounding landscape and natural setting which provide visual recognition for residents and visitors. The following views and vistas are considered to be important local views within the townscape that are to be enhanced:

- a. Views across the Hastings River – these views are enjoyed from River Street and Rocks Ferry Road as well as from the footpath and river foreshore. These views are to be enhanced by street landscape upgrades and installations of viewing platforms and picnic areas to encourage public use of the river frontage.
- b. Axial vistas down High Street to the east and west – High Street has a definite east and west visual axis. This is created by the realignment of the roadway across the rail line from Carrington Street and the cranking of the street to the south west roughly on alignment with the Council Chambers to the west.

These alignment adjustments create opportunities for landscape elements to visually terminate and define the ‘main street’ of Wauchope. To the west the vista is currently created by a stand of gum trees adjacent to the Council Chambers and the clock tower element of the Chambers itself. This vista could be further enhanced by additional planting for the gum grouping but otherwise is already quite successful as a terminating element.

The vista to the east is less successful, currently consisting of a mix of indistinct landscaping. There is an opportunity to the east to invigorate this vista with a landscape design including a public art installation and strong landscape elements which celebrate the vista. The topography does not allow visual connection from Carrington Street to the Main Street so the main street is slowly revealed to the visitor as they cross the railway. This can be enhanced by street trees and the planting of one or two major trees that offer distinctive flowering characteristics and have sufficient stature to anchor the street. Suggested species include:

Entry or Landmark Trees

Common Name	Botanical Name	Height	Width
Brush Box	<i>Lophostemon confertus</i>	10-25m	5-15m
Illawarra flame tree	<i>Brachychiton acerifolius</i>	20-30	15m
Queensland Kauri	<i>Agathis robusta</i>	30-50m	15-20m
Spotted Gum	<i>Corymbia maculata</i>	15m	10m

- c. Arrival vistas along Carrington Street from the east – upon approach to the town from the east there is little celebration of the vista into town due to the railway crossing. This vista can also be enhanced with a distinctive landscape scheme that could use similar major tree species to the vista above and extend the High Street character.
- d. Axial views to the river down Hastings and Cameron Streets – both of these streets throughout the framework plan are earmarked as significant retail, mixed use streets and streets to tie the town to the river. As such they should have a clear vista from their northern termination to the river and across to the rural lands. Their alignment should be reinforced by landscape design elements such as raised platforms, community art and interpretative installations.



(a) View over Mick Brabani Memorial Oval Reserve



(b) Across The Hastings River from Rocks Ferry



(c) Views into Bain Park



(d) Axial view along High Street

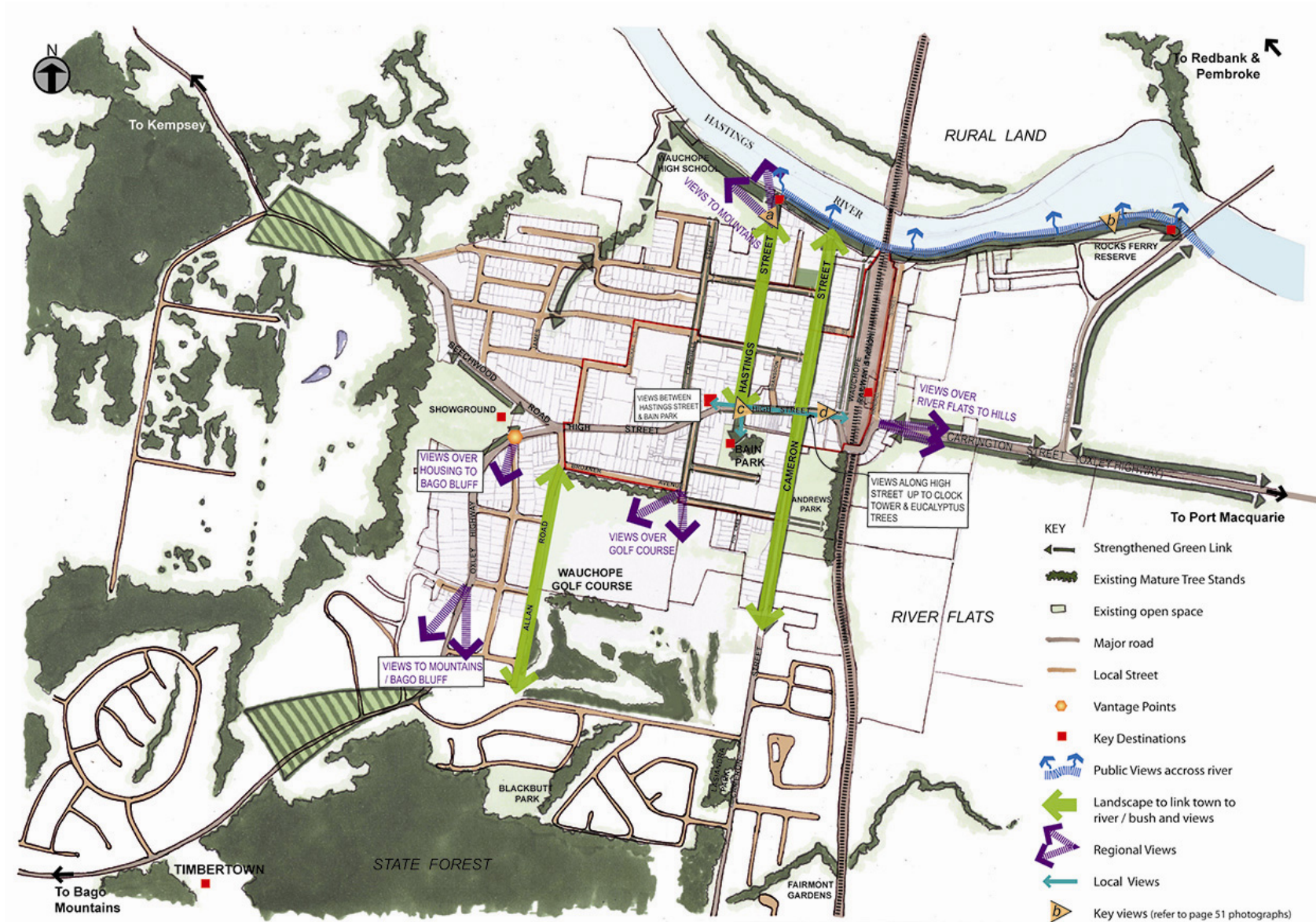


Figure 13 Landscape Strategy

4.5 Built Form Strategy

The future built form of Wauchope will be fundamental in shaping the future character of the town. For Wauchope to be recognised for its architectural quality a coherent built form is required that will complement the existing feel of the town and its setting. Heritage buildings are important and should be sensitively adapted and reused to enhance and celebrate the unique history of the town over the years.

New development should relate to key elements within the town centre. It is to provide high quality architecture that enhances the town's sense of place and vitality.

