
Precinct 7A Preferred Structure Plan

06 September 2011

Introduction

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Workshop Objectives

- Finalise structure plan
- Move forward into preparation of Master Plan
- Develop lot configuration and development design controls

Agenda

Introduction

Background

Charette Overview

Outcomes of Charette

Feedback from Council

Preferred Structure Plan

Next Steps – The Master Plan

Background

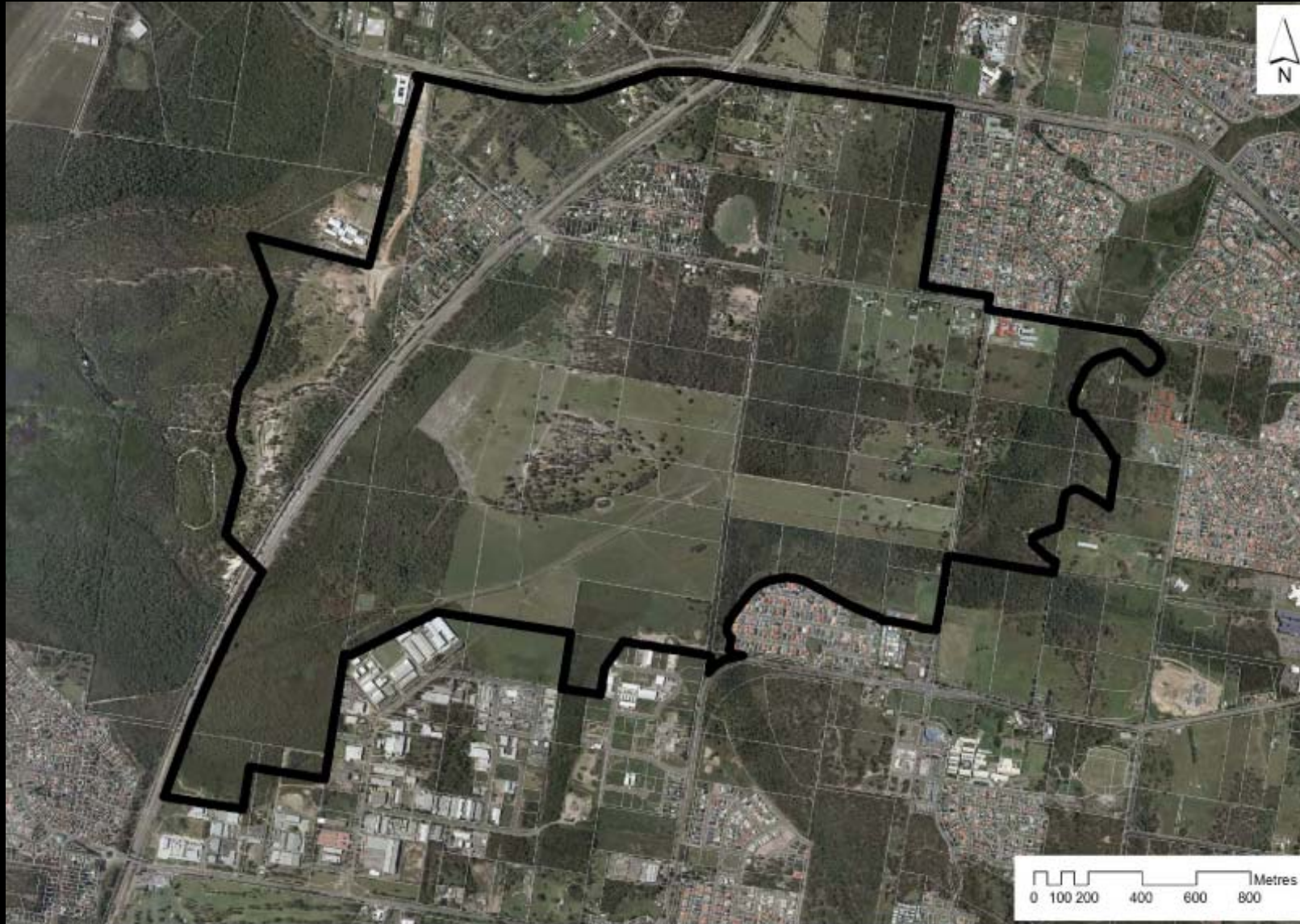
Existing Conditions Assessment

Regional Context



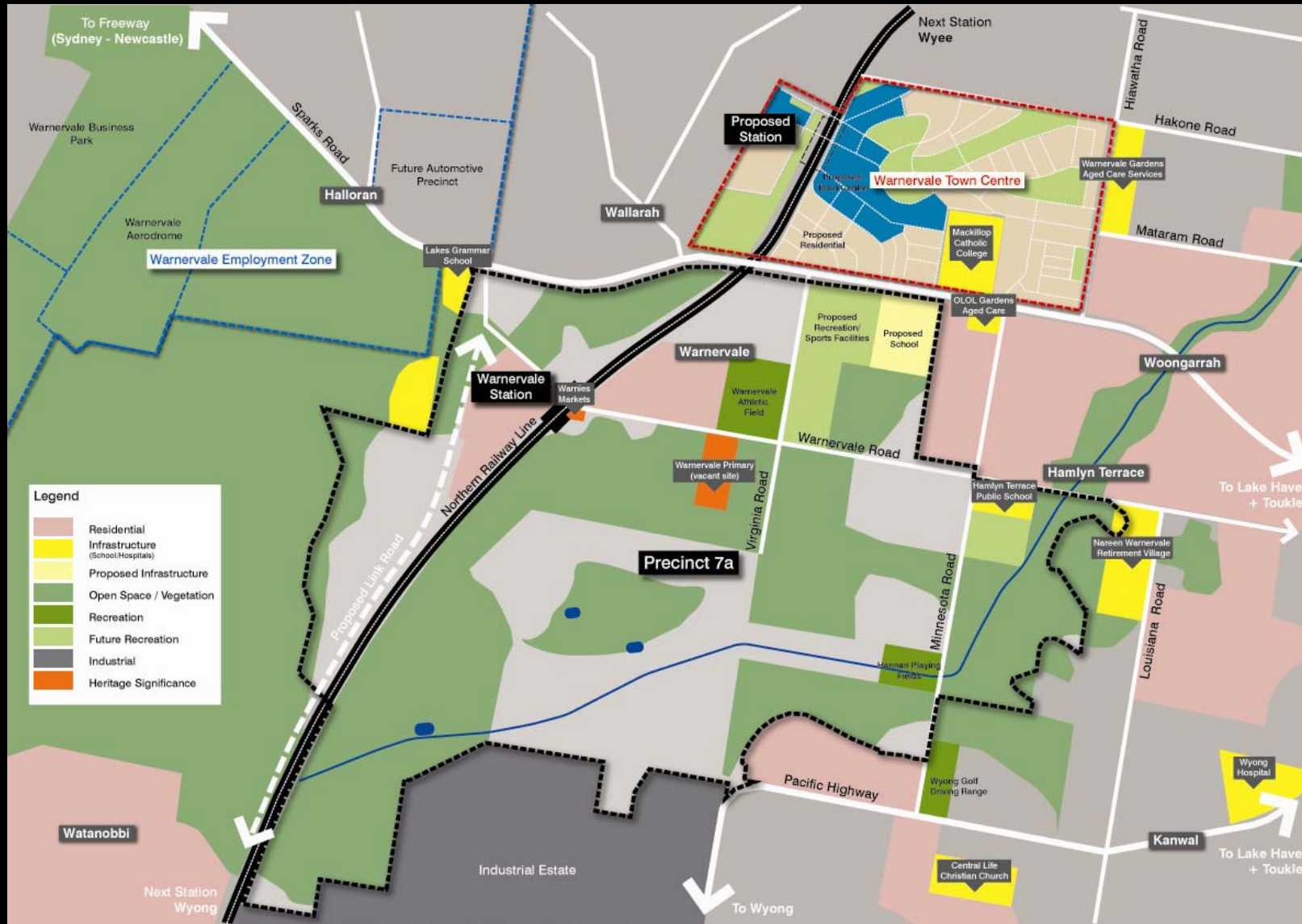
Existing Conditions Assessment

Site Location & Area



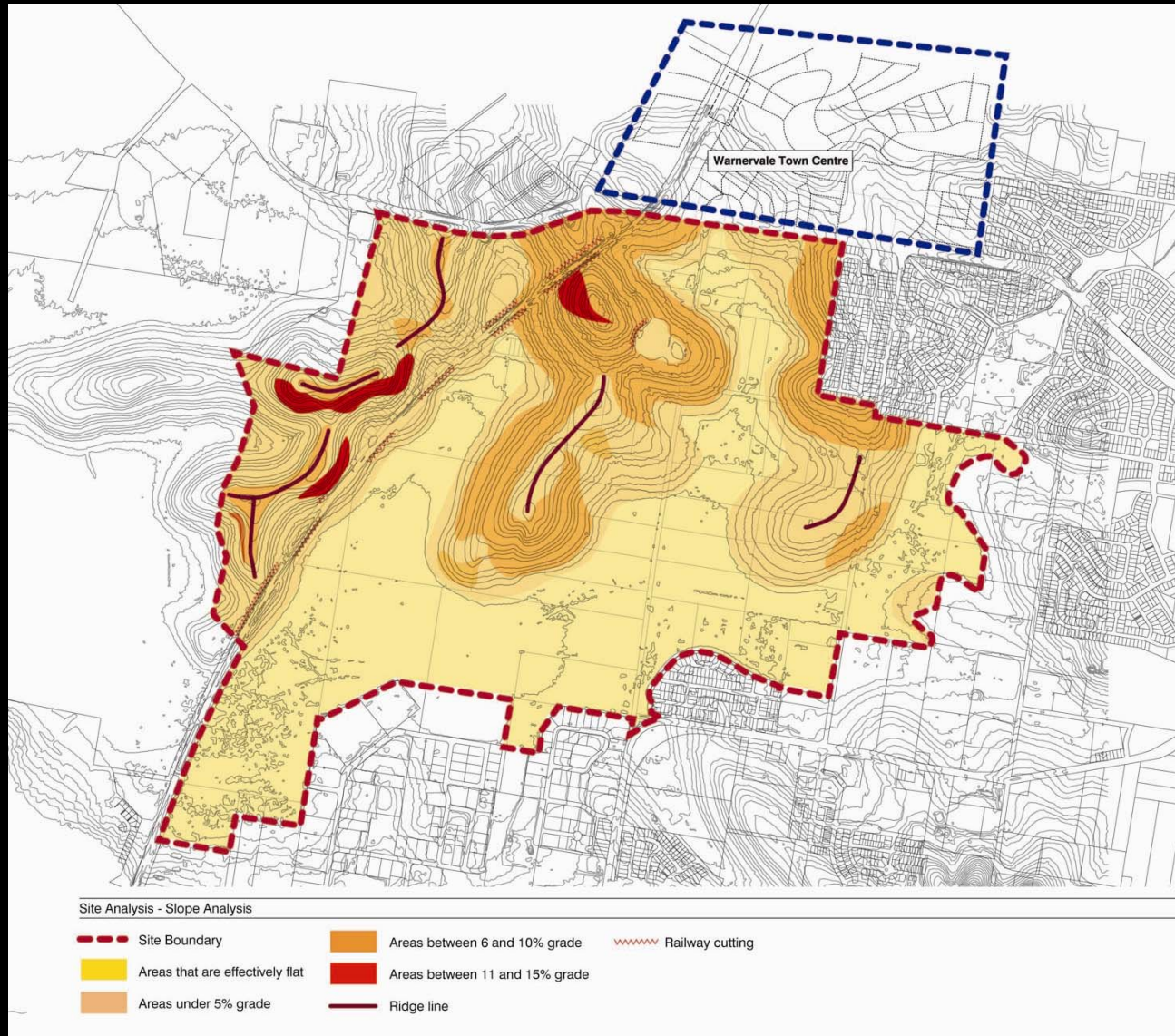
Existing Conditions Assessment

Local Context



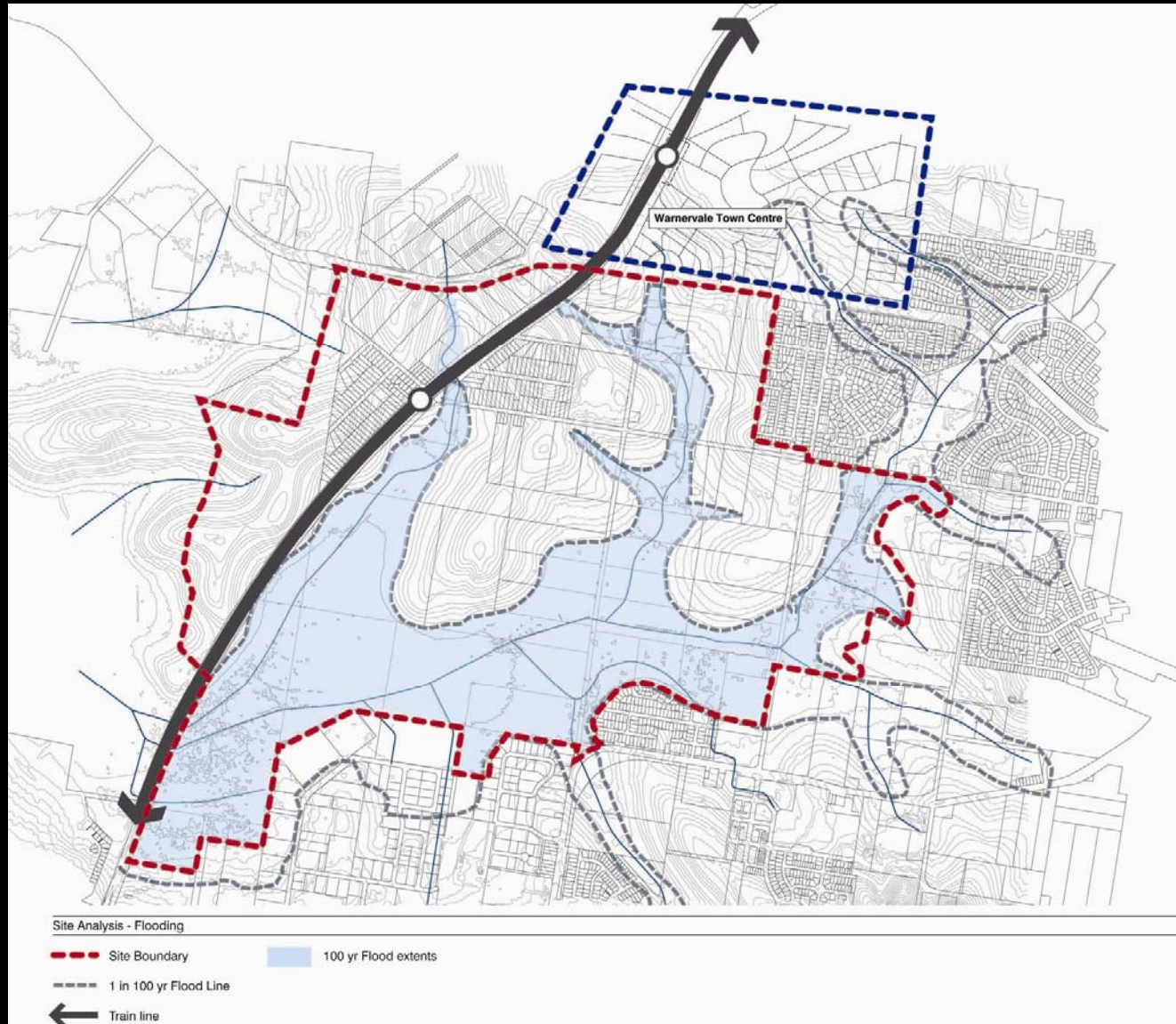
Existing Conditions Assessment

Slope



