

CHAPTER 6.1 KEY SITES

1.0 INTRODUCTION

1.1 Objectives of this Chapter

The principal aim of this Chapter is to provide an overall land use structure and policy framework for the preparation of a site specific DCP Chapter and Masterplan for each of the Key Sites to which the LEP applies. The specific objectives of this Chapter are:

- To provide appropriate controls and incentives to attract investment within Wyong Shire on the specified Key Sites
- To ensure development promotes design excellence through high quality, visually attractive architectural design, consistent with the principles of ecologically sustainable development
- To incorporate a well-designed, safe and active public domain within the development concept to contribute to the wellbeing of the community
- To promote the integration of economic, social and ecological sustainability principles into development to encourage vibrant and liveable communities and ensure the future health of the local environment
- To engage and inform the community on future development opportunities and challenges for each Key Site
- To facilitate the orderly and economic development of the land with increased density of land use and other developer bonuses
- To promote employment generation within Wyong Shire through an improvement of the built environment and public domain
- To encourage development that is easily accessible by walking, cycling and public transport, that contributes to the efficiency of these modes and facilitates the use of transport modes other than the private car
- To ensure that the land is adequately serviced
- To integrate a range of recreation, sporting, cultural, leisure and social activities within high quality spaces and places
- To ensure that any development on the land complies with Safer by Design principles, together with principles of water sensitive urban design and energy efficient design

1.2 Land to which this Chapter Applies

This Chapter applies to the 'Iconic Development' of an identified Key Site within Wyong Shire, in accordance with the WLEP 2013, Clause 7.11, and the Key Sites Map.

Iconic Development is development that utilises a system of developer bonuses, whereby additional heights and increased density may be achieved if the specific criteria relating to design quality and design excellence are met. In return, improvements to the public domain must be undertaken including the embellishment of public spaces, increased landscaped areas, establishment of public art, etc.

1.3 Relationship to Other Chapters and Policies

In the event of an inconsistency between this Chapter and the provisions of the WLEP 2013, the provisions of the LEP shall prevail.

This Chapter should be read in conjunction with other relevant DCP Chapters and Council Policies (including relevant section 94 and 94A plans) which may apply to the Key Site, in particular:

- Chapter 2.4 – Multiple Dwelling Residential Development
- Chapter 2.6 – Signage
- Chapter 2.11 – Parking and Access
- Chapter 2.15 – Public Art
- Chapter 3.1 – Site Waste Management
- Chapter 3.6 – Tree and Vegetation Management
- Chapter 3.7 – Heritage Conservation
- Chapter 5.1 – Retail Centres
- Chapter 5.2 – Wyong Town Centre
- Chapter 5.3 – The Entrance Peninsula

Where there is any inconsistency between this Chapter and those listed above, the provisions of this Chapter shall prevail.

1.4 Relationship to Planning Strategies

A number of the Key Sites are subject to Council's adopted planning strategies, being The Entrance Peninsula Planning Strategy (TEPPS), Wyong Tuggerah Planning Strategy (WTPS) and the Toukley Planning Strategy (TPS). The strategies outline Council and the community's vision for the development and growth of these Centres. All development concepts for the Key Sites shall address the objectives and recommendations contained within the Strategies, where relevant.

1.5 How to use this Chapter

Section 1 – Introduction: Use this section to identify the nature and extent of this Chapter. Other relevant information is contained within Part 1 of this DCP and on Council's website.

Section 2 – Generic Development Controls: Use this section to identify the generic issues to be addressed in all Masterplans and the new Chapters for every Key Site.

Section 3 – Key Sites: Use this section to identify the site specific issues to be addressed as they pertain to each Key Site.

Section 4 – Documentation Requirements: Use this section to identify the detail that is required to be submitted with any proposals to develop a Key Site for the purpose of an Iconic Development.

Appendix A – Potential Public Benefits: Use this to identify potential Public Benefits which can be incorporated within Iconic Developments on Key Sites or within the locality.

Appendix B – Sustainable Building Assessment Checklist

2.0 GENERIC DEVELOPMENT CONTROLS

A site specific DCP Chapter and Masterplan shall be developed, in conjunction with Council, for each Key Site. The criteria below outline the matters to be addressed within these documents.

Development and design guiding principles will assist the Council, the community and developers, to identify and assess development proposals that contribute to the realisation of Council and the community's visions for Wyong Shire. The guiding principles identified below shall be regarded as essential generic performance criteria in the preparation of Iconic Development concepts for each Key Site.

2.1 Design Excellence

Iconic Development of a Key Site is required to demonstrate Design Excellence. Design Excellence incorporates expertise in many areas – architecture, urban design, landscape design, interior design, art, engineering, historic preservation, construction, security and sustainability. Design Excellence is about using this expertise to deliver developments that are exceptional – buildings that stand out from their surroundings and which other developments seek to emulate.

Design Excellence is evident in developments that push the envelope of design to enhance the community's quality of life, including amenity and aesthetics, promoting social inclusion. This is demonstrated in well-designed public domains that are carefully integrated with modern architecture of award winning standard. Key Site development is required to not only meet the requirements of Good Design, as specified in Section 2.2 below, but shall also demonstrate superior merit.

OBJECTIVES

- To achieve Design Excellence for Iconic Development of each Key Site
- To promote use of innovative design solutions that achieve high quality buildings and spaces that fit sensitively into the streetscape
- To encourage development design that reflects an innovative and imaginative use of space, form and materials

REQUIREMENTS

- a Identify in the Masterplan, through statements or annotated drawings, how Design Excellence will be achieved in the proposed development. Design Excellence can be evident in the architecture, the features of the development, environmental performance, site planning, landscape design, interior design, construction, use of materials, and the like.
- b List the main features of the proposal that demonstrate Design Excellence.

2.2 Design Quality

Good design has consideration of ten (10) Design Quality Principles. These Principles are identified as criteria in various statutory documents, for example the State Environmental Planning Policy No 65 – Design Quality of Residential Flat Development. While the Key Sites will not all necessarily involve residential development, the principles used to assess Good Design have been adapted in this Chapter for the purposes of evaluating development of all types on the Key Sites.

2.2.1 Context

OBJECTIVE

- To respond to and contribute to the key natural and built features of an area

REQUIREMENTS

- a Consider how the development relates to the existing street network, urban fabric and building forms.
- b Identify in the Masterplan the desirable elements of a location's character, or the desired future character stated in Council's planning strategies.
- c Demonstrate through statement or annotated drawings how the proposed development will respond to and enhance the quality and identity of the area.

2.2.2 Scale

OBJECTIVE

- To provide development of an appropriate scale in terms of the bulk and height that suits the scale of the street and the surrounding buildings

REQUIREMENTS

- a Identify in the Masterplan an appropriate scale in terms of bulk and height that suits the scale of the street, the surrounding buildings, and their predominant usage.
- b Demonstrate through statement or annotated drawings how the proposed development responds to the existing scale or the future scale stated in Council's planning strategies for the area.
- c If new development is of a higher scale to the surroundings, demonstrate how the apparent scale will address the scale of the street and the surrounding buildings, and be reduced through setbacks or articulation.

2.2.3 Built Form

OBJECTIVE

- To achieve an appropriate built form for a site and the building's purpose, in terms of building alignments, proportions, building type and the manipulation of building elements

REQUIREMENTS

- a Identify in the Masterplan examples of appropriate built form for the site that will define the public domain and contribute to the character of the streetscape.
- b Identify in the Masterplan what views and vistas are important to maintain both from the site and through the site from surrounding areas
- c Identify in the Masterplan the types of built form suitable to the intended use to provide internal amenity and outlook and illustrate these in annotated drawings
- d Demonstrate how the proposed built form for the site considers occupant wellbeing by addressing the Heating, Ventilation and Air Conditioning (HVAC) system, lighting, occupant comfort and pollutants

2.2.4 Density

OBJECTIVE

- To achieve a sustainable density for the site and its context in terms of the building's floor space and site constraints

REQUIREMENTS

- a Identify in the Masterplan the existing density within the area or the desired future density as stated in Council's planning strategies for the area.
- b Demonstrate how the proposed density is sustainable in terms of regional context, availability of infrastructure, public transport, community facilities and environmental qualities.
- c Annotate drawings to demonstrate proximity to facilities, transport, public open space and building separation to indicate appropriate density.

2.2.5 Resource, Energy and Water Efficiency

OBJECTIVE

- To ensure development makes efficient use of natural resources, energy and water through a development's full life cycle, including construction

REQUIREMENTS

- a All developments are to incorporate Green Building design. Refer to Section 2.3 for more information.
- b A site specific Water Management Plan incorporating Water Sensitive Urban Design (WSUD) is to be prepared to demonstrate that the development does not impact the receiving water body (refer to Council's Civil Works Design and Construction Specification).

2.2.6 Landscape

OBJECTIVE

- To enhance the development's natural environmental performance by co-ordinating water and soil management, solar access, micro-climate, tree canopy and habitat values through Landscape Design

REQUIREMENTS

- a Identify in the Masterplan the site's existing natural and cultural features and demonstrate the creative ways this is incorporated into the landscape design.
- b Identify the existing landscape streetscape and neighbourhood character, or desired future character as identified in Council's planning strategies for the area, and how the proposed landscape design will integrate with this.
- c Annotate drawings to show potential opportunities and constraints that may be resolved through landscape design.

2.2.7 Amenity

OBJECTIVE

- To provide amenity for future occupants and adjoining developments through physical, spatial and environmental quality of a development

REQUIREMENTS

- a Identify in the Masterplan the level of amenity expected to be provided in the proposed development:
 - i for residential development this might include access to sunlight, natural ventilation, visual and acoustic privacy, carparking, storage, private open space, ancillary building services, etc.;
 - ii for commercial development this might include acoustic privacy, carparking, building facilities, storage, waste areas, disabled access, outlook to street, etc.
- b Annotate drawings to illustrate how amenity is provided within the development design using orientation, vehicular access, street address, etc.

2.2.8 Safety and Security

OBJECTIVE

- To ensure development optimises safety and security, both internally within the development and externally within the public domain

REQUIREMENTS

- a Development is to comply with the principles of Crime Prevention through Environmental Design (CPTED).
- b Identify in the Masterplan opportunities on the site for enhancing safety and security. This should be achieved by maximising overlooking of public and communal spaces while maintaining internal privacy, avoiding dark and non-visible areas, maximising activity on streets, providing clear, safe access points, providing quality spaces that cater for desired recreational uses, providing lighting appropriate to the location and desired activities, and clear definition between public and private spaces.
- c Annotate a drawing of the site to demonstrate the safety and security initiatives proposed.
- d Annotate a drawing of the site to demonstrate the views and vistas that enable passive surveillance of the development and surrounding streetscapes.
- e Identify any known threats to safety and security that currently, or will, exist in the area and how these are to be managed.

2.2.9 Social Dimensions and Housing Affordability

OBJECTIVE

- To ensure development responds to the social context and needs of the local community in terms of lifestyles, affordability and access to social facilities

REQUIREMENTS

- a Identify in the Masterplan the social context and needs and opportunities for the local community in terms of lifestyle, affordability and access to social facilities. This data can be derived from Council's planning strategies, Community Profile, Shire Strategic Vision, Cultural Plan and other key Council documents available on Council's webpage.
- b Demonstrate how the proposed development will contribute to and enhance the existing social context, and provide for the needs of the local community. For example through the inclusion of affordable housing, medical centres, community centres, etc. within the development.

2.2.10 Aesthetics

OBJECTIVE

- To ensure development responds aesthetically to the environment and context, particularly to desirable elements of the existing streetscape or, in precincts undergoing transition, contribute to the desired future character of the area

REQUIREMENTS

- a Identify in the Masterplan the desirable aesthetic elements of the existing environment and context, particularly desirable elements of the streetscape, or the desired future aesthetic elements as stated in Council's planning strategies.
- b Annotate drawings and give examples of the building elements, textures, materials and colours appropriate to the site, building type and context.

2.3 Green Building Design

A Green Building or Sustainable Building is defined as a building that incorporates design, construction and operational practices that significantly reduce or eliminate the negative impact of development on the environment and its occupants. This includes strategies for addressing:

- energy efficiency;
- greenhouse gas emission abatement;
- water conservation;
- waste avoidance, reuse and recycling;
- pollution prevention – noise, water, air, soil and light;
- enhanced biodiversity;
- reduced natural resource consumption;
- productive and healthier environments; and
- flexible and adaptable spaces.

Council is committed to creating an environmentally sustainable Shire. Significant opportunities exist to improve the sustainability of Wyong Shire through development of sustainable buildings on Key Sites within their design, construction and ongoing operation. It is important that sustainability initiatives are included and considered at the earliest stage of planning and design of a development, and relate to the whole of the life of the development from design to construction to operation.

OBJECTIVE

- To achieve Ecologically Sustainable Development (ESD) in the design, construction and operation of buildings on the Key Sites

REQUIREMENTS

- a Identify in the Masterplan how Green Building Design will be achieved in the development. As a minimum, development proposals for Iconic Development on the Key Sites shall address stormwater management and at least three (3) other ESD principles, as identified below:
 - i energy efficiency;
 - ii water resources;
 - iii indoor environment quality;
 - iv stormwater management (essential);
 - v building materials;
 - vi transport;
 - vii waste management;

- viii innovation;
 - ix urban ecology; and
 - x ongoing building and site management.
- b Demonstrate in the Masterplan, through statements or annotated drawings, how the four (4) selected principles will deliver an outcome superior to that of average building stock in the area of focus. Average building stock is currently required to achieve sustainability levels in accordance with BASIX (residential) and Section J of the Building Code of Australia (BCA) (commercial).
- c Complete the Sustainable Buildings Assessment Checklist (Appendix B) identifying the specific site features and ESD principles that will be addressed in the development proposal.

2.4 Liveability

OBJECTIVE

- To provide opportunities for housing choice and adaptable accommodation, employment, recreation, entertainment, education and environmental amenity

REQUIREMENTS

- a Design buildings that can permit an appropriate flexibility and diversity of use, with building form and structure.
- b Provide flexible building design for residential flat buildings that allow lower floors to be adapted to commercial spaces, if needed, within Town Centres. This can include higher floor-to-floor dimensions, separate entries, and flexibility in the overall design of the structural system.
- c For residential flat buildings, ensure a proportion of dwellings include accessible, flexible layouts and features to cater for the changing needs of residents. Provide more than one accessible entrance and demonstrate that adaptable units can be converted.
- d Consider a diverse range of uses to be available after work hours to encourage people to visit commercial developments at night. Other uses may include retail, restaurants, cafes, cinemas, theatres, small bars, music venues, sport halls, bookshops, galleries, etc.

2.5 Employment Generation

OBJECTIVE

- To ensure that Iconic Development of the Key Sites contribute to the achievement of employment targets set for the Shire

REQUIREMENT

The Masterplan shall demonstrate how the development proposal contributes to sustainable employment generation, providing a variety of job types (during and beyond the construction phase) to suit the needs of the community.

2.6 Pedestrian Access

OBJECTIVES

- To provide open space areas that are safe and attractive for pedestrians
- To encourage the use of modes of transport other than the private car
- To include end of journey facilities within developments to encourage walking and cycling
- To ensure pedestrian access, including that to public transport, is sufficiently provided for
- To promote development that is well connected to the street and contributes to the accessibility of the public domain

REQUIREMENTS

- a Utilise the site and its planning to optimise accessibility to the development.
- b Identify pedestrian and bicycle desire lines.
- c Pedestrian and bicycle movement must be convenient, attractive in all weather conditions, and aim to be safe at all times.
- d Development shall promote viable and sustainable transport alternatives to the private motor vehicle. This can be achieved through the clustering and/or co-location of compatible uses and facilities.
- e Bicycle parking and end of journey facilities (showers, change rooms and lockers) shall be provided in accordance with the higher values identified as suggested rates in the DoPI/RTA document 'Planning Guidelines for Walking and Cycling'.
- f Provision of designated bus bays incorporating bus shelter, seating and lighting for new or existing bus routes in the vicinity of the development site.

2.7 Traffic/Public Transport/Vehicular Access

OBJECTIVE

- To promote modes of transport other than the private car
- To provide safe, efficient and convenient ingress to and egress from the site, having regard to the existing road network and site constraints
- To integrate adequate carparking and servicing areas without compromising street character, landscaping or pedestrian amenity and safety
- To ensure adequate infrastructure is provided to support the additional traffic generated by the development

REQUIREMENTS

- a The Masterplan shall demonstrate that all types of transport movement are provided for with adequate capacity infrastructure, funded and implemented during staging or completion of the development.
- b Submit a Transport Management Plan (TMP) for the site (refer Chapter 2.11 – Parking and Access), identifying proposals to encourage the use of modes of transport other than the private vehicle.
- c Minimise any potential for pedestrian/vehicular conflicts by limiting the width and number of vehicle access points, ensure clear sight lines at pedestrian and vehicle crossings, utilise traffic calming devices, and separating and clearly distinguishing between pedestrian and vehicular access ways.
- d Where practical, locate vehicle entries away from main pedestrian entries and on the secondary frontage.
- e Provide a Traffic Impact Study (TIS) identifying the consequences from traffic generated to/from the development and the necessary works to mitigate the impact.

2.8 Carparking

OBJECTIVE

To provide adequate carparking for the building's users and visitors, having regard to building type and proximity to public transport

To integrate the location and design of carparking with the design of the site and the building

To ensure that pedestrian access including that to public transport is sufficiently provided for

REQUIREMENTS

- a Developments are to comply with the relevant provisions of Chapter 2.11 – Parking and Access.
- b Carparking shall be provided that is sufficient and safe to support the development whether it is business, retail, recreational and/or residential. It shall be well located, safe and convenient for all users.
- c In residential development unrestricted access is to be provided for visitors and general public parking spaces. These spaces are to be separated from the assigned spaces for residential apartments, etc.
- d With increased development, parking management will be required to be improved. The siting and visual impact of car park areas must be addressed.
- e Provisions to be made for safe and direct pedestrian pathway and crossing facilities within the carpark to minimise pedestrian and vehicular conflicts.
- f Avoid on-site parking spaces at the front of buildings along major roads. On-site parking shall be located at the rear of the site or within basement parking areas, away from the primary street frontage.
- g Avoid conflicting movements between service/delivery vehicles/pedestrians and general traffic accessing the site.
- h Landscaping shall be incorporated throughout the nominated parking areas.