New development within the town core should be designed as follows:

(a) Ground floor:

- Shop fronts and the vertical architectural expression are to respond in width to the predominant narrow lot frontage width.
- Other shop fronts may have a solid lower wall below the shopfront if high quality materials are used and the window is in character with the rest of the building.
- Shop fronts should be predominantly glass (bifolds) for cafes/restaurants and encouraged to open fully to the street.
- All buildings should have continuous awnings. Awnings are to be 1-2 storey verandahs with posts and for upper balconies. Post positions are to be buffered from the carriageway by on street parking or widened verges and clear of street trees.

(b) Facades to the street:

- Architectural styles will be developed as part of Council's comprehensive Development Control Plan (DCP). They will be designed to ensure that any future development responds in a positive manner to the existing quality built form within Wauchope.

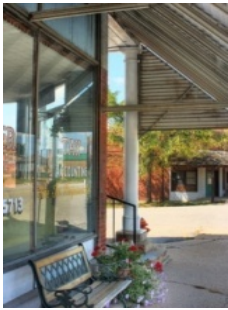
- Above ground floor level should be consistent with the ground floor in extending the vertical rhythm.
- Development at the street should generally have greater solid to void. Windows should be 'hole in the wall' above the ground floor retail use with facades terminating by either articulated parapets or oversailing pitched roofs.
- Weatherboard or masonry is encouraged for buildings.
- Verandahs and shop awnings are to respond to the town's historical architectural qualities and provide shelter for shoppers along retail streets.
- A colour palette for the town core retail/commercial buildings should be developed and existing business owners encouraged to repaint the street facades. The palette should be developed as an amendment to Council's comprehensive DCP.

(c) Roofs:

- Verandah posts could be reinstated to existing awnings in conjunction with the widening of footpaths to 4m.

(d) Height:

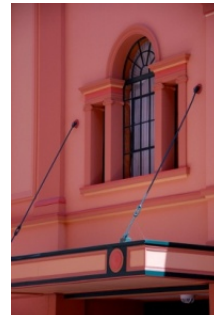
- The generous proportioning of High Street will allow for an increase of built form height without crowding the scale of the street.
- Future development is to be a maximum 3 storeys. If a proposed development is in line with an Art Deco style it can either express the third floor or set it back behind the parapet. If a Colonial style building is proposed it will contain a 3rd floor within or behind the pitched roof to the street.



Shop awnings and posts



Colonial style built form examples



Art Deco examples

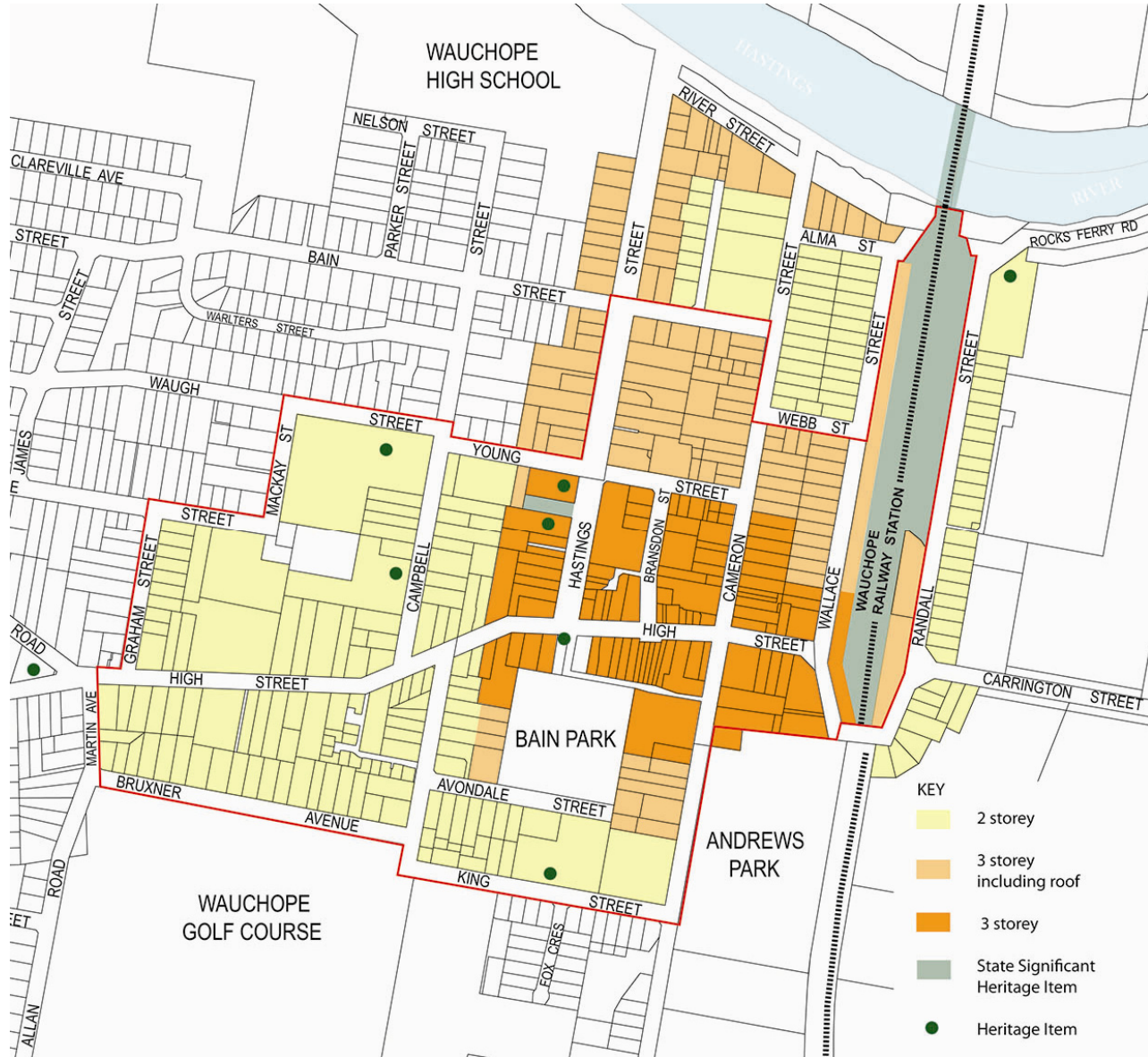


Figure 14 Height Strategy

Heritage items in Wauchope presently include:

- Wauchope Railway Station Group including the railway bridge residence double sided railway goods shed and Canary Island palms in Wallace Street.
- Courthouse building (excluding additions) Part Lot 2, No 41 Hastings Street.
- Davis Memorial Church building Part Portion 4, No 39 Campbell Street, Parish of Korea.
- "Lincoln Hall" single dwelling, Lot 12 DP 569016, No 20 Guy Street.
- Former police dwelling-house, Part Lot 2, No 41 Young Street (corner of Hastings).
- Uniting Church building (excluding extensions), Lot 1 DP 797394, No 41 Hastings Street.
- "Shelters Tractor Shop" building Part Lots 30 and 31 RP 543, No 87 High Street (corner Beechwood Road).
- Former Rawdon Island church building, Lot 2 DP 858695, Oxley Highway.
- St Josephs Covent building, Lot 9, King Street.
- Cemetery, Oxley Highway.
- Memorial Gates, Bain Park, Oxley Lane.
- Cheese and butter factory Lots 10-16 Section C DP 975586 and part railway land, Randall Street.
- Primary School buildings, mature palms and fencing (excluding additions), Lot 1 DP 795186, Waugh Street.