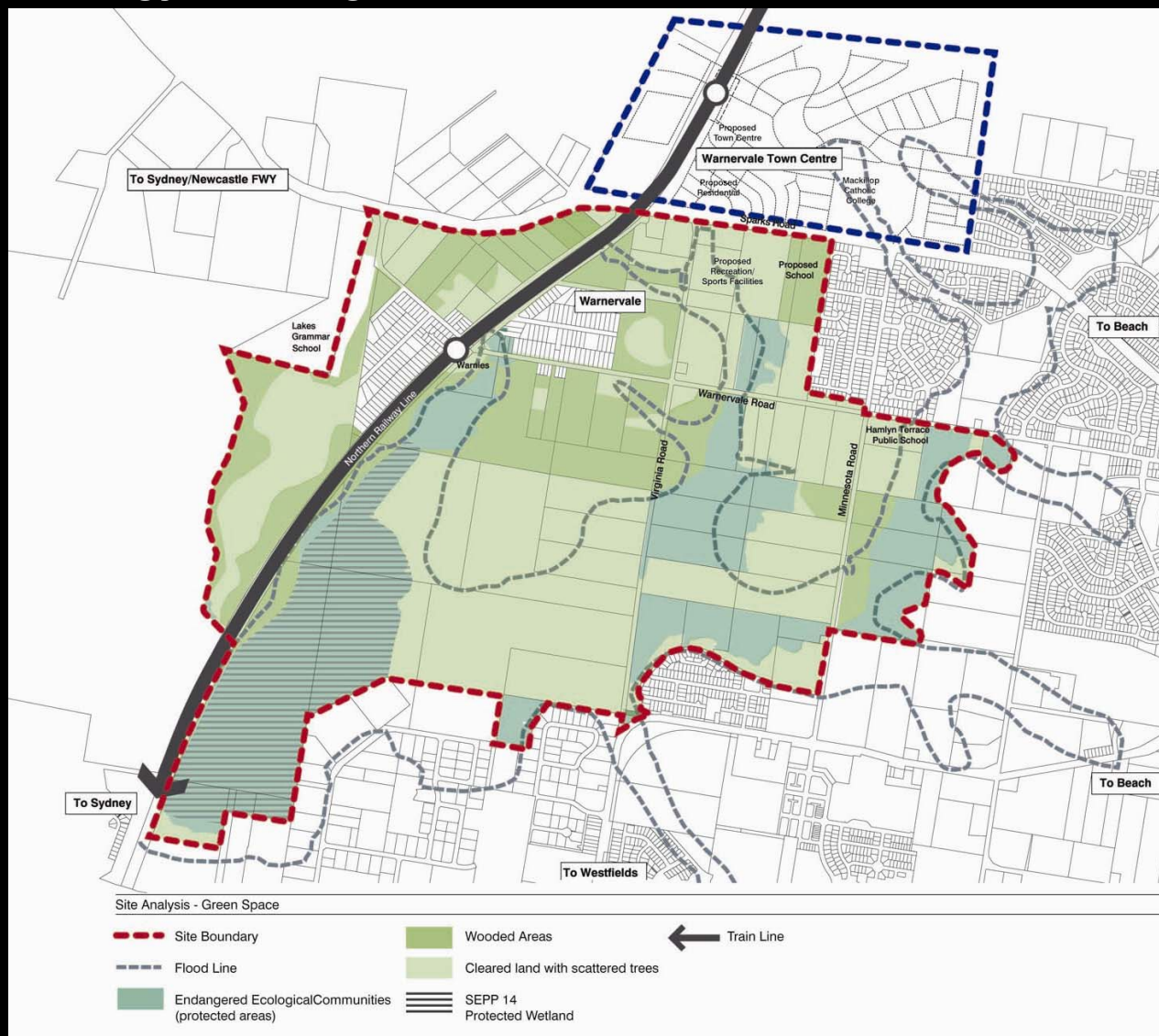
Existing Conditions Assessment

Flooding



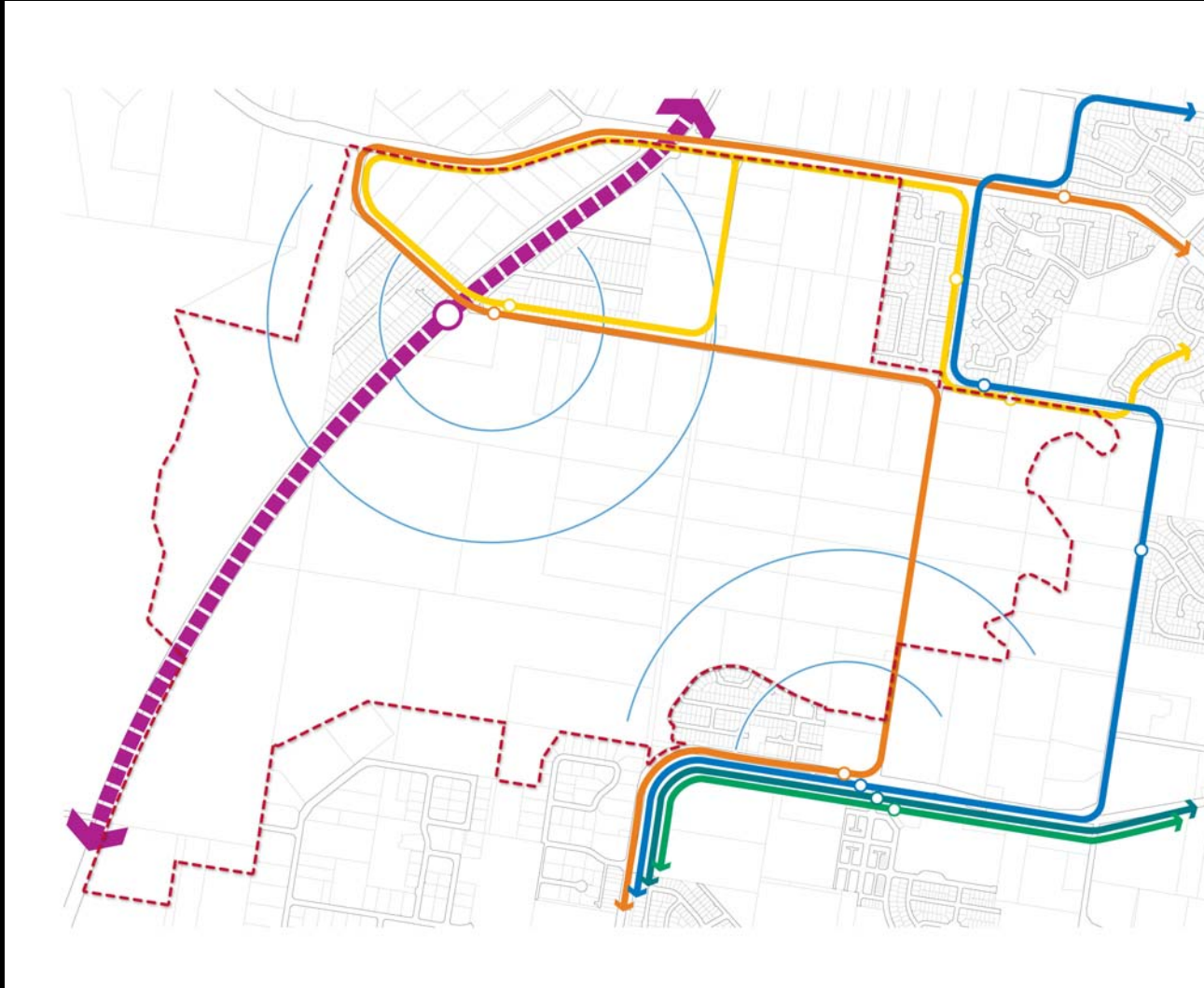
Existing Conditions Assessment

Ecology and Vegetation



Existing Conditions Assessment

Public Transport



Site Analysis - Existing and Proposed Land Use

- Low Density Residential Developments
- Rural Residential
- Caravan Park
- Retail
- Transport
- Community and Health
- Schools and Education
- Proposed School
- Proposed Rose Farm
- Leisure and Recreation
- Proposed Recreation open space, water management
- Public Parks and Green Space
- Employment and Industry
- Areas zoned for Future Residential
- Areas zoned for Future Health facilities
- Areas zoned for Future Employment and Industry

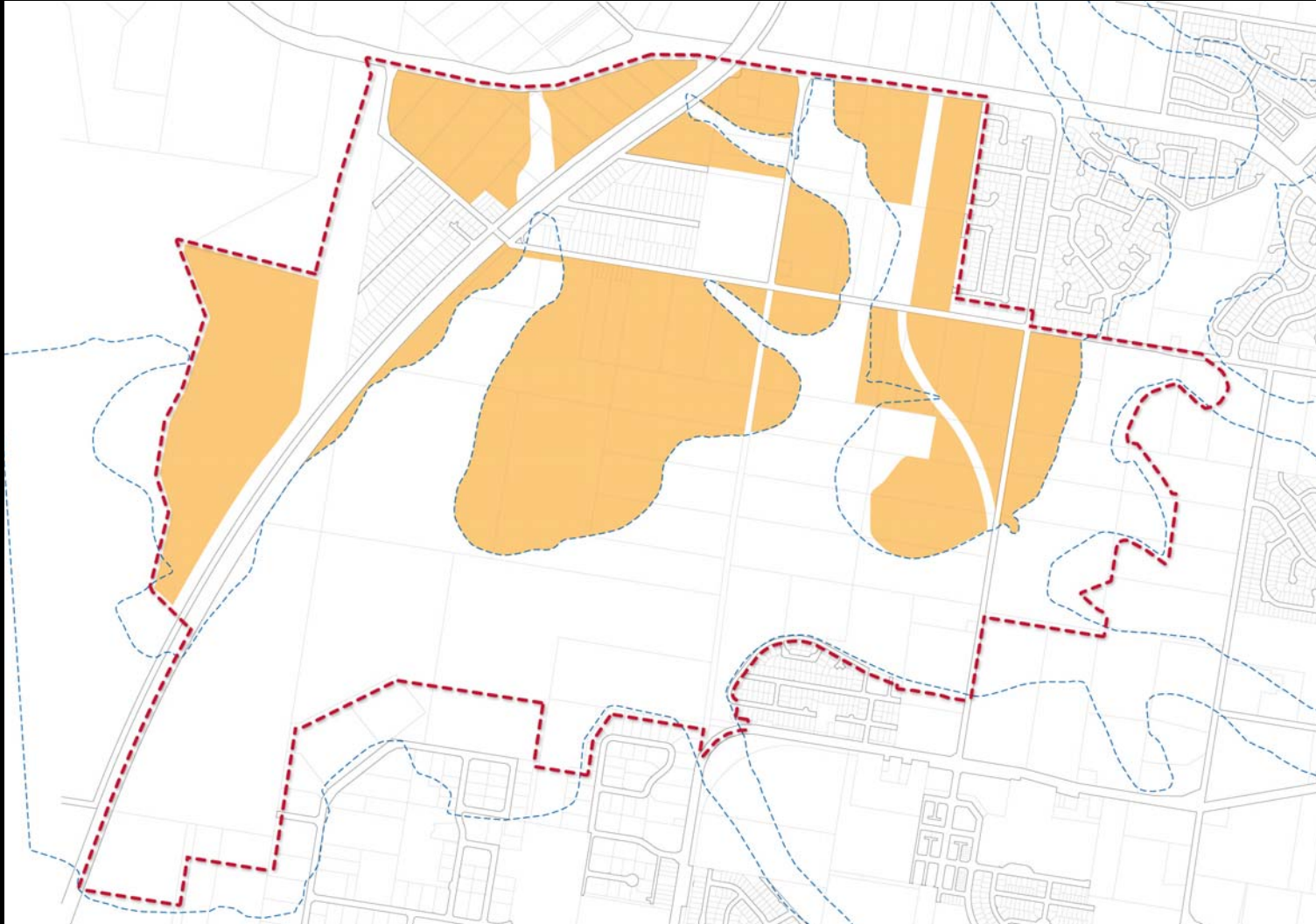
Options Development

Key Considerations:

