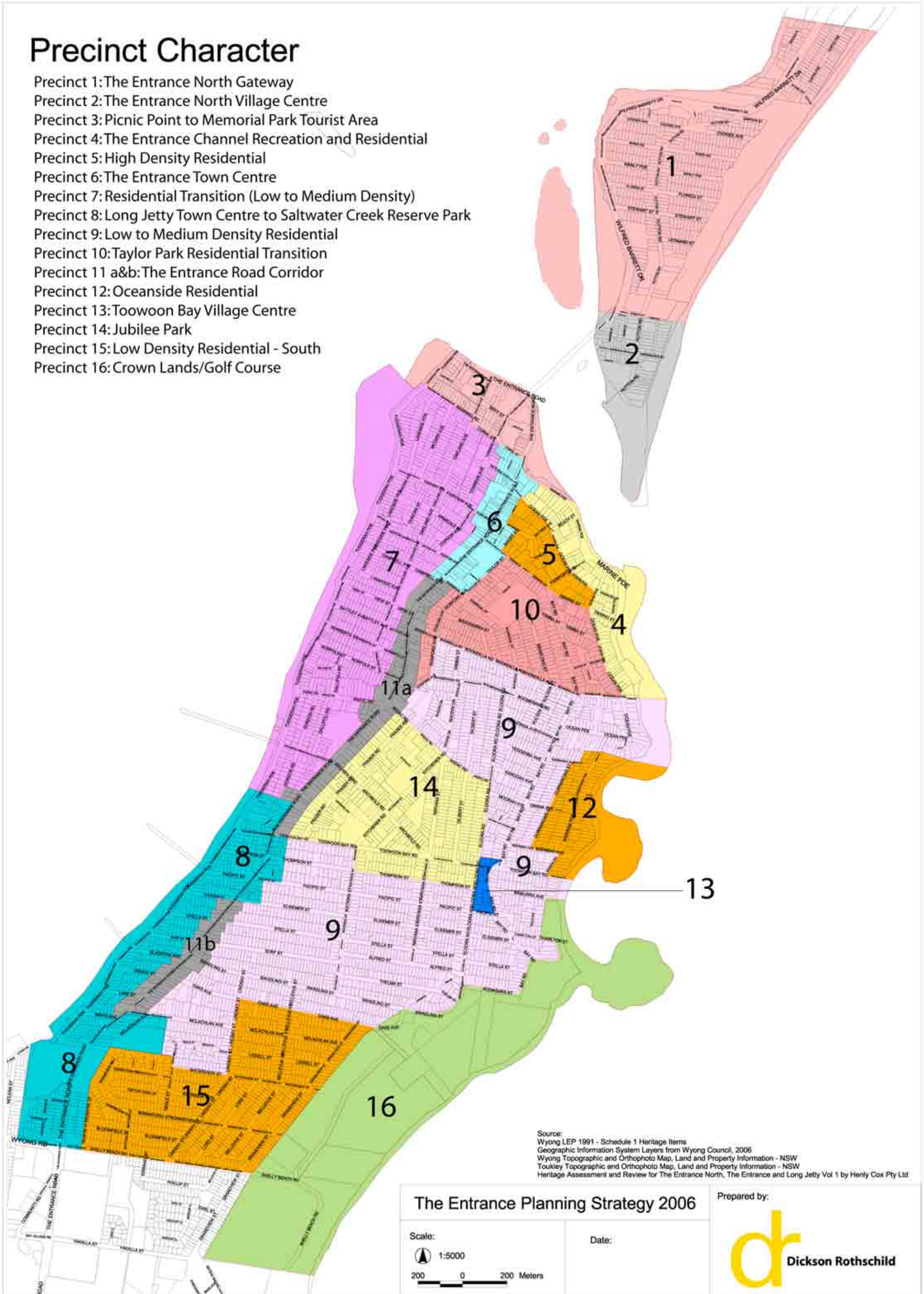


# Precinct Character

- Precinct 1: The Entrance North Gateway
- Precinct 2: The Entrance North Village Centre
- Precinct 3: Picnic Point to Memorial Park Tourist Area
- Precinct 4: The Entrance Channel Recreation and Residential
- Precinct 5: High Density Residential
- Precinct 6: The Entrance Town Centre
- Precinct 7: Residential Transition (Low to Medium Density)
- Precinct 8: Long Jetty Town Centre to Saltwater Creek Reserve Park
- Precinct 9: Low to Medium Density Residential
- Precinct 10: Taylor Park Residential Transition
- Precinct 11 a&b: The Entrance Road Corridor
- Precinct 12: Oceanside Residential
- Precinct 13: Toowoon Bay Village Centre
- Precinct 14: Jubilee Park
- Precinct 15: Low Density Residential - South
- Precinct 16: Crown Lands/Golf Course



