

## CHAPTER 6.21 THE ENTRANCE - KEY SITE

### 1.0 INTRODUCTION

#### 1.1 Citation

This Development Control Plan is “Development Control Plan Chapter No 6.21 – “The Entrance - Key Site”.

#### 1.2 Application of this Plan

This Plan is prepared and approved pursuant to s.74C of the Environmental Planning and Assessment Act 1979 and the Environmental Planning and Assessment Regulation 2000. This Development Control Plan (DCP) Chapter applies to Clause 7.11 & Map KYS-015 of Wyong Local Environmental Plan (LEP) 2013 (see **Figure 1**).

#### 1.3 Purpose of this Plan

The purpose of this Plan is to provide guidance for the iconic development of this Key Site.

#### 1.4 Aims and Objectives

- Development should accommodate a mix of residential, commercial, retail uses and restaurants, addressing all three (3) street frontages.
- Development shall have an appropriate scale, texture and materiality that is sympathetic to the character of The Entrance.
- The site provides an opportunity 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.
- Development shall incorporate high quality coastal design.

#### 1.5 Relationship to other Plans

Wyong Local Environmental Plan (LEP) 2013 applies to the site. Section 74C of the Environmental Planning and Assessment Act 1979 and Regulations require this development control plan chapter to be consistent with that Plan.

In the event of an inconsistency between this development control plan chapter and the provisions of the Wyong LEP 2013, the latter shall apply.

This development control plan chapter should be read in conjunction with other chapters of Development Control Plan 2013 – Development Controls for Wyong Shire and policies (including relevant Section 94 and 94A plans) which may apply to the site, in particular:

- Chapter 3.6 – Tree and Vegetation Management.
- Chapter 2.6 – Signage.
- Chapter 5.3 – The Entrance Peninsula.

- Chapter 2.11 – Parking and Access.
- Chapter 3.1 – Site Waste Management.
- Chapter 3.7 – Heritage Conservation.
- Chapter 5.1 – Retail Centres.
- Chapter 2.15 – Public Art.
- Wyong Civil Works Design and Construction Specification.

Where there is any inconsistency between this development control plan chapter and those listed above, the provisions of this development control plan chapter shall prevail.

## **1.6 How to use this Plan**

**Section 1 – Introduction:** Use this part to identify the nature and extent of this development control plan chapter.

**Section 2 –Iconic Development of the ‘Key’ Site:** Use this part to identify the site specific issues to be addressed as they pertain to the Site.

## **1.7 Variations to this Plan**

If, in the opinion of Council, the proposed development satisfactorily complies with the aims and objectives of this Plan, variations to the requirements may be considered.

Where variations are proposed, the development application (DA) shall indicate:

- a The requirement and extent of the variation proposed; and
- b Benefits resulting from the proposed variations which could not be otherwise achieved through compliance with the requirement.

## 2.0 ICONIC DEVELOPMENT OF THE 'KEY' SITE.

### OBJECTIVE

### REQUIREMENTS

- Orientate and shape building forms to maintain channel vistas from The Entrance Road and to limit the overshadowing of surrounding streets and neighbouring dwellings.
- Provide active frontages at street level, incorporating a mix of retail and commercial uses, including restaurant, specialist retail and tourist facilities to all building facades along The Entrance Road, Marine and Ocean Parades.
- 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.
- Provide vehicular access from Marine and Ocean Parades only to parking and delivery areas.
- Substantial street tree planting and high quality landscaping shall be employed in the development design.
- The development shall provide appropriate and adequate communal open space or landscaped areas.
- Any proposal shall address adjoining development in terms of overshadowing, building separation, view loss and amenity issues.
- Pedestrian movement within and around the site shall be catered for. Specific consideration shall be given to the movement of pedestrians from The Entrance Road to Marine Parade and access to Memorial Park.
- 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.
- It must be demonstrated that any design has the potential to effectively link/amalgamate with any future development of Lot 1 DP 536168 (the KFC site).
- Development shall adequately address the requirements of the relevant State Environmental Planning Policies (SEPP's) including SEPP 65 – Design Quality of Residential Flat Buildings, SEPP 71 – Coastal Protection Zone and SEPP (BASIX) 2004.
- Consideration shall be given to the principles and objectives of other chapters of Development Control Plan 2013 – Development Controls for Wyong Shire, in particular Chapter 3.7 - Heritage Conservation.