- i Pedestrian access and egress routes being clearly defined and appropriately lit, visible to others and provide direct access from carparking and public transport facilities.
- j Investigate the opportunity for Joint Venture Development to improve public carparking in key locations.

2.9 Natural Hazards

OBJECTIVES

- To ensure development provides for the safety of residents from natural hazards and naturally occurring incidents
- To ensure development is suitable for the locality and its constraints

REQUIREMENT

Address servicing requirements for the life of the development considering coastal hazards, flooding and climate change. Refer relevant requirements in other Chapters of this DCP.

2.10 Public Domain

OBJECTIVE

- To design streets, plazas, laneways, footpaths and on-street parking as an integral part of the public realm. These areas shall function as urban open spaces and places where pedestrian movement and social interaction is facilitated including:
 - consideration of the desirable scale and type of public domain improvements, taking into account nearby land uses, built form, landscape character and desired activity;
 - defining the edges between the public and private land;
 - providing privacy and security;
 - contributing positively to the public domain

REQUIREMENTS

- k A Public Domain Improvement Plan shall be provided for each Key Site with a detailed cost estimate of any proposed public domain works.
- l The Masterplan shall demonstrate how public spaces and activities are maintained and/or enhanced to create a sense of community connection and encourage business growth.
- m Public areas shall be developed to become destination points for people from within and outside Wyong Shire.
- n Emphasise public places through landscaping, street furniture, public art and surface treatments.
- o Invest in well-designed public spaces that blend with the building design to create a sense of place. Public areas shall include tree planting, wide footpaths with high quality paving and plenty of street furniture such as seating, bicycle racks and bins.

- p Design buildings and spaces that allow for passive surveillance of public areas with improved safety that can promote user confidence, leading to higher pedestrian activity and improved economic viability.
- q Clearly define where private and public spaces meet to make ownership clear and promote the safety of all users. This can be achieved by designing fences and walls which provide privacy and security while not eliminating view, outlook, light, and air. Retaining walls along the street frontage shall be restricted in height and length.
- r The public domain must be easy to maintain to ensure it is kept attractive and user friendly.

2.11 Other Public Benefits

The Key Sites have been chosen on their ability to provide significant benefits to the community in return for bonus development potential and to stimulate the further development, vitality and viability of centres in Wyong Shire. In addition to public domain improvements, Iconic Development of the Key Sites could also provide other public benefits such as affordable housing, community facilities, asset maintenance and management, providing piazzas/civic spaces, open space, landscaping, pedestrian paths/cycleways/links, additional public carparking, etc.

A list of potential public benefits that could be provided within Wyong Shire is outlined in Appendix A. The list should be referenced when considering what types of public benefit to provide as part of the Iconic Development of a Key Site, in accordance with cl. 7.11 of the WLEP, 2013.

OBJECTIVE

- To facilitate the provision of public domain improvements and other public benefits through iconic development of the key sites

REQUIREMENTS

- a The Masterplan and site specific DCP for each Key Site must provide a detailed proposal for significant public benefit. Such public benefit will be in addition to any development contributions levied in accordance with an adopted Section 94 or Section 94A contribution plan.
- b The following criteria must be satisfied prior to the granting of development consent:
 - i A contributions plan must apply to the land, or an appropriate Voluntary Planning Agreement has been entered into in respect to the development of the land; and
 - ii Any consent granted must be subject to a condition that requires developer contributions having a value no less than the public benefit value ("PB") calculated in accordance with the following formula: **PB = (s.94 x PBR)**, where:
 - s.94** is the value of s.94 contributions generated, excluding any contribution for carparking; and
 - PBR** is the Public Benefit Ratio, which is:
 - 2.0, where the maximum height of the development exceeds 70 metres or the ratio of the height of the development to the maximum height that would be permitted under cl. 4.3 of the WLEP, 2013, is equal to or greater than 3.0; or
 - 1.5 in all other circumstances.

3.0 KEY SITES

The major development issues for each Key Site are identified below. All site specific requirements must be adequately addressed, in consultation with Council, within the Masterplan and site specific DCP for each Key Site. This Section further outlines the nature of the public benefit that should be explored in the preparation of the Masterplan, and reflected as requirements in the site specific DCP Chapter.

It should also be noted that the issues raised below are not exhaustive and other matters or requirements may emerge as the development concept is refined.

3.1 Dunleith Tourist Park

OBJECTIVES

- To provide for high quality tourist related land uses
- To improve the visual character of the Lake edge and increases the community's enjoyment of useable open space adjacent to The Entrance Channel
- To ensure that any development imbues the intrinsic and natural features, scenic, and environmental characteristics and qualities of The Entrance North and The Entrance Channel foreshore
- To incorporate high quality coastal design, addressing flooding, coastal hazards and climate change constraints by incorporating an appropriate planning solution

REQUIREMENTS

- a The coastal character, building envelope, design guidelines, and matters for consideration within Chapter 5.3 - The Entrance Peninsula apply to this site and must be addressed.
- b Maintain and enhance view of, and public access to, the waterfront by providing adequate public open space, including consideration of providing a continuous waterfront promenade along The Entrance Channel.
- c Any proposed pathways within the development shall link to Council's existing pathways surrounding the site.
- d The future of the adjoining children's' playground must be addressed.
- e Development shall adequately address the relevant requirements of State Environmental Planning Policy (SEPP) 71 – Coastal Protection.
- f Any redevelopment of this site must consider the loss of low cost housing accommodation and demonstrate how this matter is addressed in accordance with Council's 'Promoting Choice: A Local Housing Strategy'.
- g Landscaping of the site shall include Tuckeroo trees and/or other suitable vegetation along the foreshore as shade trees and for stabilising the foreshore from potential erosion.
- h Provide adequate vehicle parking to cater for the future land use mix. All vehicle parking shall be screened from view from the street frontages of Hutton Road and Hargraves Street, and from The Entrance Channel waterfront.

- i Address flooding constraints consistent with Council's Tuggerah Lakes Floodplain Risk Management Study and Plan.
- j Address coastal hazard constraints consistent with Council's Coastal Zone Management Plan.
- k Development is to be located and designed with appropriate mitigating and adaptive measures against the anticipated impacts of climate change. Such measures are to be consistent with Federal, State and Local Government Policies on climate change and sea level rise. Specifically:
 - i NSW Coastal Planning Guideline: Adapting to Sea Level Rise (August 2010) by Department of Planning and Infrastructure (DoPI); and
 - ii Flood Risk Management Guide: Incorporating Sea Level Rise Benchmarks in Flood Risk Assessments (August 2010) by Department of Environment, Climate Change and Water (DECCW).
- l All new development shall include an appropriate sea level rise allowance in the Flood Planning Level.
- m An acid sulphate soils management plan shall be submitted with any development proposal indicating how potential impacts will be mitigated.
- n Consideration shall be given to the principles and objectives of other DCP Chapters, in particular Chapter 3.7 – Conservation of the Built Environment.
- o Developments are to identify the desirable qualities to be incorporated in appropriate heritage infill design on the site. The qualities should be illustrated in the Masterplan by annotated drawings addressing the principles of scale, form, siting, materials and colours.
- p Introduce a range of activities or land uses which would complement this locality's contribution to regional tourism and recreation.
- q Retain floodprone foreshores primarily as open space that is surrounded by shrubs and trees which are predominantly coastal indigenous species.
- r Maintain natural ground lines, and elevate buildings to achieve flood-free floor levels rather than importing fill.
- s Ensure that the primary focus for recreation and related retail activities is toward The Entrance Channel and Tuggerah Lake, and emphasise that focus by the appropriate orientation of buildings and pedestrian pathways.
- t Establish a network of pedestrian pathways which connect to neighbouring public recreation facilities, public transport, accommodate public access to the foreshore, and integrate that network with pedestrian desire lines from The Entrance North Beach and the adjacent neighbourhood retail centre.
- u Concentrate large indoor spaces such as auditoriums or conference facilities and any above-ground parking within a podium, but screen those facilities behind actively-occupied uses such as restaurants and cafes with balconies that face The Entrance Channel and residential development that faces Hutton Road.
- v Consolidate vehicle access toward the property's north-eastern vicinity, off Hutton Road.

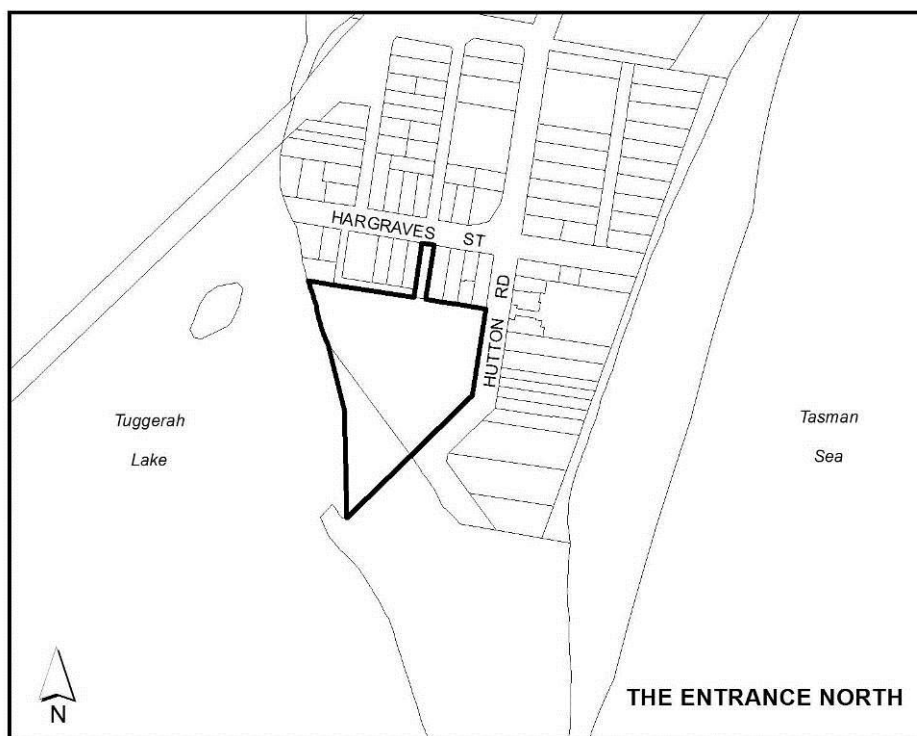


Figure 1 Dunleith Tourist Park Site – 2 Hutton Road, The Entrance North

3.2 Vacant Key Site – 14 The Entrance Road and 2 Ocean Parade

OBJECTIVES

- To accommodate a mix of commercial and retail uses, addressing all three (3) street frontages
- To ensure development has an appropriate scale, texture and materiality that is sympathetic to the character of The Entrance
- To improve the public domain function and amenity, and continue the use of the pavement for outdoor dining/activities, theme paving, appropriate street plantings and decorative lighting
- To incorporate high quality coastal design

REQUIREMENTS

- a The coastal character, building envelope, design guidelines, and matters for consideration within Chapter 5.3 - The Entrance Peninsula apply to this site and must be addressed.
- b Locate, shape and orientate building forms to maintain channel vistas from The Entrance Road and to limit the overshadowing of surrounding streets and neighbouring dwellings.
- c Provide active frontages at street level, incorporating a mix of retail and commercial uses, including cafes, specialist retail and tourist facilities to all building facades along The Entrance Road, Marine and Ocean Parades.
- d Provide adequate vehicle parking to cater for the future land use mix. All vehicle parking shall be screened from view from the street frontages to Marine Parade, Ocean Parade and The Entrance Road.
- e Provide vehicular access from Marine and Ocean Parades only to parking and service / delivery areas.

- f Substantial street tree planting and high quality landscaping shall be employed in the development design.
- g The development shall provide communal open space or landscaped area principally at ground level.
- h Any proposal shall address adjoining development in terms of overshadowing, building separation, view loss and amenity issues.
- i Any development of the site shall address its visual impact from all important viewpoints including Marine Parade, Memorial Park, the Waterfront Mall, The Entrance Road (Main Street), Ocean Parade, The Entrance Bridge and The Entrance North foreshore area.
- j It must be demonstrated that any design has the potential to effectively link/amalgamate with any future development of the KFC site.
- k Development shall adequately address the relevant requirements of State Environmental Planning Policy (SEPP) 71 – Coastal Protection.
- l Consideration shall be given to the principles and objectives of other DCP Chapters, in particular Chapter 3.7 – Conservation of the Built Environment.
- m Developments are to identify the desirable qualities to be incorporated in appropriate heritage infill design on the site. The qualities should be illustrated in the Masterplan by annotated drawings addressing the principles of scale, form, siting, materials and colours.
- n Concentrate any convention/function-type facilities and service areas toward the site's eastern end where blank exterior walls would not interrupt town centre footpaths that are commercially-significant.
- o Avoid "big box" retailers (e.g., supermarkets, discount stores) and service areas toward any of the site's northern, western or southern frontages, where blank exterior walls would interrupt town centre footpaths and or open space areas that are commercially-significant.
- p Employ creative design solutions to accommodate fast food establishments, restaurants, cafes, taverns or similar operators that typically demand a large floor area at street-level, for example by separating such operations into two storeys to minimise floor area at street level, with any preparation or drive-through facilities located in basements and supported by vehicle access that is simple and direct.
- q Establish a logical network of pedestrian pathways around and across this site, and integrate that network with pedestrian desire lines. Specific consideration shall be given to the movement of pedestrians from The Entrance Road to Marine Parade and access to Memorial Park.
- r Provide access for pedestrians to the site via a staircase from The Entrance Road / Marine Parade Junction.
- s Promote an outdoor pedestrian environment by designing major entrances, access-ways and hubs as lofty spaces that are naturally-illuminated and well-ventilated, with an orientation that allows views toward Memorial Park and The Entrance Channel.
- t Locate curvilinear/sculpted building forms orientated towards the junction of The Entrance Road with Marine Parade to minimise overshadowing and maintain existing sight lines from public streets toward Memorial Park, The Entrance Channel and the waterfront mall.
- u Provide multiple levels of balconies designed for outdoor activities in podium facades which face Marine Parade and The Entrance Road.

- v Employ creative design solutions to co-ordinate different access needs for visitors and occupants, including permanent residents and tourists, customers of fast food establishments, restaurants or cafes, employees and servicing.

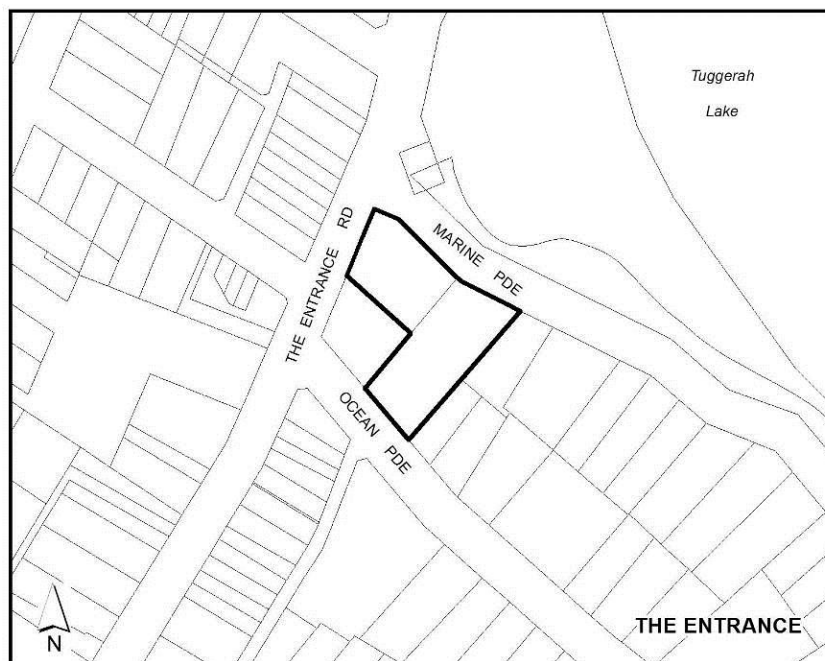


Figure 2 Vacant 'Key' Site – 14 The Entrance Road and 2 Ocean Parade, The Entrance

3.3 Ebbtide Mall

OBJECTIVES

- To incorporate a mix of retail, commercial and carparking uses, plus permanent and/or tourist accommodation
- To provide visible activity along all street frontages with retail and commercial uses on the two lower storeys, and residential accommodation on the levels above
- To incorporate high quality coastal design

REQUIREMENTS

- a The coastal character, building envelope, design guidelines, and matters for consideration within Chapter 5.3 - The Entrance Peninsula apply to this site and must be addressed
- b Locate retail and commercial uses on the two lower storeys, with residential and tourist accommodation on the levels above
- c Locate adequate vehicle carparking facilities (multi-level) to cater for the future land use mix on the western portion of the site
- d Maintain the existing arcade connection between The Entrance Road and the current vehicle parking facility on the western portion of the site and neighbouring residential areas

- e Development should incorporate a bus interchange / layover to cater for three buses within the western portion of the site with all access from Torrens and Fairview Avenues
- f Development shall adequately address the relevant requirements of State Environmental Planning Policy (SEPP) 71 – Coastal Protection
- g Improve the range of existing retail and business premises in order to consolidate the existing convenience shopping and service role of The Entrance Town Centre.
- h Separate this site into a retail and business precinct next to The Entrance Road, and a residential precinct facing Torrens Avenue.
- i Ensure that the primary focus for retail and business areas is toward The Entrance Road and emphasise that focus by the appropriate configuration of the site's existing pedestrian pathways and retail areas.
- j Concentrate retail and commercial type activities towards that frontage, and accommodate a variety of visible activities on the lower two storeys in that location.
- k Concentrate any "big box" retailers (e.g., supermarkets, discount stores) and service areas toward the western end of the retail precinct where they would not face any footpath within the town centre.
- l Establish a new residential buildings at the intersection of the new street with Torrens Avenue, providing a landscaped setting for that new building, and a curvilinear form that complements the existing residential flat building situated immediately southwards of the new street.
- m Form and design of such residential buildings, which would be located in the site's residential precinct next to Torrens Avenue, should conform with the appropriate statement of desired character for residential flat buildings, according to proposed height.
- n Consolidate vehicle access from Torrens Avenue only, providing access to retail, business parking and residential premises on the site and adjacent properties.
- o Maintain existing rights-of-way to neighbouring properties facing The Entrance Road for delivery / service access.