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

Prepared by:

Scale:  
 1:5000  
 200 0 200 Meters

Date:



# Chapter 5

## Precinct Character

The urban environment of The Entrance is diverse. As a result, it is necessary to consider the study area in terms of precincts with common attributes. DCP 60 divides The Entrance into precincts. This chapter follows that established format and expands it to include portions of the Study Area not a part of DCP 60 at present. The Study Area has been divided into 16 separate precincts based on two criteria; LEP 1991 zoning boundaries, and areas with common characteristics. Figure 5.1 shows precinct boundaries.

There are many characteristics of each precinct that are common to all precincts across The Entrance Peninsula. These common elements, design objectives, design strategies and recommendations to achieve a desired future character for The Entrance Peninsula are addressed in the first section of the following pages. The existing character of each precinct is then described and design objectives, design strategies and recommendations to achieve a desired future character for each precinct follow.

From this analysis of existing conditions, the Strategy Plan in Chapter 6 will summarise the desired future character and key elements that will help form that desired future character for The Entrance Peninsula and provide direction for the future development of The Entrance Peninsula.

### **General Character and Recommendations Relevant to all Precincts**

Elements of existing character, design objectives, and design strategies and recommendations to achieve a desired future character for The Entrance Peninsula are described in this section. These are common to all precincts described in later sections of this Chapter, and are included here to minimise repetition in the description of these elements, objectives, strategies and recommendations.

#### **Location**

The extent of the Study Area is shown on the above map.

#### **Zoning**

The Study Area comprises the following zones:

- 2(a) – Residential
- 2(b) – Multiple Dwelling Residential
- 2(c) – Medium Density Residential
- 2(d) – High Density Residential
- 2(g) – Residential Tourist
- 3(a) – Business Centre
- 3(b) – Centre Support
- 3(d) – Tourist Business
- 4(b) – Light Industrial
- 5(a) – Special Uses
- 6(a) – Open Space and Recreation
- 6(c) – Proposed Open Space and Recreation
- 8(a) – National Parks
- Crown land

#### **Existing General Character of The Entrance Peninsula**

The current general character of The Entrance Peninsula has a number of facets. It is comprised of coastal residential areas, visitor/tourist/family destinations, retail/commercial and open space/recreation development and use.

The public domain and streetscapes on the Peninsula are in various states of condition with many requiring rejuvenation.

The built form comprises various architectural styles and is constructed using various techniques, materials and colours. The Peninsula is evolving as many of the late 19<sup>th</sup> century/early 20<sup>th</sup> century holiday cottages constructed of fibro-cement, vertical and weather board are demolished and replaced with larger contemporary buildings generally constructed of face, bagged or rendered brick.

#### **Existing Streetscape and Public Domain Character**

The following lists common features of streetscapes and the public domain that make up the existing general character of The Entrance Peninsula:

- Streetscapes are generally similar, with wide streets in varying condition with or without kerb and gutter, relatively wide grassed verges with the occasional tree or shrub, telegraph poles and overhead wires, various types of driveways, and a variety of front fence styles and types, all in various states of condition. Building setbacks vary but are generally between 3 and 6 metres from the road reserve boundary and front gardens are generally bland, but well maintained.
- Streetscapes and public domain are generally dated and in need of rejuvenation, particularly in regard to road surface and alignment, provision of kerb and gutter, landscaping in verges, signage, front fences, footpaths, contemporary good quality street furniture and clutter of telegraph poles and overhead wires.
- Most properties in the area have fences along their street boundary. These fences are generally low (below 1 metre high) although there are a few that are higher. Front fences vary considerably in terms of styles and materials utilised. Side and rear fences are commonly about 1.8 metres high, constructed of various materials and extend beyond the building facade towards the street.
- Most properties abutting streets have reasonable front and side building setbacks with well maintained gardens.
- Front gardens are generally consistent, being generally well maintained but bland comprising mainly lawn with some plantings of various tree and shrubs species.
- Roads are sealed but pavement condition varies.

# Chapter 5

## Precinct Character

- Many road edges have kerb and gutter, but there are large segments without.
- Telegraph poles with overhead wires between poles and with wires connected to houses cause clutter in streetscapes.
- Spacious open space and recreation areas that provide for an array of activities.

