



# THE ENTRANCE PENINSULA PLANNING STRATEGY

Wyong Shire Council



06-039

Prepared For



14 August 2007

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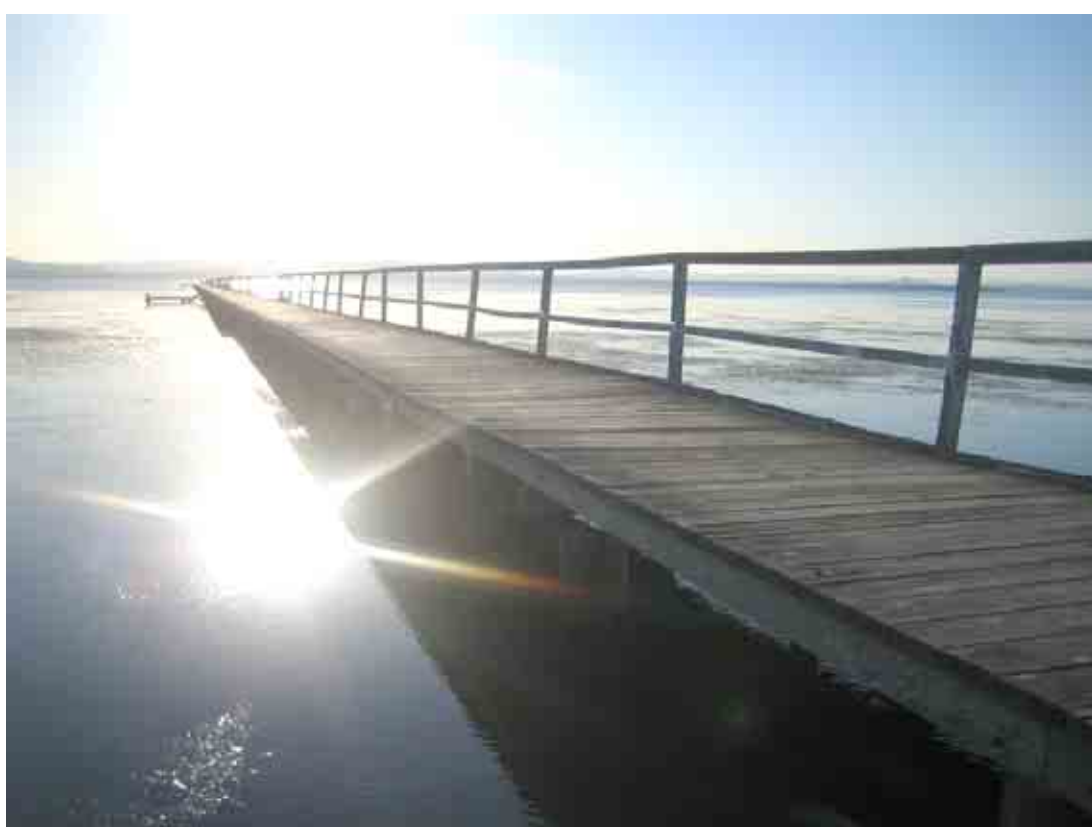


Fig 1 Jetty into Tuggerah Lake (Source: Dickson Rothschild)

# Chapter 1

## Executive Summary

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The Entrance Peninsula Planning Strategy Plan commenced in 2005 with extensive community consultation establishing the issues important to the public. The goal of the plan is to evaluate current planning policies and controls in order to set out the direction for future development of The Entrance, Long Jetty and The Entrance North.

The study area encompasses the suburbs of The Entrance North, The Entrance and Long Jetty. Each of these suburbs are different in terms of their attributes and character. It is important that planning for the study area is undertaken in an integrated manner to maintain and enhance, where possible, existing synergies between the suburbs and ensure the sustainability of the region for at least the next 25 years. The main recommendation of the Plan is to improve the public domain and to suggest some changes to built form controls.

This planning strategy was prepared under the following process:

1. Site Analysis
2. Understanding of key community issues
3. Identification of existing precinct character
4. Detailed strategies developed for each precinct
5. An action plan encompassing the entire study area

The Entrance is located in a unique setting, surrounded by the Ocean and Lake it has much to offer in terms of views and beaches. The Strategy Plan looks to revitalise the public domain of The Entrance so that the community can upgrade its image to visitors and residents. We do not recommend major changes to land use, rather suggest that a review of some parts of the Wyong Shire LEP 1991 and a few revisions to DCP No.60 could improve the quality of the built form and provide opportunities for new infill development.

The Entrance has recently been under rapid changes with respect to development. This strategy is a response to the community's needs in regards to maintaining amenities that are threatened by the intensity of development in The Entrance.

The following issues have been identified in this strategy:

- Public Domain - unattractive streetscape and open spaces
- Drainage problems
- Lack of public access to the waterfront and waterfront open spaces and reserves
- Struggling commercial districts
- Lack of character
- The area has not taken advantage of its spectacular geographic setting

This strategy aims to pinpoint the issues and propose the means to overcome them and ensure that The Entrance becomes a desirable place to live and visit. Our recommendations are aimed at strengthening present character (place making) and responding to the community issues and concerns.

The main point we wish to convey is that The Entrance study area needs to revitalise its public spaces in order to create a special place that is not defined just by the buildings around it but by the places that are created between them.

# Chapter 2

## Introduction

The purpose of this study is:

- To update the current planning strategies and documents that set out the direction for the future development of The Entrance and to provide direction for new planning documents that address the future development of Long Jetty and The Entrance North over the next 25 years.
- To make recommendations to Council for its consideration to amend the existing LEP and DCP60 and for future capital works

The project study area has been divided into three sub areas from south to north: Long Jetty, The Entrance and The Entrance North. The objective of the study is to make recommendations regarding each sub area, however, there are issues and recommendations that apply to the entire study area. Therefore this report contains both issue-based strategies that apply to the whole Peninsula and place based (precinct and sub area) strategies.

The objectives for each sub area are:

### For The Entrance

- A. To continue to provide an attractive and vibrant tourist destination, commercial precinct and residential environment that is sustainable in the long-term and is responsive to the needs of the existing and future residents, businesses and visitors to the area.

### For Long Jetty

- A. To identify the existing character and role, and define the future character and role of Long Jetty.
- B. To outline the direction for the future development of Long Jetty.

### For The Entrance North

- A. To identify the current character and role, and define the future character and role, of The Entrance North.
- B. To outline the direction for the future development of The Entrance North.

Existing conditions that affect development were analysed based on the data received from Council. From that analysis and extensive fieldwork we were able to decipher opportunities and constraints for the entire Peninsula and for each sub area. This planning analysis resulted in the creation of a Strategic Action Plan.

The Entrance Peninsula is surrounded by the natural beauty of 7 kilometres of coastline and has abundant bird and marine life (see figure 2). The image of The Entrance, however, is not well defined by potential visitors, and the public domain of the place is in various states of repair and quality. The main issue for The Entrance is to define its image more clearly as a tourist destination and as a place to live and work, and then focus on improving the quality of the surrounding environment.



Fig 2 The Entrance (Source: Wyong Shire Council)

# Chapter 3

## Site Analysis

The study area comprises The Entrance Peninsula south to Shelly Beach Road including the suburbs of The Entrance and Long Jetty. The study area also includes the suburb of The Entrance North up to the southern edge of Wyrabalong National Park excluding the Magenta Shores residential resort development which is currently under construction. (See Fig 3.1 Study Area Map)

### 3.1 Study Area



Fig 3.1 Study Area Map (Source: Dickson Rothschild)

# Chapter 3

## Site Analysis

### 3.2 Regional and Local Context

The Entrance is situated where the Tasman Sea meets Tuggerah Lake. It is a part of Wyong Shire Council (See Fig 3.2.1 Location Map). The Shire has a current population of approximately 145,000 which forms a part of the fast growing Central Coast region of New South Wales. The Shire's location is within commuting distance of both Sydney and Newcastle. These two cities are the first and second largest cities in the State. The Entrance is approximately 100 kilometres north of Sydney, 63 kilometres south of Newcastle and 20 kilometres from the administrative centre of the Shire in Wyong.