- Developable Area
- Precincts
- Green Connections
- Structural Principles
- Neighbourhood Centre Location
- Employment v's Residential
- Sparks Road Frontage
- Presence or absence of new road links

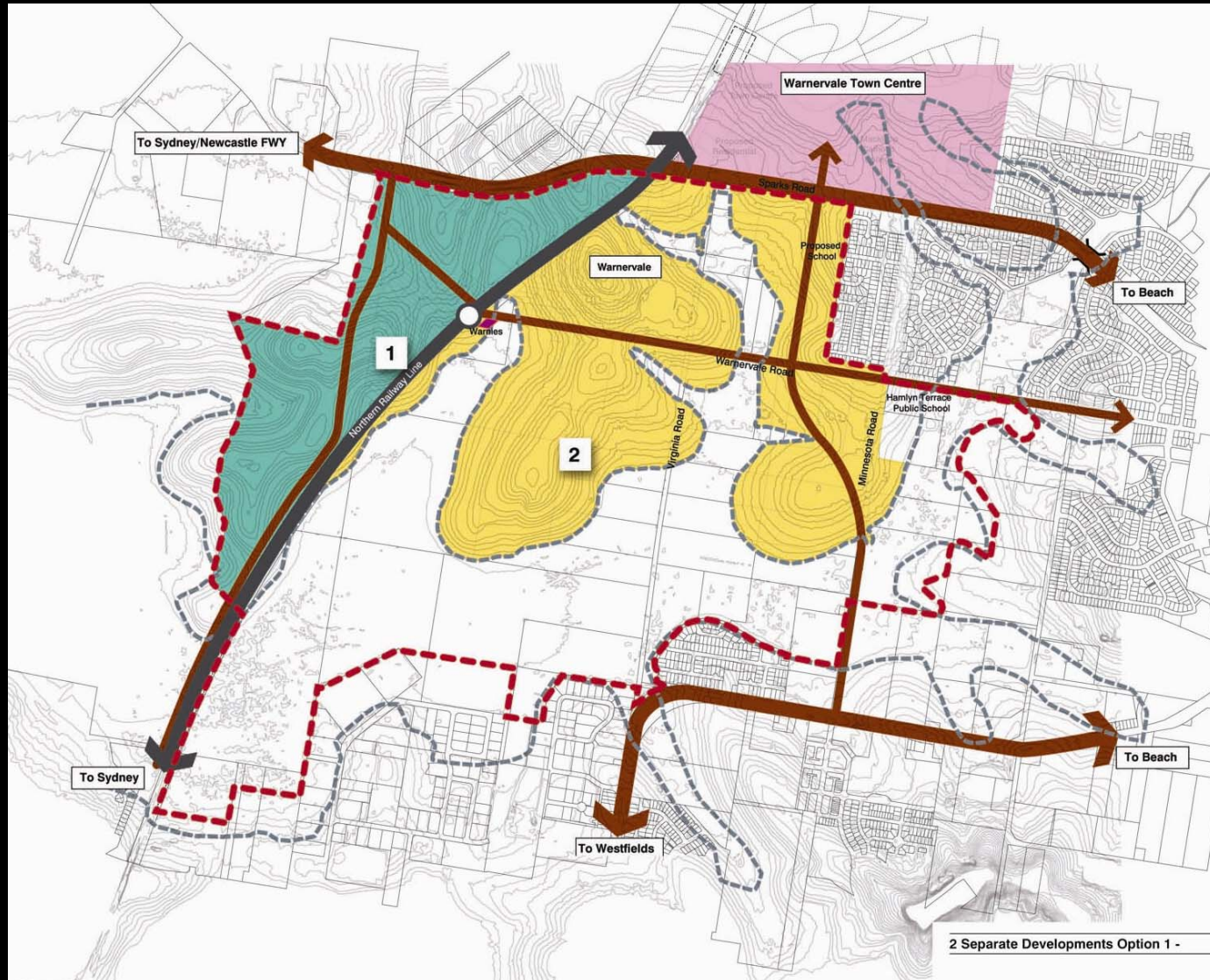
Options Development

Potential “Developable” Area



Options Development

Precincts



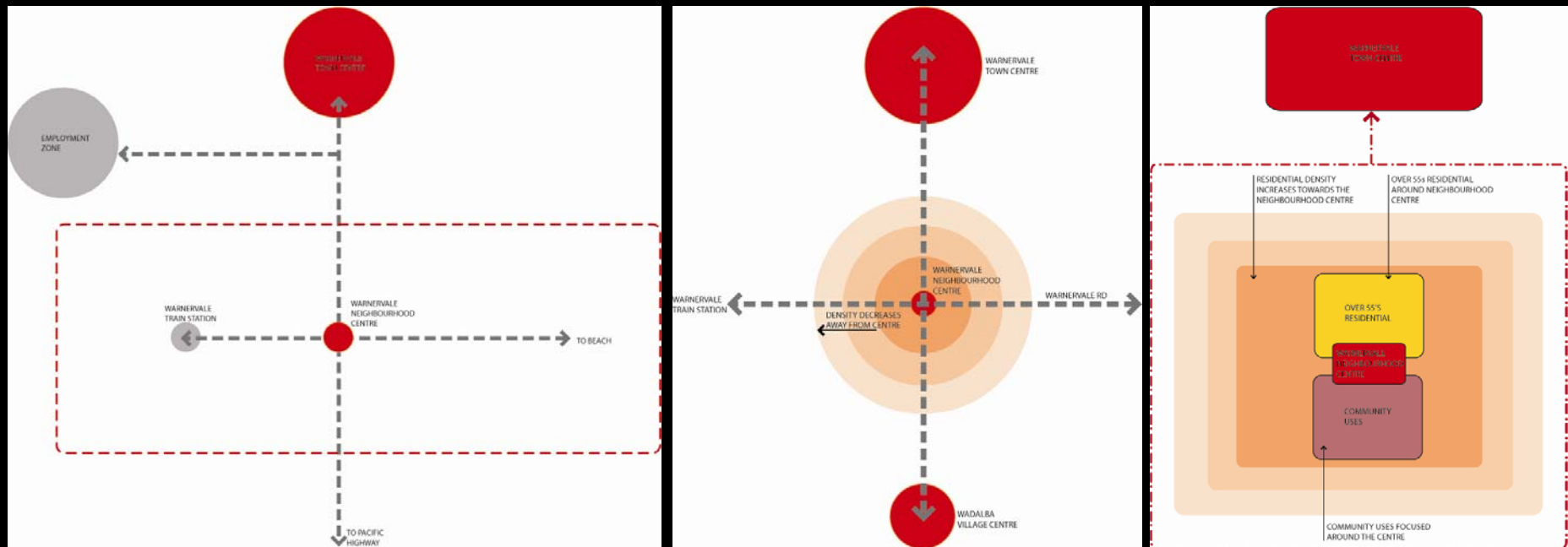
Options Development

Green Connections



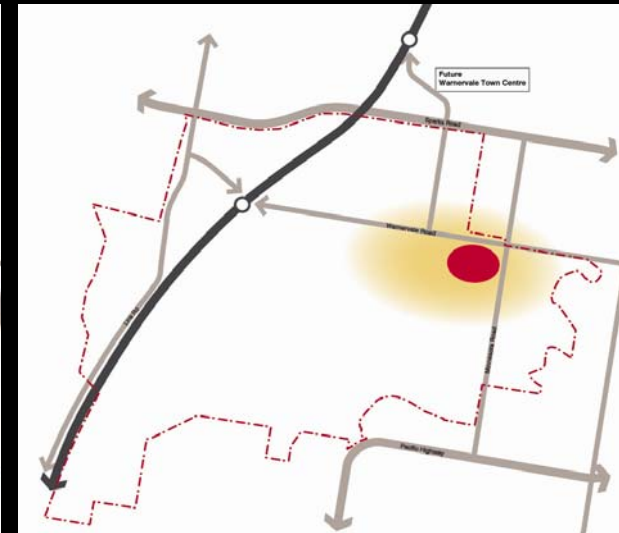
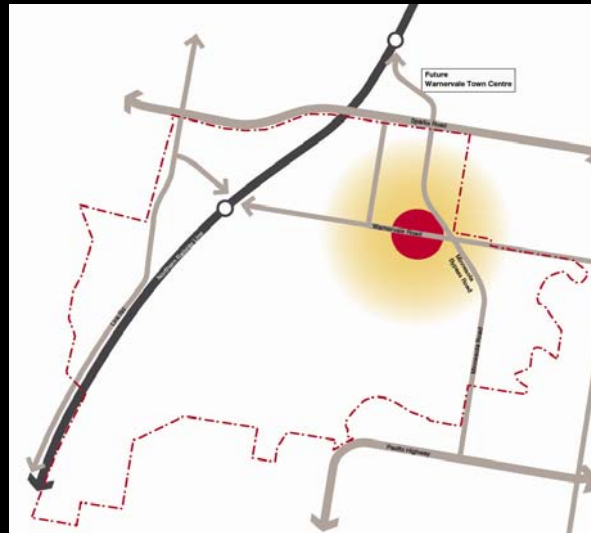
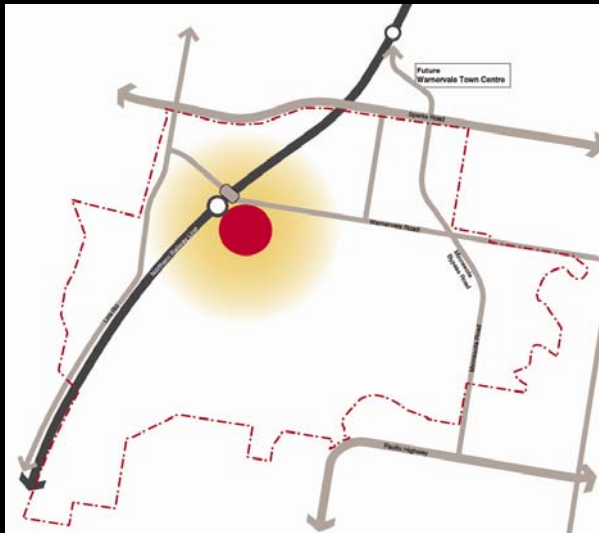
Options Development