### Existing Built Form Character

The following lists features of built form, common across The Entrance Peninsula, that make up the existing general character of the study area:

- Architectural styles, construction materials and age vary from the late 19<sup>th</sup>/early 20<sup>th</sup> century, with holiday/fishing shacks constructed of fibro-cement, weatherboard, vertical board, and brick through to contemporary designs generally constructed of face/bagged/rendered brick. The area is evolving as early small scale fibro-cement holiday/fishing shacks are redeveloped into much larger permanent residential dwellings or multiple unit residential complexes.
- Various types of construction techniques and colours have been used in buildings and other structures across The Entrance Peninsula.
- Building heights vary, but most are one to two storeys high. Heights increase significantly in areas surrounding retail and commercial centres to up to eight storeys. There are a few buildings exceeding eight storeys in the vicinity of The Entrance Town Centre.
- Building roofs are generally low pitched but there are a variety of forms.

### Desired Future Character of The Entrance Peninsula:

To provide for an inviting, viable and vibrant family, tourist and visitor destination with a variety of activities that cater for all ages and family members, with an attractive, safe coastal residential area and viable town and village centres at The Entrance, Long Jetty, Toowoan Bay and The Entrance North.

### Design Objectives

The following lists objectives that will apply generally across The Entrance Peninsula, contributing to the desired future character of the study area:

- Improve awareness of The Entrance Peninsula and its attributes within and outside the study area.
- Establish attractive and welcoming gateways at the northern and southern ends of The Entrance Peninsula.
- Enhance landscape, streetscapes and the public domain and provide for variety of activities in those areas for visitors and residents.
- Improve the provision, amenity and safety of facilities in existing parks and reserves including landscaping, signage, car parks, play equipment, outdoor furniture and fencing.
- Protect existing views and vistas to and from Tuggerah Lake, the Pacific Ocean and other important vistas as much as possible and to facilitate view sharing for as many residents and visitors as possible.
- Provide for viable and vibrant retail and commercial centres at The Entrance, Long Jetty, Toowoan Bay and The Entrance North.
- Provide co-ordinated pedestrian and cyclist facilities.
- Facilitate the establishment of a shuttle/circulator bus route.
- Provide for co-ordination between pedestrian, cyclist and public transport.
- Protect important landscapes, environmentally sensitive areas and areas with Aboriginal and European heritage.
- Design with the constraints of flood, acid sulphate soils and coastal hazards.
- Facilitate the high quality development or redevelopment of specific sites considered important for the evolution of The Entrance Peninsula.
- Provide adequate safe public and private car parking facilities to support future development/redevelopment in the area.
- Achieve high quality built form design that will reflect the coastal character of The Entrance and provide for the needs of tenants and occupants.
- Achieve effective transitions in the built form between town and village centres, Tuggerah Lake, the Pacific Ocean and residential areas.
- Encourage land uses that make The Entrance Peninsula more interesting, dynamic and viable by innovative design, landscaping and entertainment variety.
- Maintain (and where possible) improve solar access to buildings and streets for at least three hours per day on 22 June.

# Chapter 5

## Precinct Character

### Design Strategies and Recommendations:

The following lists design strategies and recommendations that will apply generally across The Entrance Peninsula, contributing to the desired future character of the study area:

#### Building and Development Control

- Maintain existing Council planning controls regarding zoning, building setback, building height and floor space ratio, unless change is recommended below or for the specific Precincts described in the following sections of this chapter.
- Remove existing maritime design theme requirement from WSC DCP 2005, Chapter 60 and require buildings to be designed to reflect the coastal character of The Entrance following criteria that address elements of local context, design, construction materials, colours and textures. Some examples of coastal and contextual design are discussed in Chapter 7 *Landscape and Public Domain Action Strategy*.
- Buildings to have a high quality coastal character and use only coastal colours (eg, blues, yellows, whites, greens). Refer Action Plans in Chapter 7 for recommendations and criteria on high quality coastal building design and colours. Enhance LEP and DCP provisions to clarify the meaning of high quality coastal design.
- Repeal Clause 68(4) -WSC LEP 1991 and Clauses 2.4(c) and 5.3 - WSC DCP 2005, Chapter 60, regarding the percentage of private residential development permitted in the Tourist Business Zone and for managed resort facilities for The Entrance, to facilitate the viability of future high quality tourist and/or residential development.