According to the Central Coast Regional Profile and Social Atlas, in 2001 The Entrance Social Planning District had a total population of 22,994. The 2001 Census data indicates that there is a high proportion of residents who are retired with 41% of the population aged 55 or over. The large retiree population accounts for the fact that the median weekly household income in The Entrance is lower than the average for the Shire as a whole.

The tourist destination nature of The Entrance results in a large seasonal population. The population peaks during summer especially around the Christmas/New Years holidays. Census figures confirm that a large amount of houses and apartments are not occupied year round. For example, 40% of private dwellings were vacant on Census night which occurs in winter.



Fig 3.2.1 Location Map (Source: Wyong Shire Council)

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# Chapter 3







## Site Analysis

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### 3.3 Topography, Flooding & Drainage

# Topography, Flooding and Drainage

## Legend

-  Study Area
-  Reminant Creeks/Pipeline
-  High Point
-  Major Ridge Line
-  Area Below 2.2m Flood Level
-  Intertidal Flat



Beach fishing for mulloway and flathead on run-out tide

Source:  
Geographic Information System Layers from Wyong Council, 2006  
Wyong Topographic and Orthophoto Map, Land and Property Information - NSW  
Toukley Topographic and Orthophoto Map, Land and Property Information - NSW

## The Entrance Planning Strategy 2006

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Date:  
25 August 2006

Prepared by:  
 Dickson Rothschild



# Chapter 3

## Site Analysis

### 3.3 Topography, Flooding & Drainage



Fig 3.3.1 Lack of Kerb/ Gutter in Long Jetty  
(Source: Dickson Rothschild)

The Entrance Peninsula has an undulating topography that rises up from the Pacific Ocean shoreline to a 32 metre ridge that then slopes down towards Tuggerah Lake. The sloping topography towards the Lake provides scenic views to the western mountains. The Entrance North is generally flat with the exception of a dune ridge line along the oceanfront.

The Webb McKeown hydrology study examined the constraints of drainage and sewerage capacity as well as water table impacts that affect the amount of future development that can occur within the Peninsula.

This draft study found that The Entrance North area has the largest number of flood prone properties at 367 due to the large amount of low lying dwellings. Long Jetty was second with 221. The flood hazard zone begins at Saltwater Creek and continues along the Tuggerah Lake foreshore including Picnic Point, The Entrance Channel foreshore and the Ocean foreshore. The majority of The Entrance North is in the flood zone with the exception of the ridge line that runs along the oceanfront dunes.

The hydrology report's general conclusions are:

#### For stormwater drainage management:

*Future development in the study area needs to consider the implications of the quantity and quality of stormwater discharges on existing infrastructure and receiving waters. Generally, an increase in the density of development would result in an increase in the impervious proportion of the catchment. A greater volume of runoff would be produced and a quicker response time would result. Also, an increase in impervious areas, particularly where directly connected to the drainage system, would add to the pollutant loads reaching the receiving waters.*

*Effective and sustainable quantity and quality measures are generally those that minimise the area of impervious surfaces directly connected to the drainage system. Measures that could be implemented at the allotment scale include rainwater tanks, infiltration/retention trenches, permeable paving and directing site runoff to landscaped areas. The appropriateness of any measure, or combination of measures, for an area is dependent on site specific characteristics, wider catchment characteristics, and the nature of any particular problem at hand. For example, the interaction with, implications for groundwater flows, would need to be considered in detail before adopting infiltration measures*

#### For floodplain management:

*The two main floodplain management issues regarding future development in the study area are access during floods and closure of the sewerage system. Council's minimum floor level policy adequately protects inundation of all new buildings. Whilst filling on the floodplain is not desirable, the volume of fill required in this area would be minimal compared to the total temporary floodplain storage volume of Tuggerah Lakes. Access can be partially addressed by ensuring new access roads are at a high level (above a nominated flood level). However, not all roads can be raised without creating visual amenity and local drainage problems by blocking views and disrupting natural flow paths. The flood warning system should provide reliable forecasts so that residents are able to safely evacuate.*

*Sewerage system shutdown is potentially more serious (health, environmental, forced evacuation) and cannot readily be resolved. It is also likely to occur more frequently than major access problems (in around 10% AEP (1 in 10 year) and greater events). The impacts of shutting down the sewerage system during floods needs to be addressed if significant increases in population densities are proposed in the study area.*

*One means of managing the above problems is to ensure that flood levels are reduced by ensuring that the ocean entrance is maintained. Another option is to flood proof the sewer system as far as possible by sealing low lying pumping stations and inspection pits. It may also be possible to seal off some parts of the sewage system so that flood free areas are not affected by flooding and do not contribute to problems in flood areas. These issues will be considered in the upcoming Tuggerah Lakes Floodplain Risk Management Study and Plan.*

# Chapter 3

## Site Analysis

### 3.3 Topography, Flooding & Drainage

For Groundwater management:

*All the soil landscapes in the study area have highly permeable surface sediments and all have a potential for groundwater related problems. As a result, all future developments and particularly major developments and basement developments will need to consider groundwater issues.*

*Developments in the low-lying landscapes such as the Woy Woy (ww) marine sands or the Wyong (wy) alluvial flats will need to consider water logging and basement flooding problems. Large developments that substantially increase impermeable surface area and reduce surface water infiltration may locally lower the water table. These could have positive effects for development in the area and negative effects for any remnant wetland vegetation. Increased infiltration/recharge as a result of new developments may raise water table levels and adversely affect low lying areas but should improve overall lake water quality.*

*Large basement developments near the foreshore in Woy Woy (ww) landscapes may create localised saltwater intrusions along the immediate foreshore area. Large basement developments in the alluvial Wyong (wy) landscape could require the excavation of potential acid sulfate soil and significant lowering of the water table could also expose these sediments.*

*Developments in the more elevated plateau areas of the Norah Head (nr) landscape could have water logging and basement flooding problems in the areas with perched water tables. These swampy swale areas are/were characterised by Melaleuca forests but their current extent is variable and unknown.*

*Developments in steeper sloping areas should be well drained but basement developments may block groundwater paths creating artificial perched water tables and associated water logging and flooding problems. Alternatively, excavations could cut into natural perched water tables initiating drainage and destroying the Melaleuca swamp vegetation.*