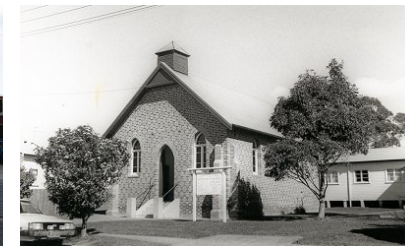
Courthouse building



Station Master's dwelling-house



Cheese and butter factory



Davis Memorial Church building



Memorial Gates



Shelters Tractor Shop



Railway bridge



Former Rawdon Island church building

4.6 Signage Strategy

Signage can visually link all the retail streets within the town centre despite varying architectural character. To achieve an immediate improvement in the visual cohesion, it is recommended that a coordinated graphics design proforma be developed for private and public signage as part of an amendment to Councils comprehensive DCP, to help create a consistent character for the town centre. In this regard:

Private Domain Signage:

Town Core

- Signage should be visually interesting and respond to the town's significant role as a retail core and main gathering place.
- Signage should be constructed from high quality materials appropriate to the context of Wauchope which complement the architectural style and use of buildings.
- Signs should be constructed from high quality materials appropriate to the context of Wauchope.
- Ensure that changes to existing signs are consistent with the requirements that apply to new signs. Paint over or remove signage where necessary to reduce visual clutter and simplify streetscapes.
- New signage should be sympathetic and compatible with the heritage significance of the area. Colours used for signs are to be consistent with the town's graphics design proforma.
- Under awning signs are the preferred signage form for all retail shops and above ground tenancies. These signs will follow a style guide to create a consistent character throughout the town centre.

Mixed Use

- Mixed use precinct signs for businesses should be simple hanging shingle signs or projecting small scale wall signs which address the main entrance to the building, again using a coordinated look.
- The amenity of residential development and visual quality of the public domain should be considered and not compromised by inappropriate signage.



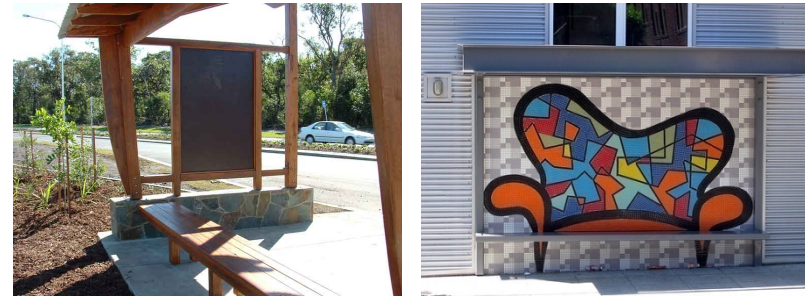
Shop front and under awning signage suitable for the retail core

Public Domain Signage:

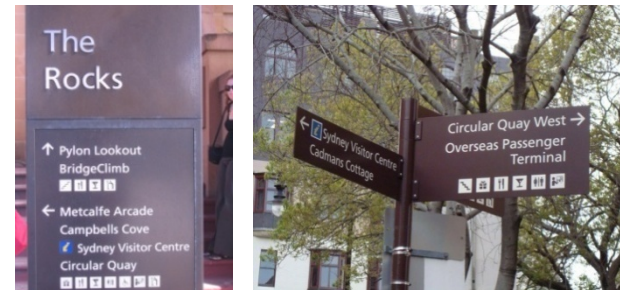
- Public domain signage includes:
 - Street signs
 - Directional signs
 - Open Space signage
 - Information signs
- Additional street signage will be required at both ends of Blackbutt Road to delineate the future CBD bypass. Signage could also be initiated in the interim to promote this road as an alternative route and should effectively aid a reduction of congestion.

Bus stops

- New bus stops will be integrated into the town centre in areas of high traffic volume in conjunction with future development and the new Town Square. Exact numbers and location will be determined at detailed design stage.
- Design will be in keeping with Wauchope's public domain and signage theme. Shelters should be complementary to surrounding development and include materials such as timber, masonry, steel or corrugated colourbond sheeting.
- If appropriate designated bus stops will form part of the town's public art exhibition. A maintenance program will be required if this is initiated.
- Consideration will be given for disabled access, garbage bin and signage positioning as well as tactile paving.
- Where possible bus stops are to be associated with planted verges and landscaping to enhance the visual amenity.



Bus stops to be integrated into a cohesive public domain theme



Directional Public Domain signage



Examples of public domain and interpretive signage

6 IMPLEMENTATION

Summary of Key Projects

The Framework plan responds to current identified issues and has been developed into key projects based on priority. Please note, not all of the proposed works and design outcomes can be achieved in the 10 to 15 year lifecycle of the Framework plan. In summary, high priority projects include:

- (1) Preparation of land use guidelines, as an amendment to Council's comprehensive DCP, to promote the built form, signage recommendations and design guidelines of the Framework plan.
- (2) Development of a graphic design palette for all public domain signage and upgrade of public domain signage for High, Hastings and Cameron Streets, Bain Park and entry signs to the town.
- (3) Preparation of a landscape design concept for Bain Park including the Town Square and interface with adjacent laneways.
- (4) Public domain upgrades for High Street including planting of street trees and at axial terminations, initial verge and pavement widening (approximately to 4m), lighting and street furniture.
- (5) Preparation of landscape concept design and upgrade of the river foreshore area.
- (6) Formulation of a detailed landscape design for the town entries and implement.
- (7) Initiation of a safe, continuous cycle/pedestrian shareway path that links all of Wauchope's special places, creating surprises as well as re-establishing the town's identity with interpretive art.

As high priority upgrades are achieved, Council will be in a position to review funding with the aim of implementing medium and low priority upgrades. Medium priority projects include:

- (1) Extension of the pedestrian priority zone right throughout the main street with new high quality paving to footpaths.
- (2) Widening of footpaths, central median street tree plantings as well as new street trees and planted verges where appropriate along Hastings Street between High and the River Street.
- (3) Construction of a cantilevered walkway beneath the railway bridge with new public domain lighting along the foreshore.
- (4) Provision of a new teenage meeting area in Bain Park, with new skate park, outdoor stage / stepped amphitheatre and upgrades in association with the existing community facilities.