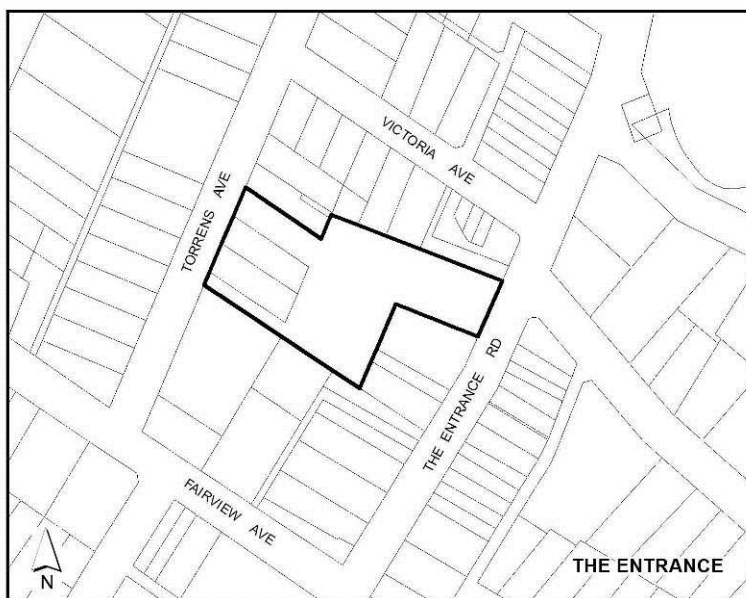


Figure 3 Ebbtide Mall - 155-163 The Entrance Road, The Entrance

3.4 Dening / Short Streets Carpark

OBJECTIVES

- To incorporate mixed use development comprising retail and commercial, entertainment, community services / facilities, permanent residential and tourist accommodation land uses
- To provide visible activity along all street frontages with retail and commercial uses on the two lower storeys, and residential accommodation on the levels above
- To incorporate high quality coastal design

REQUIREMENTS

- a The coastal character, building envelope, design guidelines, and matters for consideration within Chapter 5.3 - The Entrance Peninsula apply to this site and must be addressed.
- b Locate retail, commercial, community services / facilities and entertainment land uses on the two lower storeys, with residential and tourist accommodation on the levels above.
- c Any proposal shall address adjoining development in terms of overshadowing, building separation, view loss and amenity issues.
- d Substantial street tree planting and high quality landscaping shall be employed in the development design.
- e Pedestrian movement within and around the site shall be catered for within the development design.
- f Locate adequate public parking to cater for the future land use mix in a multiple level facility below ground level and/or above ground level if concealed behind occupied floor space. Provide for a net increase in public carparking.
- g Development shall adequately address the relevant requirements of State Environmental Planning Policy (SEPP) 71 – Coastal Protection.
- h Consideration shall be given to the principles and objectives of other DCP Chapters, in particular Chapter 3.7 – Conservation of the Built Environment.
- i Developments are to identify the desirable qualities to be incorporated in appropriate heritage infill design on the site. The qualities should be illustrated in the Masterplan by annotated drawings addressing the principles of scale, form, siting, materials and colours.
- j Ensure that retail and entertainment type activities are focussed toward Theatre Lane or Dening Street, and emphasise that focus by the appropriate configuration of pedestrian pathways and retail areas on this site.
- k Provide a small forecourt facing Dening Street to complement the future redevelopment of Lakeside Plaza and, potentially, as an extension of a future town square.
- l Provide a plaza forecourt facing Bayview Avenue as a focal point for future development upon this site, and as the kernel of a possible future town (civic) square (extension of the existing Bayview Avenue mall).

- m Design the forecourt, and possible future town (civic) square, to accommodate public events, to provide opportunities for outdoor dining, and to highlight pedestrian pathways through the development.
- n Provide a narrow forecourt along Theatre Lane to separate vehicles and pedestrians, suitable for pavement dining and accommodating pedestrian links from existing arcades off The Entrance Road.
- o Splay the building form at the corner of Theatre Lane and Denning Street to provide convenient pedestrian access to residential neighbourhoods which are located to the east and south-east.
- p Promote an outdoor pedestrian environment by open air forecourts that are landscaped and shaded by awnings or trees.
- q Locate the taller building elements above podium levels as slender towers toward the site's northern end to minimise shadow impacts upon neighbouring activated streets, properties and a future town square, as well as to maximise the sharing of lake and coastal views which may be available from existing dwellings nearby.
- r Concentrate vehicle access to this site via Short Street/Bayview Avenue only, incorporating separate entries to public and residential parking areas.
- s Evaluate town centre access around this site, and determine whether road closures or turn restrictions would be beneficial.

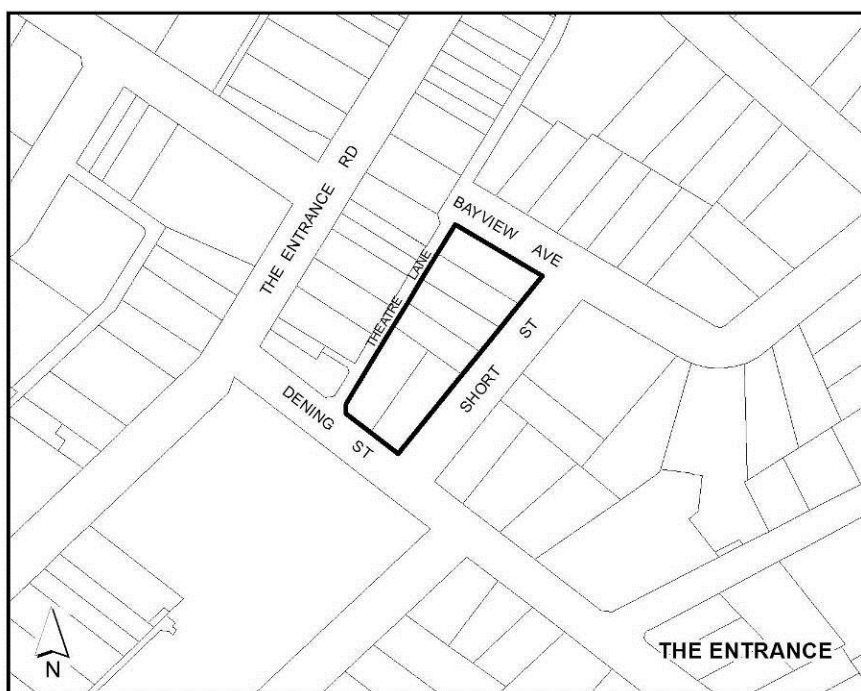


Figure 4 Denning/Short Streets Carpark - 10 Denning Street and 1-5 Short Street, The Entrance

3.5 Lakeside Plaza

OBJECTIVE

- To incorporate a mix of local convenience retail, commercial, community facility / service, use with some speciality retail, plus permanent and/or tourist accommodation uses

REQUIREMENTS

- a The coastal character, building envelope, design guidelines, and matters for consideration within Chapter 5.3 - The Entrance Peninsula apply to this site and must be addressed.
- b Development shall adequately address the relevant requirements of State Environmental Planning Policy (SEPP) 71 – Coastal Protection.
- c Development shall incorporate a gateway design element(s) on the corner of The Entrance Road and Dening Street.
- d Provide visible activity along The Entrance Road and Dening Street frontages. Locate retail and commercial land uses on the two lower storeys, with residential and tourist accommodation on the levels above.
- e Development should incorporate effective functional physical connections between this site and Key Site No 6 - The Greens (The Entrance Bowling Club) and Key Site No 4 - Dening/Short Streets Carpark.
- f Establish mid-block pedestrian links from The Entrance Road to Dening and Taylor Streets.
- g Provide adequate on-site public parking to cater for the future land use mix with access from Dening or Taylor Streets.
- h Maintain adequate rear service access to affected properties facing The Entrance Road via relocation of Glover Lane.
- i Development should incorporate a bus layover facility facing The Entrance Road, Dening or Taylor Streets to the requirements of the Bus Service Administrator and Council.
- j Consideration shall be given to the principles and objectives of other DCP Chapters, in particular Chapter 3.7 – Conservation of the Built Environment.
- k Developments are to identify the desirable qualities to be incorporated in appropriate heritage infill design on the site. The qualities should be illustrated in the Masterplan by annotated drawings addressing the principles of scale, form, siting, materials and colours.
- l Improve the range of existing retail and business premises in order to consolidate the existing convenience shopping and service role of The Entrance Town Centre.
- m Ensure that the primary focus for retail areas is the north-facing footpath in Dening Street together with adjacent portions of The Entrance Road and Taylor Street, and emphasise that focus by appropriate configuration of this site's existing pedestrian pathways and retail areas.
- n Locate retail, commercial and community service/facility type activities facing those frontages or nearby, and accommodate a variety of visible activities on the lower two to three storeys which face the streets, previously nominated.
- o Concentrate "big box" retailers (e.g., supermarkets and discount stores) and service areas toward the site's southern end where blank exterior walls would not front town centre footpaths that are commercially-significant.
- p Provide a plaza forecourt facing Dening Street as a focal point for future development upon this site, and as the kernel of a possible future town (civic) square.

- q Design the forecourt, and possible future town (civic) square, to accommodate public events, to provide opportunities for outdoor dining, and to highlight pedestrian pathways through the development.
- r Divide the site into retail precincts which are separated by suitable pedestrian links that provide convenient access to adjacent sites including The Greens The Entrance Bowling Club (Iconic) Development Site, Denning Street and residential neighbourhoods which are located to the east and south.
- s Promote an outdoor pedestrian environment by a combination of broad open air walkways that are landscaped, and short arcades which are covered by glass roofs and sunshades.
- t Shade any Denning Street plaza with medium-sized trees that complement the town centre's established street tree plan.
- u Screen the impact of service areas or "big box" retailers which might face residential properties in Taylor Street by providing a deep soil setback with an avenue of medium sized trees that are indigenous coastal species.
- v Consolidate vehicle access and service areas at the site's southern end.
- w Concentrate vehicle access to this site via Taylor and/or Warrigal Streets only.
- x Provide a street or laneway from Taylor Street along the site's southern boundary for access to this site and the rear of neighbouring properties, flanked by verges that are landscaped with rows of trees to screen neighbouring apartment dwellings.
- y Evaluate the benefits of connecting the access street/laneway through to The Entrance Road, subject to the restriction of certain turning movements in order to maintain efficient traffic flows throughout the town centre.
- z Evaluate town centre access around this site, and evaluate whether road closures or turn restrictions would be beneficial.

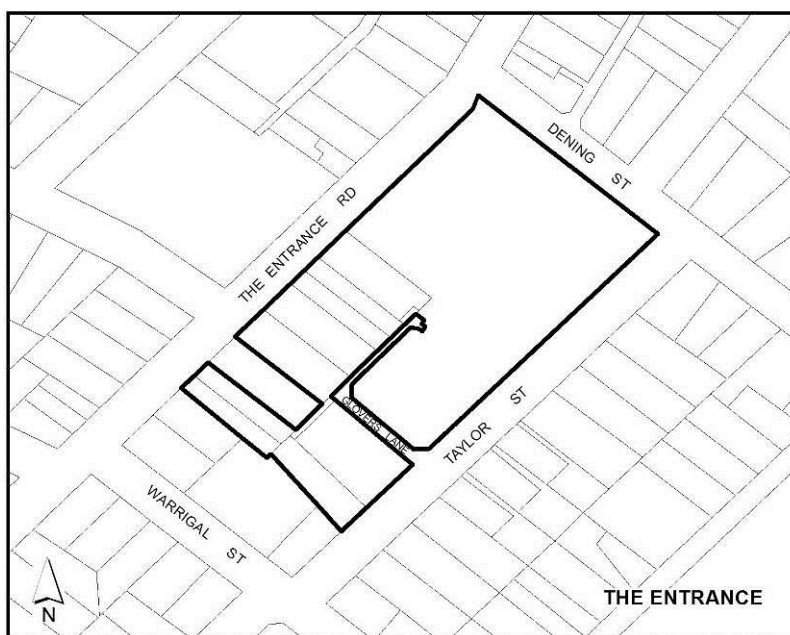


Figure 5 Lakeside Plaza - 78-110 and 116-118 The Entrance Road and 19-23 Taylor Street, The Entrance

3.6 “The Greens”, The Entrance Bowling Club

OBJECTIVES

- To respect the scale of surrounding residential development
- To incorporate mainly recreational and entertainment with some supporting retail/commercial, plus permanent and/or tourist accommodation land uses
- To incorporate high quality coastal design

REQUIREMENTS

- a The coastal character, building envelope, design guidelines, and matters for consideration within Chapter 5.3 - The Entrance Peninsula apply to this site and must be addressed.
- b Development shall adequately address the relevant requirements of State Environmental Planning Policy (SEPP) 71 – Coastal Protection.
- c Locate club, retail, commercial and entertainment land uses on the two lower storeys, with residential and tourist accommodation on the levels above.
- d Provide adequate on-site public parking to cater for the future land use mix with all access from Park, Warrigal and/or Taylor Streets.
- e Extend the existing club premises to accommodate a wider range of recreation and entertainment facilities which would be complementary and compatible to the existing club, but without adversely impacting the amenity of nearby residential properties.
- f Establish a landscaped buffer between future development and neighbouring residential properties, with a deep soil setback that is at least 10m wide.
- g Ensure that any retail areas are focussed toward Taylor Street and emphasise that focus by the appropriate configuration of pedestrian pathways on the site and within the vicinity.
- h Locate any recreation and entertainment-type activities facing active frontages, and accommodate a variety of visible activities on the lower two storeys.
- i Establish a logical and functional pedestrian connection to the Lakeside Plaza Key (Iconic) Development Site to integrate with the network of pedestrian desire lines that are evident in the town centre.
- j Establish a landscaped buffer between future buildings and Taylor Street and Warrigal Avenue frontages.
- k Maintain the existing entrance driveways from Taylor Street and/or Park Road only, with a preference for all access to be via Taylor Street.
- l Consolidate carparking in a single undercroft or basement beneath buildings, and avoid dispersed parking that would reduce the extent of landscaped areas that are available next to buildings.
- m Conceal delivery and service areas within undercroft or basement areas.

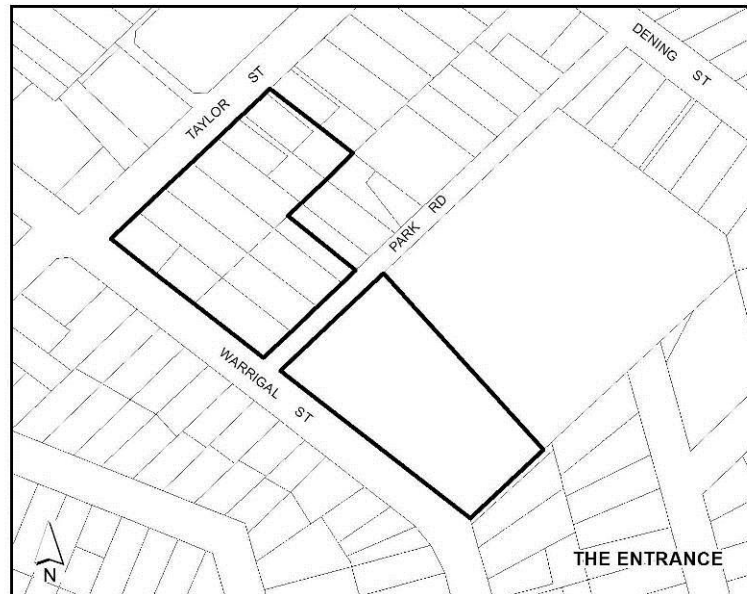


Figure 6 The Greens, The Entrance Bowling Club - 2-4, 21 and 25 Park Road, 8A Warrigal Street and 16, 16A, 18, 18A and 30 Taylor Street, The Entrance

3.7 Residential Zone (Klumper)

OBJECTIVES

- To incorporate a mix of retail, commercial, tourist, entertainment, permanent residential and tourist accommodation land uses
- To give careful consideration to designing for view lines through the development
- To concentrate a variety of highly visible recreation activities and attractions along The Entrance Channel/Tuggerah Lake waterfront vicinity
- To establish a logical network of pedestrian and cyclist pathways across and through the site that aligns with pedestrian/cyclist desire lines
- To maintain effective pedestrian access and important view lines between the Tuggerah Lake waterfront and the residential areas to the south of the site
- To maintain safe and sufficient access for emergency services
- To address flooding and climate change by incorporating appropriate planning solutions
- To incorporate high quality coastal design

REQUIREMENTS

- a The coastal character, building envelope, design guidelines, and matters for consideration within Chapter 5.3 - The Entrance Peninsula apply to this site and must be addressed.
- b Extend the waterfront mall to Picnic Point.
- c Provide a mid-block pedestrian link from Manning Road to the Tuggerah Lake foreshore vicinity.
- d Provide adequate on-site public parking to cater for the future land use mix and existing on-street parking lost, with direct pedestrian access to the Tuggerah Lakes foreshore.
- e Parking design solutions must adequately address the current and future flood hazard of the area and all overland flows which may enter the site from the upstream catchment.
- f Substantial foreshore embellishment works shall be included in the development. Any development design must include the construction of a new sea wall to provide an active land/water link to the water's edge and a safer level of service for the public.
- g An appropriate height and increased setback to the western boundary is required to enable a pedestrian pathway and suitable transition in scale to adjoining relatively low level residential development.
- h Pedestrian pathways and circulation patterns throughout the site shall facilitate clear, safe and direct twenty-four hour access to the waterfront from neighbouring areas.
- i Provision to be made for future connection from bridge duplication over Tuggerah Lake to the Lake foreshore area.
- j Development shall adequately address the relevant requirements of State Environmental Planning Policy (SEPP) 71 – Coastal Protection.
- k Any proposal shall address adjoining development in terms of overshadowing, building separation, view loss and amenity issues.
- l Development is to be located and designed with appropriate mitigating and adaptive measures against the anticipated impacts of climate change. Such measures are to be consistent with Federal, State and Local Government Policies on climate change and sea level rise. Specifically:
 - i NSW Coastal Planning Guideline: Adapting to Sea Level Rise (August 2010) by Department of Planning and Infrastructure (DoPI); and
 - ii Flood Risk Management Guide: Incorporating Sea Level Rise Benchmarks in Flood Risk Assessments (August 2010) by Department of Environment, Climate Change and Water (DECCW).
- m All new development shall include an appropriate sea level rise allowance in the Flood Planning Level.
- n Consideration shall be given to the principles and objectives of other DCP Chapters, in particular Chapter 3.7 – Conservation of the Built Environment.
- o Developments are to identify the desirable qualities to be incorporated in appropriate heritage infill design on the site. The qualities should be illustrated in the Masterplan by annotated drawings addressing the principles of scale, form, siting, materials and colours.