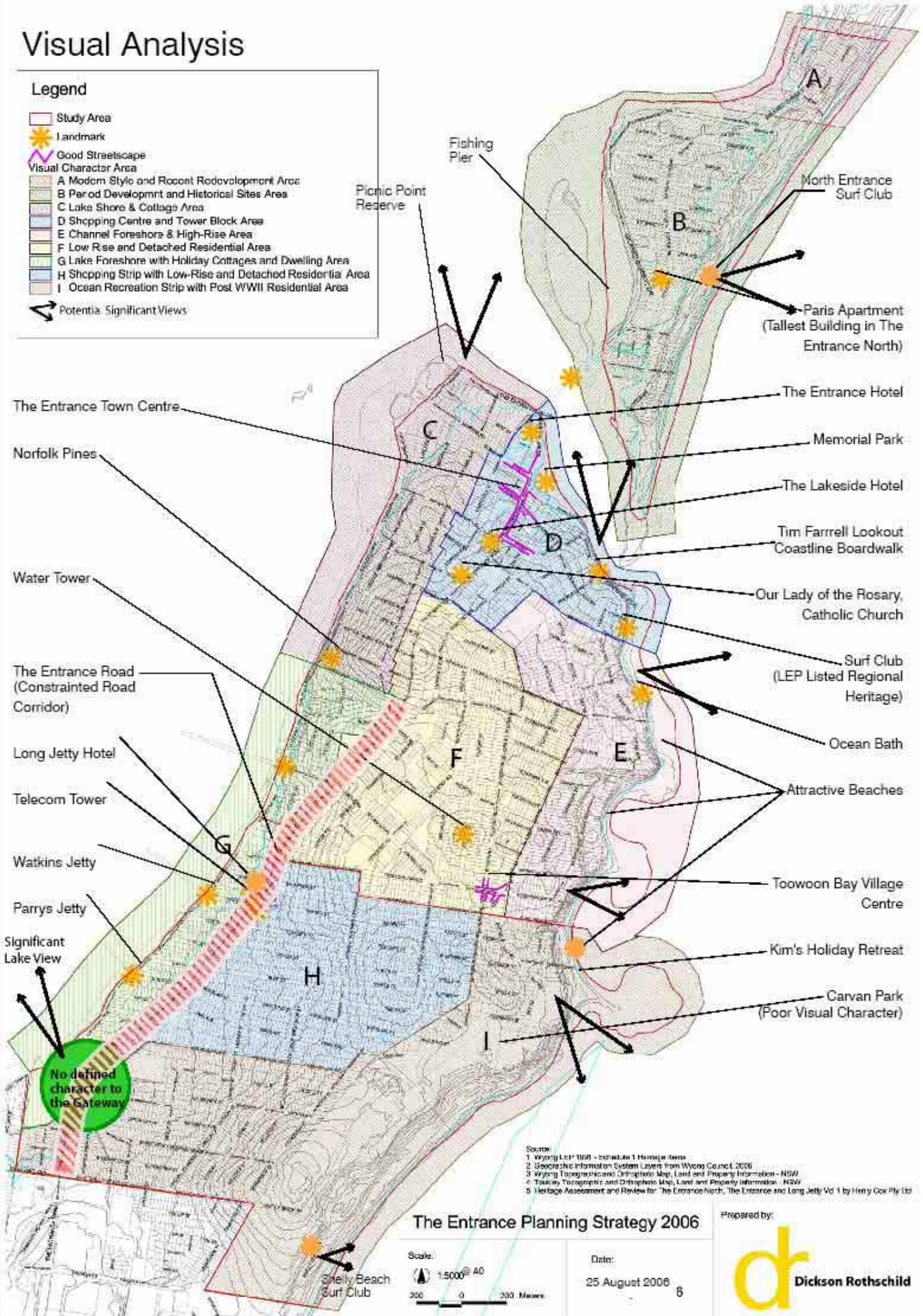
*Development in the near coastal Tuggerah (tg) and Narrabeen (nr) landscapes can be subject to slope instability when saturated. Developments in the coastal Narrabeen (na) landscapes are also subject to coastal hazards (covered in Chapter 5).*

*In order to mitigate the effects of development on groundwater and the effects of groundwater on development, the extent and nature of groundwater conditions needs to be better defined, particularly in relation to the Norah Head (nr) landscape perched water tables. A development control plan should then be developed covering all future significant excavations and large basement developments.*

# Visual Analysis

## Legend

- Study Area
- ★ Landmark
- ✚ Good Streetscape Visual Character Area
- Visual Character Area**
- A Modern Style and Recent Redevelopment Area
- B Period Development and Historical Sites Area
- C Lake Shore & Cottage Area
- D Shopping Centre and Tower Block Area
- E Channel Foreshore & High-Rise Area
- F Low Rise and Detached Residential Area
- G Lake Foreshore with Holiday Cottages and Dwelling Area
- H Shopping Strip with Low-Rise and Detached Residential Area
- I Ocean Recreation Strip with Post WWII Residential Area
- ↔ Potential Significant Views



Source:  
 1. Wyoong LEP 1999 - Schedule 1 Heritage Items  
 2. Geographic Information System Layers from Wyoong Council 2006  
 3. Wyoong Topographic, Orthophoto Map, Land and Property Information - NSW  
 4. Tasklyn Topographic and Orthophoto Map, Land and Property Information - NSW  
 5. Heritage Assessment and Review for 'The Entrance North, The Entrance and Long Jetty Vol 1 by Henry Cox Pty Ltd

## The Entrance Planning Strategy 2006

Prepared by:  
 **Dickson Rothschild**

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Date:  
 25 August 2006

FIGURE 5  
COASTAL HAZARDS

**Legend**

- 50yr Limit of Stable Foundation
- Coastal Hazard Zone
- Immediate Coastal Erosion Impact Zone
- Overwash Areas Subject to Coastal Flooding
- Wave Runup Level



# Chapter 3

## Site Analysis

### 3.5 Coastal Hazard

There are small strips of Coastal Hazard Zone along the oceanfront of The Entrance North and the oceanfront between Blue Bay and Toowoan Bay in The Entrance. Development is restricted in this area and is currently regulated through DCP 77- Coastal Hazards. The Webb McKeown report recommends the completion of a detailed Coastal Hazards Study in order to develop a full coastline management plan for the area. The Entrance Peninsula is also subject to the aims, provisions and requirements of SEPP 71 Coastal Protection.

*The report states that:*

*The Shelly Beach area is exposed to significant wave forces and hence beach erosion and wave runup. This has not been a significant problem to date because the level of development is low. However, there is a surf club and a major golf clubhouse and parking area development in close proximity to the beach foredune and the absence of any coastal hazard planning guidelines for the area means that future developments could proceed without proper consideration of the hazards.*

*The Toowoan Bay and Blue Bay areas have a large number of residential allotments (35) and a resort development facing bays that are impacted by the interim coastal erosion and wave run-up assessments and development controls set out in Chapter 77. However, the extent of these areas and the development controls imposed is based on interim data and may or may not be appropriate.*

*The Entrance Beach does not appear to have a significant coastal hazard problem because of the high rock escarpment along the southern section and the low level of development in the northern section. As a result the area is not addressed in Chapter 77. However, the development along the escarpment is medium/high density residential of high value and there is a potential for further significant redevelopment along the beach.*

*The Entrance North Beach and the southern end of Tuggerah Beach have a large number of residential allotments (50) within the development control zones as set out in Chapter 77. Most of these allotments have high value residences within the erosion hazard zone, effectively preventing any redevelopment or improvements. The extent of these areas and the development controls imposed is based on interim data and may or may not be appropriate.*



Fig 3.5.1 Coastal Hazard Area – Toowoan Bay  
(Source: Dickson Rothschild)