The longer term outcomes require either significant funding levels or are heavily dependant on liaison / negotiation with other government agencies, or require development by private landowners. These include:

- (1) Implementation of upgrade works to Oxley Lane.
- (2) Widening of footpaths, central median street tree plantings as well as street trees and planted verges along Cameron Street between High and the River Streets.
- (3) Additional footpath widening (approximately to 6m) to High Street with high quality paving and the implementation of a central median of street trees.
- (4) Establishment of new links from Bain Park and Cameron Street and from High Street to Oxley Lane. A new active use – retail, commercial or civic should be implemented along the western fringe of the park in association with the new childrens' cyclepark / playground and existing café.
- (5) Development of a new amphitheatre at Rocks Ferry Reserve to provide improved seating and create further opportunities to encourage this site as a place to hold community events and functions.



Map Ref	CBD / CULTURAL PRECINCT	Est'd Cost (\$)
HIGH PRIORITY		
1	Street furniture (seats, cycle stands, bus stops)	85,300
2	Street, directional & information signage	150,000
3	Street lighting	22,500
4	Childrens' cycle park	44,000
5	Footpath widening to 4m - bitumen & paving	420,400
6	Street trees & low planting in landscape beds	30,000
		752,200
MEDIUM PRIORITY		
7	Widen footpaths to 2m with street trees & planted verges along Hastings St between High & River Streets	382,500
8	Town Square (quality paving, sculptural seating / water element, tree planting)	585,000
9	Footpath widening to 2m with street trees to define parking bays & service areas	102,250
10	Raised pedestrian areas, kerbs & parallel parking bays	1,515,600
11	Preparation to allow for 2 / 3D murals, changeable art walls	1,500
12	Teenage / meeting / seating area	150,000
13	Skate park	200,000
14	Outdoor stage / stepped amphitheatre	70,000
15	Upgrade existing carpark	120,000
		3,126,850
LOW PRIORITY		
16	Widen footpaths to 2m with street trees & planted verges along both sides of Cameron Street between High & River Streets	336,000
17	Resurface between High & Young Streets to create pedestrian / vehicle shareway	433,500
18	Upgraded laneways to pedestrian priority areas	180,000
19	Additional retail / commercial or civic facility	100,000
20	Covered BBQ & picnic areas to the south of the park	25,000
		1,074,500

Figure 15 CBD / Cultural Precinct

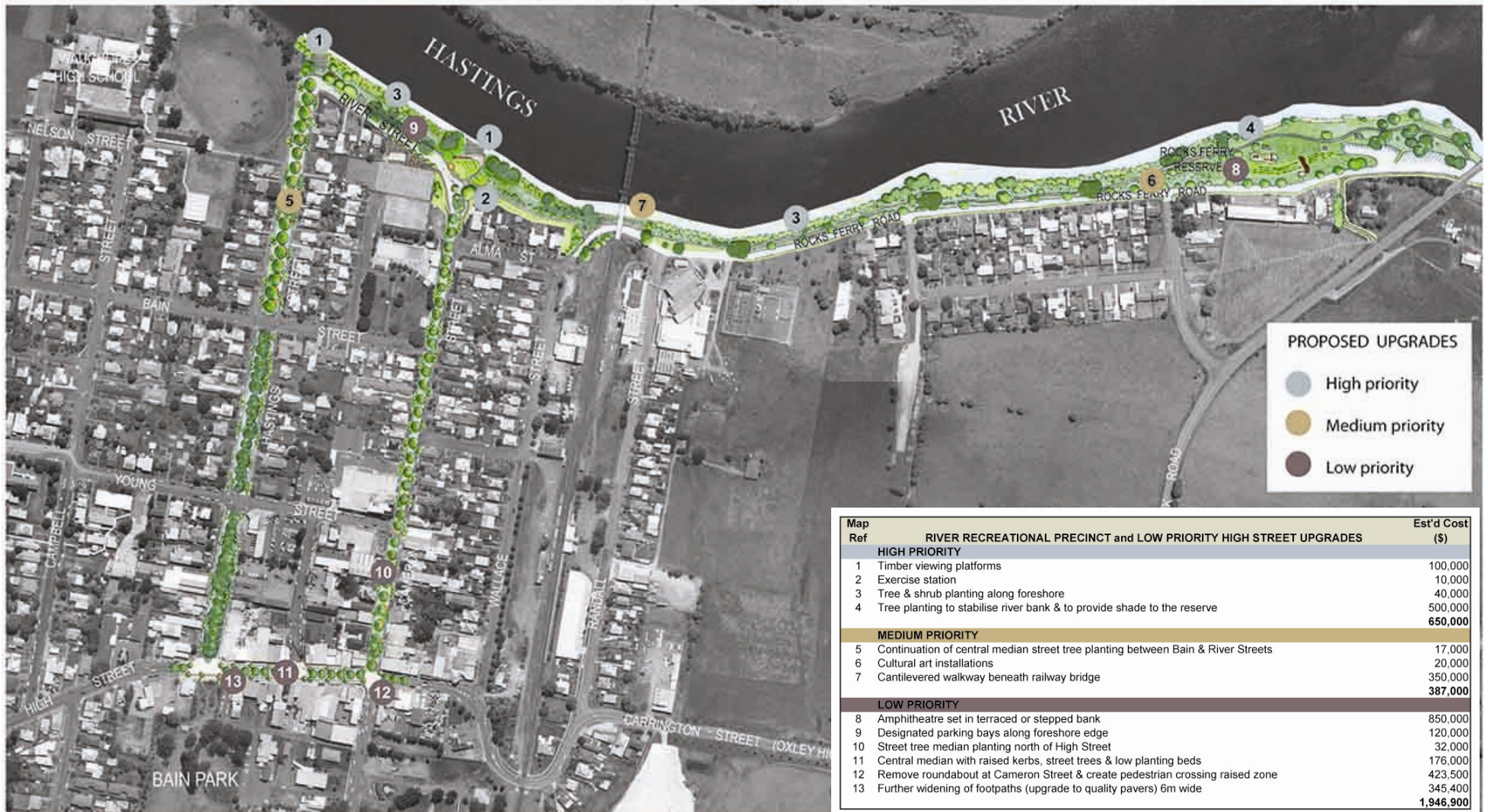


Figure 16 River Recreational Precinct and Low Priority High Street Upgrades



Map Ref	EXTENDED TOWNSHIP	Est'd Cost (\$)
HIGH PRIORITY		
1	Entry sign / sculptural feature adjacent to cemetery to denote arrival	3,500
2	Signage & interpretive art / extended cycleway (high priority & ongoing implementation)	150,000
		153,500
MEDIUM PRIORITY		
3	Avenue planting to both sides of Oxley Highway between Stony Creek Rd & Randle Street	100,000
4	Landscaping & low plantings at intersection & 'Welcome' sign at Stony Creek Road	90,000
5	Street trees & planted verges between Beechwood Road & Wauchope cemetery	23,400
		213,400

Figure 17 Extended Township

The Framework plan will be implemented by public and private sector investment which will require various planning policy and infrastructure actions to ensure a coordinated and successful outcome.