- p Proposals for adaptive reuse of heritage buildings are to demonstrate that the significant form and integrity of the place is unimpaired and that the proposal does not prevent the future conservation of the heritage item.
- q Address constraints consistent with Council's Tuggerah Lakes Floodplain Risk Management Study and Coastal Zone Management Plans. Provide comprehensive solutions in relation to the significant constraints of flooding and acid-sulphate soils.
- r Ensure that the cumulative impacts of development will not affect the Endangered Ecological Community (EEC) which has been identified along the lake's shore nearby Swamp Sclerophyll Forest on Coastal Floodplains.
- s Incorporate an adequate amount of tourist accommodation in order to consolidate existing tourism and recreation roles for areas that surround The Entrance Town Centre, and also for consistency with state policies for floodprone lands.
- t Introduce a range of activities or land uses which would complement this locality's contribution to regional tourism and recreation.
- u Promote the planting of canopy trees surrounding each building predominantly with indigenous species that are characteristic of the nearby endangered ecological community.
- v Ensure that the primary focus for recreation and related retail activities is toward The Entrance Channel and Tuggerah Lake, and emphasise that focus by the appropriate orientation of buildings and pedestrian pathways.
- w Concentrate recreation-activities along The Entrance Channel and Tuggerah Parade, and encourage and accommodate a variety of visible activities at ground floor level.
- x Encourage public access through communal open spaces in order to improve the local pedestrian/shared pathway network.
- y Screen the impact of service areas and any above-ground carparking by providing deep soil setbacks that are planted with medium sized trees.
- z Provide development design/strategies that cater for adequate emergency egress during flood events.
- aa Consolidate vehicle access to limit the number of driveway crossings along any street frontage.
- bb Locate carparking above-ground and at a level that would be protected from flooding, surrounded by architectural or landscape screening, but only if streetscape quality is not compromised.
- cc Design the adjacent public carpark facility in Manning Road as a podium/tower-structure that is screened by architectural elements and landscaping, with all entrances and exits located off Manning Road, with the street facade articulated by architecturally-distinctive lobbies and lifts that provide access to upper accommodation levels.

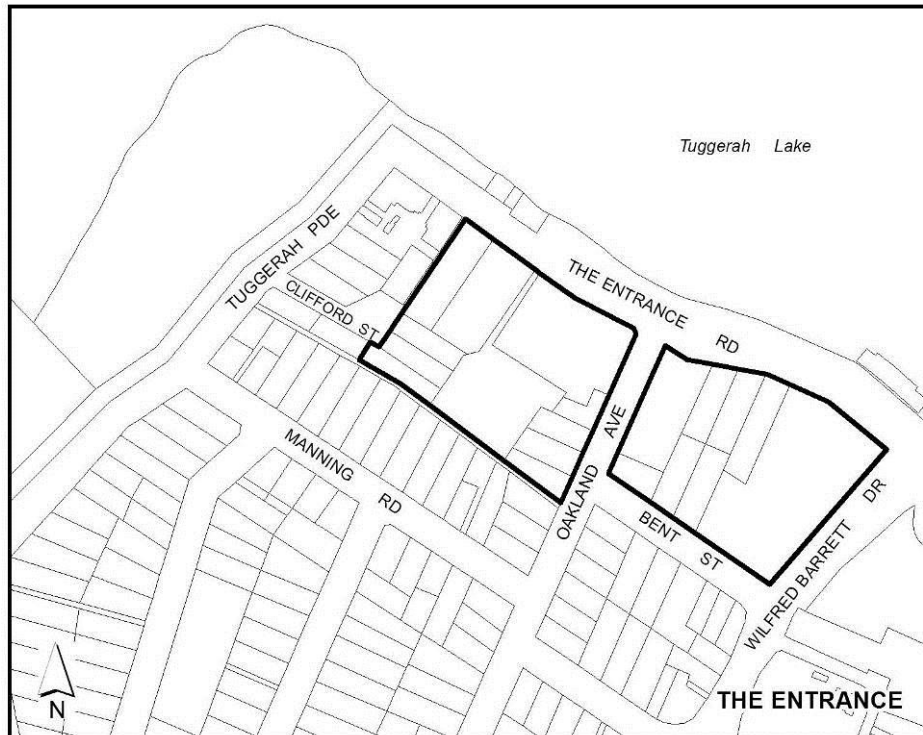


Figure 7 Residential Tourist Zone (Klumper) - 9-47 The Entrance Road, 2-4 Clifford Street, 3-9 Oakland Avenue and 4 Bent Street, The Entrance

3.8 Diggers @ The Entrance

OBJECTIVES

- To incorporate mainly recreational and entertainment with some supporting retail/commercial, plus tourist accommodation land uses
- To respect the scale of surrounding medium density residential development
- To incorporate high quality coastal design

REQUIREMENTS

- a The coastal character, building envelope, design guidelines, and matters for consideration within Chapter 5.3 - The Entrance Peninsula apply to this site and must be addressed.
- b Development shall adequately address the relevant requirements of State Environmental Planning Policy (SEPP) 71 – Coastal Protection.
- c Provide adequate on-site public parking to cater for the future land use mix with all access from Gallipoli and/or The Entrance Roads via existing established accesses.
- d Maintain Lake views across the site.
- e Building design is to incorporate a high standard of architecture, urban design and landscaping that recognises the site's significance as the gateway to The Entrance Town Centre.

- f Careful treatment is to be given to buildings that address dual street frontages, their turning of the corners and views into and from the site.
- g Pedestrian access and egress routes being clearly defined and appropriately lit, visible to others and provide direct access from carparking and public transport facilities.
- h Development of the site shall improve the streetscape through enhanced street tree planting using indigenous species.
- i Extend or redevelop existing club premises to accommodate a wider range of recreation and entertainment facilities.
- j Introduce other activities which would be complementary and compatible to the existing club, but without adversely impacting the amenity of nearby residential properties.
- k Establish a landscaped perimeter around the property, including a deep soil setback that is at least 5m wide along The Entrance Road and Oakland Avenue, for rows of medium-to-tall canopy trees that are predominantly indigenous coastal species.
- l Consolidate parking in undercroft areas, basements or in structures shield by surrounding activated spaces, in preference to using outdoor areas which are exposed to street frontages.
- m Use existing buildings as a framework for comprehensive and co-ordinated redevelopment.
- n Establish a new network of internal access roads that direct traffic to specific destinations.
- o Provide a new major entrance and coach drop-off facilities next to the site's main entrance.
- p Locate "big-box" entertainment facilities and structured carparking towards the property's northern end where they may be screened effectively by perimeter landscaping, and where impacts upon streetscape quality would be less-pronounced.
- q Orient actively-occupied areas such as restaurants, cafes and lounges toward Tuggerah Lake.
- r Generally, divide floor space into a series of building forms that are separated by broad courtyards in order to enhance the current "visually-open" backdrop along The Entrance Road.
- s Screen the impact of service areas of any "big box" facilities or structured carparking which might face residential properties by providing deep soil setbacks that are planted with medium-to-large trees which are indigenous coastal species.

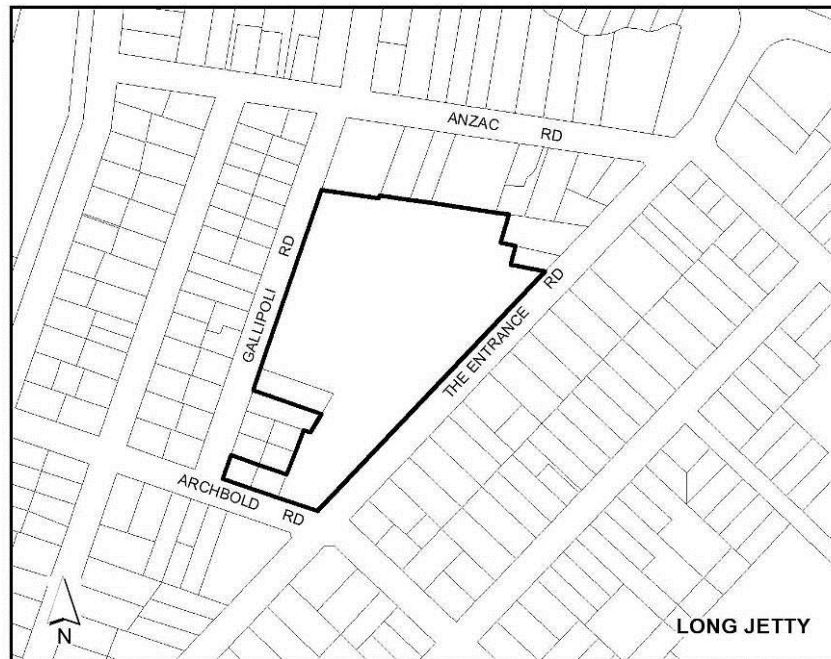


Figure 8 Diggers at The Entrance - 315-333 The Entrance Road and 28 Gallipoli Road, Long Jetty

3.9 Shelly Beach Golf Club

OBJECTIVES

- To redevelop the site to include a mix of uses incorporating club facilities, hotel or tourist accommodation, restaurants, conferences centres and function rooms, recreation and entertainment facilities, and permanent residential accommodation (subject to justification)
- To respect the scale of surrounding residential development
- To incorporate high quality coastal design

REQUIREMENTS

- a The coastal character, building envelope, design guidelines, and matters for consideration within Chapter 5.3 - The Entrance Peninsula apply to this site and must be addressed.
- b Redeveloped / new buildings must be orientated to maximise views of the Lake.
- c Development shall adequately address the relevant requirements of State Environmental Planning Policy (SEPP) 71 – Coastal Protection.
- d Provide adequate on-site public parking to cater for the future land use mix with all access from Grandview and/or Shelly Beach Roads.
- e Locate and shape building forms to respect the coastal location and to maintain Lake views across the site and to neighbouring residential areas to the west of the site.
- f Relocate existing maintenance sheds to another suitable location on the golf course in order to minimise impact on nearby residential properties and provide space for redevelopment options.

- g Provide off-road cycleway along the Shelley Beach Road Club frontage and extend to the Shelly Beach carpark.
- h Extend the existing club premises to accommodate a wider range of recreation and entertainment facilities.
- i Introduce additional activities which would be complementary and compatible to the existing club, but without adversely impacting the amenity of nearby residential properties.
- j Establish a landscaped buffer between future development and residential properties to the west, with a deep soil setback that is at least 10m wide.
- k Locate future buildings upon a platform which conceals undercroft parking and service areas.
- l Divide floor space into a series of buildings which are separated by broad courtyards.
- m Design buildings to incorporate slender tower elements above broader podium structures.
- n Orient slender tower elements to minimise the obstruction of scenic views which are currently available to neighbouring dwellings and/or limit the dimension of any tower to approximately 25m.
- o Maintain the existing avenue entrance driveways from Shelley Beach Road and Grandview Street.
- p Consolidate carparking in undercroft areas or basement beneath buildings, and avoid dispersed parking that would reduce the extent of landscaped areas that are available next to buildings.
- q Conceal delivery and service areas within undercroft or basement areas.

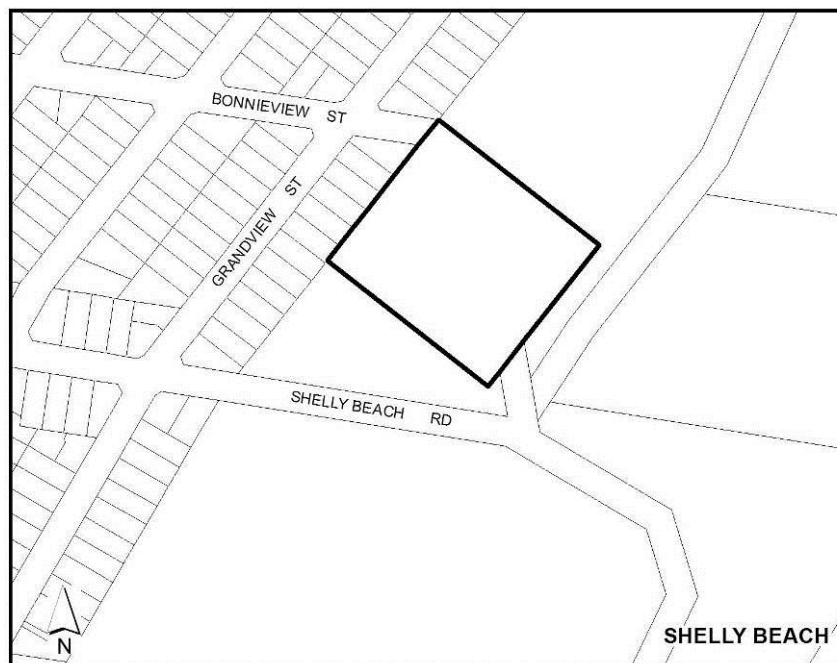


Figure 9 Shelly Beach Golf Club – 86 Bonnieview Street, Shelly Beach

3.10 Long Jetty Town Centre Expansion

OBJECTIVES

- To accommodate mixed use development focussing on local convenience and speciality retail plus commercial and community services, with residential attached to those uses
- To respect the scale of surrounding residential development
- To incorporate high quality coastal design

REQUIREMENTS

- a The coastal character, building envelope, design guidelines, and matters for consideration within Chapter 5.3 - The Entrance Peninsula apply to this site and must be addressed.
- b Redeveloped/new buildings must be orientated to maximise views of the lake.
- c Development shall adequately address the relevant requirements of State Environmental Planning Policy (SEPP) 71 – Coastal Protection.
- d Provide adequate on-site public parking to cater for the future land use mix with the primary access from Pacific Street.
- e Development design is to reduce any excessive overshadowing of neighbouring residential properties.
- f A Traffic Impact Assessment (TIS) is to be carried out and is to demonstrate consultation with the Roads and Maritime Services (RMS) regarding access to the site.
- g Provide off-road cycleways along Pacific Street from The Entrance Road to the Tuggerah Lake foreshore.
- h Address flooding and coastal hazard constraints in compliance with Council's Tuggerah Lakes Floodplain Risk Management Study and Plan. All new development shall include an appropriate sea level rise allowance in the Flood Planning Level.
- i Development is to be located and designed with appropriate mitigating and adaptive measures against the anticipated impacts of climate change. Such measures are to be consistent with Federal, State and Local Government Policies on climate change and sea level rise. Specifically:
 - i NSW Coastal Planning Guideline: Adapting to Sea Level Rise (August 2010) by Department of Planning and Infrastructure (DoPI); and
 - ii Flood Risk Management Guide: Incorporating Sea Level Rise Benchmarks in Flood Risk Assessments (August 2010) by Department of Environment, Climate Change and Water (DECCW).

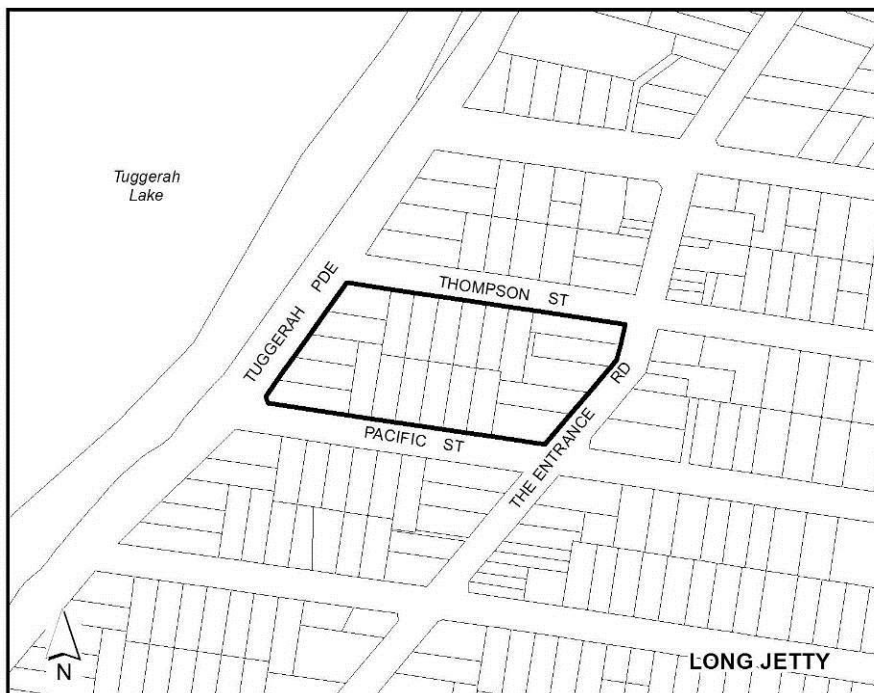


Figure 10 Long Jetty Town Centre Expansion Site – 132-136 Tuggerah Parade, 1-9 Thompson Street, 393, 399-407 The Entrance Road and 2-12 Pacific Street, Long Jetty

3.11 Coles, Council Carpark and Toukley Senior Citizens Centre

OBJECTIVES

- To facilitate development that will assist in economically and socially revitalising the Town Centre and contribute positively to a coastal design theme
- To identify opportunities to fund Town Centre and civic improvements
- To improve pedestrian access and public safety
- To explore opportunities to improve and increase public carparking including multi-deck parking

REQUIREMENTS

- a Building design is to incorporate a high standard of architecture, urban design and landscaping that recognises the site's prominent location. A coastal design theme is to be adopted.
- b Develop options shall include new key commercial uses and residential accommodation that will assist revitalisation of the Town Centre.
- c Provide opportunities to introduce or improve community facilities (such as the Toukley Library) in the Town Centre.
- d Existing community activities that currently utilise this site shall be planned for in the Masterplan e.g. location and operation of Toukley Markets.
- e Ensure the continued accommodation of the Senior Citizens Club at least to the standard and capacity of the existing facilities.