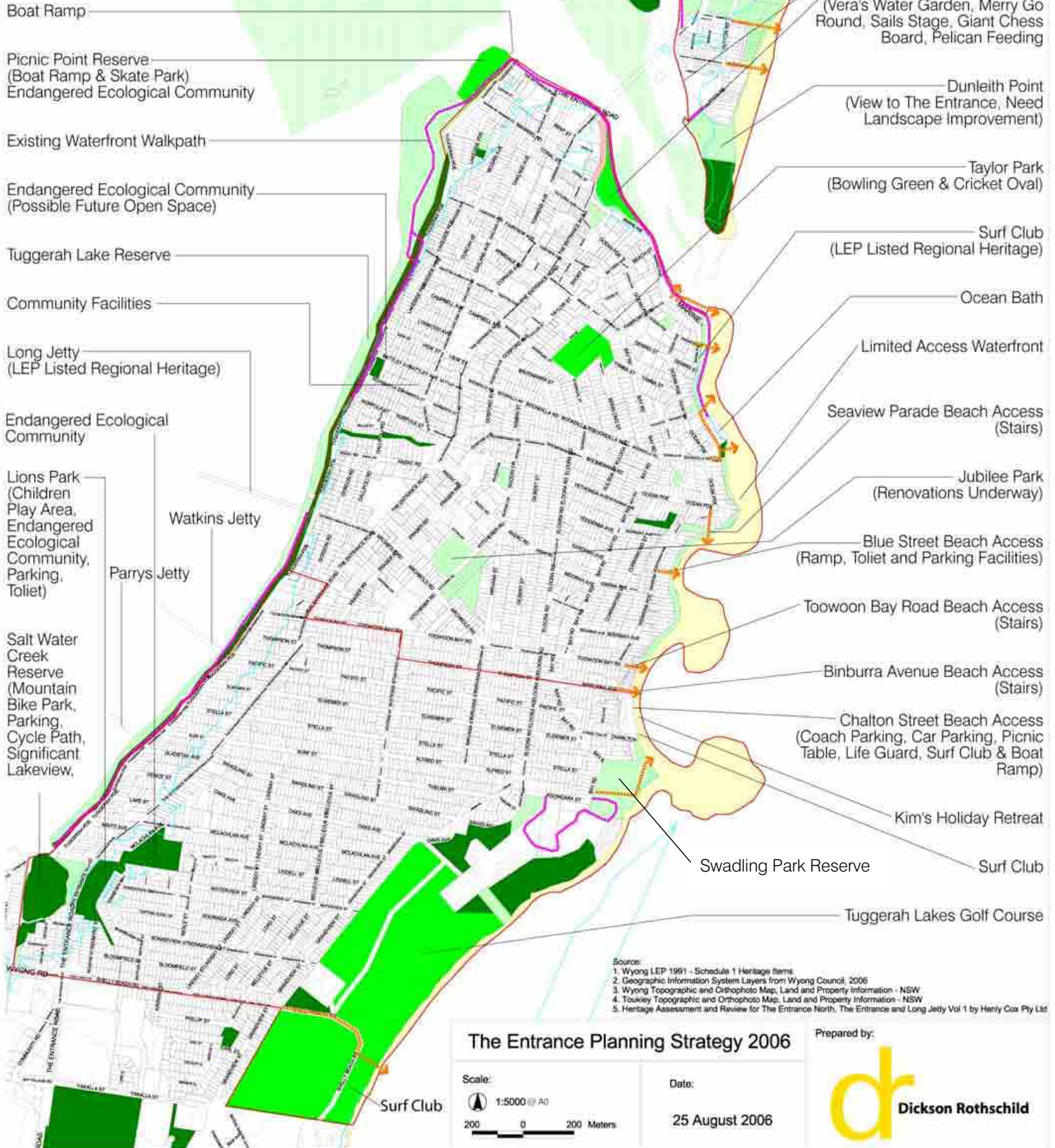
Fig 3.5.2 Coastal Hazard Area – Blue Bay  
(Source: Dickson Rothschild)

# Landscape and Open Space

## Legend

- Study Area
- Pedestrian Street
- Walking Track
- Beach
- Boat Ramp
- Flood Level
- Significant Vegetation/Bushland
- Open Space
- Open Space (Recreational)
- Open Space
- Tidal flat national park.shp
- Beach Access

Wyrabalong National Park



Source:  
 1. Wyong LEP 1991 - Schedule 1 Heritage Items  
 2. Geographic Information System Layers from Wyong Council 2006  
 3. Wyong Topographic and Orthophoto Map, Land and Property Information - NSW  
 4. Toukley Topographic and Orthophoto Map, Land and Property Information - NSW  
 5. Heritage Assessment and Review for The Entrance North, The Entrance and Long Jetty Vol 1 by Henry Cox Pty Ltd

The Entrance Planning Strategy 2006

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# Chapter 3

## Site Analysis

### 3.6 Landscape and Open Space



Fig 3.6.1 Taylor Park  
(Source: Dickson Rothschild)



Fig 3.6.2 Lions Park, Long Jetty  
(Source: Dickson Rothschild)



Fig 3.6.3 Picnic Point Reserve  
(Source: Dickson Rothschild)

The coastline around the Peninsula provides the defining open space that is the main attraction of The Entrance. The primary park that attracts tourists is Memorial Park facing The Entrance Channel which is well known for Pelican feeding and its historic Merry Go Round, Giant Chess Board and Water Garden plus the Sails Stage which is used for performances. Saltwater Creek and Picnic Point parks are also used by tourists and mark the two ends of the Tuggerah Lake foreshore bike path. Picnic Point Reserve located at the tip of the Peninsula is a centre for fishing and bird watching as well as containing a skateboard park.

Saltwater Creek Reserve Park and Lions Park form the gateway to The Entrance. Their character is a key determinant of the image of the entire Peninsula for visitors and residents. Our precinct plan for this area suggests improvement of these facilities. Saltwater Creek Park contains cycle paths and foreshore access to boat ramps and the historic jetties. However, there are several derelict buildings along the foreshore and tourist amenities are not well developed including food service, parking and signage. Lions Park contains children's play areas but does not have good connections to the surrounding residential district to the east.

The main recreational parks for local residents are Jubilee Park and Taylor Park. Jubilee Park is in the process of being upgraded under the adopted plan of management. Taylor Park contains playing fields but is in need of upgrading, improved landscaping and upgraded buildings. The adjacent Entrance Bowling Club leases land from Council. Community submissions have highlighted the need for better recreation facilities in The Entrance, and Taylor Park would benefit from a revised plan of management which would provide for a schedule of capital works to establish the requirements for, and a program for, renovations.

The new community centre at the former school site on Oakland Avenue between Battley Avenue and Norberta Street will provide much needed community and cultural facilities. The newly acquired open space facing Tuggerah Parade between Battley Avenue and Norberta Street will save a strand of Norfolk Pine, an endangered ecological community that connects with the Lakefront.

On the ocean side of the Peninsula, there is open space and beach access along Marine Parade to the Surf Club. Access to the beach becomes more limited beyond this point due to private property development on the oceanfront. There is no continuous beach front walking path beyond the Surf Club to access the Ocean Baths. Ocean access points at Blue Street and Charlton Street provide limited parking. Further south, there are beach access points through the Crown land, the golf course at Oakes Avenue, Shelly Beach and Swadling Park.

The Entrance North contains Dunleith Point Park which provides exceptional views across The Entrance Channel. There are no foreshore footpaths connecting the park and The Entrance Channel Bridge. There are open space reserve areas throughout The Entrance North that are assets with opportunities or enhancement. The lakefront foreshore contains a boat ramp, fishing pier and sensory garden that are also assets. Part of the open space reserve area at Hutton Road and Wilfred Barrett Drive could serve as an Entrance North green gateway with appropriate landscaping.