Please note that costs are indicative only and based on general rates for such work, given that detailed designs have not yet been developed. Costs may therefore be more or less than the estimate once detailed design is undertaken; and may need to account for changes to the scope of work proposed.

Capital Works Funding

Recommendations in the final Framework will be used to inform future works programs and budgets across various Council divisions. Funding options include:

- Developer contributions under Section 94 / 94A of the *Environmental Planning & Assessment Act 1979*
- General revenue (any expenditure will need to be prioritised in Council's works programs & budgets)
- Special Business levy (currently does not apply to the Wauchope CBD)
- Grants

Land Use Planning Framework

The final Framework plan will be reflected in a review of Council's local planning provisions. Any rezoning of land would need to be determined as part of Council's Strategic Planning work program. Consideration will be given to:

- Consolidation of the existing 3(a) Business Zone to a core retail/commercial activity centre to reinforce the role of High Street as the 'main street' in the town centre.
- Review of Zone options to facilitate an extension of the Bain Park/Cultural Precinct to Cameron Street.
- Creation of a Mixed Use Zone for land between the retail/commercial core and river/recreational precinct to provide more opportunity for a vibrant mix of residential, commercial, entertainment and other uses in this area and promote strong links to the river.
- Creation of a Tourist Zone for land north of Alma Street to encourage tourist related development in this area (eg restaurant /café; tourist & visitor accommodation) to take advantage of the river frontage and nearby recreational

facilities. NOTE: Rezoning will be subject to an appropriate level of consolidation and would need to be carried out in consultation with landowners.

- Final development will be subject to detailed site analysis, investigation and lodgement of a development application for determination, including public exhibition.



Heritage

The heritage character of the study area is multi-faceted and includes a range of elements. The preparation of a Heritage Inventory is recommended to update the existing 1991 study and to protect important heritage in the Wauchope town centre as a future point of difference to other places in the Port Macquarie-Hastings Local Government Area and region.

Coordination and delivery

It is recommended that formal arrangements be put in place to guide and monitor the implementation of the Framework in consultation with the Wauchope Taskforce as representing the community.

Review of Framework

The Urban Design Framework will be reviewed on a five (5) yearly basis.



7 APPENDICES

Appendix 1: Minutes of Wauchope Taskforce Consultation December 2008

NOTES ON STAKEHOLDERS INCEPTION MEETING FOR WAUCHOPE TOWN CENTRE URBAN DESIGN FRAMEWORK, HELD TUESDAY 9 DECEMBER 2008

VENUE:	Training Room, Holiday Coast Credit Union, Commerce Street, Wauchope
AUTHOR:	Sandra Bush
PRESENT:	A Register of Attendance at the meeting is attached at Annexure 'A'.
ATTENDEES:	GMU - Gabrielle Morrish & Matthew Stray PMHC - Steve Finlay (Technical Services Director), Cliff Toms (Manager Technical Services), Dean Fisher (Social Planner), Gai Lazarides (Executive Assistant), Sandra Bush (Senior Strategic Planner) Wauchope Taskforce - Eva Cassegrain, James Dunn, Julie Muller, Neville Parsons, Jenny Pursehouse, Krissa Wilkinson
APOLOGIES:	Dick Persson (PMHC), Andrew Roach (PMHC), Jenni Kew (PMHC), Peter Cameron (PMHC), Trevor Saregant (PMHC), Peter Daniels (Taskforce), Rob Hamilton (Taskforce)

SUMMARY, OUTCOME AND CONCLUSIONS

Welcome from the Technical Services Director

The meeting commenced at 8am with a welcome from Steve Finlay and introduction of Gabrielle Morrish and Matt Stray of GMU consultants and Council representatives, Gai Lazarides (Technical Services Director Personal Assistant) and Sandra Bush (project manager). In addition, an outline of the purpose of the meeting was given.

Presentation from Gabrielle Morrish – Principal of GMU

Gabrielle provided an overview of the aims, objectives and phases of the project and broadly outlined the steps involved in the process as follows:

- 1) Obtain an understanding of stakeholders' feelings and concerns at inception meeting today
- 2) Immediately following meeting, undertake visual inspection of town centre and surrounds
- 3) Isolate key issues and consider design responses/mechanisms for their resolution
- 4) Turn issues into strategies

- 5) Work-up urban design framework which will comprise a simple concise document that will be tested with the community at an 'open day' during the public exhibition phase of the project
- 6) Review of submissions – consultative and reiterative process
- 7) Draft report finalised and adopted by Council April 2009.

Gabrielle invited and welcomed input / feedback from the stakeholders during the project (NB at the end of the meeting Gabrielle provided her contact details).

Visuals of the study area and gateway entries were then presented to highlight the following issues:-

- lack of entry definition;
- opportunities to improve pedestrianism
- traffic issues;
- visual amenity;
- view lines;
- opportunities to strengthen relationship between vegetation planting and the river;
- foreshore opportunities for destination;

Comments from Stakeholders

Gabrielle next posed six (6) questions to the group. The statements and comments received are summarised below under each question:

1) Why live at Wauchope?

- Very comfortable, affordable, quiet country town - not Morpeth or Bangalow.
- Strong sense of community and "old-school" country-feel.
- Want children to grow up with country values.
- Lifestyle factors and social/cultural connections.
- It is about being a comfortable place to live with rural values & culture; a good environment for kids; and a good tradition of academic and sporting prowess.

2) What would you like to see Wauchope become in 10 years?

- No urban sprawl.
- A DCP in place, particularly for the foreshore area.
- Heavy vehicle deviation.
- No mainstream MNCs so that Wauchope stands out from other places but not at the expense of growth. Note: alternative view later presented that further debate is required on this issue.
- Want Wauchope to be a leader in promoting green living and green working.
- At least signage fit in with the amenity / character of the town centre.
- A tavern overlooking the riverbank (Alma, Cameron, Wallace Sts); located away from the school and on the other side of the street from the pool.



- The character of Wauchope to come out of the history of the town. The problem with places like Morpeth is that the town centre is closed for part of the working week.
- Important that Wauchope is a 'real town' and not a tourist town. The CBD needs to be a pleasant, enjoyable, safe shopping experience for the locals.
- Sound shell and a fountain in Bain Park to attract free entrainment on the weekends and become a place where people want to spend an afternoon. Bain Park is also a great space for night-time activity.
- A chairlift linking to Bago Bluff from Timbertown (problem that access only available at the rear).
- A community garden at Bain Park
- Arts building to be closer to the park, with the western elevation opened onto park and activated by a café.
- Story boards in the park with pages in the form of large leaves for eg.
- Urban fabric enhanced by artwork and signage.
- Need to celebrate history visually.
- A restaurant precinct. In this regard, Gabrielle suggested that Hastings and Park Streets may provide good opportunities for this type of use.

3) What things about Wauchope are not working well?