**Figure 1: Aerial Photograph of the Vacant 'Key' Site**

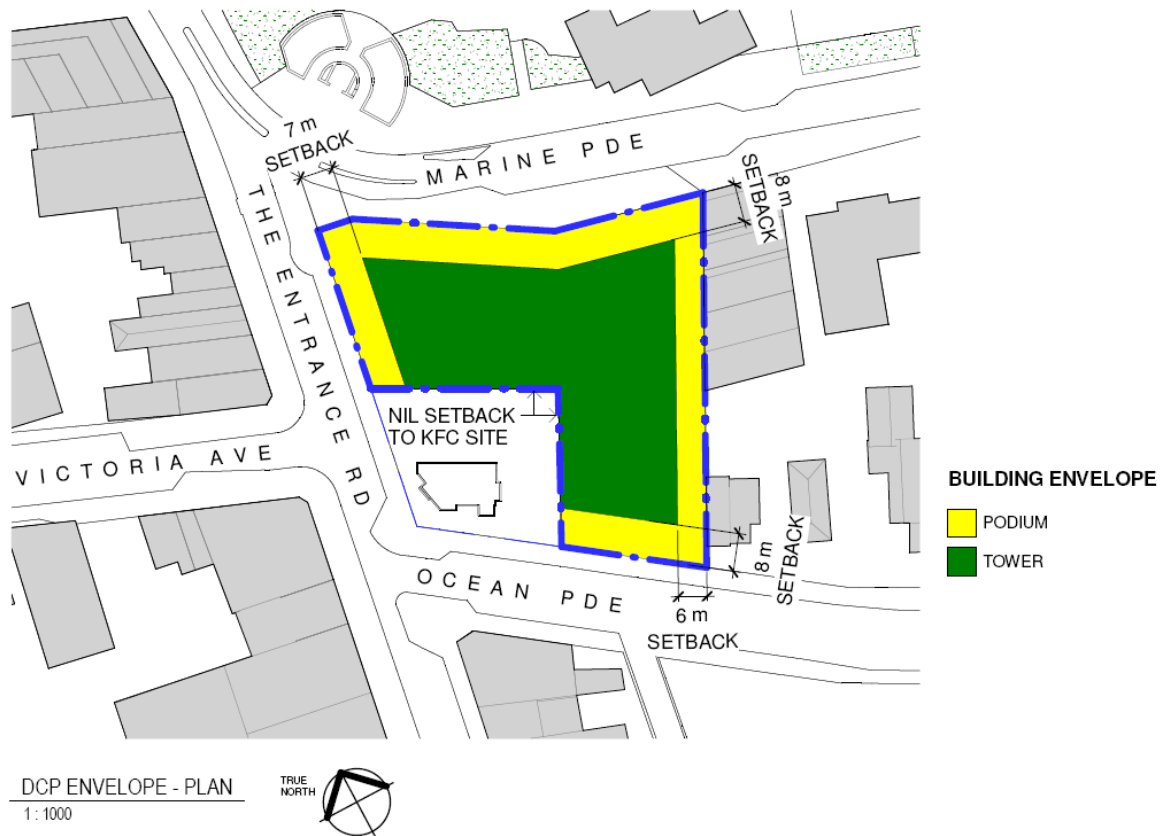
## 2.1 Building Form

### OBJECTIVE

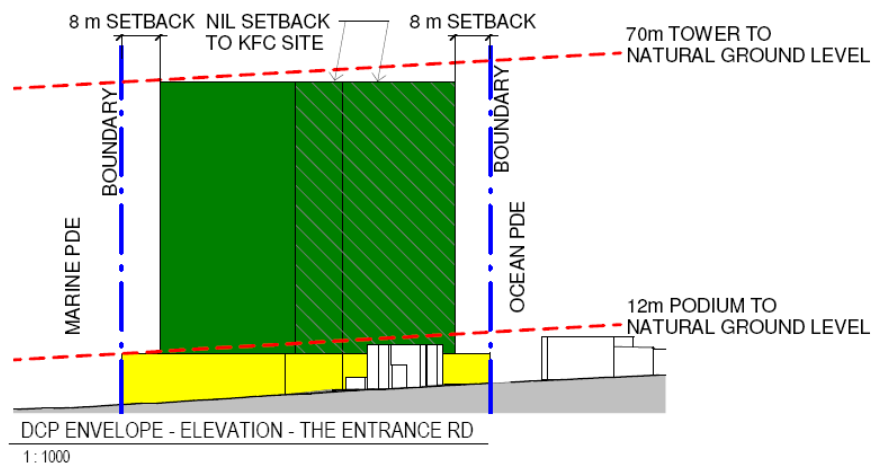
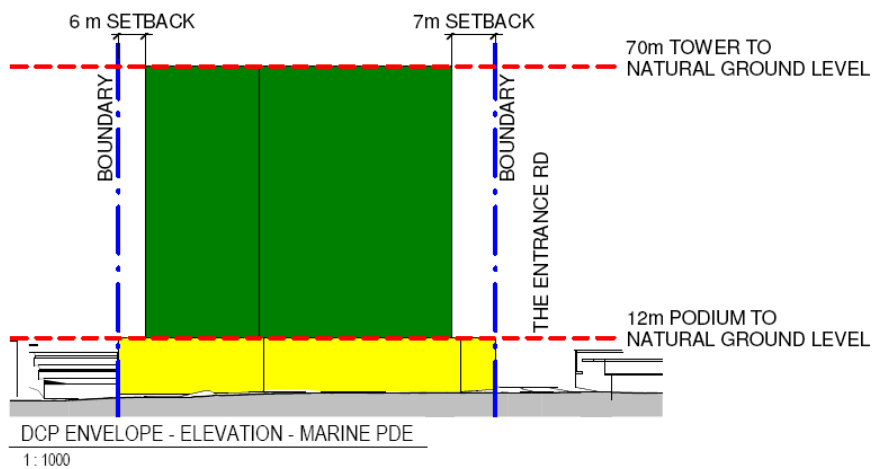
- Encourage redevelopment by permitting a building of up to 70m AHD (approximately 21 storeys) and a maximum floor space ratio of 4:1 subject to achieving the other aims and objectives of this development control chapter and other relevant development control chapters.
- To provide for a building of high architectural quality with design excellence which will create an iconic form at the junction of the foreshore and the main street of the town centre, whilst maintaining good vistas of the foreshore.
- To maintain an appropriate relationship with the public domain and streetscape, street front elements are to respond to the character of existing main street development with ground level shopfronts accessed from The Entrance Road and Marine Parade and protected by awnings and commercial and residential uses above.
- To provide for a building form that has adequate separation to existing and future buildings and setbacks to the street and ensures that an appropriate degree of solar access is retained for surrounding development.
- To ensure that the existing development potential of Lot 1 / DP 536168 (the KFC site) is not compromised.
- To provide a building form that will allow the objectives of SEPP 65 and the Residential Flat Design Code (RFDC) to be met.

## REQUIREMENTS

- In accordance with the LEP the maximum building height RL70m AHD (which facilitates development of around 21 storeys) and the maximum floor space ratio is 4:1.