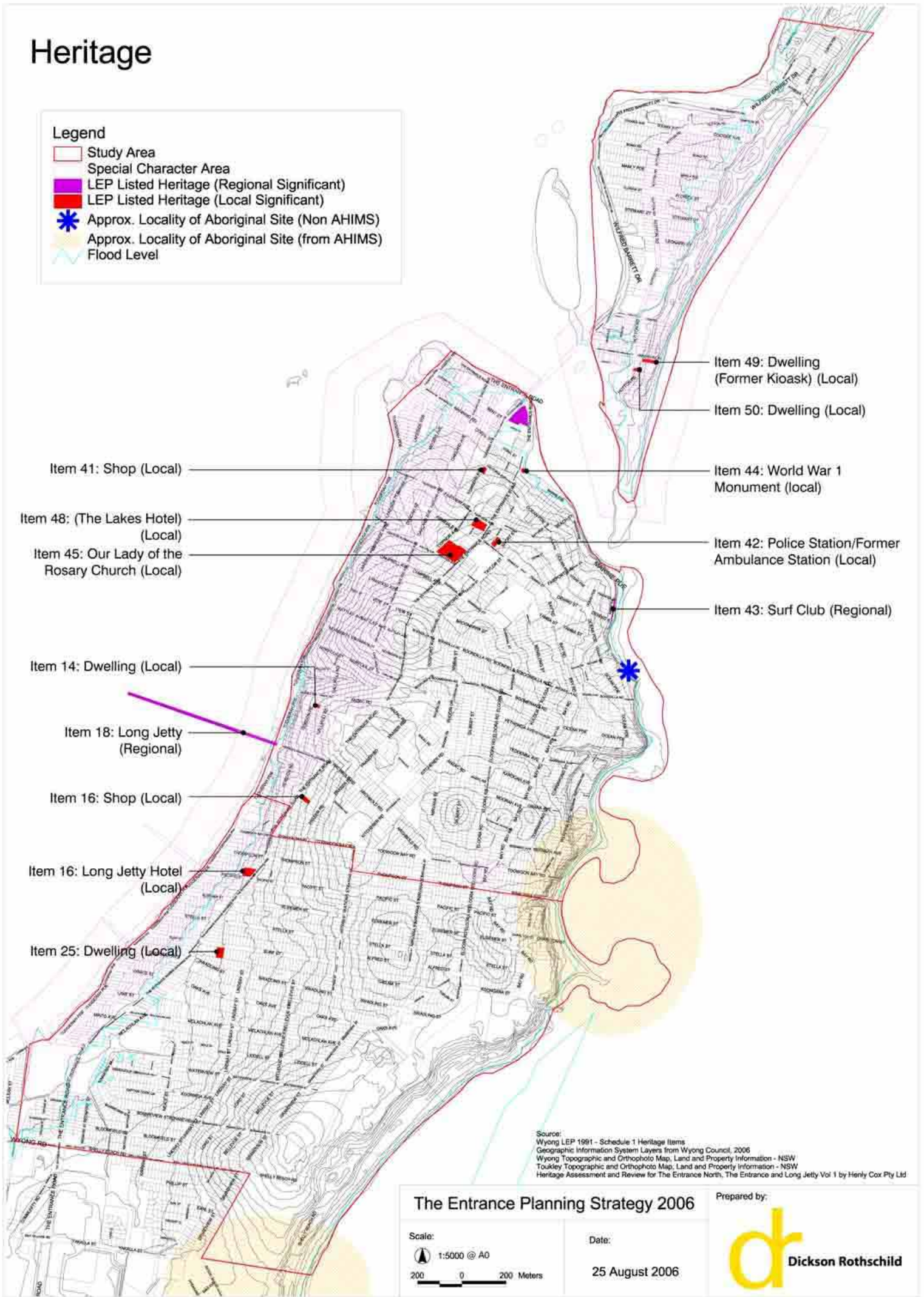


Fig 3.6.4 Memorial Park  
(Source: Dickson Rothschild)

# Heritage

## Legend

- Study Area
- Special Character Area
- LEP Listed Heritage (Regional Significant)
- LEP Listed Heritage (Local Significant)
- \* Approx. Locality of Aboriginal Site (Non AHIMS)
- Approx. Locality of Aboriginal Site (from AHIMS)
- ~ Flood Level



Item 41: Shop (Local)

Item 48: (The Lakes Hotel)  
(Local)

Item 45: Our Lady of the  
Rosary Church (Local)

Item 14: Dwelling (Local)

Item 18: Long Jetty  
(Regional)

Item 16: Shop (Local)

Item 16: Long Jetty Hotel  
(Local)

Item 25: Dwelling (Local)

Item 49: Dwelling  
(Former Kiosk) (Local)

Item 50: Dwelling (Local)

Item 44: World War 1  
Monument (local)

Item 42: Police Station/Former  
Ambulance Station (Local)

Item 43: Surf Club (Regional)

Source:  
Wyong LEP 1991 - Schedule 1 Heritage Items.  
Geographic Information System Layers from Wyong Council, 2006  
Wyong Topographic and Orthophoto Map, Land and Property Information - NSW  
Toukley Topographic and Orthophoto Map, Land and Property Information - NSW  
Heritage Assessment and Review for The Entrance North, The Entrance and Long Jetty Vol 1 by Henly Cox Pty Ltd

## The Entrance Planning Strategy 2006

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# Chapter 3

## Site Analysis

### 3.7 Heritage

The heritage report prepared by Henly Cox identified existing heritage listed buildings and nominated buildings for future heritage protection. He concluded that a number of areas should be considered “special character areas” that would allow for development that respects the built form profile of the existing neighbourhood. This concept is worthy of further analysis and will be incorporated in our strategy to amend portions of the Wyong Shire LEP 1991 and DCP later in this report.

Whilst the study area does not contain a large number of landmark heritage sites or districts, the existing heritage items and potential items of heritage significance need to be properly interpreted as development needs to respond to heritage curtilages.

It is suggested that the historic jetties be promoted as tourist attractions. There is a history of ferry service to The Entrance from Wyong Rail Station to Long Jetty that was provided in the 19<sup>th</sup> and early 20<sup>th</sup> century. Long Jetty’s historic significance as a point of debarkation could be revived with a new tourist ferry service, perhaps between Wyong and The Entrance.

The Heritage Report also recommended the creation of four Special Character Areas:

- West of Oakland Avenue in The Entrance suburb
- West of The Entrance Road to the Lake in the Long Jetty suburb
- The Entrance North generally east of Hutton Road
- Toowoong Bay Shopping Centre

The Report suggests the development of special design objectives and planning controls to ensure that these areas retain built form character that keeps the bulk and scale qualities of past development but are also able to provide infill and redevelopment opportunities for the future. Council is currently evaluating the recommendations from the report.



Fig 3.7.1 Item 16 - Long Jetty Hotel  
(Source: Wyong Shire Council)



Fig 3.7.2 Item 18 - Long Jetty  
(Source: Wyong Shire Council)



Fig 3.7.3 Item 42 - Long Jetty  
(Source: Wyong Shire Council)



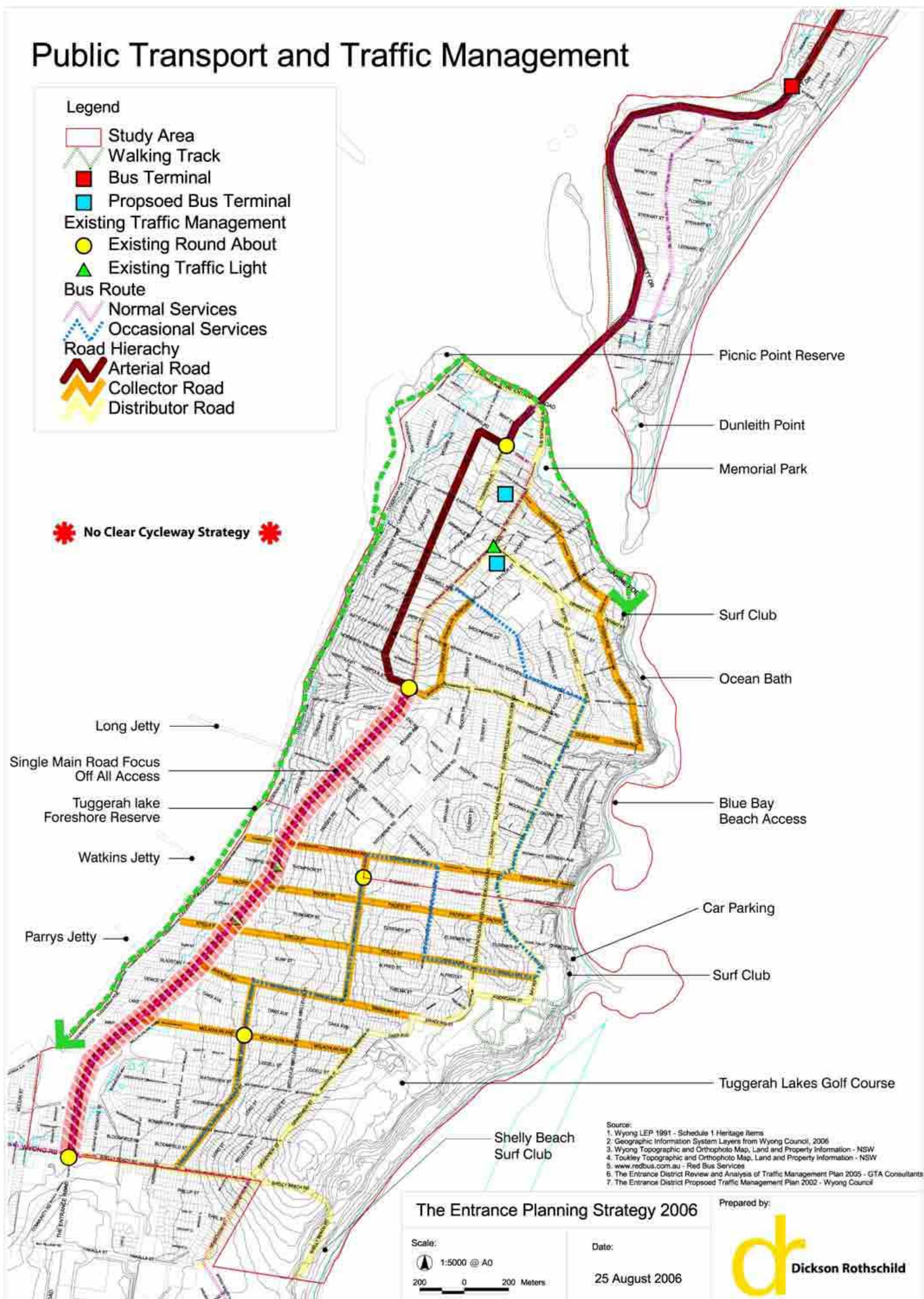
Fig 3.7.4 Item 43 – Surf Club  
(Source: Dickson Rothschild)