*Note: The intent of this recommendation is to leave it to market forces to determine the appropriate mix of tourist and private residential development to achieve economic viability of future development.*

- Incorporate additional new provisions for minimum floor to floor height in multi-use/multi-storey buildings of 4.5m (for retail development components), 3.6m (for commercial development components), 3m (for residential or car parking development components) to provide adequate and appropriate space for varying development types as indicated in the following table:

|                                    | Above ground Primary use | No of Floors | Standard Floor | Total Height (metres)   |
|------------------------------------|--------------------------|--------------|----------------|---|
|                                    | Retail                   | x            | 4.5 m          | 4.5 x   |
|                                    | Commercial               | y            | 3.6 m          | 3.6 y   |
|                                    | Residential/ Parking     | z            | 3.0 m          | 3.0 z   |
| <b>Total height plane</b>          |                          |              |                | <b>4.5x + 3.6y + 3.0z above NGL</b>   |
| <b>Maximum number of storeys</b>   |                          |              |                | <b>x+y+z ≤ existing height plane (m) / 3</b>  |
| <b>Allowance for steep terrain</b> |                          |              |                | <b>0.6m (gradients between 0 &amp; 1:20)<br/>1.0m (gradients between 1:20 and 1:10)<br/>1.4m (gradients above 1:10)</b> |

*Table: Suggested standard floor to floor heights and maximum height plane*

*Note: Current building height controls generally allow for development to achieve heights of up to 12 metres on the east side of The Entrance Road (with the exception of the Key Site on the corner of Marine Parade and the Entrance Road, on which a tower to 24 metres is permissible above a 12 metre podium) and 18 metres on the west side of The Entrance Road and Taylor Street.*

*The current system of setting height limits in metres encourages floor to floor heights to be set to the minimum permissible with the aim to achieve as many units as possible. However, such spaces may not be suitable for certain developments, particularly retail and/or commercial, forcing tenants to have to locate elsewhere.*

*Using the above table to determine the height of a building would result in a building of (say) 18 metres in height being either 6 levels of residential uses or 5 level of retail/commercial/residential uses in a mixed use building.*

- Future development to maintain or accommodate twenty-four hour public access to the waterfront (along Tuggerah Lake and the Pacific Ocean) and provide links to the broader pedestrian and cycle pathway network.
- Encourage high quality redevelopment/rejuvenation of sites considered important for the evolution of The Entrance Peninsula by developing sites in accordance with criteria for specific sites, described in the following sections of this chapter.
- Review Council's planning instruments to include development within all precincts in DCP No.60.
- DCP 60 be amended to call up a revised Council Minimum Floor Level Policy [i.e., that all new dwellings must have a floor level at least 500mm (200mm above the current policy) above the 1% AEP (1 in 100 year) flood level, at or above 2.7 metres AHD (currently incorrectly nominated as 2.23 metres AHD)].
- DCP 60 be amended to call up Clause 15 of Council's LEP regarding provisions for development in Acid Sulphate Soils.

# Chapter 5

## Precinct Character

### Streetscape Improvement

- Re-surface roads in accordance with a defined long term works program. Use different coloured/textured surfaces to identify pedestrian only and pedestrian/traffic shared areas in accordance with the criteria listed in Chapter 7.
- Extend kerb and gutter to all streets in residential areas in accordance with a defined long term works program.
- Plant additional trees and/or shrubs in street verges to improve amenity, reinforce and enhance the coastal character of The Entrance Peninsula.
- Improve existing public domain by installing additional lighting, signage and street furniture which fit with the coastal character.
- Replace telegraph poles and overhead wires currently in verges with underground services. In the short-term, replace multiple overhead wires with a single wire (bundled conductors) and attach banners to telegraph poles which fit with the coastal character.
- Install signage of a suitable design and scale, consistent with the recommendations in Chapter 7 to provide awareness of places of interest, attractions, and connections to these places of interest, attractions in and outside The Entrance Peninsula.
- Improve amenity by installing street identification signage of a suitable scale and occasional street furniture in appropriate locations which fit with the coastal character of The Entrance. Such features to be consistent with the design criteria in Chapter 7.
- Maintain, enhance or provide where opportunity arises, the amenity and safety of facilities, outdoor furniture and fencing.
- Construct footpaths along at least one side of all streets. Footpath provision to be co-ordinated so it connects in a logical network.
- Consider listing a number of additional properties in Council's LEP that have been identified as having potential heritage significance.
- Replace existing bus stop shelters with contemporary designs which incorporate disabled facilities.
- Enhance LEP and DCP provisions in regard to the protection of the heritage significance of the building and the curtilage of buildings.

### Pedestrian/Cycle and Public Transport Facilities

- Extend existing pedestrian and cycle pathways to connect all areas along the foreshores of Tuggerah Lake, The Entrance Channel and Pacific Ocean if possible, and provide direct connections to adjoining commercial and residential areas.
- Maintain connections, and awareness of those connections, to the broader pedestrian and cyclist network via signage and information materials.
- Provide for secure cycle parking facilities at appropriate locations.
- Establish the tourist circulator/shuttle bus route and provide good connections to it.