- f Provide for a net increase in public carparking.
- g Promote safety, accessibility and healthy by design principles.
- h Provision shall be made for safe and direct pedestrian pathways and crossing facilities within the car park, leading to the Senior Citizens Centre and Village Green, to minimise pedestrian and vehicular conflicts.
- i Provide improved pedestrian connections from the site to the Town Centre, public transport and surrounding key land uses.
- j The TIS is to examine the provision of carparking, delivery and loading strategy for Ron Alt Lane, and pedestrian/vehicular access arrangements.
- k Development design is to ensure that solar access to the public domain, particularly the Village Green, is maintained.
- l A tree assessment report addressing significant trees on the site is to be prepared. This is to accompany a landscape plan to be developed with the Masterplan.
- m Consideration is to be given to joint planning and development of this site with Key Site No 12 - Old Service Station Site and Adjoining Carpark.

3.12 Old Service Station Site and Adjoining Carpark

OBJECTIVES

- To provide a high quality mixed use development that improves the streetscape and defines the western edge of the Town Centre in terms of form and function
- To explore opportunities to improve and increase public carparking
- To promote safety, accessibility and healthy by design principles including improved pedestrian connections from the site to the Town Centre and public transport

REQUIREMENTS

- a Development of the site is to be orientated to Main Road with an active street frontage to both Main Road and Yaralla Street.
- b Provide improved pedestrian connections from the site to the Town Centre, public transport and surrounding key land uses.
- c Building design is to incorporate a high standard of architecture, urban design and landscaping that recognises the site's significance as the gateway to the Toukley Town Centre.
- d The building is to be built to both street frontages with carparking at the rear to maximise continuous active street frontage. Additional floors should be used to not only increase density, but to achieve visual landmarks for pedestrians and accentuate the street corner as a place of pedestrian interaction.
- e Development of the site is to consider and respect the surrounding residential properties with regard to bulk, scale, overshadowing and operational considerations such as noise and servicing.

- f The TIS is to demonstrate consultation with the Roads and Maritime Services (RMS) regarding any impact future road widening, including the Main Road/Yaralla Street intersection and access arrangements, may have on this site and its development.
- g Public carparking numbers (currently provided on the site) are to retained or enhanced either on the site or nearby.
- h A detailed contamination assessment of the site is to be undertaken. Should any contamination of the site be identified, a subsequent remedial action plan is to be submitted detailing appropriate measures to remediate the site.
- i A tree assessment report addressing significant trees on the site is to be prepared. This is to accompany a landscape plan to be developed with the Masterplan.
- j Consideration shall be given to joint planning and development of this site with Key Site No 11 - Coles, Council Car Park and Toukley Senior Citizens Centre.

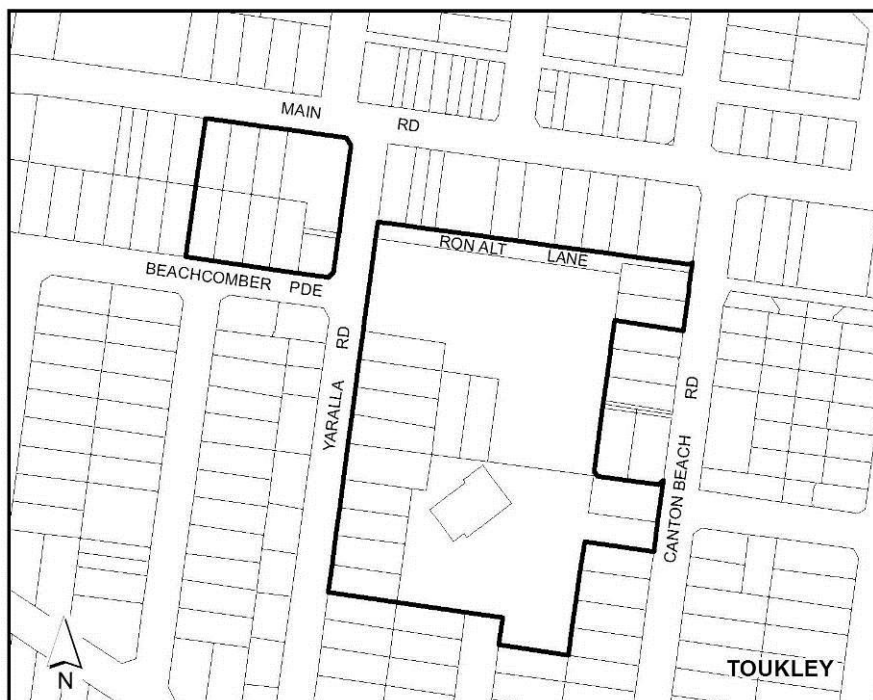


Figure 11 Site 11 - Coles Development, Council Carpark and Toukley Senior Citizens Centre - 9-25 Yaralla Road, 1 Hargraves Street, and 1A Hargraves Street, and Site 12 - Old Service Station Site and Adjoining Carpark - 205-211 Main Road, 20W Yaralla Road and 40 Beachcomber Parade, Toukley

3.13 Toukley Caravan Park

OBJECTIVES

- To facilitate quality medium density residential housing that contributes positively to the streetscape, takes advantage of lake views, and addresses housing choice
- To redevelop the Business Zone component to accommodate neighbourhood scale retail/commercial uses

REQUIREMENTS

- a Consolidation of the site is desirable as this will optimise development options and potential.
- b Building design is to incorporate a high standard of architecture, urban design and landscaping that recognises the site's significance as gateway on the approach to the Toukley Town Centre.
- c The commercial component of the development shall address and provide an active street frontage to the Main Road and Tamar Avenue.
- d The TIS is to demonstrate consultation with the Roads and Maritime Services (RMS) regarding access to the site.
- e Any redevelopment of this site must consider the loss of low cost housing accommodation and demonstrate how this matter is addressed in accordance with Council's 'Promoting Choice: A Local Housing Strategy'.
- f A tree assessment report addressing significant trees on the site is to be prepared. This is to accompany a landscape plan to be developed with the Masterplan.
- g Streetscape improvements to Main Road, Dunleigh Street and Tamar Avenue incorporating street trees, footpath improvements and street furniture are to be developed and illustrated on the site Masterplan. Consultation with the RTA and Council is required.
- h Provide improved pedestrian connections from the site to the Town Centre, public transport and surrounding key land uses.

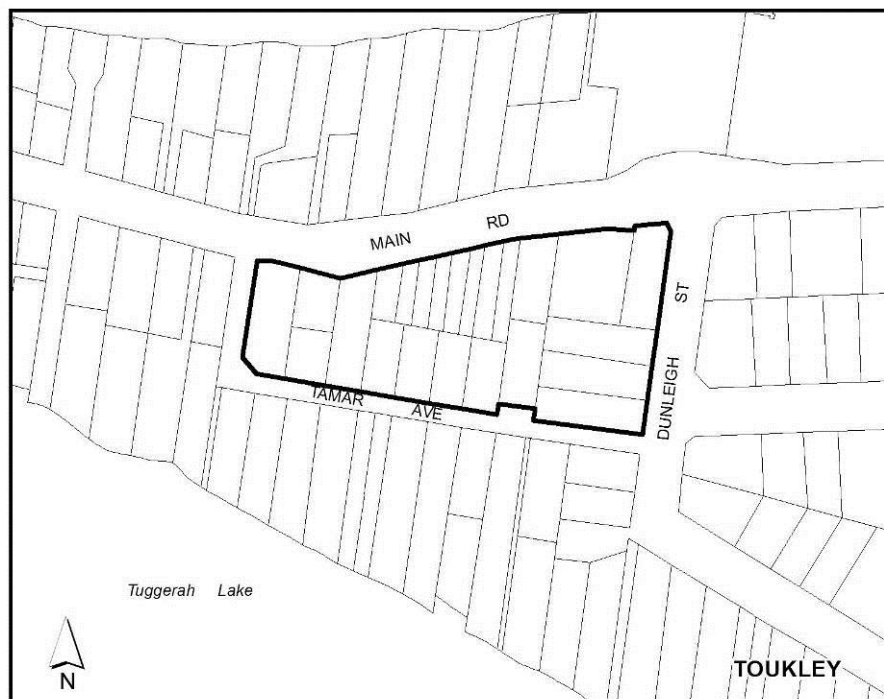


Figure 12 Toukley Caravan Park - 2-14 Tamar Avenue, 145-165 Main Road and 6-10 Dunleigh Street, Toukley

3.14 Waterfront Tourist Park

OBJECTIVES

- To stimulate development of the Canton Beach foreshore as a tourist precinct with tourist and residential accommodation and an active street-front of cafes and tourist related uses along Beach Parade
- To address climate change by incorporating appropriate planning solutions
- To address the loss of low cost accommodation

REQUIREMENTS

- a Development shall be orientated with an active street frontage to Beach Parade.
- b Locate tourist related activities such as cafes, restaurants and shops along the Beach Parade street frontage to activate the streetscape and improve amenity.
- c Development design is to incorporate a two storey front façade to Beach Parade with any levels above the second storey to be set back in order to maintain a pedestrian scale and reduce overshadowing.
- d Carparking shall not be located within the Beach Parade setback and shall be sleeved behind the building facade, screened from view from Beach Parade.
- e Any redevelopment of this site must consider the loss of low cost housing accommodation and demonstrate how this matter is addressed in accordance with Council's 'Promoting Choice: A Local Housing Strategy'.
- f Address flooding constraints consistent with Council's Tuggerah Lakes Floodplain Risk Management Study and Plan.
- g Development is to be located and designed with appropriate mitigating and adaptive measures against the anticipated impacts of climate change. Such measures are to be consistent with Federal, State and Local Government Policies on climate change and sea level rise. Specifically:
 - i NSW Coastal Planning Guideline: Adapting to Sea Level Rise (August 2010) by Department of Planning and Infrastructure (DoPI); and
 - ii Flood Risk Management Guide: Incorporating Sea Level Rise Benchmarks in Flood Risk Assessments (August 2010) by Department of Environment, Climate Change and Water (DECCW).
- h All new development shall include an appropriate sea level rise allowance in the Flood Planning Level.
- i Any excavation to support development of the site will need to address the issue of potential acid sulphate soils (PASS) and impact of and upon ground water.
- j Traffic speed control devices shall be provided to enable a 10kph "Shared zone" environment along Beach Parade.
- k Vehicular access from Beach Parade is to be limited.

- I Condon Place shall have kerb and gutter and shoulder seal. Minimum width between kerbs to be 9 metres.

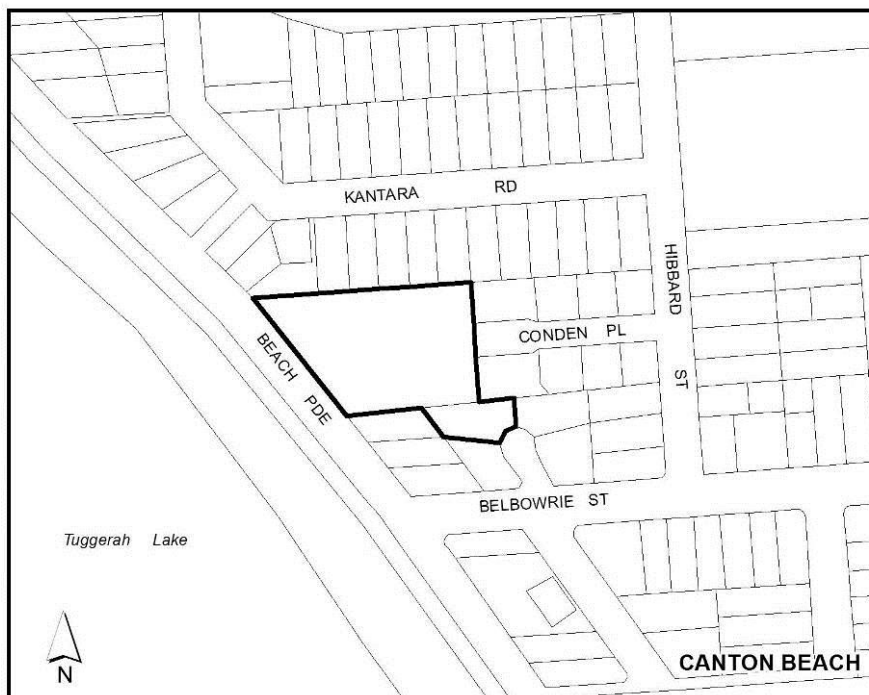


Figure 13 Waterfront Tourist Park - 18-20 Beach Parade and 4 Jasmine Close, Canton Beach

3.15 Lakedge Caravan Park

OBJECTIVES

- To stimulate development of the Canton Beach foreshore as a tourist precinct with tourist and residential accommodation and an active street-front of cafes and tourist uses along Beach Parade
- To address climate change by incorporating appropriate planning solutions
- To address the loss of low cost accommodation

REQUIREMENTS

- a Development of the site is to be orientated with an active street frontage to Beach Parade.
- b Locate tourist related activities such as cafes, restaurants, and shops along the Beach Parade street frontage to activate the streetscape and improve amenity of the area. This activation may extend around the corner of No. 1 Beach Parade onto the Crossingham Street frontage.
- c A two storey front façade to Beach Parade with any levels above the second storey to be set back in order to maintain a pedestrian scale and reduce overshadowing.
- d The building is to be built to both street frontages with carparking at the rear to maximise continuous active street frontage. Additional floors should be used to not only increase density, but to achieve visual landmarks for pedestrians and accentuate the street corner as a place of pedestrian interaction.

- e Carparking shall not be located within the Beach Parade setback and shall be sleeved behind the building facade, screened from view from Beach Parade.
- f The existing view corridor along Victoria Avenue toward the Lake is to be maintained.
- g Any redevelopment of this site must consider the loss of low cost housing accommodation and demonstrate how this matter is addressed in accordance with Council's 'Promoting Choice: A Local Housing Strategy'.
- h Address flooding constraints consistent with Council's Tuggerah Lakes Floodplain Risk Management Study and Plan.
- i Development is to be located and designed with appropriate mitigating and adaptive measures against the anticipated impacts of climate change. Such measures are to be consistent with Federal, State and Local Government Policies on climate change and sea level rise. Specifically:
 - i NSW Coastal Planning Guideline: Adapting to Sea Level Rise (August 2010) by Department of Planning and Infrastructure (DoPI); and
 - ii Flood Risk Management Guide: Incorporating Sea Level Rise Benchmarks in Flood Risk Assessments (August 2010) by Department of Environment, Climate Change and Water (DECCW).
- j All new development shall include an appropriate sea level rise allowance in the Flood Planning Level.
- k Any excavation required to support development of the site will need to address the issue of potential acid sulphate soils (PASS) and impact of and upon ground water.
- l Traffic speed control devices shall be provided to enable a 10kph "Shared zone" environment along Beach Parade.
- m Vehicular access to the development should be located in Wallis Avenue or in Crossingham Street at the eastern end of the property.

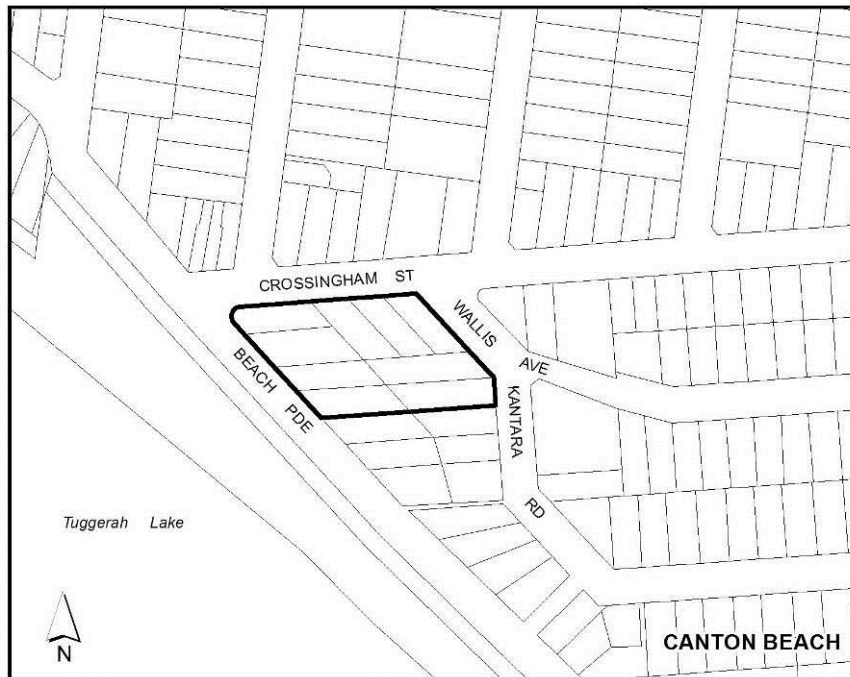


Figure 14 Lakedge Caravan Park – 5-7 and 8 Beach Parade, 1-5 Crossingham Street and 1-3 Kantara Road, Canton Beach

3.16 Rustrum Site

OBJECTIVE

- To provide a high quality tourist residential lakeside development that improves the streetscape and respects the sensitive lakeside location

REQUIREMENTS

- a Building design is to incorporate a high standard of architecture, urban design and landscaping that recognises the site's prominent location in particular streetscape presentation to Main Road and Lake Budgewoi. A coastal design theme is to be adopted.
- b Development is to be "broken up" into discrete elements that do not form a long continuous edge along the foreshore.
- c Development of the site is to consider and minimise impacts upon the nearby residential properties and Toukley Gardens with regard to bulk, scale and overshadowing.
- d Development shall protect the existing landscape character of the area, including mature trees along the foreshore. Significant vegetation along the foreshore is to be maintained and supplemented to 'soften' the development.
- e A tree assessment report addressing significant trees on the site is to be prepared. This is to accompany a landscape plan to be developed with the Masterplan.
- f The TIS is to demonstrate consultation with the Roads and Maritime Services (RMS) regarding traffic, demand, operation and impacts including access and carparking on Main Road.

- g Development options should explore land swap opportunities with Council to enable location of a park closer to the foreshore, to integrate the park with the northern residential area.
- h Social Impact Assessment of the proposal is to be provided in terms of future residents on the site and existing residents of surrounding properties. Consideration of matters such as noise and potential anti-social behaviour from nearby premises and impacts of potential connection through to Rowland Terrace shall be outlined and addressed.
- i The development shall improve the park outlook and connections to the foreshore and Rowland Terrace.
- j Address flooding constraints consistent with Council’s Tuggerah Lakes Floodplain Risk Management Study and Plan.
- k Development is to be located and designed with appropriate mitigating and adaptive measures against the anticipated impacts of climate change. Such measures are to be consistent with Federal, State and Local Government Policies on climate change and sea level rise. Specifically:
 - i NSW Coastal Planning Guideline: Adapting to Sea Level Rise (August 2010) by Department of Planning and Infrastructure (DoPI); and
 - ii Flood Risk Management Guide: Incorporating Sea Level Rise Benchmarks in Flood Risk Assessments (August 2010) by Department of Environment, Climate Change and Water (DECCW).
- l All new development shall include an appropriate sea level rise allowance in the Flood Planning Level.
- m Streetscape improvements shall develop and enhance a sense of connection to the Town Centre.
- n A shared pathway connection from Main Road through Toukley Gardens and 21 Rowland Terrace is to be provided and connect to the existing pathway at the intersection of Main Road and Peel Street.