- Inaction by Council on the CBD Master plan
- Nothing to announce arrival at Wauchope. Greenscaping through groups of repetition of large-scale trees suggested (something other communities don't have) with connection back down to the river. Opportunities exist to develop a theme or pattern of planting that connects visually
- Pacific Highway/Bago Road entry to Wauchope is often forgotten as a gateway entry to Wauchope
- There is no caravan park in Wauchope. Opportunity exists for the Showground Trust to develop something and even though the Camping and Caravan Show occurs every August, there is nowhere in town for caravans to park
- Tourist accommodation is limited in Wauchope.
- Hastings/High Streets intersection is a problem and turning out into Oxley Lane is also a real problem. Oxley Lane must be one-way and left-hand turn only.
- No nursing facilities in town for mothers
- Lack of meeting places in town (for eg mothers groups currently meet on regularly at the local fitness centre or Waterman's Café, both of which have children's play areas).
- Lack of imagination/small-minded attitudes in the community make it difficult to introduce something into the CBD that is cohesive (eg mural undermined by visually inappropriate signage). How do you get people to have some sort of consciousness about what will work?
- Difficult to rent showground venue now due to Showground committee rules and regulations and attitudes that are resistant to change.
- "Roadblocks" need to be agents of change - get these people involved in the process.
- Existing underutilised venues and places with potential:
 - Tennis clubhouse
 - Heggetts farm for fireworks

- Bain Park
- Golf course & bowling green in the middle of town
- Racecourse & showground
- Rotary Youth Centre

- Timbertown is not working. Need to get the community to visit and bring visitors along (free family pass to ratepayers suggested).
- Lack of cultural facilities for young people.
- Access to the wharf is unsafe and not accessible by all persons in the community.
- No uniformity exists in the subdivision pattern and street layout in Wauchope with limited connection between natural assets (for eg the river, Bain Park, State Forest).
- The Bago estate has adversely impacted on the Wauchope CBD and is unlikely to realise its full potential, with residential land use inappropriately permitted adjacent to the estate.

4) Where do you enjoy going in Wauchope?

- Arts centre, Bain Park, river foreshore, CBD.

5) What are the main destinations here?

- Bago vineyard & Timbertown for tourists.
- CBD for work and shopping - like that the CBD is not a sterile shopping centre; enjoy sense of closeness (ie sense of enclosure).
- Passionate that a master plan be developed for Bain Park which is enormously used.
- River foreshore referred to as "Wauchope's beach" and attracts many and varied users.
- Rocks Ferry Reserve popular destination for BBQs, picnics, to take visitors, for water sports, etc.

6) What makes Wauchope special?

- The ability to sit on the riverbank and look across at the rural landscape.
- Country feel/atmosphere which is maintained by rural suppliers being located close to town. Would be a shame to push these types of businesses out of town just because of what they are.
- "True" industry with links to international markets, unlike Port Macquarie which has light/service type industry.
- The Railway station and line are good assets; federation trees; railway heritage.
- Wauchope truly is the gateway to the Hastings (river and the environment) between the rural and the city. Should play on Port Macquarie as the City - can step into Wauchope from the rural hinterland, then from Wauchope into the city.
- The riverbank is Wauchope's greatest asset

General comments

- IGA redevelopment requires consideration to how the dynamics of the main street will change.
- The town has evolved slowly; very parochial town; great sense of community but has felt neglected.

- Problem with competition from Area 13 (Thrumster) in terms of price warring. More of a danger with new commercial/retail development at Thrumster than what may happen in Port Macquarie.
- Shouldn't automatically assume that the heavy vehicle deviation will occur. By-pass is likely to cost a lot of money with very little benefit. Need to do something achievable to get value for your buck.
- Showground plays host to various community activities and events, including for eg:
 - Wauchope Agricultural Show just after Easter
 - Regular live performances (approx one / month)
 - The Farmer's Markets (monthly)
 - Colonial ball
 - Antique shows
 - Travelling markets
- Bransdon Street redevelopment had to be in colonial theme. Use to have colonial week but has since died. Colonial theme was never a Council policy as such; only a suggested theme by the developers. The Credit Union embraced the theme but it was eroded by other developments not sticking to the requirements.
- 25% of housing stock is rented and a high proportion of the population is over 65 years of age. This age group is resistant to change.
- The majority of deliveries happen in the early morning with very few throughout the day.
- Young people need to be included in the stakeholder workshops to get an idea of their needs and viewpoints.
- Arts Hall is due for an overall in 2013.
- Bago Bluff mound in Bain Park is an icon and must stay.
- Rumour that showground trust is looking at selling to a developer. Council needs to forward plan to ensure that land is not lost to inappropriate future land use.
- Wauchope has a long affinity with Bonny Hills and years ago people from Wauchope used to spend their holidays in Bonny Hills.
- Multiple users of community building in the park.
- Wouldn't want landscape to be overworked/overdone.
- Date shown on Post Office mural could be confused for Wauchope postcode.

Cliff Toms reiterated Wauchope's sporting heritage and highlighted that the location of Andrews Park, being only 100m from the CBD, means that opportunities could exist in this regard. From a traffic perspective, Cliff suggested that the high proportion of commuters between Wauchope and Port Macquarie may result in opportunities to enhance the Oxley Highway (certain % of visitor trips). Cliff also advised that Hastings Street intersection is a focal point in the town and that the bypass is definitely needed – it is only a question is when. Cliff will discuss with GMU what opportunities exist for High Street at the moment and what opportunities will come into play when the bypass goes in. Cliff clarified that the critical issue at this stage relates to funding.

Steve Finlay confirmed that a shared traffic zone (10km) was approved for Hastings Street at the local Traffic Committee last week for between Young and High Streets only. The report is available on Council's website.

Next Steps

Gabrielle confirmed that from here GMU will:-

1. complete site visit and analysis (GMU likely to come back to finish off this work)
2. consider framework
3. come back for another stakeholder workshop in 2009 (date TBA).

Next meeting - 2009 TBA

PURPOSE OF MEETING

Steve Finlay sought any further questions/comments. Julie Muller requested an assurance from Steve Finlay that funding for this project is guaranteed. Steve advised that no guarantees could be provided.

There being no further discussion, Steve thanked those present for attending and advised that the coverage of matters raised at the meeting would greatly assist GMU in gaining an understanding of stakeholders' feelings and concerns in relation to the town.

Additional information:

- Council reports and assessments for railway land supermarket DA approval to GMU
- Electronic copy of PowerPoint presentation from GMU.

Appendix 2: Minutes of Stakeholders Workshop March 2009

NOTES ON STAKEHOLDERS MEETING FOR WAUCHOPE TOWN CENTRE URBAN DESIGN FRAMEWORK, WORKSHOP 2 HELD FRIDAY 6TH MARCH 2009

VENUE: Training Room, Holiday Coast Credit Union, Commerce Street, Wauchope

AUTHOR: GM URBAN Design & Architecture Pty Ltd

ATTENDEES: GMU – Gabrielle Morrish & Matthew Stray
PMHC - Gary Payne (Administrator), Steve Finlay (Technical Services Director), Cliff Toms (Manager Technical Services), Liam Bulley (Manager Parks), Gai Lazarides (Executive Assistant), Dean Fisher (Social Planner), Sandra Bush (Senior Strategic Planner).