- Street front podium elements are to be built predominantly to the street frontages and the building height limited to 2-3 storeys- generally as indicated in yellow in **Figures 2-4**.
- The residential tower element (shown in green on **Figures 2-4**) is to have the following setbacks:
  - The Entrance Road – minimum of 10m to building wall/glazing and 7m to balconies, to allow expression of iconic form.
  - Marine Parade – minimum of 12m to building wall/glazing and 8m to balconies, to allow expression of iconic form.
  - Ocean Parade – 8m to any part of the building (subject to appropriate overshadowing outcomes).
  - to limit the height of the street front elements of the building to a maximum of 3 storeys (around 12m) to maintain an appropriate scale in the streetscape.
  - setbacks to Lot 1 / DP536168 (the KFC Site) are to be minimal or nil to ensure that the existing development potential of this site is not compromised.
  - The setback to the eastern boundary is to be a minimum of 6m.
- To provide for a building form that has adequate separation to existing and future buildings and setbacks to the street and ensures that an appropriate degree of solar access is retained for surrounding development.
- To provide a building form that will allow the objectives of SEPP 65 and the Residential Flat Design Code to be met.
- The building envelope resulting from the above is shown at **Figures 2-4**. However it is noted that the limit on FSR will result in a building significantly smaller than the envelope. The envelope will allow flexibility for building location, orientation and building articulation and for an appropriate response to issues such as overshadowing and privacy.