# Public Transport and Traffic Management

## Legend

- Study Area
- Walking Track
- Bus Terminal
- Proposed Bus Terminal
- Existing Traffic Management
- Existing Round About
- ▲ Existing Traffic Light
- Bus Route
- ~ Normal Services
- ~ Occasional Services
- Road Hierarchy
- ~ Arterial Road
- ~ Collector Road
- ~ Distributor Road


✱ No Clear Cycleway Strategy ✱



Source:  
 1. Wyong LEP 1991 - Schedule 1 Heritage Items  
 2. Geographic Information System Layers from Wyong Council, 2006  
 3. Wyong Topographic and Orthophoto Map, Land and Property Information - NSW  
 4. Toukley Topographic and Orthophoto Map, Land and Property Information - NSW  
 5. www.redbus.com.au - Red Bus Services  
 6. The Entrance District Review and Analysis of Traffic Management Plan 2005 - GTA Consultants  
 7. The Entrance District Proposed Traffic Management Plan 2002 - Wyong Council

## The Entrance Planning Strategy 2006

Prepared by:  
  
**Dickson Rothschild**

Scale:  
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Date:  
 25 August 2006

# Chapter 3

## Site Analysis

### 3.8 Public Transport/ Traffic Management



Fig 3.8.1 Existing Bus Terminal –  
The Entrance North  
(Source: Dickson Rothschild)



Fig 3.8.2 Truck parking restricting traffic  
movement at The Entrance Road – Long Jetty  
(Source: Dickson Rothschild)

The Entrance Road is limited in its traffic carrying capacity by its finite roadway width. It is generally the only way in and out of the Peninsula. Alternatives have been suggested such as loop/ring roads and road widening. The road's capacity to handle current and future traffic will be the subject of a traffic modelling study that is currently being carried out and funded jointly by the RTA and Council. This project is expected to be substantially completed in the latter part of 2007. Any improvements to The Entrance Road will be identified and will need to be coordinated with the RTA.

The Entrance Road's streetscape and street furniture are generally dated and in need of rejuvenation. We suggest that the road be transformed through streetscape enhancements to become a positive visual asset with coordinated street furniture and lighting that helps to define the character of the Peninsula in a positive way.

A review of the Traffic Management Plan for The Entrance is ongoing by Council. Traffic signals have been installed at The Entrance Road and Swadling Street.

A cycling plan is being updated and will be included in the Strategy when it is complete. The existing bike path along the Lakeshore is noted as a positive feature especially when it eventually connects to the Shire system.

Existing bus services to The Entrance is provided by Red Bus Services. Bus routes mainly run along The Entrance Road with some extending to The Entrance North (see the map on opposite page). These routes through The Entrance link the Peninsula to centres such as Wyong, Bateau Bay, Bay Village Shopping Centre, Westfield Tuggerah, Wyong Hospital, Gosford and Toukley. They also connect to the Wyong and Tuggerah train stations. A summary review of bus schedules indicate that service frequency should be reviewed to see where service upgrades can be beneficial to reduce private car usage.

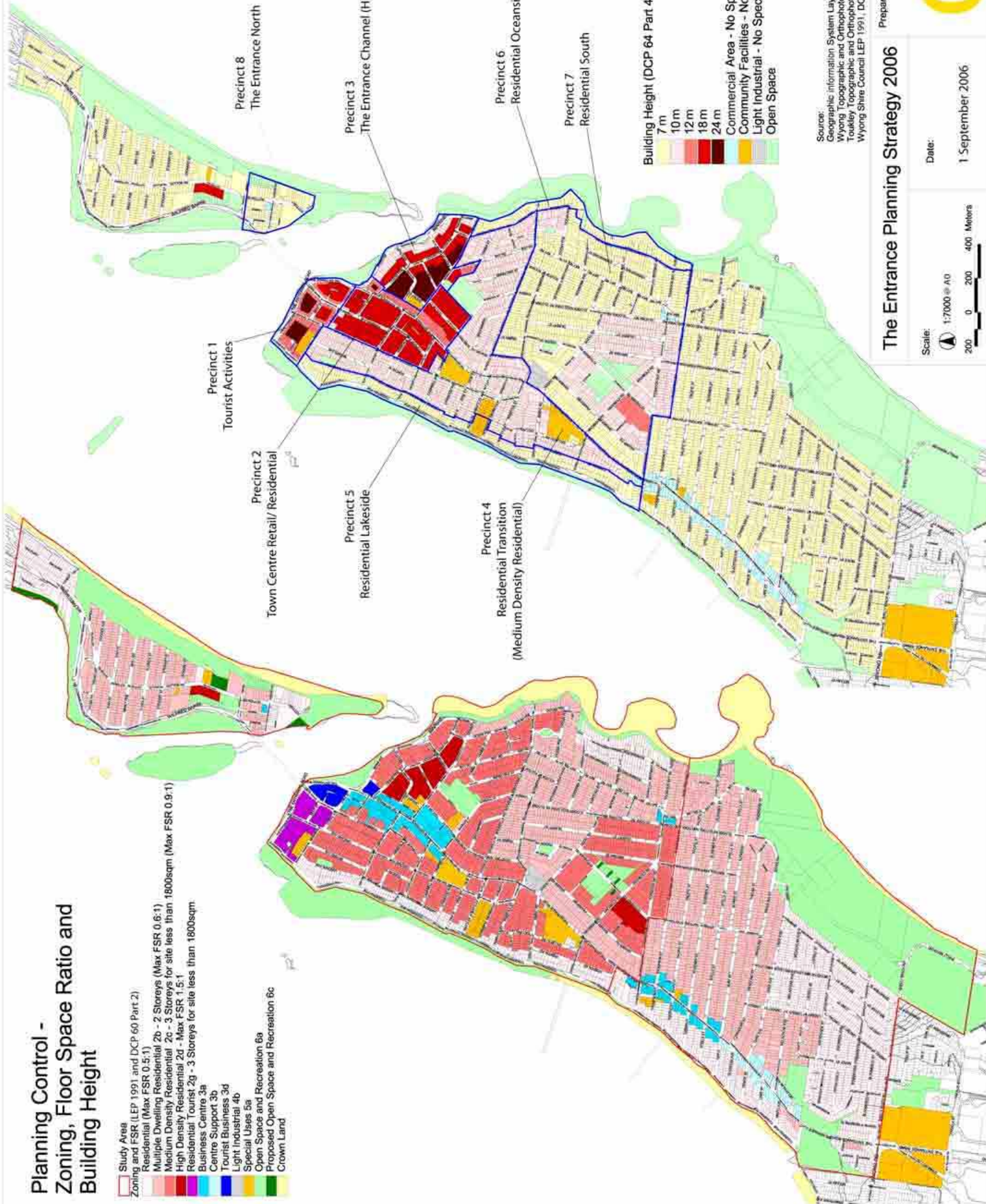
There used to be a Council sponsored Night Owl Bus that ran hourly Friday and Saturday night, from midnight to 4AM between The Entrance, Terrigal and Gosford. The bus provided alternative transportation for nightclub patrons and aimed to reduce driving under the influence of alcohol. While the service does not operate currently, it may be resurrected over the summer holiday period dependent on funds.