Structural Principles



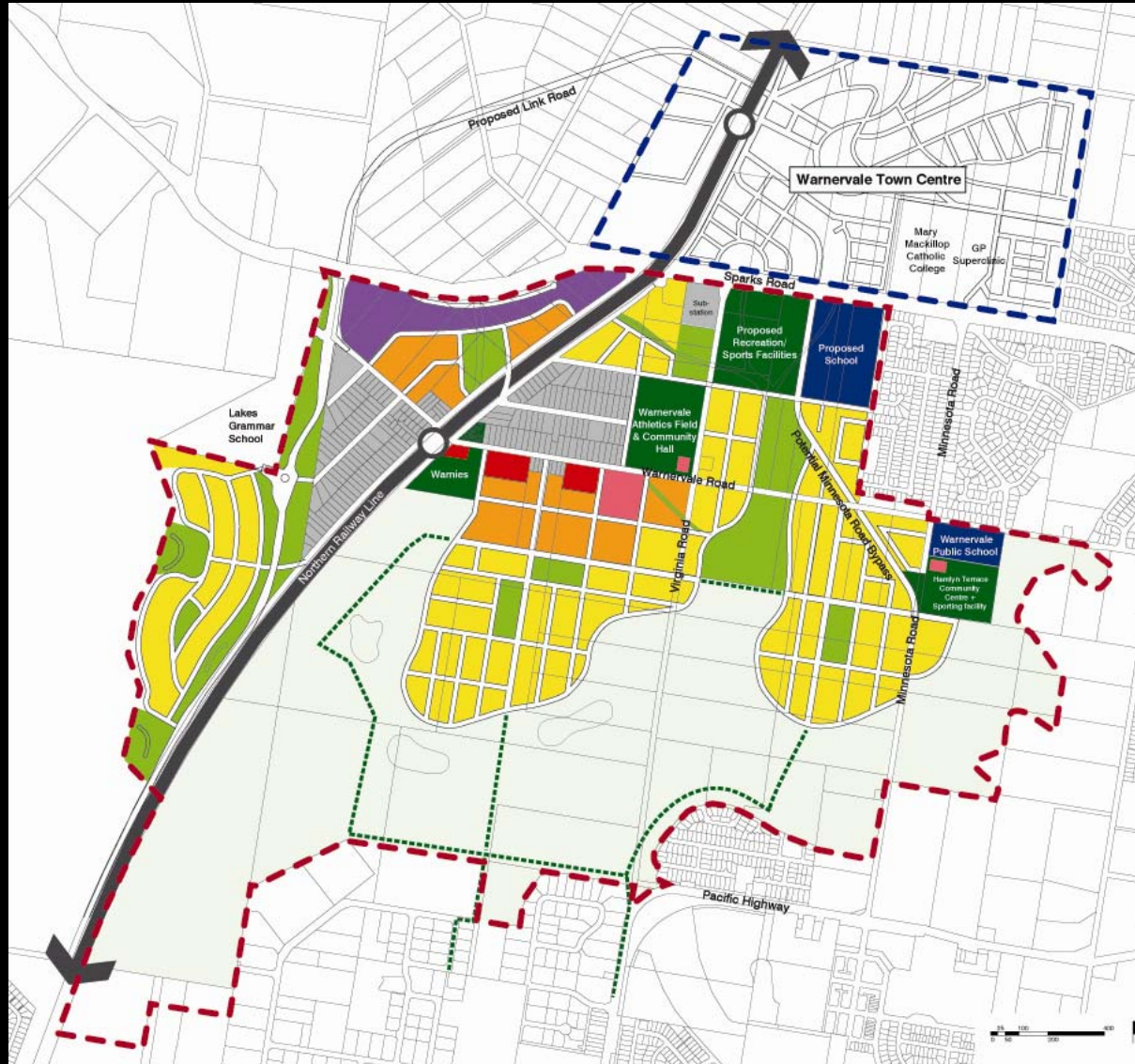
Options Development

Neighbourhood Centre Location



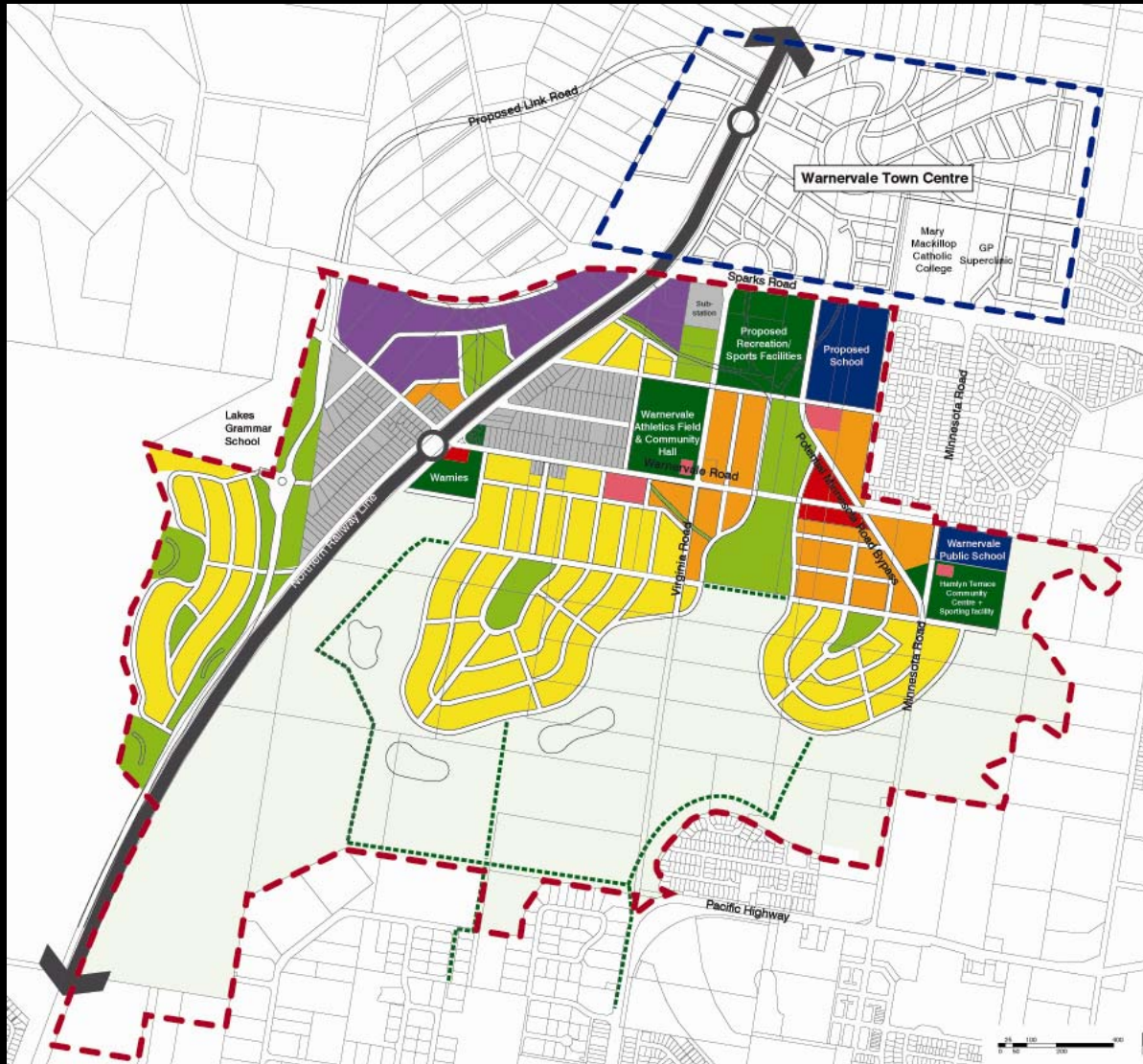
Options Development

Potential Option 1



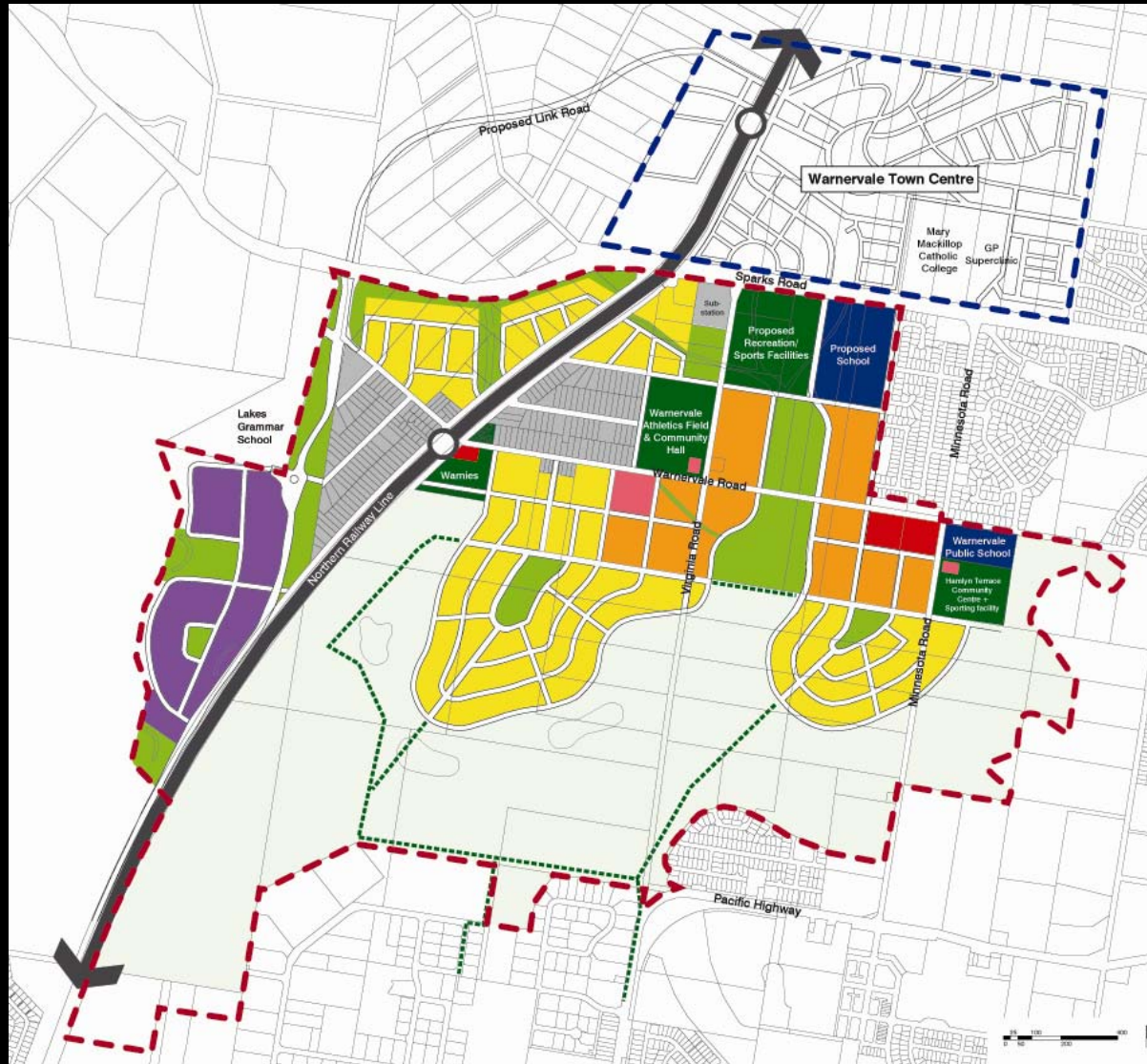
Options Development

Potential Option 2



Options Development

Potential Option 3

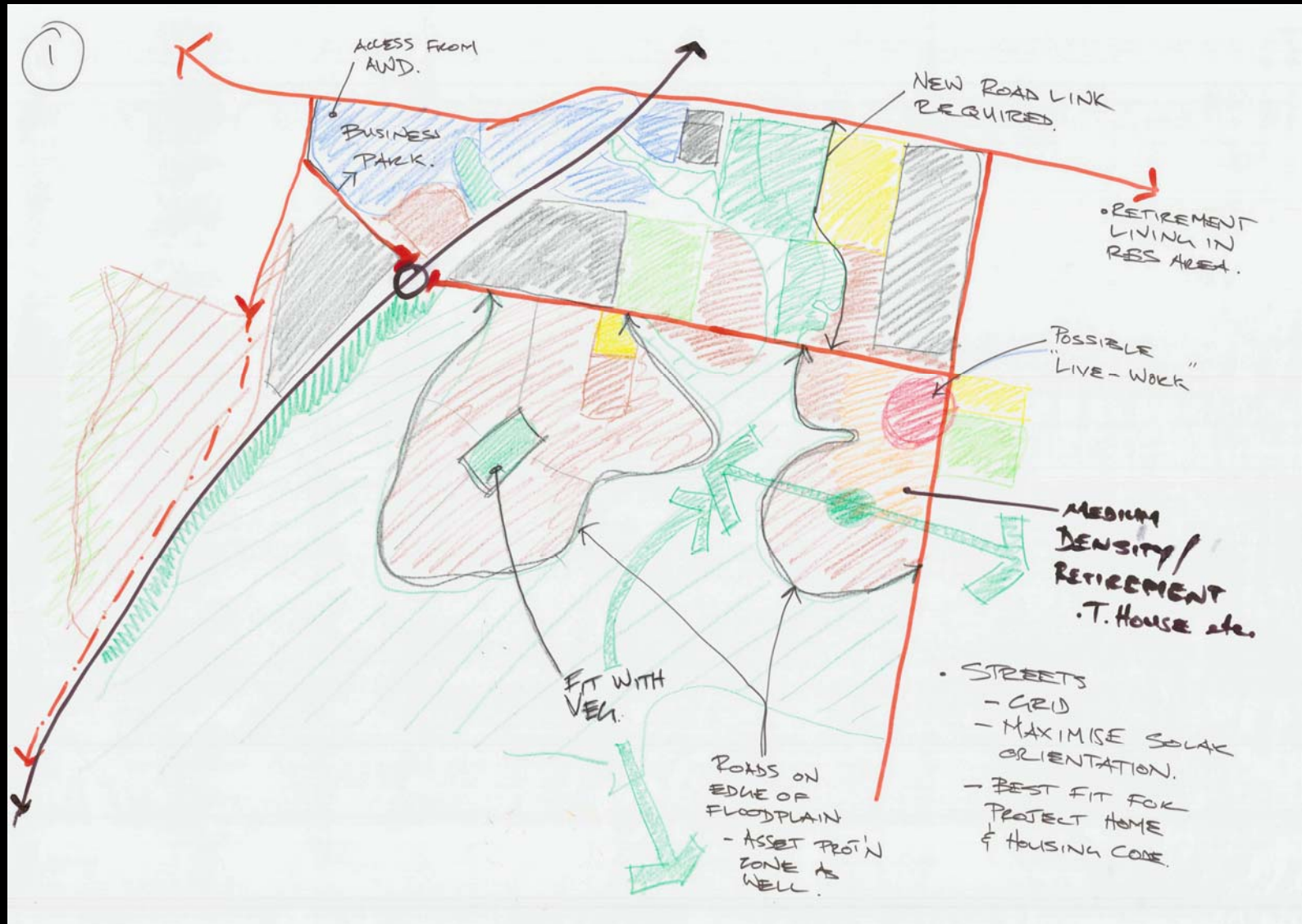


Charette Overview

November 2010

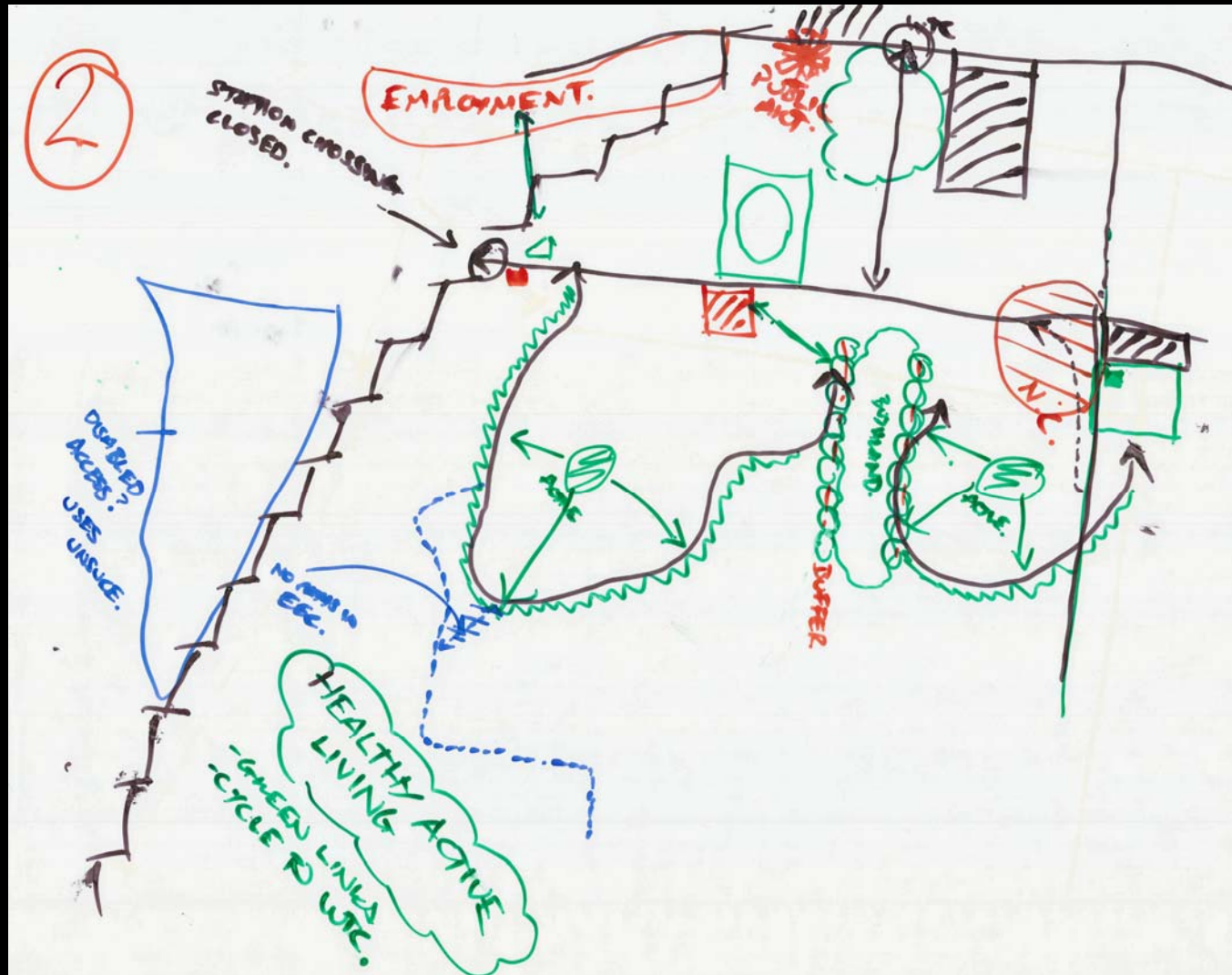
Workshop 1 - Stakeholders

Group 1