**Figure 2: Building Envelope - Plan**



**Figure 3: Building Envelope - Elevations**

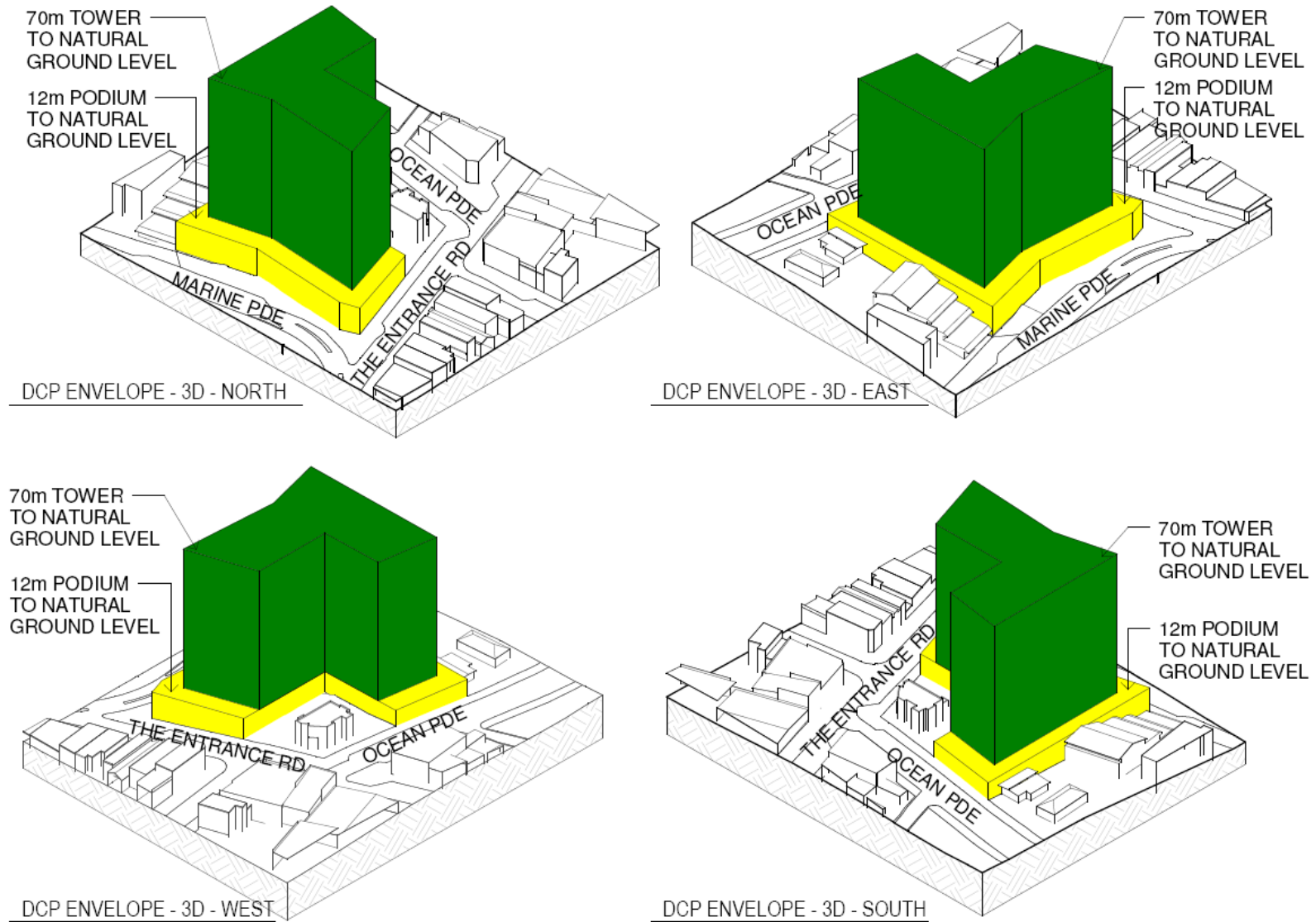


Figure 4: Building Envelope – 3D views

## 2.2 Building Materials and Finishes

### OBJECTIVE

- To ensure that buildings have a high quality appearance and have regard to the existing context and desire to create an identifiable 'coastal' character (see example at **Figure 5**).

### REQUIREMENTS

- Building and landscape materials are to be fit for purpose and reflect the desired future character of the area, be appropriate for climatic conditions and the marine environment and be of high specification to ensure long term quality and sustainability of the development;
- Materials to be used may include:
  - Heavy materials for the base structure: concrete, masonry, render.
  - Lightweight materials for the top of the building to allow flexibility in roof form: steel, aluminium and other metallic materials.
  - Screening elements: to provide enhanced privacy to the occupants of the development as well as to adjoining residential properties.
  - Materials that minimise reflective glare.

## 2.3 Design of building elements

### OBJECTIVE

- To ensure that the front, sides, back and top of the building has a high quality appearance and have regard to the character of the surrounding area.

### REQUIREMENTS

- Development is to be designed having regard to the context and the desired future character of the area.
- Building and landscape elements, including balconies, entries, rooflines and screening are to contribute to the character of the streetscape, enhance opportunities for passive visual surveillance of the public domain, enhance residential amenity and make a positive contribution to place identity.

## 2.4 Public Domain

### OBJECTIVE

- To ensure that the public domain components of the development contribute to an activated, human scale street environment.
- To ensure that intersection design, streetscape elements and landscaping support the pedestrian, cyclist and vehicular movement system in and adjacent to the development.