Future plans for a bus interchange facility are being explored. Potential sites for this facility include Lakeside Plaza or the Torrens Avenue car park.

A seasonal circulator bus route within The Entrance Peninsula that connects tourist attractions, the beach and Lake to retail and residential areas could help relieve parking demand and reduce traffic volumes on local roads. It would also give hotel/club patrons a way to travel around The Entrance if they have concerns with their legal alcohol limit. We have suggested a route that would need further testing (See Public Transport Action Plan in Chapter 7)

# Planning Control - Zoning, Floor Space Ratio and Building Height

- Study Area
- Zoning and FSR (LEP 1991 and DCP 60 Part 2)
  - Residential (Max FSR 0.5:1)
  - Multiple Dwelling Residential 2b - 2 Storeys (Max FSR 0.6:1)
  - Medium Density Residential 2c - 3 Storeys for site less than 1800sqm (Max FSR 0.9:1)
  - High Density Residential 2d - Max FSR 1.5:1
  - Residential Tourist 2g - 3 Storeys for site less than 1800sqm
  - Business Centre 3a
  - Centre Support 3b
  - Tourist Business 3d
  - Light Industrial 4b
  - Special Uses 5a
  - Open Space and Recreation 6a
  - Proposed Open Space and Recreation 6c
  - Clown Land



- Building Height (DCP 64 Part 4 & DCP 60 Part 4)
  - 7 m
  - 10 m
  - 12 m
  - 18 m
  - 24 m
- Commercial Area - No Specific Building Height Control
- Community Facilities - No Specific Building Height Control
- Light Industrial - No Specific Building Height Control
- Open Space

Sources:  
 Geographic Information System Layers from Wyong Council, 2006  
 Wyong Topographic and Orthophoto Map, Land and Property Information - NSW  
 Valley Topographic and Orthophoto Map, Land and Property Information - NSW  
 Wyong Shire Council LEP 1991, DCP 60 & DCP 64

Prepared by:

## The Entrance Planning Strategy 2006

Scale: 1:7000 @ A0  
 200 0 200 400 Meters

Date: 1 September 2006



Dickson Rothschild

# Chapter 3

## Site Analysis

### 3.9 Existing Planning Controls

#### 1. State Planning Policy

##### State Environmental Planning Policy 71- Coastal Protection / Sensitive Coastal Protection

The New South Wales coastal zone was extended in November 2005 to cover the entire Central Coast including all of the Study Area. All future development will have to be in accordance with the aims, provisions and requirements of SEPP 71 dealing with public access, effluent disposal and stormwater runoff.

##### State Environmental Planning Policy 65 - Design Quality of Residential Flat Buildings

SEPP 65 aims to improve the design quality of residential flat developments in New South Wales through a policy of 10 design quality principles. Draft planning instruments are required to make sure that provisions for residential flat buildings achieve the SEPP 65 design principles. The draft Entrance Peninsula Planning Strategy will have components that propose multiple-unit/mixed development buildings and will be referred to the Central Coast Design Review Panel for comments.

#### 2. Regional Policy

The draft Regional Strategy Plan for the Central Coast prepared by the NSW Department of Planning was released on 18 September, 2006 and is now on public exhibition. The Entrance Strategy Plan incorporates the goals and objectives of this new policy.

#### 3. Local Policies

##### Wyong Shire Local Environmental Plan 1991

The Wyong LEP 1991 contains the current zoning controls that apply within the Study Area.

The map on the opposite page indicates LEP land use zones, floor space ratios and building height limits specified in relevant DCPs.

##### Development Control Plan No.60 The Entrance

DCP No.60 describes Land Use Precincts for the Peninsula and suggests the development intent for each. It covers the Entrance South to Toowoan Bay Road and The Entrance North up to Link Road (Roberts Street). These precincts are:

- |  |                          |
|--|--------------------------|
| 1. Tourist Activities                                  | 5. Residential Lakeside  |
| 2. Town Centre Retail/Residential                      | 6. Residential Oceanside |
| 3. The Entrance Channel (High Density Residential)     | 7. Residential South     |
| 4. Residential Transition (Medium Density Residential) | 8. The Entrance North    |

In the event of any inconsistency with provisions of other DCP's that apply, DCP 60 takes preference.

##### Development Control Plan No.64 Multiple Dwelling Residential Development

DCP64 applies to multiple dwelling residential developments in Wyong Shire, including residential flat development and dwellings associated with commercial premises.

##### Development Control Plan No.77 Coastal Hazards

DCP 77 aims to identify hazard zones along the coast in which development will be restricted or in which design will have to reflect the potential hazard.

##### Development Control Plan No.81 Retail Centres

This plan applies to all land within Wyong Shire that falls within the following zones - Business Centre 3(a) zone, Centre Support 3(b) zone, General Industrial 4(a) zone and Light Industrial 4(b) zone.

##### Development Control Plan No.99 Building Lines

The purpose of this plan is to identify building lines for development. This includes setbacks from property boundaries (front, side and rear) and other features and foreshore building lines.

##### Development Control Plan No.100 Quality Housing (single family residential)

Other relevant DCP's include DCP 77 Coastal Hazards which pertains to those identified coastal hazard areas in The Entrance around Toowoan Bay and Blue Bay and The Entrance North.

# Chapter 3

## Site Analysis

### 3.9 Existing Planning Controls

#### Other DCPs that apply within The Entrance are:

- DCP No. 50 - Guidelines for Advertising Signs;
- DCP No. 58 – Dual Occupancy;
- DCP No. 61 - Carparking;
- DCP No. 70 - Notification of Development Proposals;
- DCP No. 76 - Conservation of the Built Environment (relating to development of or in proximity to Heritage Items as listed in Wyong LEP 1991);

#### 4. Council Policy

##### Flood Prone Land Development Policy

The plan sets out a series of development standards that aimed to reduce the impact of flooding and flood liability on individual owners and occupiers of flood prone property. This policy applies to the entire study area.

##### Other Council Policies that apply within The entrance are:

- Contributions Plan No. 3 - The Entrance District
- Development Servicing Plan (Water Sewer Services)
- Council's Landscape Policy L1.

# Chapter 4

## Community Issues

### 4.1 List of Community Issues Received

From the comments received during the community consultation process, Council compiled the following list of key issues to be addressed.

#### General (applicable to all three suburbs)

- Consider the adequacy of the current road and traffic network (existing and future volumes, traffic routes and/or management), public transport, parking facilities, and facilities for other modes of transport (including cyclists, pedestrians and the disabled). Recent studies should be available.
- Identify opportunities for improvement of the current road and traffic network, parking facilities, public transport services and facilities for other modes of transport. Recent studies will be available.
- Consider opportunities for improvement of current community facilities.
- Provide comment and incorporate any results arising from the proposed RTA review of The Entrance Road.
- Review capacity (in terms of size and existing ageing infrastructure) of local infrastructure (including, The Entrance Bridge, roads, water, sewerage and stormwater services).
- Review drainage and stormwater management and potential impacts on the lake. A study of the hydrology of the study area will be available.
- The capacity of utilities (eg. electricity) to meet peak demand.
- The need to establish what is a 'sustainable population' level.
- Identify realistic ways of adequately resourcing any recommendations of this project, including consideration of any necessary funding from State and Federal Governments.
- Implications of a natural disaster in terms of emergency access/evacuation.
- Consider providing strategies for housing diversity and affordable housing options.
- Review whether it is appropriate to require on-site retention and re-use of water on The Entrance Peninsula (i.e. economic cost of development, positive and negative environmental impacts).
- Consider impact on the environment. Studies will be available.
- Review adequacy of on-site and on-street road pavement design/alignment (eg, narrowing, meandering, etc) landscape treatments in terms of on-going management and desired safety, amenity and character.
- Consider the potential impacts of future commercial developments and/or improvements in the Study Area. Particularly, those affecting The Entrance's existing commercial core and other commercial areas within the Study Area (eg, Long Jetty commercial area revitalisation and/or the Residential Tourist 2(g) Zone land to the west of the current retail core) and vice versa.
- Develop an appropriate urban design strategy taking into consideration an appropriate coastal location theme, built form, architectural treatments, streetscape, traffic movements, crime and safety, provision of private and public open space and amenity issues.