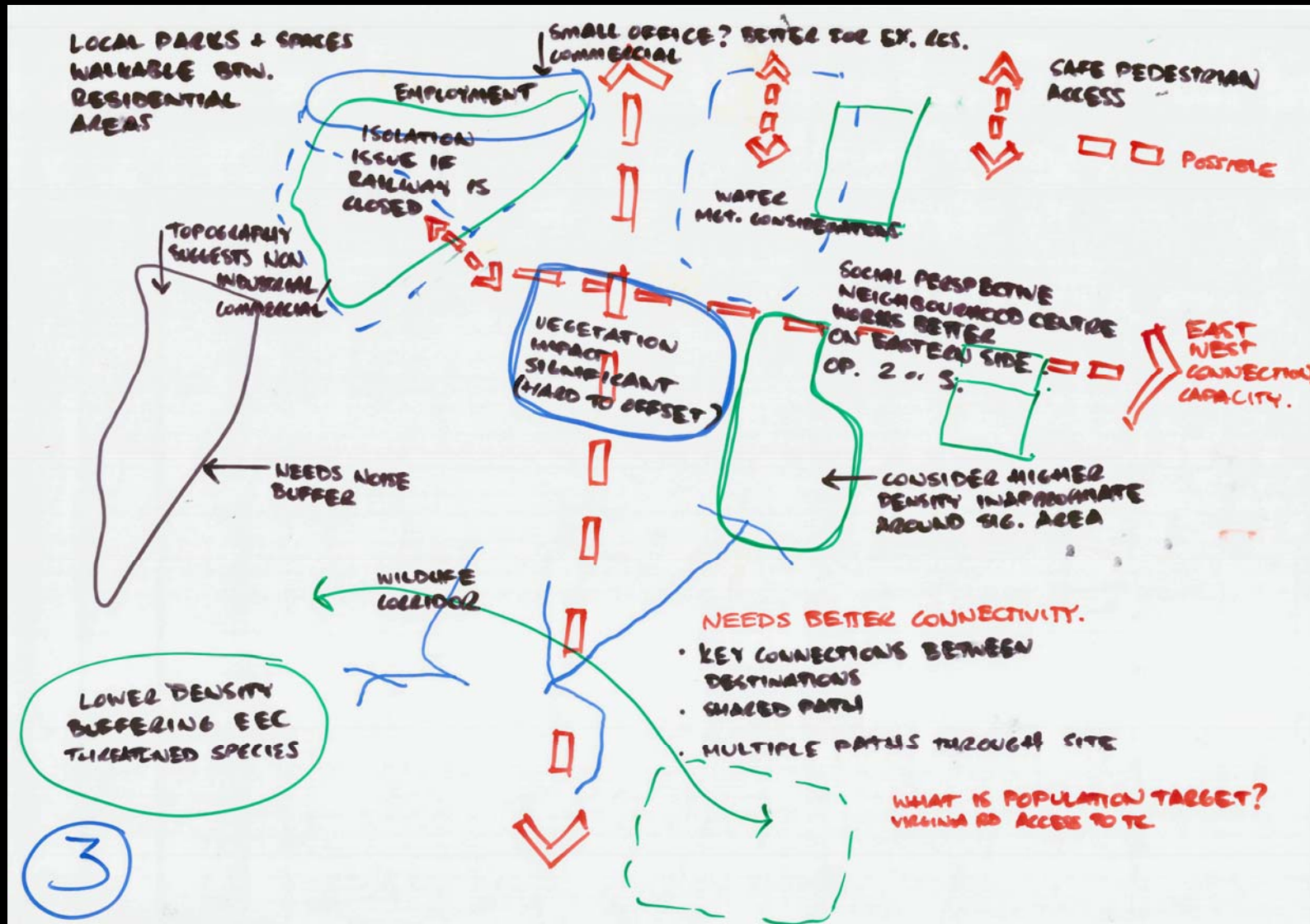
Workshop 1 - Stakeholders

Group 2



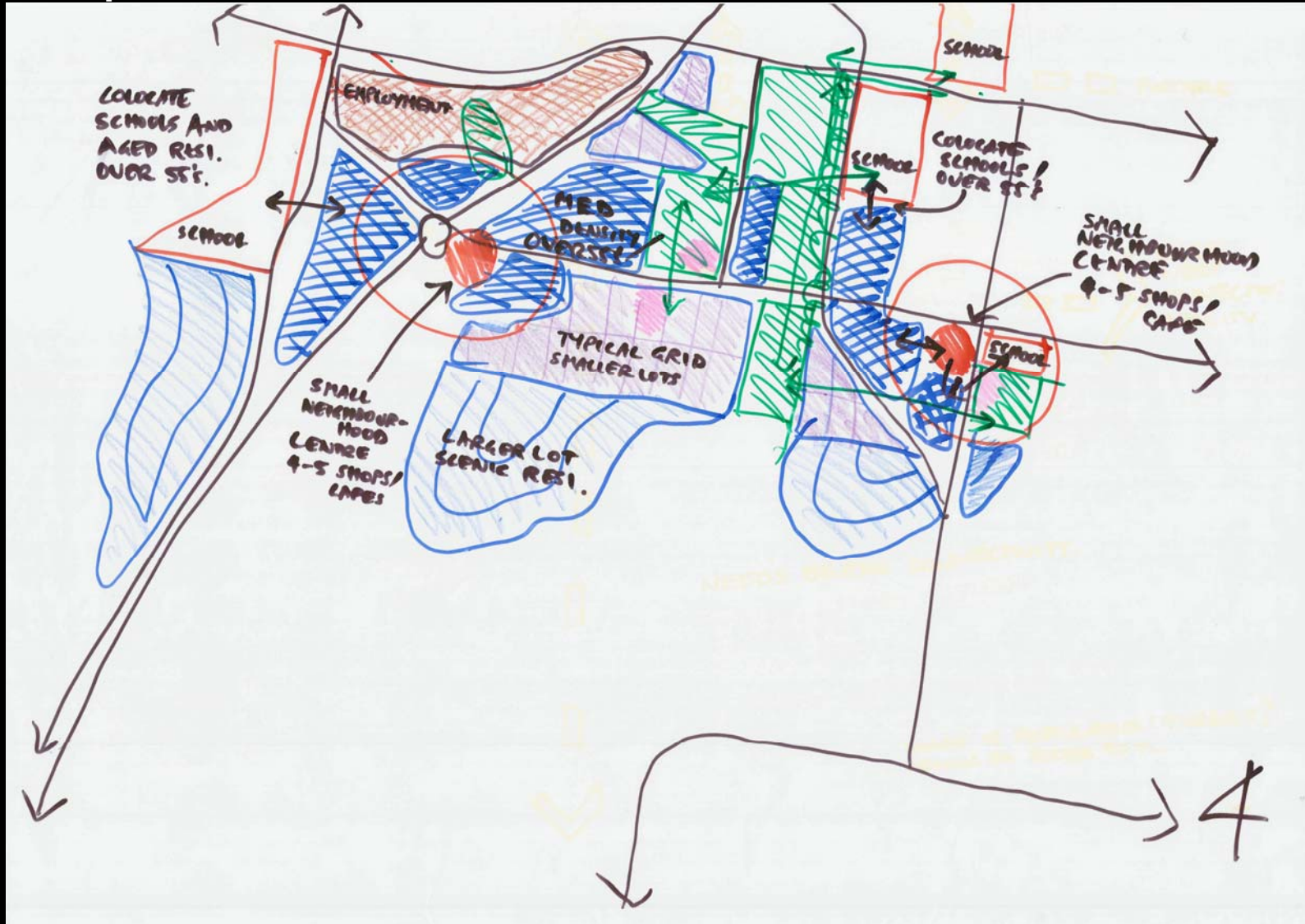
Workshop 1 - Stakeholders

Group 3



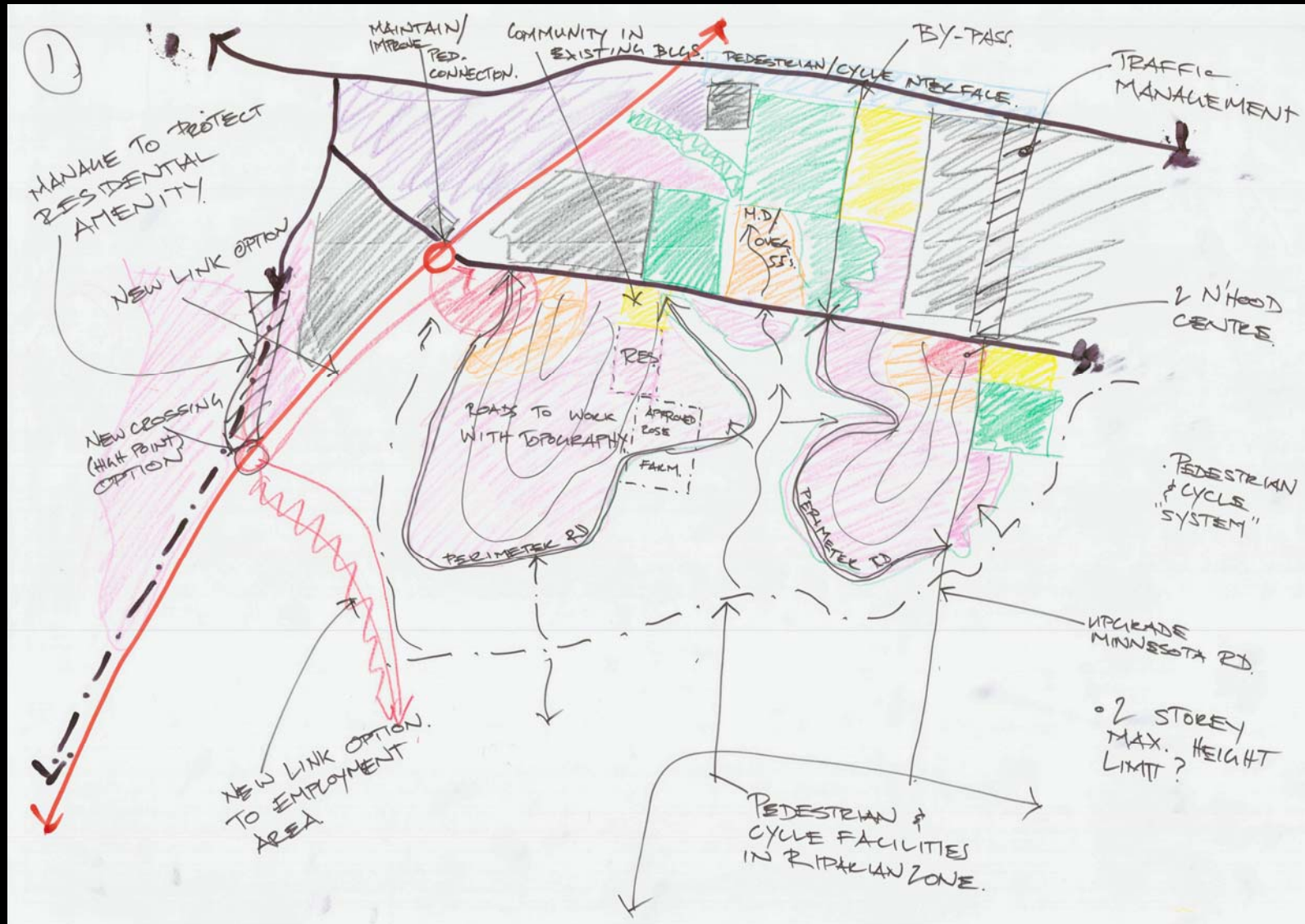
Workshop 1 - Stakeholders

Group 4



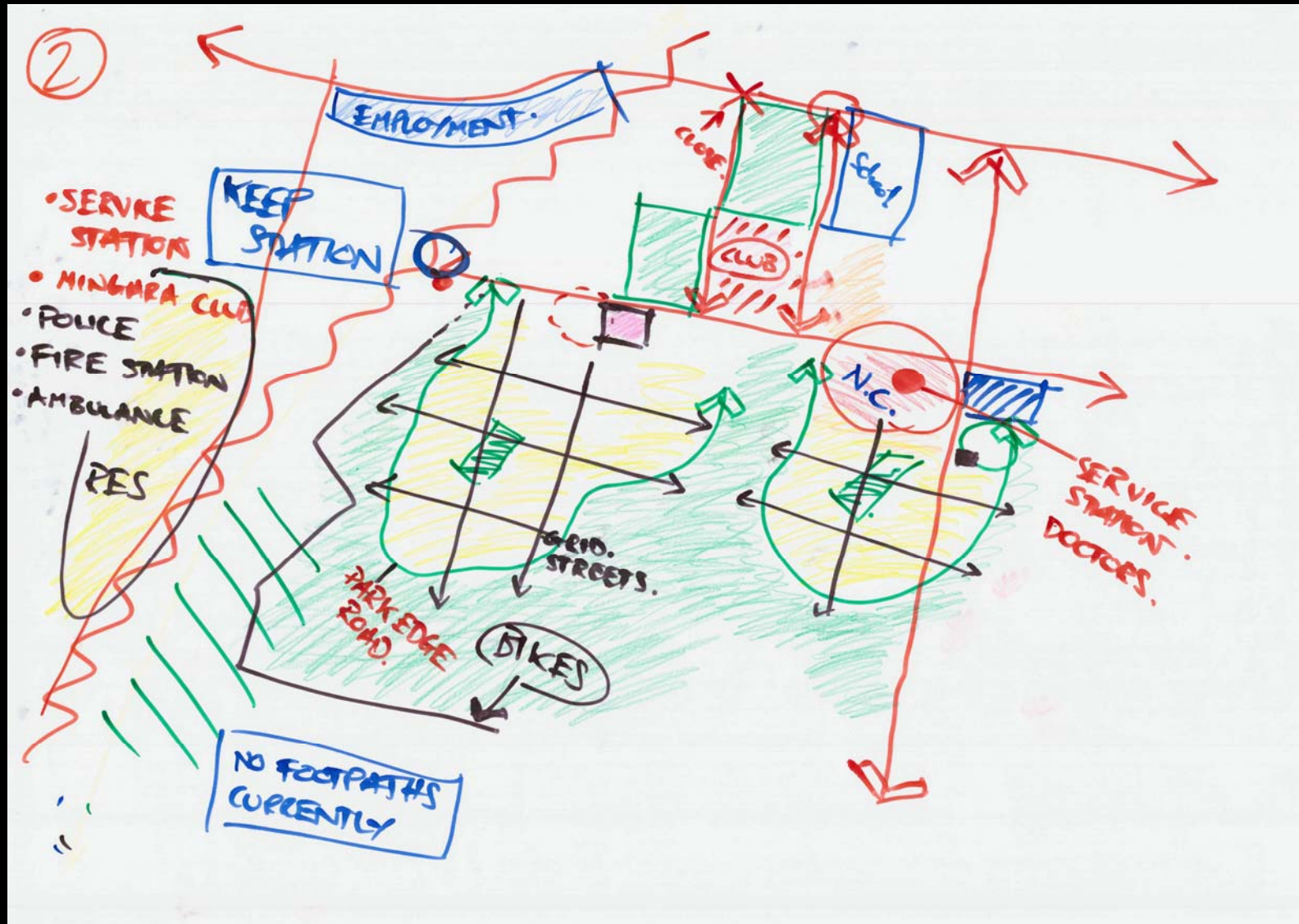
Workshop 2 – Community Members

Group 1



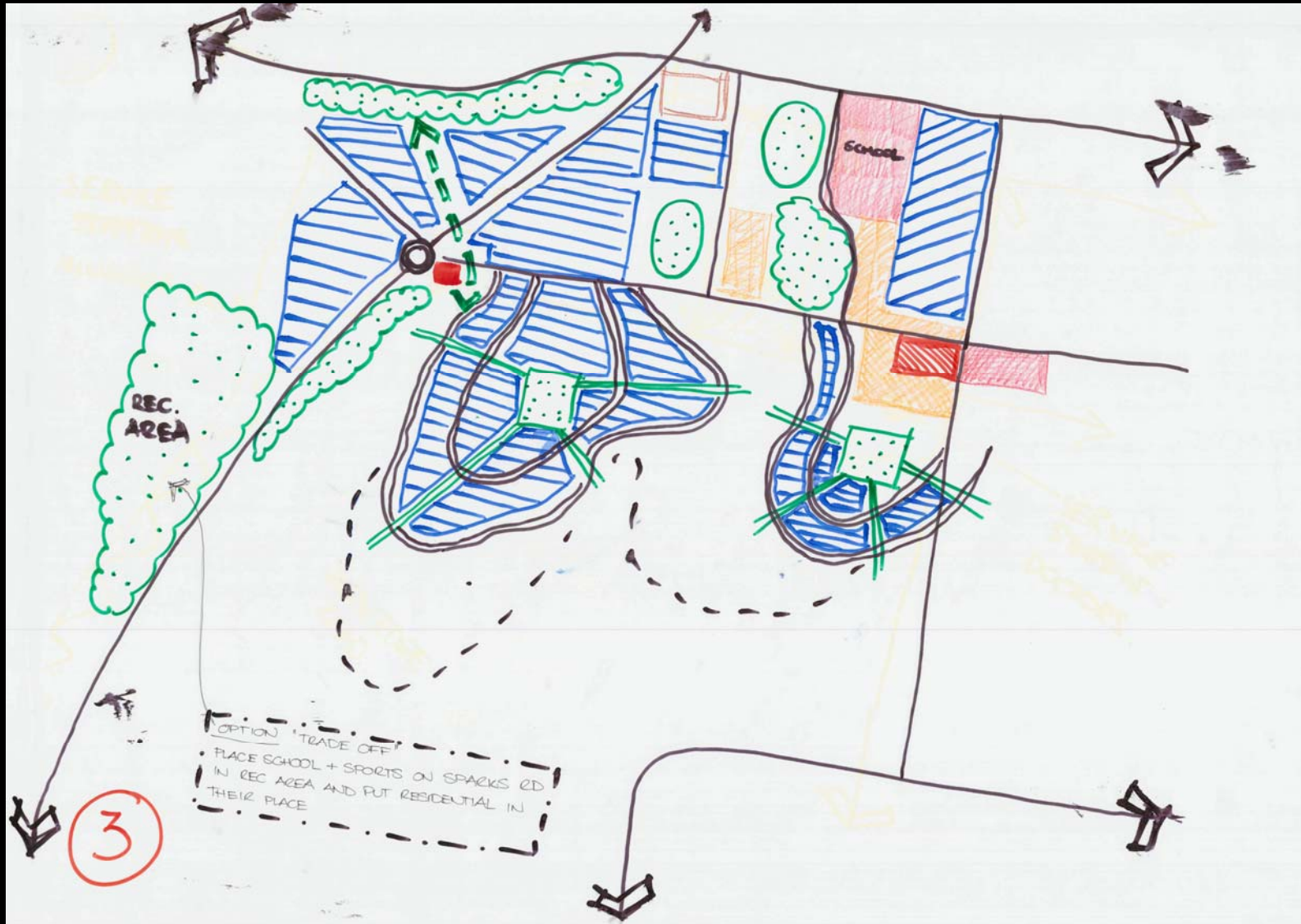
Workshop 2 – Community Members

Group 2



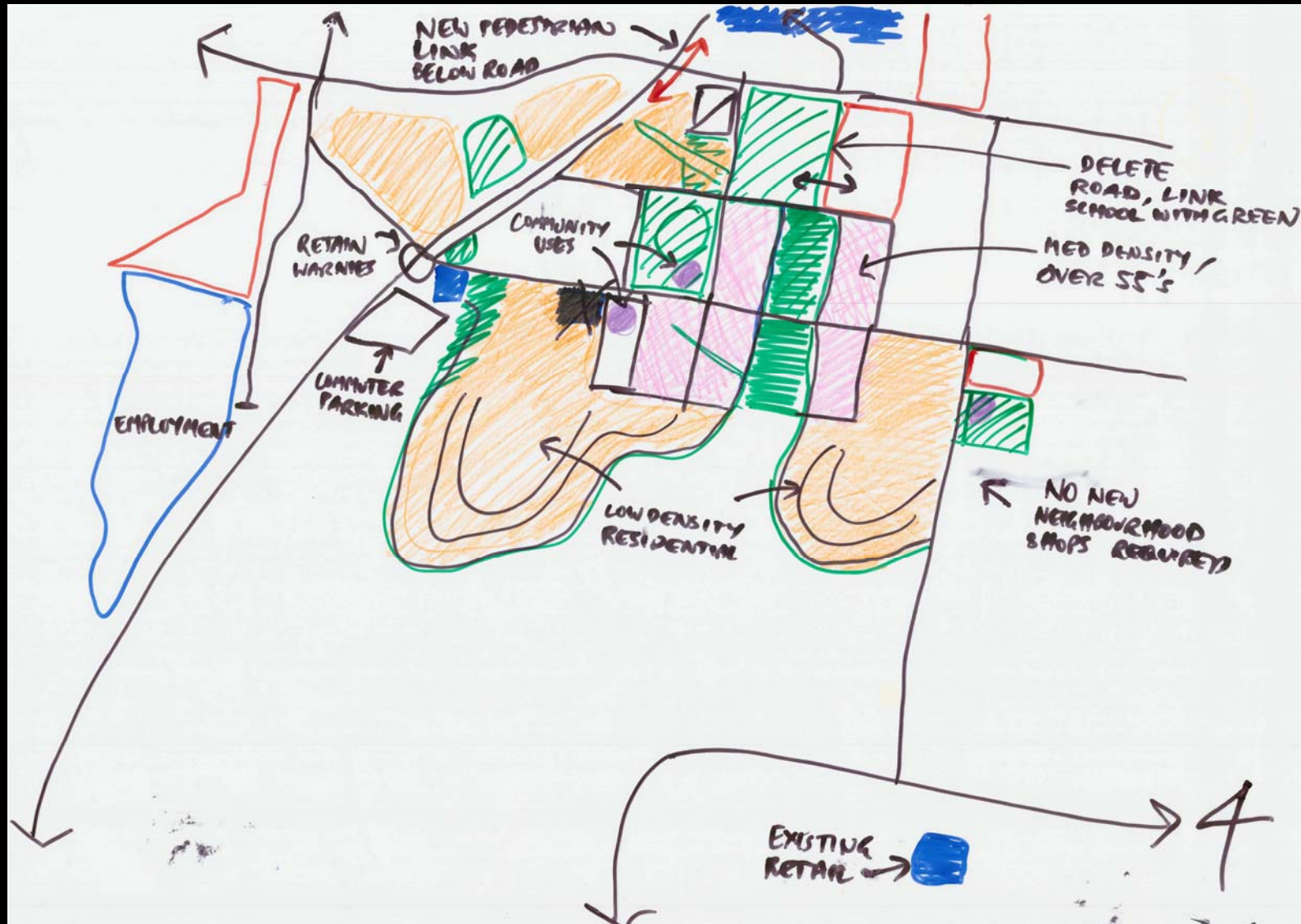
Workshop 2 – Community Members

Group 3



Workshop 2 – Community Members

Group 4



Workshop 2 – Community Members

Group 5



Outcomes of Charette

Key Issues Identified

Consistent themes

- Retain Warnies as the Neighbourhood Centre
- Park Edge Roads
- Connected green spaces with a mix of uses
- Prioritise bikes, pedestrians and healthy lifestyles
- Old school to facilitate community uses
- Maximise amenity of open spaces
- Pedestrian link (at least) across Warnervale Station
- Over 55's to be located around the Neighbourhood Centre