- Integrate with Council's public domain improvements within The Entrance Road and Marine Parade, particularly at the corner where these roads intersect (see **Figure 6**).



- To ensure that uses and frontages of buildings adjacent to the intersection of The Entrance Road and Marine Parade contribute to the activation of the public domain and facilitate and support a vibrant foreshore precinct, which serves the local community and tourists alike.
- To ensure that the non-residential character of The Entrance Road and this end of Marine Parade and Ocean Parade is enhanced.
- To ensure that design of residential frontages maximises passive surveillance of the public domain and reinforces the activation of the street environment.
- To ensure that façade articulation and elements within the building setback areas facilitate an active street environment.

## REQUIREMENTS

- The ground floor to The Entrance Road and Marine Parade is to accommodate active uses including shops, cafes and restaurants and appropriate commercial uses and access to residential uses, where possible.
- Outdoor eating areas associated with restaurants may be provided within the public domain subject to Council's requirements.
- Use landscaping that will assist in the integration of buildings and related structures into the streetscape at street level (see **Figure 6**).



**Figure 5: Indicative Use of Curved Elements to Reflect Coastal Character**

## 2.5 Landscape

### OBJECTIVE

- To provide for landscaped areas on the site that will enhance communal open space on the site.
- To create an area of public domain adjacent to the site which is of high quality and will contribute to the overall objective of providing focal points of activity adjacent to the foreshore.

### REQUIREMENTS

- Approximately 20% of the communal recreation area on the site is to contain planted areas, including a mixture of trees, shrubs and ground covers appropriate to the area.
- Any funds provided by way of a Voluntary Planning Agreement are to contribute to the creation of a high quality public domain in the vicinity of the site adjacent to the foreshore (see **Figure 7**).
- Landscaping within the public domain is to be in accordance with Council's requirements.