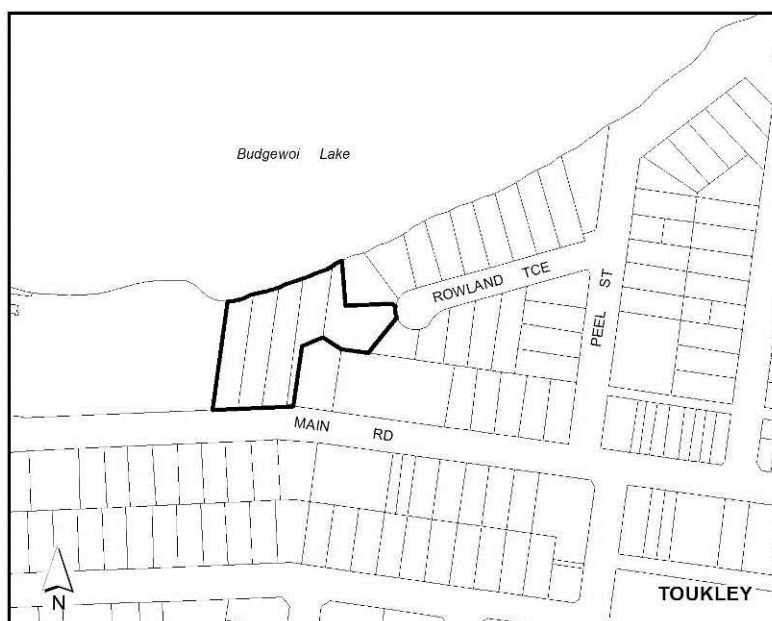


Figure 15 Rustrum Site - 21 Rowland Terrace and 216-222 Main Road, Toukley

3.17 Club Toukley (Toukley RSL)

OBJECTIVES

- To support and enhance the operation of the site as an RSL Club
- To improve amenity and function of the site and surrounds in terms of built form, landscaping and pedestrian connections

REQUIREMENTS

- a Building design is to incorporate a high standard of architecture, urban design and landscaping that recognises the site's elevated position and high visibility, in particular streetscape presentation to Main Road. A coastal design theme is to be adopted.
- b Development of the site is to consider and respect the surrounding residential properties with regard to bulk, scale and overshadowing.
- c The TIS and TMP are to cover traffic and transport demand, operation and impacts including vehicular access carparking and pedestrian access to public transport. The plan is to be developed in consultation with the Roads and Maritime Services (RMS).
- d Provide improved pedestrian connections from the site to the Town Centre and East Toukley.
- e The Masterplan shall address the integration of the existing War Memorial and Police Station site within the development proposal.
- f Incorporate community facilities into the redevelopment of the Toukley RSL. Potential uses include a gym, aquatic centre and/or meeting places.

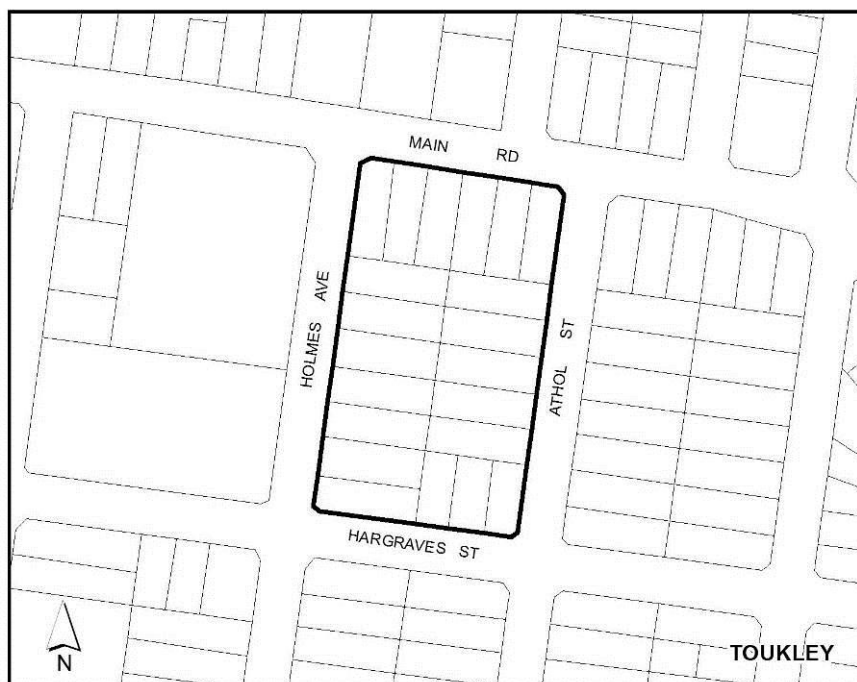


Figure 16 Club Toukley (Toukley RSL) - 263-273 Main Road and 35-47 Holmes Avenue, Toukley

3.18 Anzac Avenue Community Facility

OBJECTIVES

- To identify opportunities to fund Town Centre and civic improvements (including street tree planting)
- To promote safety, accessibility and healthy by design principles including improved pedestrian connections from the site to the Town Centre
- To explore opportunities to improve and increase public carparking, including multi-deck parking

REQUIREMENTS

- a The Masterplan shall address the urban design and development outcomes of the draft Wyong Cultural and Civic Precinct Masterplan.
- b Careful treatment is to be given to buildings that address dual street frontages, their turning of the corners and views into and from the site.
- c Any future development shall incorporate a community service/facility to complement the Wyong Town Centre precinct.
- d The development shall comply with the drainage recommendations outlined in the 'Wyong Town Centre Drainage Investigation – Stage 2' (Cardno, 2011).
- e The existing Council easement should be extinguished to create a new drainage easement vested in Council over the constructed box culvert.
- f Lot amalgamation is encouraged to enable improved flexibility in development of the site. A new plan of subdivision should be explored that consolidates the five (5) lots known as Part Lots 1,2,3,4 and 5 DP 3136.
- g A TIS and TMP are to be submitted with the Masterplan. Traffic circulation and co-ordination with the Wyong Regional Police Station shall be detailed.
- h Development shall comply with Clause 4.4 of the WLEP 2013 and the Floor Space Ratio Map for density requirements.
- i Development proposals shall consider Clause 4.3 of the WLEP 2013 and the Building Height Map for baseline height controls. Additional building height may be permissible upon evidence of significant net community benefit.
- j Public Art is to be incorporated as part of the development of the site. Specific design of the artwork shall be outlined within the Masterplan and site specific DCP.
- k The Masterplan and site specific DCP shall adequately address the provisions outlined in Council's Wyong/Tuggerah Planning Strategy.
- l Consideration shall be given to the principles and objectives of other DCP Chapters, in particular Chapter 5.2 - Wyong Town Centre and Chapter 3.7 – Conservation of the Built Environment.
- m Developments are to identify the desirable qualities to be incorporated in appropriate heritage infill design on the site. The qualities should be illustrated in the Masterplan by annotated drawings addressing the principles of scale, form, siting, materials and colours.

3.19 Aldi, Wyong

OBJECTIVE

- To provide a development that addresses the site's gateway location as the northern approach to the Wyong Town Centre
- To identify opportunities to fund Town Centre and civic improvements (including street tree planting)
- To promote safety, accessibility and healthy by design principles including improved pedestrian connections from the site to the Town Centre
- To explore opportunities to improve and increase public carparking, including multi-deck parking

REQUIREMENTS

- a Development design is to demonstrate that the drainage issue for this site has been resolved.
- b Consider alternatives to basement parking given the likelihood of localised flooding at the site.
- c Continuous awnings are to be provided along the Pacific Highway.
- d Extend streetscape improvements along the Pacific Highway to upgrade the approach to the Wyong Town Centre.
- e Building design is to incorporate a high standard of architecture, urban design and landscaping that recognises the site's significance as the northern gateway to the Wyong Town Centre.
- f Building design shall incorporate the heritage theme of the Wyong Town Centre by reinterpreting heritage in the building's architecture, for example through the contemporary use of heritage materials and colours. Buildings are to be modulated and articulated to introduce the human scale of the heritage town.
- g Careful treatment is to be given to buildings that address dual street frontages, their turning of the corners and views into and from the site.
- h Noise attenuation measures are to be employed in the building design given the site's location adjoining the Pacific Highway.
- i The development shall comply with the drainage recommendations outlined in the 'Wyong Town Centre Drainage Investigation – Stage 2' (Cardno, 2011).
- j Street tree planting shall include the Bull Bay Magnolia (*Magnolia grandiflora*).
- k The TIS is to demonstrate consultation with the Roads and Maritime Services (RMS) regarding access to the site off the Pacific Highway and future upgrade of the Pacific Highway.
- l Development shall comply with Clause 4.4 of the WLEP 2013 and the Floor Space Ratio Map for density requirements.
- m Development proposals shall consider Clause 4.3 of the WLEP 2013 and the Building Height Map for baseline height controls. Additional building height may be permissible upon evidence of significant net community benefit.

- n The Masterplan and site specific DCP shall adequately address the provisions outlined in Council's Wyong/Tuggerah Planning Strategy.
- o Consideration shall be given to the principles and objectives of other DCP Chapters, in particular DCP Chapter 5.2 - Wyong Town Centre.

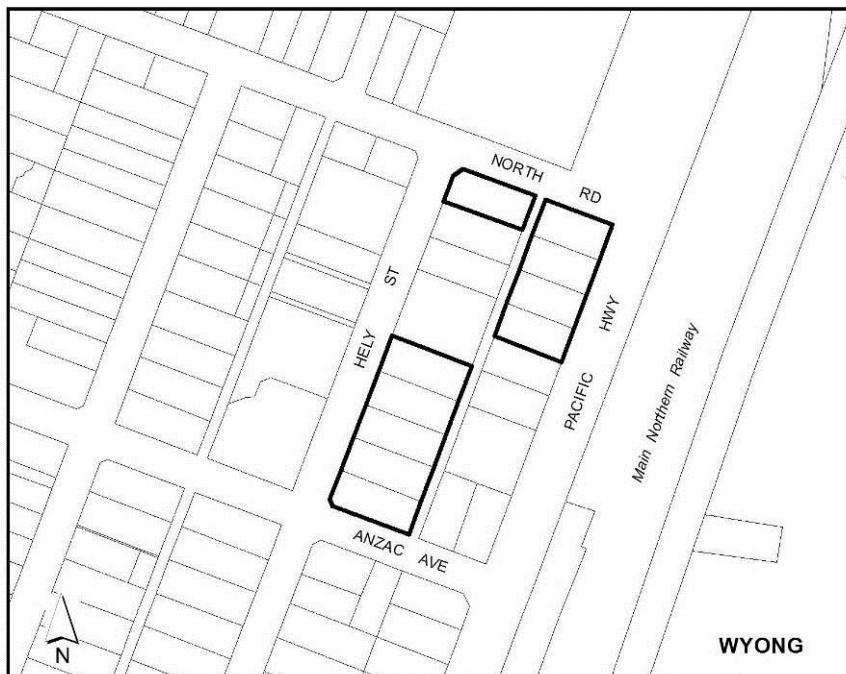


Figure 17 Anzac Avenue Community Facility Site - 15-23 Hely Street, and Aldi Site, - 46-148 Pacific Highway and 33 Hely Street, Wyong

3.20 Southern Gateway Site, Wyong

OBJECTIVES

To provide a development that addresses the gateway location as the southern approach to the Wyong Town Centre

Development shall create strong interaction between Wyong River and the Wyong Town Centre through physical and visual linkages

To identify opportunities to fund Town Centre and civic improvements (including street tree planting)

REQUIREMENTS

- a Building design shall incorporate a high standard of architecture, urban design and landscaping that recognises the site's significance as the southern gateway to the Wyong Town Centre.
- b Building design must address the site's gateway significance; however, it should not dominate the "iconic" Turton building which is the principle heritage building in terms of marking the arrival and identity of the Wyong Town Centre.
- c Architecture should reflect the heritage theme of the Wyong Town Centre and reinterpret the heritage theme in a contemporary way in accordance with Chapter 5.2 - Wyong Town Centre.

- d Consideration shall be given to the principles and objectives of other DCP Chapters, in particular DCP Chapter 5.2 - Wyong Town Centre and Chapter 3.7 – Conservation of the Built Environment.
- e Developments are to identify the desirable qualities to be incorporated in appropriate heritage infill design on the site. The qualities should be illustrated in the Masterplan by annotated drawings addressing the principles of scale, form, siting, materials and colours.
- f Development shall address both the Pacific Highway and River Road street frontages.
- g Development shall incorporate strong landscape, public art and open space elements that signify entry to the Wyong Town Centre.
- h Distinctive plant forms and colours shall emphasis the entry to Wyong at the Pacific Highway/River Road intersection.
- i Street tree planting along the Pacific Highway shall include the Bull Bay Magnolia (*Magnolia Grandiflora*).
- j Street tree planting along River Road shall include the Spotted Gum (*Eucalyptus Maculata*) and Forest Red Gum (*Eucalyptus Tereticornis*).
- k Buildings are to be sited to enable retention and protection of existing significant trees.
- l Development shall create an open space focus along the riverfront forming linear parkland with Key Site No 23 - Active River Foreshore Precinct.
- m Activate and improve the pedestrian connections from the site to the river foreshore and Town Centre to the north and Centennial Park to the south.
- n Address flooding constraints consistent with Council's Lower Wyong River Floodplain Risk Management Study and Plan.
- o Development is to be located and designed with appropriate mitigating and adaptive measures against the anticipated impacts of climate change. Such measures are to be consistent with Federal, State and Local Government Policies on climate change and sea level rise. Specifically:
 - i NSW Coastal Planning Guideline: Adapting to Sea Level Rise (August 2010) by Department of Planning and Infrastructure (DoPI); and
 - ii Flood Risk Management Guide: Incorporating Sea Level Rise Benchmarks in Flood Risk Assessments (August 2010) by Department of Environment, Climate Change and Water (DECCW).
- p All new development shall include an appropriate climate change allowance in the Flood Planning Level.
- q Parking design solutions must adequately address the current and future flood hazard of the area and all overland flows which may enter the site from the upstream catchment.
- r The TIS is to demonstrate consultation with the Roads and Maritime Services (RMS) regarding the future upgrade and widening of the Pacific Highway.
- s Lot amalgamation is encouraged to enable improved flexibility in development of the site.

- t The Masterplan and site specific DCP shall adequately address the provisions outlined in Council's Wyong/Tuggerah Planning Strategy.
- u Development shall comply with Clause 4.4 of the WLEP 2013 and the Floor Space Ratio Map for density requirements.
- v Development proposals shall consider Clause 4.3 of the WLEP 2013 and the Building Height Map for baseline height controls. Additional building height may be permissible upon evidence of significant net community benefit.

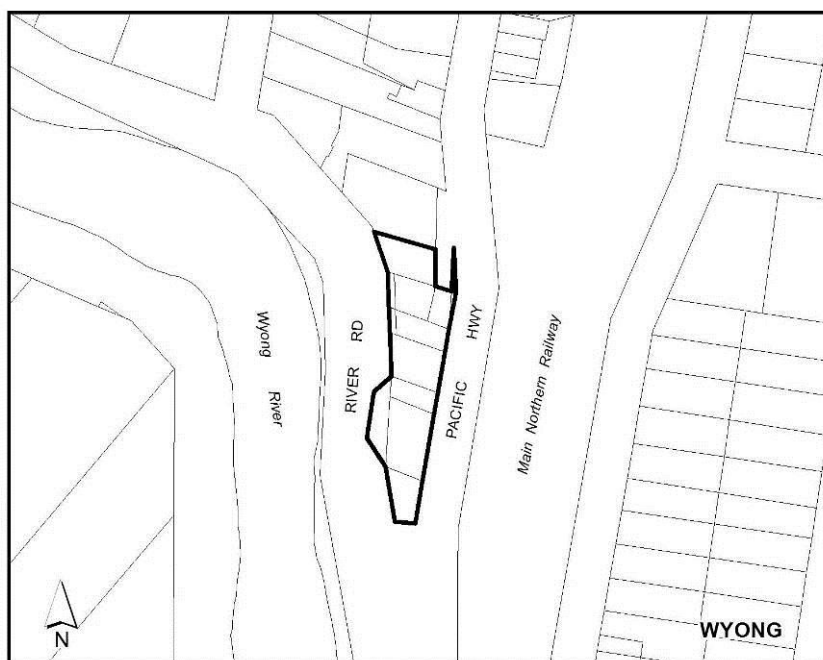


Figure 18 Southern Gateway Site, Wyong - 4-20 Pacific Highway, Wyong

3.21 Chapman Building

OBJECTIVES

- To reinforce Alison Road as the focus of retail activity
- To increase the pedestrian permeability of the Wyong Town Centre
- To protect and enhance views of the heritage streetscape
- To identify opportunities to fund Town Centre and civic improvements (including street tree planting)

REQUIREMENTS

- a The existing heritage building shall provide retail/commercial activities that incorporate the building with civic open space at the rear of the site.
- b Consideration shall be given to the principles and objectives of other DCP Chapters, in particular Chapter 5.2 – Wyong Town Centre and Chapter 3.7 – Conservation of the Built Environment.

- c Developments are to identify the desirable qualities to be incorporated in appropriate heritage infill design on the site. The qualities should be illustrated in the Masterplan by annotated drawings addressing the principles of scale, form, siting, materials and colours.
- d Proposals for adaptive reuse of heritage buildings are to demonstrate that the significant form and integrity of the place is unimpaired and that the proposal does not prevent the future conservation of the heritage item.
- e Architecture should reflect the heritage theme of the Wyong Town Centre and reinterpret the heritage theme in a contemporary way in accordance with DCP Chapter 5.2 - Wyong Town Centre.
- f Building design shall incorporate heritage/contemporary use of heritage materials and colours. Buildings are to be modulated and articulated to introduce the human scale of the heritage town.
- g The Masterplan and site specific DCP shall adequately address the provisions outlined in Council's Wyong/Tuggerah Planning Strategy.
- h Development shall comply with Clause 4.4 of the WLEP 2013 and the Floor Space Ratio Map for density requirements.
- i The Masterplan shall indicate the relationship of the site with adjoining land uses including Key Site No 22 - Grand Hotel. Development options should explore the possibility of joint development with the Grand Hotel.