Taskforce representatives - Eva Cassegrain, Neville Parsons, James Dunn, Jenny Pursehouse.

Other stakeholders - Mark Livermore (Regional Development); John Graham (Wauchope Show Society); Kaylee Hurrell (Wauchope High School Captain)

WAUCHOPE ANALYSIS & DESIGN STRATEGIES

Gabrielle Morrish presented the workshop with GMU's work to date focusing on an analysis of Wauchope Town Centre as well as the suggested urban design strategies for the town. The workshop was then broken up into three groups to discuss and break down the following three key strategies. The findings that came out of the workshop groups are as follows:

GROUP 1: LANDSCAPE & TOWN STRUCTURE STRATEGY

Scribe: Liam Bulley

- Extend the arrival experience back to Bains Bridge (North West) and to the Cemetery along the Oxley Highway.
- Upgrade intersections to either end of Blackbutt Road at facilitate bypass
- Look at options to screen, improve aesthetics to industrial uses to towns periphery
 - Carefully select trees species that provide a colourful expression and welcome into Wauchope from the East
 - Clear need to review zoning between High Street and the River.
 - Support the principle of uniformity.
 - If the improvements are initially lead by public domain upgrades businesses and the community will be more inclined to follow through and contribute to the towns renewal
 - There is currently no consistent character in the built form
 - Need for control / guideline/DCP

GROUP 2: MOVEMENT STRATEGY & VISION

Scribe: Dean Fisher

Vision: Overall the vision was considered to be strong and meaningful.

Suggestions:

- 'inland' changed to hinterland, gateway, rural hub.
- 'rolling plains' changed to 'river plains'
- insert 'river' before foreshore
- delete 'generous' insert 'wide and accessible'?
- 'timber town & vibrant river port'

Movement Strategy:

- Improve roads and signage to promote alternative routes
- Explore 1 way along Branson Street (no right turn from High Street).
- Explore the possibility of reversing the proposed Coles design to put the supermarket closer to the Highway to encourage greater pedestrian movement.
- Consider connecting Avondale Street with Bain Park car park adjacent to the Pre School.
- Include ped /cycleways through Yippen Creek reserve
- Potential Link from Blackbutt Park to Timber town
- Examine options for alternative access to Cameron Street (Guy & Azalea St) for Bundaleer Nursing Home/Ret Village. Especially with improved traffic along bypass

GROUP 3: PRECINCTS & USES STRATEGY

Scribe: Sandra Bush

- Extension of education arc to St Andrews Park.
- Consideration of link (pedestrian/cycle) from foreshore to new housing to the North West – Riverbreeze Drive/Yippen Creek.
- Sporting complex (pool / tennis courts) highlighted as a special place.
- Art Deco theme for Town Core to capitalize on existing buildings.
- Urban Square connected to Bain Park is a positive idea as well as interpretive signage
- Look into possibilities for 3 dimensional murals.
- Recognise the date palms for their historical context – Wallace Street boulevard
- Train Station should be highlighted as important/special place – Art Deco, Mc Donald's
- Opportunities/Special Places –former Station Masters residence. (provision for a tourist information centre)
- Extension of tree lined boulevards along Hastings & Cameron Streets
- Very impressed with Bain Park suggestions, signage, gateways (sense of arrival) ideas.
- Mixed use precinct – could be made into a point of interest.
- Vision – Vibrant Commercial Centre needs to function economically/ be commercially viable.





WAUCHOPE TASKFORCE MEETING

Venue: Holiday Coast Credit Union (Training Room) Commerce Street Wauchope
Date: Friday 11 September 2009
Time: 2.00pm – 4.00pm

Agenda/Action Items/Agreements

Chairperson: Matt Rogers (PMHC – Director Environmental & Planning Services)

Attendees: James Dunn, Neville Parsons, Rob Hamilton, Peter Daniels, Julie Muller (Wauchope Taskforce members);
 Sue Roach, Kerrie Roach & Chris Van de Linde (Gen Y Project reps);
 Geoff McNeil & Sharon Griffiths (business owner reps);
 Mark Livermore (Regional Development Australia);
 Gabrielle Morrish & Matthew Stray (GMU consultants);
 Matt Rogers, Cliff Toms, Liam Bulley, Trevor Sargeant, Sandra Bush, Leanne Fuller, Dean Fisher (PMHC)

Apologies: Garry Payne (PMHC Administrator);
 Eva Cassegrain & Jenny Pursehouse (Wauchope Taskforce members)

Agenda Item	Discussion Points
1. Welcome and introductions	Matt Rogers welcomed everyone to the workshop and provided an overview of the draft Framework process and consultation to date.
2. Overview of public exhibition	A summary of the key issues raised as a result of the public exhibition period was provided by Sandra Bush.
3. Issues & opportunities	<p>Gabrielle Morrish elaborated on the key issues and opportunities/options for the town centre with the view of generating open discussion. Topics focused on:</p> <ul style="list-style-type: none"> ○ Vision Statement – wording ● Bain Park <ul style="list-style-type: none"> ○ Skate Park - location ○ Graffiti Wall – appearance & use

Agenda Item	Discussion Points
	<ul style="list-style-type: none"> ○ Teenage meeting area - appearance & use ○ Landscaping – quantity ○ Town Square –finishes & landscaping ● Oxley Lane <ul style="list-style-type: none"> ○ Activation & traffic use ● High Street <ul style="list-style-type: none"> ○ Tree planting - amount ○ Car parking – loss of spaces ○ Bypass - restriction of access to heavy vehicles ○ Architectural style & signage for development – DCP & colour palette ● Wallace Street <ul style="list-style-type: none"> ○ Industrial uses – location ● Foreshore Development <ul style="list-style-type: none"> ○ Riverbank stabilisation through planting ○ Parking ○ Recreation
<p>4. Discussion</p>	<p>Bain Park Julie Muller</p> <ul style="list-style-type: none"> • Open spaces in Bain Park should be preserved. Over planting of trees would change nature of the Park. People need to be aware of how much the Park is used. • Positioning of Arts Hall to be considered – should be moved closer to the Park • Graffiti wall could be considered a good option. Do not believe that graffiti is a problem in Wauchope at present (eg murals have not been defaced). • Soft scaping for Town Square would address the climate issues • Good lighting required • Bago Bluff is visible from Bain Park & should be referred to in the Vision