**Figure 6: Indicative Concept of the Treatment at the Intersection of The Entrance Road and Marine Parade to Integrate the Site with the Public Domain and Create Focal Point in this Key Location**



**Figure 7: Public Domain Upgrades Adjoining the Site as Envisaged by The Entrance Town Centre Masterplan**

## 2.6 Amenity

### OBJECTIVE

- To ensure a high level of amenity for the residents and other users of the site and surrounding areas.
- To ensure that the use of the property and all associated ancillary activities does not unreasonably impact on the amenity of the surrounding area in relation to traffic generation, off-site parking, excessive noise, odour or light spill, visual impacts and disturbance from servicing requirements and staff and visitor movements.

### REQUIREMENTS

- Consistency with the requirements of SEPP 65 and the Residential Flat Design Code.
- Non-residential spaces should be designed to take advantage of the foreshore location and where possible, provide for views to the water.
- Any tourist accommodation and non-residential uses should have separate pedestrian entries to the residential component and be designed to ensure that an appropriate level of amenity (particularly acoustic amenity) is provided to residents.

## 2.7 Access and Parking

### OBJECTIVE

- To ensure that pedestrian and vehicular access and egress points comply with the relevant standards and are best located to reduce potential for conflict, particularly in the areas where active non-residential frontages are proposed.
- To ensure that non-residential areas have adequate loading/unloading facilities.
- To ensure that after taking into account traffic generated by the development, the level of service on the surrounding road network remains at an acceptable level.
- To minimise traffic impacts whilst ensuring that there is adequate parking on site to meet the needs of the proposal, particularly resident parking.
- To ensure that residential and non-residential parking and access is appropriately delineated and managed to minimise conflict.
- To encourage the provision of non-residential uses, particularly uses such as cafes, restaurants and retail development that can add to the vitality of the area both day and night.
- To ensure that non-residential parking is available to all users.
- To reduce private vehicle usage and encourage the use of active transport (such as walking and cycling) and public transport.

### REQUIREMENTS

- The preferred locations for vehicle and service vehicle access is shown on **Figure 6**. No access will be permitted to The Entrance Road.
- Any loading dock provided for the development should be designed to cater for the largest likely service vehicle, be separate from general parking and pedestrian areas and have minimal impact on the streetscape and visual quality of the area.
- Parking is to be provided in accordance with rates contained in Development Control Plan 2013 – Development Controls for Wyong Shire, Chapter 2.11 (Parking and Access) however the parking required for uses including cafes, restaurants, bars and shops shall be reduced by 50% to encourage the provision of such uses in accordance with the above objectives and in acknowledgment of the residential density of the surrounding area, use of these facilities by the residents of the development and the shared and multi purpose nature of trips by tourists and visitors in general to this part of The Entrance.
- Where it can be demonstrated that peak parking demand for proposed uses is different (eg commercial parking and residential visitor parking) Council may permit a sharing of the required parking for such uses.
- A Traffic and Transport Study is to accompany a development application and is to identify:
  - The traffic generated by the development and the impact it will have on the existing road infrastructure. Any works required to accommodate the additional traffic generated is to be identified in the study. The study must consider the changes to the potential changes to road network envisaged in The Entrance Town Centre Master Plan.

- The number of car parking spaces required in accordance with this development control plan chapter and Development Control Plan 2013 – Development Controls for Wyong Shire, Chapter 2.11 (Parking and Access) and the number of spaces identified on site.
- How the use of public transport will be encouraged.
- What facilities will be required to safely control the movement of pedestrians and cyclists from the site to Memorial Park.
- Cycling facilities required to encourage cycling to and from the development.