Key Issues Identified

Issues to be resolved

- Location and number of neighbourhood centres (1, 2 or more)
- Main traffic connection to Warnervale Town Centre. Direct or not?
- North-west and South-west employment/residential
- Street grid (NS/EW or with topography or both)
- Vehicular crossing over railway if level crossing is closed
- Number of connections/crossings to Sparks Rd

Feedback from Council

Key Issues Identified

EXECUTIVE COMMENTS

- Pedestrian crossing over the railway line
- Possible vehicular crossing over railway line
- Delete the eastern neighbourhood centre
- Allow for 2 storey villas/dual occupancies at the train station
- Residential uses rather than playing fields on Sparks Rd
- Area South-west of the train line to be designated as employment uses

Key Issues Identified

GENERAL COMMENTS:

BUILT FORM

- Mix of lot sizes to be determined
- No apartments - design for townhouses/villas
- East of the Link Rd is to be residential
- Neighbourhood centre limited to 1ha
- Medium density (over 55's) require large bushfire setbacks



Key Issues Identified

OPEN SPACE AND LANDSCAPE

- Landscape Buffer on busy roads for visual and noise amenity as well as 'no build' areas

ROADS

- Roads to bound all open spaces where possible
- Roads to be re-planned to avoid all EEC "Red Flag" areas

BICYCLE NETWORK

- Relocate bike track to avoid EEC
- Bicycle network requires further resolution to capitalise on amenity



Key Issues Identified

TRANSPORT ENGINEERS

- Locate vehicular overpass north of Warnies
- Avoid 4-way intersections on Warnervale and Minnesota Roads
- Inclusion of roundabouts at selected intersections

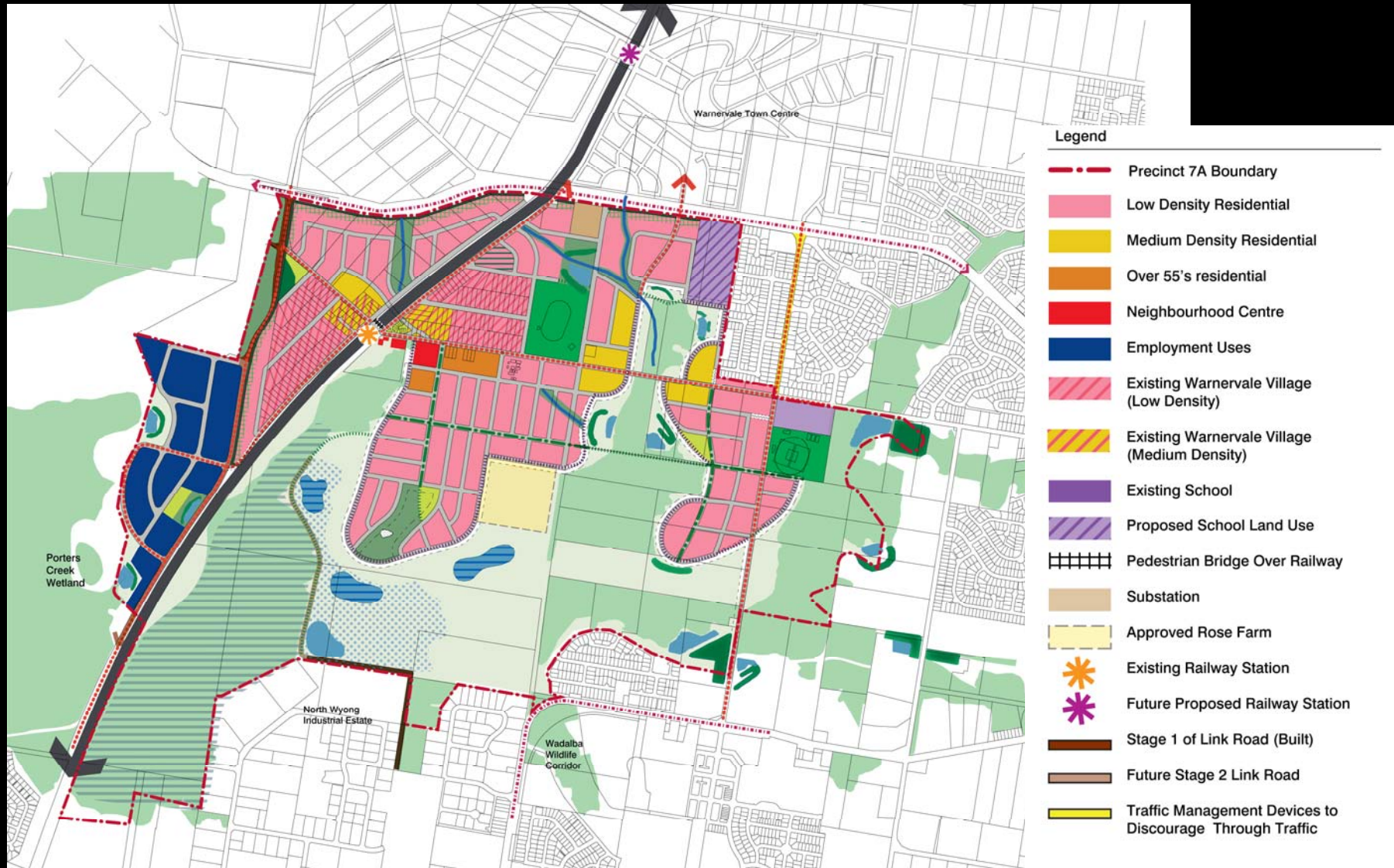
BUSHFIRE CONSULTANTS

- Include a 43m asset protection zone around the EEC edge. This also applies to open spaces over 1ha.
- Even larger setback are required for aged care and schools



Preferred Structure Plan

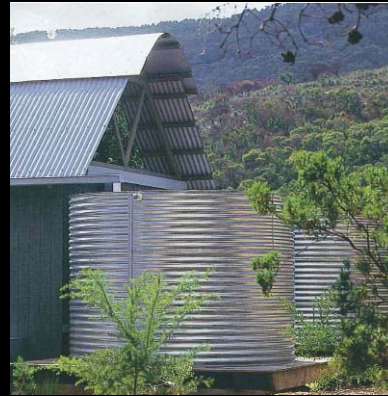
Preferred Structure Plan



Preferred Structure Plan: Design Principles

URBAN STRUCTURE & FRAMEWORK

- Maximise and build on site assets:
 - Open space network & vegetation
 - Warnevale Town Centre
 - Major transport infrastructure: train & road
 - Historic 'Warnies'
- Design to facilitate active, healthy & safe community
- Create a 'sense of place' appropriate to its context
- Provide diverse mix of residential options to appeal to a wide demographic including people with limited mobility
- Ensure ESD through quality urban design, landscaping, water management, solar orientation, built form design & construction.
- Create a benchmark development demonstrating new residential development on the Central Coast and NSW more widely.
- Incorporate ESD



Preferred Structure Plan: Design Principles

LAND USE

- Mix of low & medium density residential to a maximum 2 stories with no residential flat buildings.
- A new employment zone along the proposed Link Road.
- A small neighbourhood centre will be established at 'Warnies.'
- A diverse range of green open spaces including usable parks and recreation sporting fields as well as conservation areas which will be closed to the public.



Preferred Structure Plan: Design Principles

CONSERVATION OF NATURAL VALUES

- Developable area determined by avoiding and preserving the Endangered Ecological Conservation areas and natural water systems of the area.
- Incorporate Water Sensitive Urban Design measures throughout.
- Retain existing significant trees in parklands, the widened verges and medians of key streets, and within large lot setbacks where appropriate.
- Locate new parks to retain significant existing vegetation where possible.



Preferred Structure Plan: Design Principles

OPEN SPACE, LANDSCAPE AND DRAINAGE NETWORK

- Provide a network of green spaces connected with bike/pedestrian paths.
- Design the landscape and drainage network to protect and integrate with the regional green corridor running through the site.
- Provide a diverse range of accessible public open spaces including:
 - Parks with formalised structures and play equipment
 - Open parkland with grass and trees
 - Recreational playing fields
 - Landscaped buffers to major roads
- Maintain protected less accessible green spaces including:
 - Flood plain, wetlands and restoration areas
 - Constructed wetlands
 - Endangered Ecological Communities (EEC)



Preferred Structure Plan: Design Principles

OPEN SPACE, LANDSCAPE AND DRAINAGE NETWORK

- Incorporate views to open space to terminate streets where possible.
- Provide roads at the perimeter of all open spaces to maximise the public amenity and access to these spaces.



Preferred Structure Plan: Design Principles

STREETS

- Provide a connected and permeable roughly orthogonal grid of streets terminating with views towards open space where possible.
- Establish a hierarchy of streets which maximise convenience, amenity and safety for pedestrians, cyclists and cars.
- All streets to have on street parking, street trees and footpaths on both sides.
- Boulevards as key green link roads to include a central median with an additional row of trees.
- Minimise the use of roundabouts where ever possible and especially on local roads in residential areas as they are very difficult and dangerous for pedestrians and cyclists.
- Provide landscaped buffers for visual and acoustic privacy between residential areas and major roads.



Preferred Structure Plan: Design Principles

NEIGHBOURHOOD CENTRE

- Provide an active neighbourhood centre located near the train station with up to 10 local convenience shops.
- Ensure adequate convenient parking is provided immediately adjacent.
- Design shops and businesses to address the street with access from a north facing widened paved footpath with links them all together.
- Retain historic 'Warnies' as a centrepiece of the neighbourhood centre and build on this character with new buildings in a modern yet sympathetic manner.



Preferred Structure Plan: Design Principles

RESIDENTIAL DEVELOPMENT

- Provide a diverse range of housing types to appeal to different demographic groups including families, empty-nesters, couples, singles, and older people.
- Develop environmentally sustainable housing products that remain affordable and appropriate to the Wyong market.
- Include wider shallower blocks and generous side setbacks to maintain the feeling of space between houses while ensuring affordable prices lot sizes.
- Incorporate low scale medium density housing options including villas, town houses and 'big houses' but not residential flat buildings.
- Locate medium density housing in areas of maximum amenity such as overlooking parkland or near the neighbourhood centre and with good public transport access.



Preferred Structure Plan: Design Principles

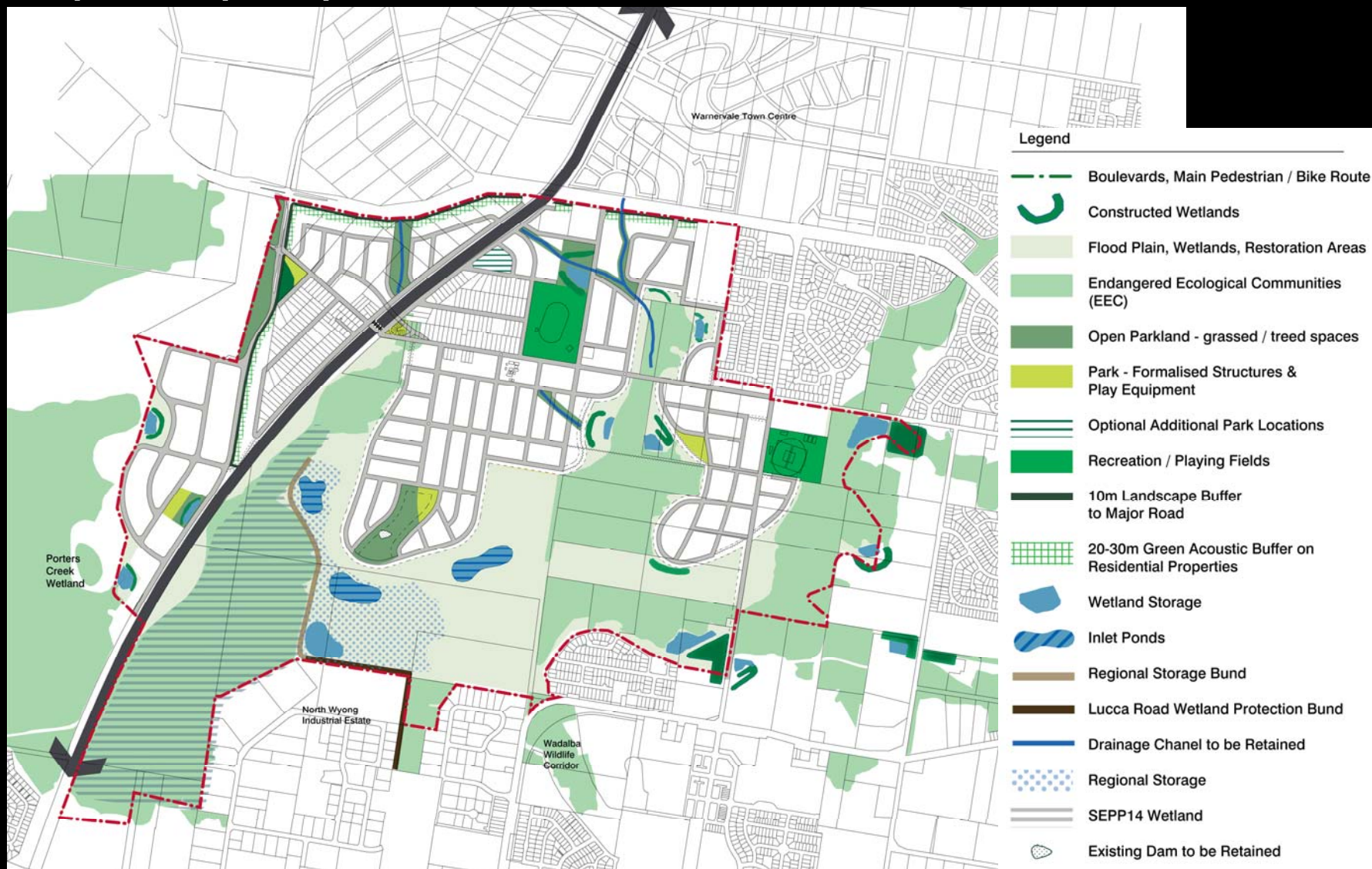
EMPLOYMENT AREA

- Create amenity through maximising views towards the adjacent Porters Creek Wetland and beyond, as well as to the other open spaces and wetlands within the employment area.
- Capitalise on views to the south and west especially from more elevated areas.
- Provide generous tree lined streets with footpaths and on-street parking on both sides.
- Encourage the development of a quality employment/business park through the use of controls regarding setbacks, built form, parking behind buildings, landscaping, fencing and signage.