Agenda Item	Discussion Points
	<p>Chris Van de Linde & Kerrie Roach</p> <ul style="list-style-type: none"> • In favour of new skate ramp in Bain Park. Feel that only one ramp is needed so there are no separate 'factions' created in the youth community. Current ramp is badly situated – close proximity to pub and railway line and also in poor condition. • Want to maintain open spaces in Bain Park - not too much planting. • In favour of extended bike track and walkways. • View graffiti wall as a positive idea. <p>Sharon Griffiths</p> <ul style="list-style-type: none"> • Bain Park originally intended as 'open space'. • Concerned about graffiti wall. Queried whether walls have only been installed in places with problems and queried who would be responsible for maintenance/upkeep. • Relocate bike park closer to preschool and school. • Amphitheatre to be multipurpose, picnics, school bands, park movies, etc. Locate north west corner with open viewing to south. <p>Sue Roach</p> <ul style="list-style-type: none"> • Used to be main sporting area. • Questioned the structural condition of existing halls. • Concerned re current position of skate ramp in relation to pub, petrol station, train line, main road and future Bypass • Concerned re estimated cost of proposed teenage playground <p>Neville Parsons</p> <ul style="list-style-type: none"> • Queried whether the conditions of the Trust being met re the Park? <p>Matt Rogers</p> <ul style="list-style-type: none"> • Will investigate current situation re the Trust <p>Geoff McNeil</p> <ul style="list-style-type: none"> • Concerns about a separate wall for graffiti – would prefer a mural <p>Neville Parsons</p> <ul style="list-style-type: none"> • Suggest main gates be moved back to original position

Agenda Item	Discussion Points
	<p>Oxley Lane</p> <p>Sharon Griffiths</p> <ul style="list-style-type: none"> • Concerned loss of parking and vehicle access to the childcare centre if peak hour access is restricted. People who originally donated the laneway stipulated that it should be open to traffic. • Will security be an issue? • Limited vision to the area could make business viability unlikely when relying on pedestrian traffic. • Improve the laneway by adding murals <p>Matt Rogers</p> <ul style="list-style-type: none"> • Not expected to happen overnight but gradually as businesses realise the opportunities activation of the laneway is expected. <p>High Street</p> <p>Sharon Griffiths</p> <ul style="list-style-type: none"> • Concerned that the planting of trees in the High Street will cause loss of parking spaces. • Plantings removed previously. • Customers do not want access removed. • Architectural style and colour scheme should reflect the working nature of the town. Concerned that suggested Art Deco or Colonial theme is not suitable for the town. • Town unique in range and variety of services available when compared to other towns. • Strict guidelines will discourage investors, corporate and small as the process becomes too difficult. Previous guidelines were withdrawn due to legal action. • European concept of traffic/pedestrian - no signage, making traffic and pedestrians more aware and each giving way to each other. - working well. No raised platforms or calming methods. • Improving the gardens and footpaths may bring about a change in the psychological state of the population. There is a feeling of well being and the temperature makes less of an impact psychologically <p>Dean Fisher</p> <ul style="list-style-type: none"> • The consistency of signage and colour scheme would 'clean up' the whole visual aspect of the street. Make visitors more inclined to stop en route.

Agenda Item	Discussion Points
	<p>Geoff McNeil</p> <ul style="list-style-type: none"> • Cost of renovations etc would not generate enough return to make it worthwhile. Some people would prefer a more modern theme rather than the suggested Art Deco or Colonial. • Concerned about loss of carparking due to tree planting & beautification works <p>Julie Muller</p> <ul style="list-style-type: none"> • We need to form a basic plan re style and colour. <p>Matt Rogers</p> <ul style="list-style-type: none"> • If we formally adopt a style then it would prevent businesses with corporate brands from using whatever signage/colour schemes they want. <p>General Comments</p> <ul style="list-style-type: none"> • Addition of trees along the High Street would immediately enhance the area with only the loss of a couple of parking spaces either side. Would provide passive climate control. Suitable species would be chosen (Crepe Myrtle, River Gum, Magnolia). When could it be started? Longer term vision once the heavy vehicles are not using it to include raised pedestrian crossings for safety. • Design controls would allow flexibility – not expecting every building to fit into either Art Deco or Colonial theme. Enhance what is already there. • Signage issue is critical. Would help create ‘clean and tidy’ look. • Wauchope can achieve what other towns have (ie Berry, Bellingen) without losing its own character. • Other towns do not compare to Wauchope. <p>Foreshore Development</p> <p>General Comments</p> <ul style="list-style-type: none"> • Needs natural landscaping. Not be overdeveloped but retain open spaces. • The heavy industrial areas in Wallace Street could be softened with planting. • Generally liked the ideas. Not sure whether parking should be designated spaces or ad hoc. • Not to have designated parking spaces. • Some concerns that trees might block views. • Planting of trees on the riverbank would help to prevent further erosion. • Widening of footpaths as currently insufficient space on pathways for a variety of users including gophers and double prams

Agenda Item	Discussion Points
	Trevor Sargeant <ul style="list-style-type: none"> • Success of the Plan will depend on businesses making a commitment to continuous improvement and fulfil their role in supporting and developing the concepts.
5. Next Steps	Matt Rogers <ul style="list-style-type: none"> • The Plan will be reported to Council at the end of October. Once adopted, the works can be prioritised.
Meeting Closed at 4.00pm	

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GLOSSARY

1. **Wayfinding** – the users experience of orientation and choosing a path within the built environment, also refers to the set of architectural and/or design elements that aid orientation.
2. **Axial** – around or about an axis (a link between two or more places).
3. **Retail streets** – within the town study area retail streets are considered to be High, Hastings, Bransdon, Cameron Streets and Oxley Lane.
4. **SOHO** – Small Office Home Office
5. **Parapet** – a horizontal low wall or barrier at the edge of a balcony or roof. Often taken to refer to the decorative element which establishes the street wall height of heritage buildings.
6. **Sleeve** – where a development or area is to be surrounded / concealed by another use which is generally a more active or visually appealing use.
7. **Ongrade street parking** – parking on ground level (not on a building structure).
8. **High, medium & low priority** – upgrades for implementation by Council prioritised to fall within the 10-15 year life of the Framework Plan.
9. **Facade** – The external face of a building.



LIST OF REFERENCES

The following key references have been reviewed in the preparation of the draft framework:

- **Wauchope Growth Study**, Hastings Municipality Council, 1992
- **Draft Wauchope Structure Plan**, Hastings Council, 1996
- **Wauchope Traffic Study**, ERM Mitchell McCotter for Hastings Council, 1996
- **Retail Policy**, Hastings Council, 2004
- **Wauchope Greater CBD Master Plan**, King & Campbell Consultants for Hastings Council, 2005
- **Wauchope Urban Growth Strategy**, Hastings Council, 2005
- **Community Participation Policy**, Port Macquarie-Hastings Council, 2007
- **Oxley Highway Deviation Study Wauchope**, TTM Consulting (GC) Pty Ltd for Port Macquarie-Hastings Council, 2008
- **Port Macquarie-Hastings Community, Cultural and Emergency Services Contributions Plan**, Port Macquarie-Hastings Council, 2006.