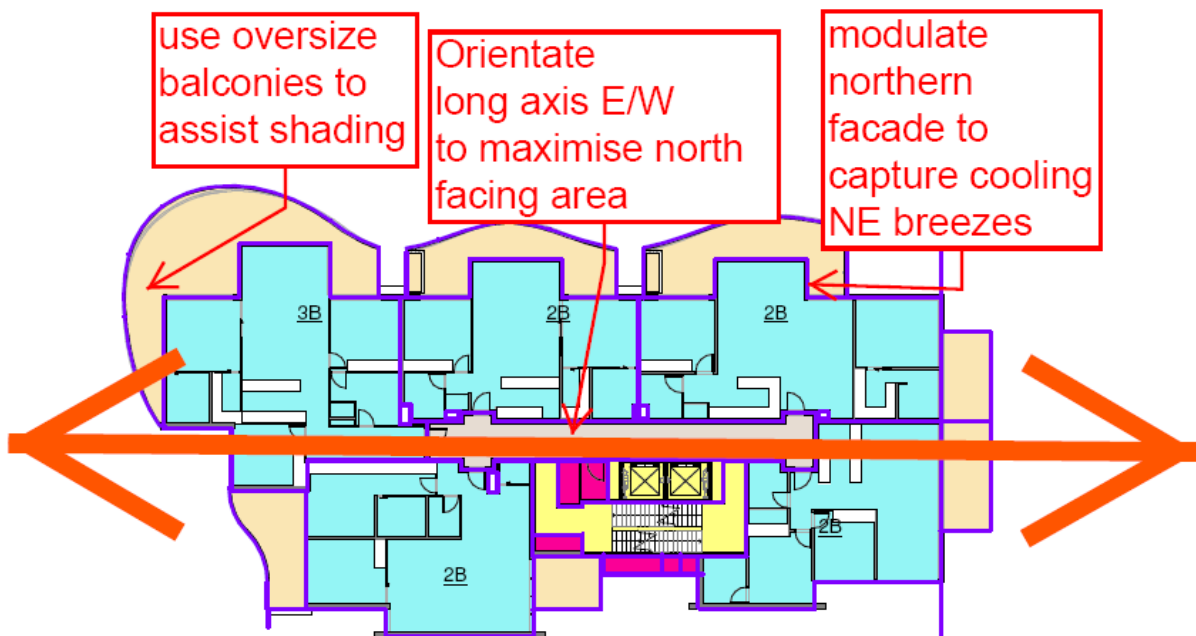
## 2.8 Sustainability and Green Building Solutions

### OBJECTIVE

- To achieve a high level of sustainability on the site.
- To incorporate green building solutions that adopt design, construction and operational practices that minimise use of natural resources and significantly mitigate the unreasonable adverse impacts of the development on the environment and its occupants.

### REQUIREMENTS

- To achieve a better than complying outcome in relation to Section J1 and J2 of the BCA.
- To achieve a better than complying outcome in relation to BASIX.
- To achieve Passive Solar Design.



**Figure 8: Indicative Building Amenity Features**

---

Orientation	Dwellings to be orientated to take advantage of the local conditions; to optimise solar access in winter and cooling winds in summer. Windows and ventilation openings will be located to take advantage of prevailing winds for cooling while providing protection from the wind during cold winter periods.
Shading	<p>Building facades with large areas of glazing will have a combination of external shading and performance glass to reduce heat transfer and radiant temperatures in proximity to the windows. Shading will be developed to minimise excessive solar gains in summer yet allow passive solar heating in winter.</p> <p>External common areas will also be provided with sufficient shading and protection from summer sun and cool winter winds for extended external comfort conditions.</p>
Insulation	Heating and cooling loads will be reduced by the incorporation of appropriate levels of insulation for the local climate zone, moderating radiant temperatures from internal surfaces to improve comfort and reducing ongoing operating costs.
Glazing	Selecting glazing to avoid heat gains in the summer, while reducing losses in the winter and to maximise daylight levels within the buildings.
<ul style="list-style-type: none"> <li>▪ To achieve occupant amenity</li> </ul>	
Mixed Use	To promote local business and reduce resident's reliance on private car trips, the development will incorporate a number of retail and commercial spaces. Through offering shopping and work options within walking distance of homes, a shift from car use to walking and cycling is expected.
Transport	<p>The site is well serviced by a number of bus stops with regular bus services and the development will offer provisions for secure bicycle facilities.</p> <p>Many cycle and pedestrian paths are located adjoining the site.</p>
Private External Space	<p>All dwellings are to be provided with private external space. Consideration should be given to providing external space with solar access in winter and shading in summer.</p> <p>Providing useable private external space will provide the opportunity for occupants to reduce the amount of time spent indoors, which is linked to increased well-being and also to connect to the natural environment.</p>
<ul style="list-style-type: none"> <li>▪ To achieve Indoor Environmental Quality</li> </ul>	
Daylight, Glare and Views	The extent of glazing will be optimised to allow maximum daylight, views, and winter sun, while minimising uncomfortable glare and excessive solar heat gains in summer. Glazing should be selected to maximise daylight penetration and views, while mitigating glare and excessive solar heat gains;
Air Quality	<p>Ventilation openings are to maximise natural cross-ventilation and reduce AC energy.</p> <p>Contamination of indoor air will be minimised at the source through careful consideration of finishes and materials to reduce air-borne pollutants, toxins and irritants.</p>