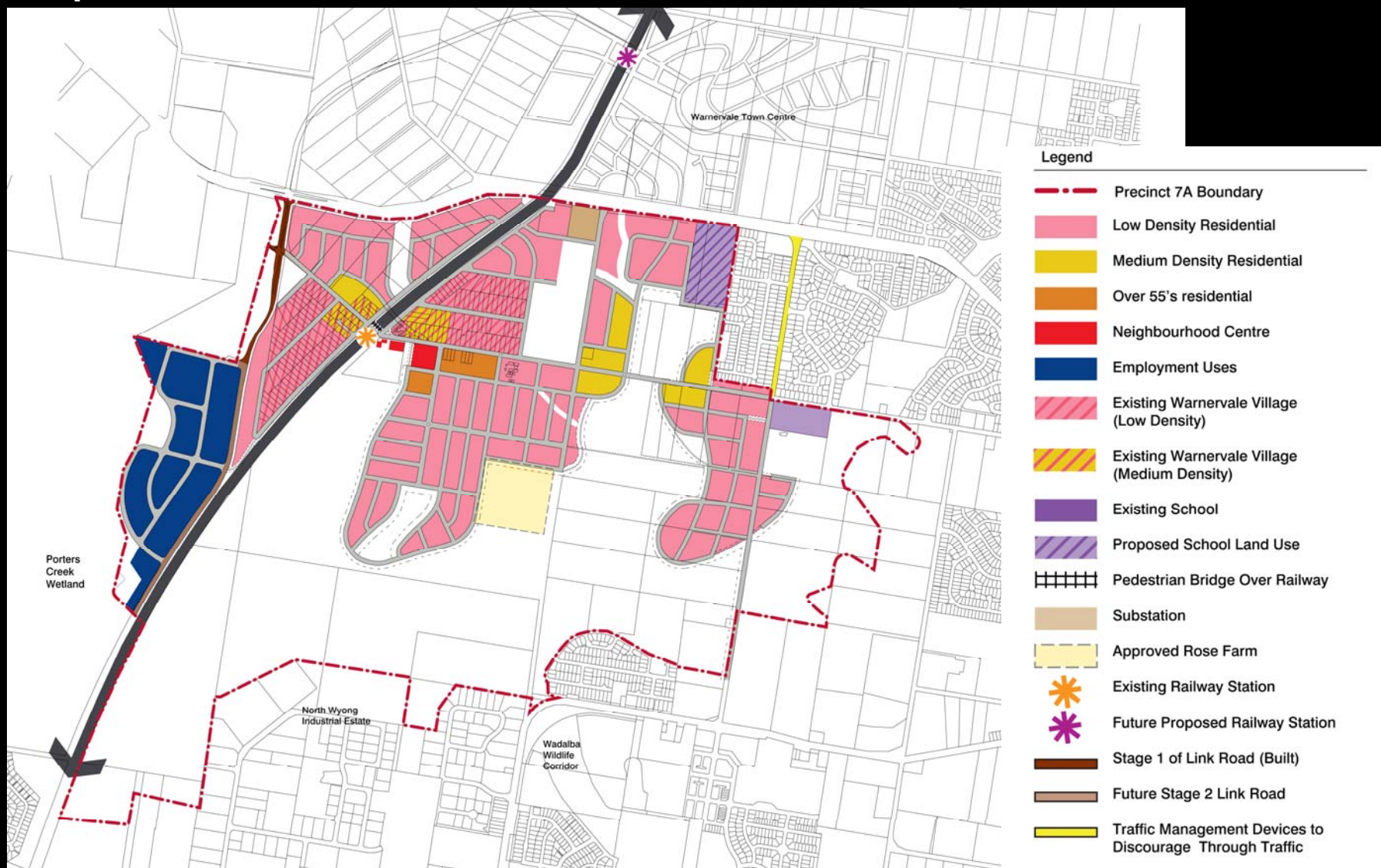
Preferred Structure Plan

Proposed Open Space Network



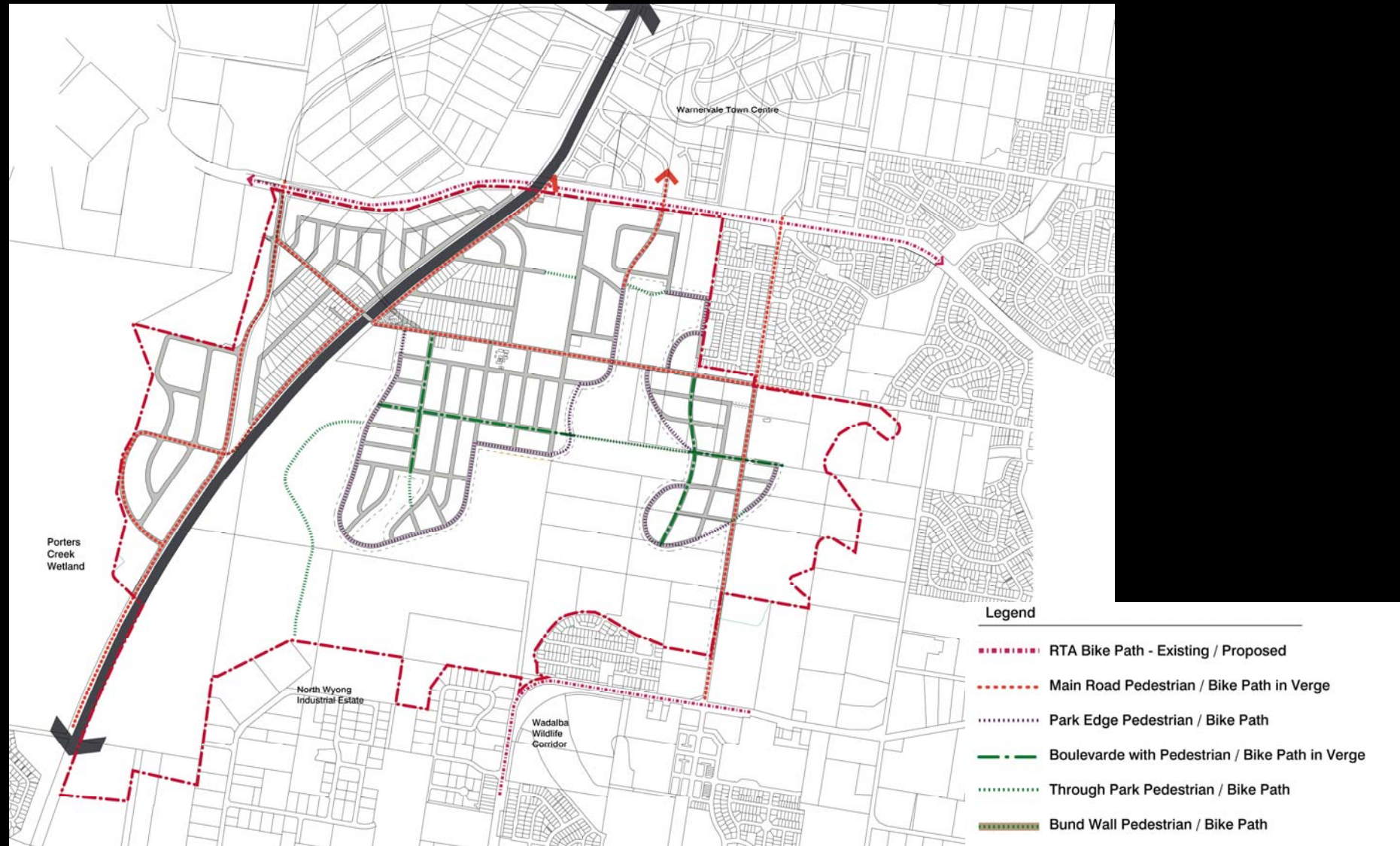
Preferred Structure Plan

Proposed Land Use

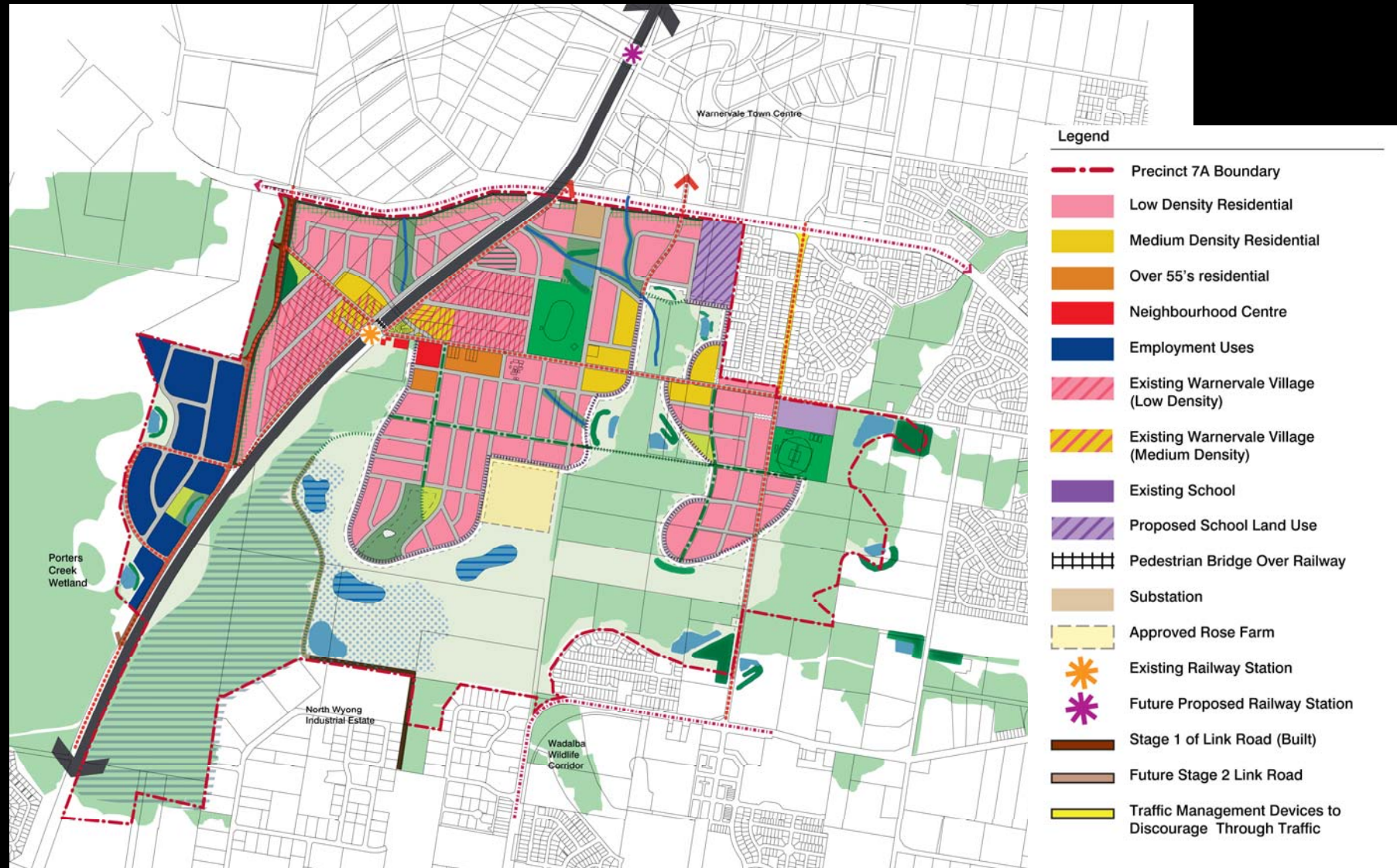


Preferred Structure Plan

Proposed Cycle Network



Preferred Structure Plan



Next Steps – The Master Plan

Master Plan Report

1. Introduction
2. Final Structure Plan
3. Illustrative Master Plan
4. Development Principles
5. Streets and Pedestrian / Cycle Access
6. Character Statements and Precedents
7. Typical Built Form Guidelines
8. Indicative Lot Layout
9. Area Schedule and Potential Yield
10. Sustainability Assessment

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