3.22 Grand Hotel

OBJECTIVES

- To increase the pedestrian permeability of the Wyong Town Centre
- To protect and enhance views of the heritage streetscape
- To identify opportunities to fund Town Centre and civic improvements (including street tree planting)
- To protect important views to the vegetated ridgelines, from east to west and north to south, which create a recognisable feature in the Wyong Town Centre

REQUIREMENTS

- a All buildings are to create a consistent edge to the Pacific Highway and Hely Street.
- b Development shall be orientated to the Pacific Highway with an active street frontage to Hely Street.
- c Pedestrian movement within and around the site shall be catered for within the development design. Specific consideration shall be given to the movement of pedestrians from the Pacific Highway to Hely Street, and across the Highway to Wyong Train Station and to the Town Centre.
- d Carparking shall be sleeved behind the building façade, hidden from view from the Pacific Highway and Hely Street.
- e Continuous awnings are to be provided along the Pacific Highway frontage.

- f Lot amalgamation is encouraged to enable improved flexibility in development of the site. A new plan of subdivision should be explored that consolidates the four (4) lots known as Part Lots 8, 9, 20 and 21 DP 3136.
- g Consideration shall be given to the principles and objectives of other DCP Chapters, in particular Chapter 5.2 – Wyong Town Centre and Chapter 3.7 – Conservation of the Built Environment.
- h Developments are to identify the desirable qualities to be incorporated in appropriate heritage infill design on the site. The qualities should be illustrated in the Masterplan by annotated drawings addressing the principles of scale, form, siting, materials and colours.
- i Architecture should reflect the heritage theme of the Wyong Town Centre and reinterpret the heritage theme in a contemporary way in accordance with DCP Chapter 5.2 - Wyong Town Centre.
- j Building design shall incorporate heritage/contemporary use of heritage materials and colours. Buildings are to be modulated and articulated to introduce the human scale of the heritage town.
- k The Masterplan and site specific DCP shall adequately address the provisions outlined in Council's Wyong/Tuggerah Planning Strategy (in particular Part 4 of the Strategy).
- l Development shall comply with Clause 4.4 of the WLEP 2013 and the Floor Space Ratio Map for density requirements.
- m Development proposals shall consider Clause 4.3 of the WLEP 2013 and the Building Height Map for baseline height controls. Additional building height may be permissible upon evidence of significant net community benefit.
- n The Masterplan shall indicate the relationship of the site with adjoining land uses including Key Site No 21 - Chapman Building. Development options should explore the possibility of joint development with the Chapman Building.
- o The TIS is to demonstrate consultation with the Roads and Maritime Services (RMS) regarding the future upgrade and widening of the Pacific Highway.

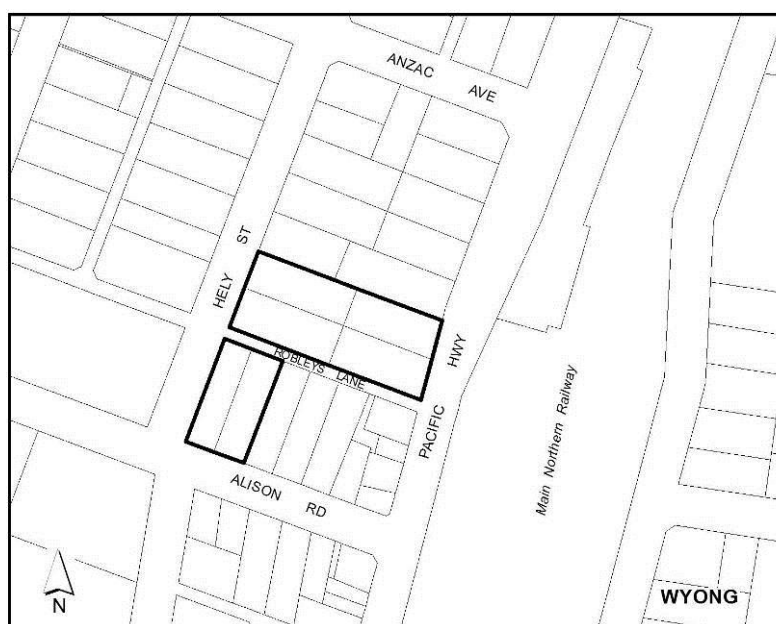


Figure 19 Chapman Building and Grand Hotel - 14-16 Alison Road and 126 Pacific Highway, Wyong

3.23 Active River Foreshore Precinct

OBJECTIVES

- To create strong interaction between Wyong River and the Town Centre through physical and visual linkages
- To identify opportunities to fund Town Centre and civic improvements (including street tree planting)

REQUIREMENTS

- a Development shall address both Church Street and River Road.
- b Development shall create an open space focus along the riverfront forming linear parkland.
- c Public domain and streetscape improvements shall be included in the development design, including landscaping, outdoor seating, public art and surface treatments.
- d Buildings are to be sited to enable retention and protection of existing significant trees.
- e Development shall consider the objectives and outcomes of Council's Active River Foreshore Masterplan. This includes landscape treatments and elements. Details of existing and proposed vegetation planting shall be included as part of the site specific DCP Chapter.
- f Activate and improve the pedestrian connections from the site to the River foreshore and the Town Centre to the north, and Centennial Park to the south.
- g Pedestrian movement within and around the site shall be catered for within the development design. Specific consideration shall be given to the movement of pedestrians from River Road to Church Street.
- h A view analysis of any development proposal must be undertaken as part of Masterplan preparations.
- i Address flooding constraints consistent with Council's Lower Wyong River Floodplain Risk Management Study and Plan.
- j Development is to be located and designed with appropriate mitigating and adaptive measures against the anticipated impacts of climate change. Such measures are to be consistent with Federal, State and Local Government Policies on climate change and sea level rise. Specifically:
 - i NSW Coastal Planning Guideline: Adapting to Sea Level Rise (August 2010) by Department of Planning and Infrastructure (DoPI); and
 - ii Flood Risk Management Guide: Incorporating Sea Level Rise Benchmarks in Flood Risk Assessments (August 2010) by Department of Environment, Climate Change and Water (DECCW).
- k All new development shall include an appropriate climate change allowance in the Flood Planning Level.
- l Development shall incorporate management measures for major Overland Flow Paths which enter and traverse the site.

- m Constraints analysis to be completed as part of the Masterplan that clearly identify the key environmental and infrastructure constraints within the site.
- n Adequate provision must be made for suitable drainage and service infrastructure on the site to accommodate the proposed development. There is an existing optic cable on site and its location shall be provided for within the development design.
- o Explore the potential to utilise the unformed parts of Margaret Street.
- p During development of the site Masterplan consultation must occur with key statutory authorities. Specifically the Department of Lands, the Department of Energy and Water, and the Roads and Maritime Services (RMS). Concurrence with these government authorities is required.
- q The TIS and TMP are to demonstrate consultation with the Roads and Maritime Services (RMS) regarding the future upgrade and widening of the Pacific Highway and its impact on any development proposed for the site. The TIS and TMP are to investigate ingress and egress to the site via Church Street.
- r River Road is to incorporate traffic control devices to ensure a maximum speed of 40kph.
- s Consideration shall be given to the principles and objectives of other DCP Chapters, in particular DCP Chapter 5.2 - Wyong Town Centre, Chapter 3.7 – Conservation of the Built Environment and Chapter 2.15 - Public Art.
- t Developments are to identify the desirable qualities to be incorporated in appropriate heritage infill design on the site. The qualities should be illustrated in the Masterplan by annotated drawings addressing the principles of scale, form, siting, materials and colours.
- u Architecture should reflect the heritage theme of the Wyong Town Centre and reinterpret the heritage theme in a contemporary way in accordance with DCP Chapter 5.2 - Wyong Town Centre.
- v Building design shall incorporate heritage/contemporary use of heritage materials and colours.
- w Buildings are to be modulated and articulated to introduce the human scale of the heritage town.
- x The Masterplan and site specific DCP Chapter shall adequately address the provisions outlined in Council's Wyong/Tuggerah Planning Strategy.

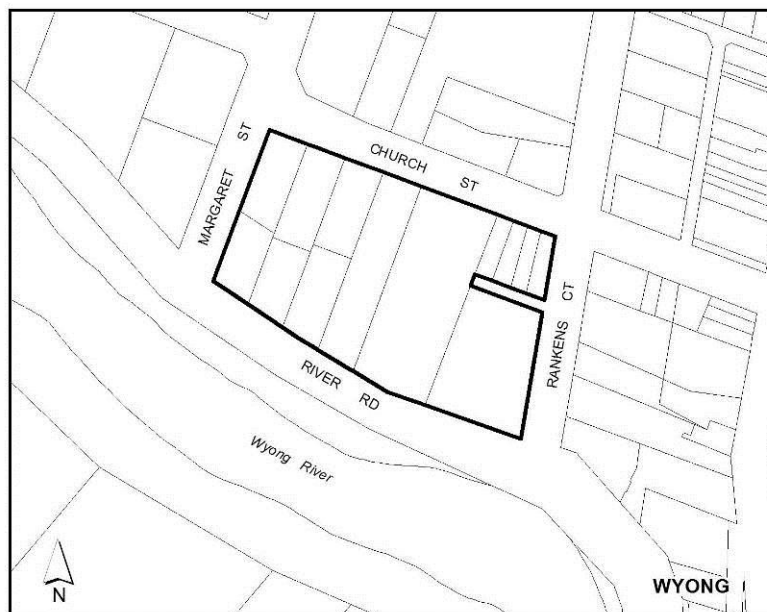


Figure 20 Active River Foreshore Precinct - 2 Ranken Street, 11-21 Church Street and 21-25 River Road, Wyong

3.24 Wyong Tennis Club and Swimming Pool

OBJECTIVES

- To explore opportunities to create vehicular and pedestrian connections to link Levitt Street and Rose Street
- To explore opportunities to improve and increase public carparking

REQUIREMENTS

- a Prepare a Plan of Management for Baker Park that considers acquisitions and reorientation of uses to achieve a more logical and efficient open space area.
- b The Masterplan shall detail development of formal parkland connecting Howarth and Ithome Streets. The park shall incorporate an integrated recreational, residential and community facility containing all designated present land uses including the tennis courts and swimming pool.
- c The Masterplan shall demonstrate clear pedestrian connections from this site to Wyong Railway Station, Town Centre, Wyong Race Club and River foreshore.
- d A visual analysis from numerous vantage points is to be submitted demonstrating that view corridors are retained across the Baker Park Precinct from Wyong Town Park Hill to Noraville and Toukley and The Entrance and Tuggerah Lake.
- e Development shall consider the outcomes of Council's Baker Park Masterplan.
- f The Masterplan shall detail integration of the proposed development with surrounding land uses.
- g The Masterplan shall investigate road closure or one way access for Ithome Street.

- h Baker Park is utilised by a range of stakeholders. Community engagement with the key stakeholders is to be demonstrated as part of the Masterplan process.
- i The Masterplan and site specific DCP Chapter shall adequately address the provisions outlined in Council's Wyong/Tuggerah Planning Strategy.
- j Development is to be located and designed with appropriate mitigating and adaptive measures against the anticipated impacts of climate change. Such measures are to be consistent with Federal, State and Local Government Policies on climate change and sea level rise. Specifically:
 - i NSW Coastal Planning Guideline: Adapting to Sea Level Rise (August 2010) by Department of Planning and Infrastructure (DoPI); and
 - ii Flood Risk Management Guide: Incorporating Sea Level Rise Benchmarks in Flood Risk Assessments (August 2010) by Department of Environment, Climate Change and Water (DECCW).
- k All new development shall incorporate an appropriate climate change allowance in the Flood Planning Level.

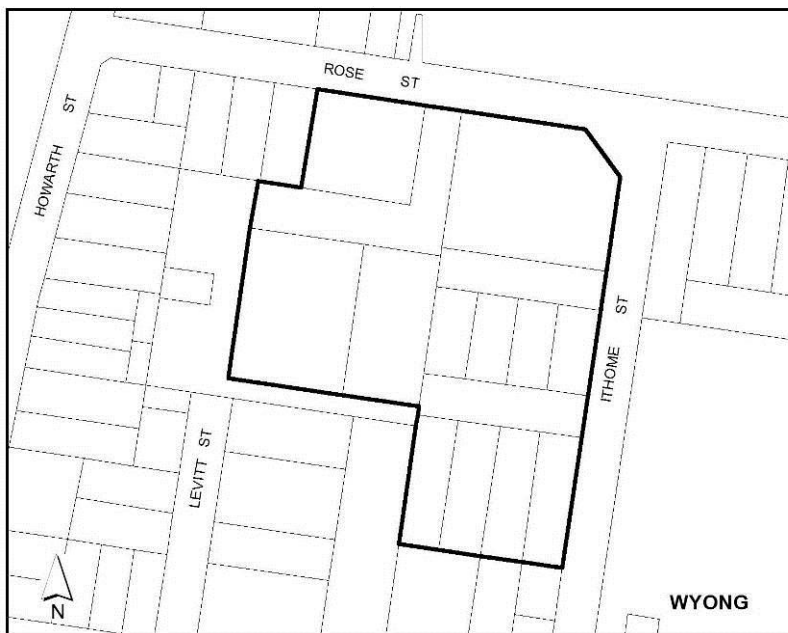


Figure 21 Wyong Tennis Club and Swimming Pool – 4-6 Ithome Street, 9-11 Rose Street and 7-9 Levitt Street, Wyong

3.25 Wyong Racecourse

OBJECTIVES

- To explore opportunities to improve and increase public carparking
- To promote safety, accessibility and healthy by design principles including improved pedestrian connections from the site to Wyong Railway Station and Town Centre

REQUIREMENTS

- a Development design is to provide clear pedestrian connections from this site to the Wyong Railway Station, Baker Park Precinct and Wyong Town Centre.
- b A visual analysis, from numerous vantage points, is to be submitted with the Masterplan demonstrating that view corridors are retained across the Baker Park Precinct from Wyong Town Park Hill to Norville and Toukley and The Entrance and Tuggerah Lake.
- c The TIS and TMP are to demonstrate consultation with the Roads and Maritime Services (RMS) regarding access to the site from the Pacific Highway via the Rose Street overpass. The TIS and TMP shall detail ingress and egress to the site and the suitable treatment of the intersection of Rose and Howarth Streets.
- d Consultation shall occur during the Masterplan preparation with RailCorp/Australian Rail Track Corporation in relation to any future infrastructure upgrades.
- e The Masterplan and site specific DCP Chapter shall detail appropriate mitigation measures for any potential impact on environmental sensitive areas, particularly wetlands on and adjoining the site which are classified under State Environmental Planning Policy No.14 – Coastal Wetlands.
- f The Masterplan and site specific DCP Chapter shall adequately address the provisions outlined in Council's Wyong/Tuggerah Planning Strategy.
- g Address flooding constraints consistent with Council's Lower Wyong River Floodplain Risk Management Study and Plan.
- h Development is to be located and designed with appropriate mitigating and adaptive measures against the anticipated impacts of climate change. Such measures are to be consistent with Federal, State and Local Government Policies on climate change and sea level rise. Specifically:
 - i NSW Coastal Planning Guideline: Adapting to Sea Level Rise (August 2010) by Department of Planning and Infrastructure (DoPI); and
 - ii Flood Risk Management Guide: Incorporating Sea Level Rise Benchmarks in Flood Risk Assessments (August 2010) by Department of Environment, Climate Change and Water (DECCW).
- i All new development shall include an appropriate climate change allowance in the Flood Planning Level.
- j An acid sulphate soils management plan shall be submitted with any development proposal indicating how potential impacts will be mitigated.

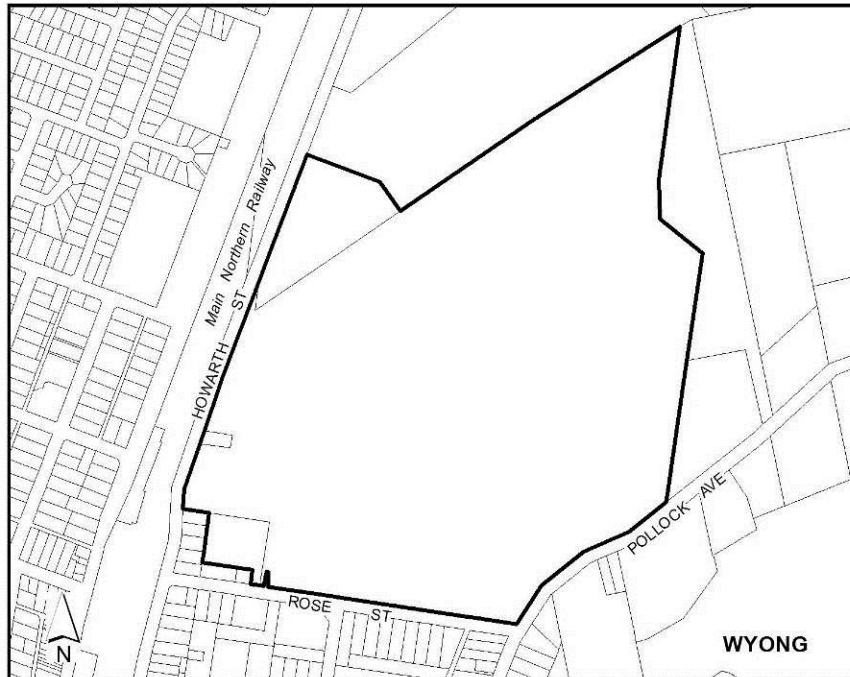


Figure 22 Wyong Racecourse - 71-75 Howarth Street and 6 Rose Street, Wyong

3.26 Lake Haven Bulky Goods

OBJECTIVES

- To promote safety, accessibility and healthy by design principles including improved pedestrian connections from the site to the adjoining Lake Haven Shopping Centre
- To provide for sufficient pedestrian access, including that to public transport

REQUIREMENTS

- a Public domain and streetscape improvements shall be included in the development design, including landscaping, outdoor seating, and public art.
- b Pedestrian access and egress routes being clearly defined and appropriately lit, visible to others and provide direct access from carparking and public transport facilities.