#### Implementation Measures

Consider, identify and make recommendations in relation to any changes or additional items, particularly in terms of:

- Planning controls and incentives.
- Promotional opportunities.
- Education programs.
- Use of Section 94 Developer Contributions.
- Identify investment opportunities (government and private).

#### The Entrance North

- Identify the existing character of the locality.
- Identify the desired future character of the area.
- Identify and consider potential development scenarios taking into consideration issues relating to built form, architectural treatments, streetscape, heritage, pedestrian and traffic movements, crime, safety, provision of community services, private and public open space, coastal and hazard management, stormwater, water quality and amenity issues.
- Review and consider the appropriate zoning in terms of the quality of development being achieved by current planning controls.

# Chapter 4

## Community Issues

### 4.1 List of Community Issues Received

#### The Entrance

##### Review of Specific Planning Controls (mainly Wyong LEP 1991 & DCP No. 60)

- Review building heights, densities, quality of the built form and streetscapes being achieved since the current controls were introduced in January 2001; particularly:
  - In the vicinity surrounding the commercial/tourist areas (including the proportion of holiday accommodation to permanent resident accommodation).
  - In the western areas of The Entrance (eg. McGirr Avenue, Lakeside Avenue, Tuggerah Parade, etc).
- Consider the appropriate zoning and form of development within the remaining High Density Residential 2(d) zoned land at The Entrance (between Denning Street and Ocean Parade).
- Review transition of building scale between developments in the Low Density Residential 2(a), Multiple Dwelling Residential 2(b) and Medium Density Residential 2(c) zones.
- Clarify setbacks required in side streets to The Entrance Road.
- Review the heritage components (A recent heritage study will be available).
- Review the clarity and effectiveness of the current Maritime Theme for The Entrance and recommend changes (if required).
- Clarify architectural treatments, colours, finishes, etc in relation to maintaining/enhancing a coastal/maritime theme for The Entrance (if considered appropriate following review – refer previous dot point).
- Review the appropriateness of removing the 50 percent limitation on tourist units in the Residential Tourist 2(g) and Tourist Business 3(d) zones.

##### Assessment of Development Potential

- Consider rezoning and development options for:
  - The Short Street/Denning Street Car Parking Site (adjacent to the Police Station which is a Heritage listed Item).
  - The Lakeside Plaza (Coles) and adjoining land.
  - The Entrance Bowling Club landholdings.
  - The Torrens Avenue Car Park.
  - The proposed Manning Street Car Park.(A recent Economic Viability Assessment will be available).
- Identify opportunities to revitalise the ‘top end’ of The Entrance commercial area (i.e., in the Lakeside Plaza vicinity).
- Investigate and identify solutions for under-croft (basement) vehicle parking, particularly in relation to groundwater.
- Consider the appropriateness of introducing mixed-use development on main roads.

##### Economic Analysis

- Consider the returns/feasibility of development considering land prices, holding and construction costs, limits on development from current planning controls, sale prices and profit margins. A recent economic viability assessment will be available.

##### Streetscape and Landscape Treatments

- Review the adequacy of on-site and on-street road pavement design/alignment in terms of narrowing, meandering and landscape treatments, and in terms of on-going management and desired safety, amenity and character. Such review should include a comparison of costs (both construction and on-going management) between retaining the current arrangements and providing increased landscaped scenarios.
- Review the presentation of commercial areas including building facades, streetscapes and recommend solutions that will facilitate upgrading/improvement, if necessary.
- Review provision for adequate useable private open space, particularly in relation to higher density unit developments.

##### Infrastructure

- Consider the capacity of local infrastructure (including The Entrance Bridge, roads, water, sewerage and stormwater services). Internal reports will be available.

##### Tourism Role

- Review tourism information and nominate further opportunities for tourism development.



# Chapter 4

## Community Issues

### 4.1 List of Community Issues Received

#### Long Jetty

##### Character and Identity

- Consider the existing character of the locality.
- Identify the needs of the current and future population.
- Identify the desired future character of the area.
- Possible re-naming of Long Jetty.

##### Retail / Commercial Role

- Consider the current and future role of the Long Jetty retail/commercial strip.
- Consider the potential linkage between the commercial area and Tuggerah Lake foreshore area.
- Review the presentation of commercial areas including building facades, streetscapes and recommend solutions that will facilitate upgrading/improvement, if necessary.
- Consider the appropriateness of introducing mixed-use development on main roads.

##### Residential / Tourism Role

- Identify opportunities to promote redevelopment for higher density residential and tourist accommodation and facilities, taking advantage of accessibility to services, views and proximity to the lake and beaches.
- Identify the implications for land use and planning controls arising from the recent approval of a high-rise development at Kitchener and Toowoan Bay Roads.
- Consider the appropriateness of the zoning and the development potential of the remaining Residential 2(d) (High Density) zoned land in Long Jetty.

##### Urban Design Strategy

- Identify development scenarios taking into consideration an appropriate coastal location theme, built form, architectural treatments, streetscape, traffic movements, crime and safety, provision of private and public open space and amenity issues

# Chapter 4

## Community Issues

### 4.2 Synthesis of Key Issues



Fig 4.2.1 Discourage pathway barriers  
(Source: Dickson Rothschild)



Fig 4.2.2 Make signage cohesive and effective  
(Source: Dickson Rothschild)



Fig 4.3.3 Encourage removal of the Telecom tower that currently has adverse visual impact via relocation of dishes to other available structures (Source: Dickson Rothschild)



Fig 4.4.4 Upgrade and encourage better use of dilapidated buildings that detract from the ambience and amenity of the Tuggerah Lake Foreshore (Source: Dickson Rothschild)

After reviewing all the issues raised from the information that has been received from the community, we have synthesised them into a summary of key issues that we believe warrant attention in the Planning Strategy.

#### Issue 1 Public Domain & Streetscape

- Kerb and drainage improvements.
- Improve/coordinate directional signage for tourists.
- Footpaths need to be provided and upgraded in some areas.
- Improve street furniture/ bus shelters.
- Improve/enhance streetscape of surrounding streets with appropriate landscaping.

#### Issue 2 Roads & Traffic

- Improve traffic capacity/flows along The Entrance Road, particularly through Long Jetty.
- Improve pedestrian safety.
- Promote alternative modes of transport/movement for tourists and residents.

#### Issue 3 Visual Character

- Better utilize dilapidated buildings along lakefront foreshore parks.
- Improve gateways at Saltwater Creek Reserve Park and in The Entrance North.
- Improve streetscapes with appropriate landscaping and removal of obtrusive elements.

#### Issue 4 Access to the Coastline

- Improve access for people of all ages and abilities.
- Improve directional signage.

#### Issue 5 Landscape and Recreation

- Improve landscape and public domain at Saltwater Creek Park
- Improve recreation facilities at all parks on The Entrance Peninsula
- Better maintain open spaces.

#### Issue 6 Economic Viability

- Revitalize the Long Jetty retail area through consolidation of land uses and streetscape improvements.
- Encourage the location of a high quality 5 star Hotel in The Entrance Town Centre vicinity.
- Create a tourism marketing campaign for The Entrance.

#### Issue 7 Density

- The lakeside area (west of Oakland Avenue) needs to have densities reduced to retain existing character
- Planning controls which ensure heritage sites/features are respected.
- The Entrance North needs to retain its coastal village character.

The conclusion that is made from analysing the issues above is that The Entrance Peninsula needs public domain improvements in order to attract tourists, provide for the needs of permanent residents and create a better quality of life. These improvements include the development of gateway precincts, the enhancement of the visual quality of The Entrance Road and focused public domain improvements in key areas to develop a sense of place, this is known as placemaking. There are individual precincts on the peninsula that are in need of a change in character to improve their image and viability. Individual precinct plans are described in Chapter 5.

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# Chapter 4

## Community Issues

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