---

Acoustic Quality	Internal noise will be restricted to acceptable levels in accordance with Australian Standard AS/NZS 2107:2000, including general building and services noise;
Thermal Comfort	Comfort within the buildings will be improved by well-considered passive design including insulation, shading, natural ventilation and adequate ventilation openings, in order to minimise heat losses/gains and improve thermal performance.
<ul style="list-style-type: none"> <li>▪ To achieve efficient systems</li> </ul>	
Lighting	Efficient light fittings such as LED lamps are preferred throughout common areas and dwellings. Efficiency controls will be provided including timers and motions sensors in car parks, common areas and infrequently used areas such as plant rooms;
Heating, Cooling and Ventilation	<p>Where air conditioning is required to apartments, energy-efficient systems will be specified. Comfort conditions will be challenged and air conditioning avoided where possible.</p> <p>Air conditioning should be zoned so that only occupied areas are cooled, and spaces with different occupancy patterns or different cooling loads are zoned separately.</p> <p>Residential kitchens should be individually ducted to the façade, with efficiency controls.</p> <p>Carparks will have passive supply and/or exhaust (depending on floor plate and location).</p>
Hot Water	Renewable or low-carbon water heating will be provided for domestic hot water if feasible. Investigations will be conducted into gas and solar hot water (SHW) heating systems.
Metering	Where feasible, water and energy metering will be provided to enable residents and building management to monitor consumption.
Vertical Transportation (Elevators)	Vertical transport will demonstrate operational efficiency in both stand-by and travel mode. Elevator car lighting will be LED or better and on occupancy sensor 100% of the time to ensure they are off when standing-by.
Light Pollution	<p>For the residential development, external lighting will be designed with consideration to the light source efficacy and light pollution minimised in line with Australian Standards.</p> <p>External lighting will be connected to daylight sensors (daylight sensors can be combined with a time switch).</p>
<ul style="list-style-type: none"> <li>▪ To achieve water efficiency</li> </ul>	
Fittings and Fixtures	<p>All fittings will be WELS rated to minimise total water consumption (all areas tenants; common areas, landscaping, retail areas, basement, garbage rooms). Where feasible, the following minimum efficiency ratings are to be applied:</p> <p>Wash hand basin and kitchen taps - 4-Star; WC's – 4-Star dual flush; and</p>

Showerheads – 3-Star (<7.5L/min).

Appliances & Equipment Where installed, water-efficient appliances will be selected, if feasible:

4 star water-efficient dishwashers; and  
Select equipment and size pipe-work to maximise efficiency.

Landscape The use of indigenous, drought-resistant planting will be encouraged to reduce water consumption used in irrigation.

Alternative Sources  
Rainwater If viable/feasible the storage and reuse of rainwater will be used in applications such as:

Common area landscape irrigation;  
Toilet-flushing; and  
Car washing and wash-down.

Flows to Sewer Estimated wastewater discharge to sewer will be significantly reduced relative to a standard building through the implementation of water efficiency measures.

Stormwater  
Management Rainwater collection will be use on-site where viable/feasible to minimise peak-runoff quantities.

Appropriate measure will be incorporated to maintain or improve the quality of stormwater runoff.

A Stormwater Management Plan will be prepared with any DA.

Metering The provisions of water metering will be investigated to identify abnormal usage patterns usually associated with leaks, to reduce the amount of water lost in this way.