Figure 23 Lake Haven Bulky Goods Site - 53 Lake Haven Drive, Lake Haven

3.27 Wyong Leagues Club and Oasis Caravan Park

OBJECTIVES

- To explore opportunities to improve and increase public carparking
- To respect the scale of surrounding residential development
- To build on and connect with the existing recreational and community facilities provided as part of the Wyong Rugby League Club

REQUIREMENTS

- a Any redevelopment of this site must consider the loss of low cost housing accommodation and demonstrate how this matter is addressed in accordance with Council's 'Promoting Choice: A Local Housing Strategy'.
- b Buildings are to be sited to enable retention and protection of existing significant trees.
- c Pedestrian movement within and around the site shall be catered for within the development design.
- d Development of the site is to consider and respect the surrounding residential properties with particular regard to overshadowing.
- e The Masterplan shall investigate the adequacy of the downstream stormwater detention basin.
- f Carparking shall be sleeved behind the building façade, hidden from view from Wallarah Road.
- g The TIS and TMP are to demonstrate consultation with the Roads and Maritime Services (RMS) regarding access to the site and future upgrade and widening of Wallarah Road.

- h The future of the existing community building located on the site must be addressed.

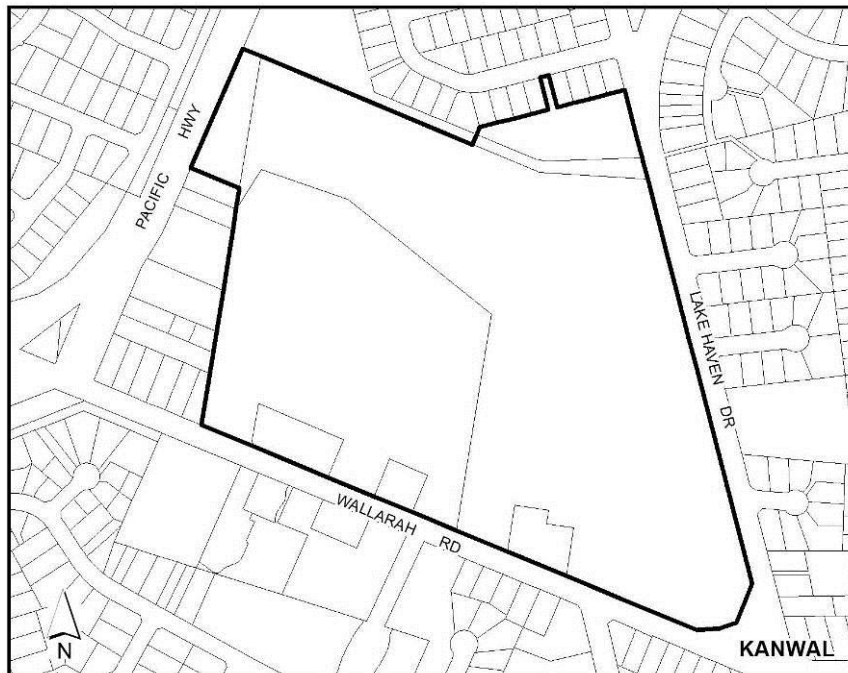


Figure 24 Wyong Leagues Club and Oasis Caravan Park - 40 Lake Haven Drive, 10 Gavin Way, 191 and 205-211 Wallarah Road and 759 Pacific Highway, Kanwal

3.28 Warnervale Airport

OBJECTIVE

- To build on and connect with surrounding greenfield development within the Warnervale Town Centre and Wyong Employment Zone (WEZ)

REQUIREMENTS

- a Building design is to incorporate a high standard of architecture, urban design and landscaping that recognises the site's high visibility and position as the entrance to the northern part of Wyong Shire.
- b Buildings are to be sited to enable retention and protection of existing significant trees.
- c Provide a vegetated buffer to the M1 Pacific Motorway and to Sparks Road.
- d The primary access to the site is to be via Burnet Road and Jack Grant Avenue.
- e Address flooding constraints consistent with Council's Porters Creek Lakes Floodplain Risk Management Study and Plan.
- f Development shall comply with Council's Porters Creek Integrated Water Cycle Management Scheme.

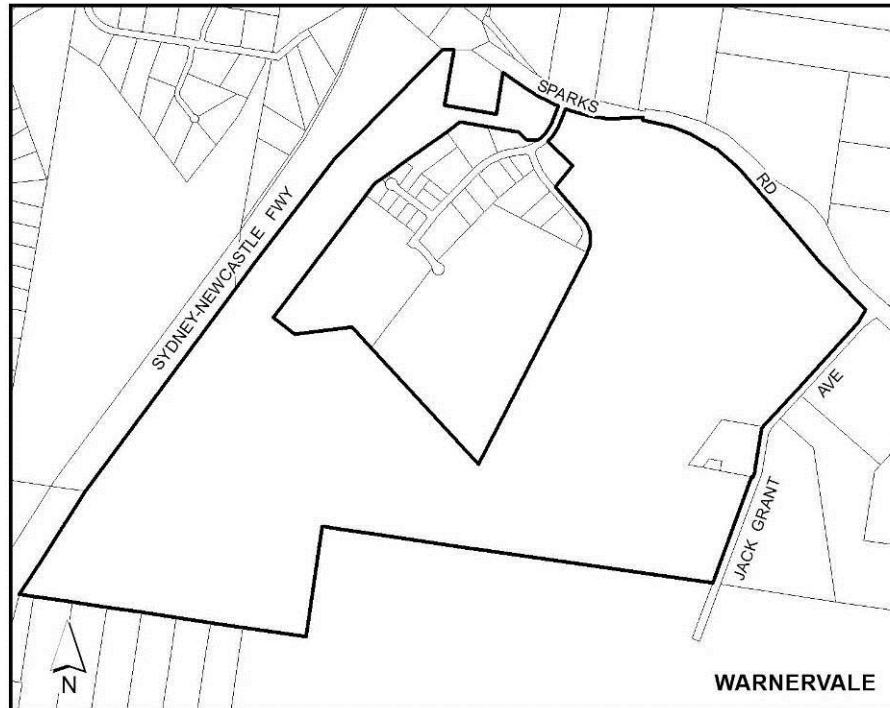


Figure 25 Warnervale Airport - 25 Jack Grant Avenue and 150-190 Sparks Road, Warnervale

4.0 DOCUMENTATION REQUIREMENTS

Council requires the following information to be provided with the Masterplan and site specific DCP for each of the Key Sites.

4.1 Plans

Any concept proposal for Iconic Development of a Key Site in accordance with Clause 7.11 of the WLEP 2013, is to be accompanied by a detailed Masterplan and site specific DCP Chapter which considers the design aspects identified within this document. It shall include a Traffic Impact Study (TIS) and Transport Management Plan (TMP) that provides for carparking and associated infrastructure.

A Masterplan is a document consisting of written information, maps and diagrams that outlines proposals for development of the land. A Masterplan will mean different things depending on the location, size, context and nature of the site.

A Masterplan will establish a framework combining aims, policy and standards needed to carry the vision for the site or locality. The Masterplan will include urban design as well as spatial geography and will address the existing site constraints and opportunities. For Key Sites the Masterplan shall consider how the proposal relates and contributes to the local context. As a minimum a Masterplan shall address the following:

- site constraints;
- urban design and visual impact;
- public domain including landscaping and 'hard-scaping';
- pedestrian movement;

- traffic, transport, access and vehicle parking;
- proposed future uses;
- relationship to surrounding existing and potential future uses;
- ESD Principles;
- safety, accessibility and 'Healthy by Design' principles;
- amenity impacts for future residents and users and upon surrounding property;
- opportunities for public art and passive recreation;
- impact upon existing public infrastructure and future needs;
- existing physical and environmental constraints and management measures;
- economic and social impacts and benefits;
- significant public benefit.

4.2 Colour Perspectives, Model or CD-ROM Walk Through

The Masterplan is to be supported with a series of colour perspectives, a model or "3D CD-Rom walk-through".

4.3 Staging Details

The Masterplan and site specific DCP Chapter shall include details of staging (where applicable) and provide the following advice:

- any potential conflict points for access to subsequent stages or development sites;
- a concept plan covering all of the subsequent stages which demonstrates that further stages of the development can be undertaken in an orderly manner;
- public transport arrangements.

4.4 Voluntary Planning Agreement

The Masterplan and site specific DCP Chapter are to be accompanied by a Voluntary Planning Agreement which includes all appropriate details of public benefits to be provided in association with the development of the site. Council has an adopted policy on Planning Agreements (P3 Planning Agreements Policy) which should be referenced when preparing any Voluntary Planning Agreement for these sites.

4.5 Economic Impact Assessment

Any proposal for significant retail/commercial development on the site must be supported by an Economic Impact Assessment (EIA). The EIA is to address Council's Retail Centres Strategy (RCS) and Chapter 5.1 – Retail Centres.

4.6 Economic Feasibility Study

An Economic Feasibility Study is to be undertaken and submitted for any Iconic Development of a Key Site. The Study is to examine the feasibility of the development in terms of the cost required to undertake the development, and the anticipated value to be obtained. In this regard the study is to consider the following costs of development:

- costs;
- land cost;
- construction cost;
- demolition cost;
- professional fees;
- council fees (including developer contributions);
- holding costs;
- public benefit costs.

The Economic Feasibility Study is to include a 'Discounted Cash Flow Analysis and be expressed in terms of the 'Net Present Value'. The study should examine the strengths and weaknesses of the proposed development, along with the opportunities and threats presented by the subject site, the resources required to construct and operate the development, and ultimately the development's prospects for success.

4.7 Heritage Assessment

Some of the Key Sites (identified below) are listed Heritage Items, or adjacent to, or within the vicinity of a Heritage Item or Heritage Conservation Area. Development proposals for such Key Sites must address the impact of the development on the heritage significance of the Heritage Item or Heritage Conservation Area. Depending on the heritage significance of the item, the complexity of the development proposal, and whether the site is, or is adjacent to, a heritage item, the following may be required:

- Heritage Impact Statement;
- Conservation Management Plan;
- Heritage Interpretation Strategy.
- Key Sites No 7 - Residential Zone (Klumper) and No 21 - Chapman Building contain listed Heritage Items.

The following Key Sites are adjacent to, or within the vicinity of, a listed Heritage Item:

- Key Site No 1 – Dunleith Tourist Park
- Key Site No 2 – Vacant Key Site - 14 The Entrance Road and 2 Ocean Parade
- Key Site No 4 – Denning/Short Street Carpark
- Key Site No 5 – Lakeside Plaza

- Key Site No 18 - Anzac Avenue Community Facility
- Key Site No 20 – Gateway Site, Wyong
- Key Site No 22 – Grand Hotel
- Key Site No 23 – Active River Foreshore Precinct

APPENDIX A – POTENTIAL PUBLIC BENEFITS

Potential public benefits have been identified, including those that could be provided on all Key Sites, as well as those that have been specifically identified for the localities of The Entrance Peninsula, Toukley and Wyong/Tuggerah.

Wyong Shire (generally)

- Provision of public art, street furniture, street tree planting and/or extensive landscape design
- Provision of additional or enhanced public carparking facilities
- Provision of formal public transport lay-by facilities
- Provision of a courtesy/shuttle bus for retail and/or recreation club developments
- Provision of additional, or embellishment of existing, pedestrian and cycleway connections/network
- Upgrade existing public facilities (e.g. toilet amenities, skate ramps, boat ramps and the like)
- Provision or upgrade of community facilities (e.g. library, medical centre, community centre, etc.)
- Provision of multi-use sporting facilities
- Contribution towards, or provision of, affordable housing options, as referenced in Council's Promoting Choice – A Local Housing Strategy

The Entrance Peninsula

- Contribution to the connection from the existing shared pathway at Magenta, through to Toukley
- Embellishment of The Entrance Surf Club toilet amenities and café
- New amphitheatre/outdoor cinema screen at Memorial Park
- Embellishment of Karagi and Picnic Point Reserves, Taylor and Shore Parks with such facilities as sun shelters, BBQs, public domain furniture, skate park, environmental interpretation facilities and the like
- Continuation of the existing boardwalk to link to The Entrance Ocean Baths
- Contribution towards the public domain (e.g. replacement tiling, street furniture, lighting, security) in the centres
- Provision of a multi-purpose community centre to cater for youth, seniors, arts and culture
- Provision of shared pedestrian connections connecting Key Site No 4 – Denning/Short Street Carpark, Key Site No 5 – Lakeside Plaza and Key Site No 6 – The Greens, The Entrance Bowling Club
- Replacement of Saltwater Creek boat ramp
- Foreshore promenade or other public linkage between Terrilbah Reserve and Karagi Reserve
- Embellishment of the park directly to the east of Dunleith Tourist Park

- Provision of a learning hub/knowledge centre
- Embellishment of the boardwalk between The Entrance Town Centre and The Entrance Surf Club
- Embellish tourist/visitor information facilities
- Redevelopment of carparking facilities immediately east of Memorial Park. Must consider relocation of existing carparking facilities so there is no net loss within The Entrance Town Centre
- Provision of sufficient and quality civic space between Lakeside Plaza and the Denning Street Carpark Site and/or via extension of the Bayview Street Mall to Short Street
- Provision of a public mall/civic space between The Entrance Bridge and Picnic Point Reserve to include facilities such as exercise equipment, public domain furniture, fishing platform, and the like
- Upgrade jetties, toilet facilities and boat ramps along the Tuggerah Lake Foreshore in Long Jetty
- Redevelop dilapidated buildings in Tuggerah Lakes Foreshore Reserve, Long Jetty, into such uses as kiosks, restaurants, other food and drink premises and/or other appropriate uses
- Upgrade/embellish Tuggerah Lakes Foreshore Reserve to include facilities such as exercise equipment, public domain furniture, shelters, BBQ facilities, fishing platforms and the like
- Provide a raised boardwalk along the Pacific Ocean side of Toowoan Bay Holiday Park between Shelly Beach Golf Club and Toowoan Bay Surf Club
- Embellish the EDSAAC community recreation centre and skate park facility
- Upgrade the quality of beach accesses throughout The Entrance Peninsula to cater for people of all abilities, where practicable

Toukley

- Embellish the Village Green
- Improvements to enhance Toukley Gardens (e.g. landscaping, street furniture, appropriate public art, embellishment of rotunda)
- Upgrade or relocate the existing skate park
- Embellishment of the Lake foreshore and existing facilities along the foreshore. The Tuggerah Lakes Estuary Management Plan (EMP) and associated implementation documents should be referenced for further guidance
- Provision of new, or upgrade or relocate existing, recreational facilities (e.g. aquatic centre, gym and/or meeting spaces)
- Upgrade existing community facilities and/or collocate into a community learning centre by combining elements such as the community hall, neighbourhood centre, library and childcare services
- Provision of new, or enhancement of existing, pedestrian and cycleway connections between existing and future commercial, community and recreation facilities such as the Town Centre, Toukley Library/Community Hall, Toukley RSL, Ray-Heador Streets Community and Recreation Facilities, Canton Beach foreshore, Toukley Gardens and Peel Street foreshore

Wyong / Tuggerah

- Realignment of River Road
- Contribution to the river stabilisation works as part of the Tuggerah Lakes Estuary Management Plan
- Pedestrian paving along the Pacific Highway and River Road
- Embellishment of Apex Park including the existing toilet amenities
- Embellishment of Frank Balance Park
- Provision of multi-purpose community and/or sporting facility at Baker Park
- Public domain improvements within the vicinity of the Active River Foreshore Precinct

APPENDIX B – SUSTAINABLE BUILDING ASSESSMENT CHECKLIST

To be completed by the permit applicant and submitted with an application for development.

Property Address

Planning Application No.

Proposal

Site Area

Please tick the applicable box.

Residential (Small) Up to 10 Dwellings	Non-residential (Small) 100-1,000m ² NLA	Residential (Large) 10 Dwellings or more	Non-residential (Large) 1,000m ² or more NLA
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Has the proposal addressed the following ecologically sustainable development principles? **Please tick the applicable boxes.**

- | | |
|---|--|
| <input type="checkbox"/> Energy efficiency | <input type="checkbox"/> Transport |
| <input type="checkbox"/> Water resources | <input type="checkbox"/> Waste management |
| <input type="checkbox"/> Indoor environment quality | <input type="checkbox"/> Innovation and ESD excellence |
| <input type="checkbox"/> Stormwater management (REQUIRED) | <input type="checkbox"/> Urban ecology |
| <input type="checkbox"/> Building materials | <input type="checkbox"/> Ongoing management |

Has the proposal responded to the following site features and ESD opportunities on the architectural drawings, site analysis plan and design response plans? **Please tick the applicable boxes.**

- | | |
|---|---|
| <input type="checkbox"/> Solar orientation | <input type="checkbox"/> Precinct renewable energy generation opportunities |
| <input type="checkbox"/> Prevailing winds | <input type="checkbox"/> Daylight access |
| <input type="checkbox"/> Sun Shading (windows, vegetation) | <input type="checkbox"/> Access for all |
| <input type="checkbox"/> Access to natural light | <input type="checkbox"/> Sustainable transport: walking, cycling, public transport, reduced on-site parking |
| <input type="checkbox"/> Passive and active ventilation systems | <input type="checkbox"/> Site ecology: native vegetation |
| <input type="checkbox"/> Heating and Cooling devices | <input type="checkbox"/> Noise and visual impact of external services |
| <input type="checkbox"/> Materials and finishes: thermal efficiency, life cycle considerations | <input type="checkbox"/> Space and access to full waste collection and storage |
| <input type="checkbox"/> Glazing types and response to orientation factors | <input type="checkbox"/> Construction and operational waste management plans |
| <input type="checkbox"/> Water sensitive design and installations | <input type="checkbox"/> Any unique sustainable design element OR Any sustainable design taken beyond best practice |
| <input type="checkbox"/> Stormwater quality and management | |
| <input type="checkbox"/> Space for rainwater tanks allocated (sized on minimum standard fittings) | |
| <input type="checkbox"/> Space for services | |
| <input type="checkbox"/> Location of existing solar collecting devices | |
| <input type="checkbox"/> On-site renewable energy generation devices and orientation | |