### Parks, Reserves and Car parking

- Improve landscaping (using coastal species indigenous to the area), install directional signs and place / feature name signs of an appropriate shape and design at existing open space and reserve areas. Chapter 7 provides recommendations on appropriate landscaping, scale and design of signs.
- Review the provision and appropriateness of the playground equipment (in terms of suitability for age of users and safety) at all open space and reserve areas and if determined necessary provide/replace with suitable age appropriate play equipment with adequate safety fencing (if required).

*Note: Age appropriate play equipment is play equipment provided at a density and level commensurate with the age profile of the people who will be using it.*

- Improve management of parks and reserves by introducing a more frequent management schedule in regard to physical works.
- Improve surfaces, landscaping and maintenance of car parks.
- Refurbish or replace the existing public toilet facilities with more contemporary facilities.
- Incorporate environmental and heritage interpretation facilities in appropriate areas.

### Gateway Treatments

- Provide appropriate gateway treatments at Matron Simpson Reserve in The Entrance North (refer Precinct 1) and Saltwater Creek/Lions Park in Long Jetty (Refer Precinct 8).

### Heritage

- Review provisions of Council's planning instruments in regard to the protection of the heritage significance of properties on The Entrance Peninsula listed as having local European heritage

# Chapter 5

## Precinct Character

significance in the WSC LEP 1991, and a number of additional properties that have been identified as having potential heritage significance.

- Consider including provisions in Council's LEP and DCP to adequately protect the foreshores of Tuggerah Lake and the Pacific Ocean that are identified as having high potential for Aboriginal heritage.
- Revise current heritage provisions in Council's LEP and include specific heritage site development criteria in DCP 60 to ensure that the nominated properties and their curtilages are recognised, respected and appropriately dealt with by any future development.
- Extend the current heritage interpretation scheme being implemented by The Entrance Town Centre Management Corporation.

### Connections

Enhance information facilities and materials, including the destinations on the proposed circulator/shuttle bus circuit, directional signs, streetscape improvements and adequate car parking facilities to maintain or improve connections. This will also improve awareness of those connections to destinations of interest in and outside The Entrance Peninsula Study Area. Such destinations include Picnic Point Reserve, Memorial Park, The Entrance Bridge, Waterfront and Town Centre, Terilbah and The Entrance North Foreshore Reserves, Tuggerah lake, The Entrance Beach, pedestrian / cycle pathways and destinations to the south and north, fishing piers and areas, Sensory Garden, public toilets, boat hire and ramp facilities, The Entrance Baths and other relevant points of interest.

|   | Relevant Controls  | Current Controls  | Recommendations   | Justifications  |
|---|--|---|---|---|
| Building Height   | WSC LEP 1991<br><br>WSC DCP 2005, Chapter 60<br><br>WSC DCP 2005, Chapter 64 | Clause 10 in regard to the 2(c) Zone and Clauses 42B<br><br>Clause 2.3.4 & 4.2 (Precinct 3) & Part 5.<br><br>Section 4.2  | Incorporate new provisions into WSC LEP and DCP 60 requiring provision of minimum floor heights for the various use components [i.e., 4.5m (for retail development), 3.6m (for commercial development), 3m (for residential or car parking development)].<br><br>The new provisions will also include allowance for slopes as follows:<br>0.6m (slopes 0 and 1:20)<br>1.0m (slopes 1:20 and 1:10)<br>1.4m (slopes above 1:10) | The existing building height controls are generally considered adequate to achieve the desired scale and desired future medium density residential character. Many developments attempt to maximise the number of storeys based on a minimum 3m floor to floor, limiting the opportunity for retail and commercial users to achieve satisfactory operational internal floor to ceiling heights. |
| Percentage of private residential development permitted on properties zoned Tourist Residential and Tourist Business. | LEP Clause 42 B(3) / 68(4)<br><br>DCP Clauses 2.4(c) / 5.3                   | Require the provision of less than 50% of the gross floor area of all buildings in the Residential 2(g) and Business 3(d) zones respectively to be permanent residential accommodation (Clause 42B(3) LEP 1991 and Section 2.4(c) DCP No.60);<br><br>Requires the provision of up to 75% of the accommodation within a managed tourist facility to be permanent residences (Clause 68 (4) LEP 1991 and Section 5.3 DCP No.60) | Remove existing provisions.   | These provisions have proved problematic in practice. There are concerns over viability of development and the amount of vacant units and the long-term impact on business in the area.<br><br>Removal of the provisions will leave it to market forces to determine viability and the most appropriate mix of tourist and private residential.   |
| Maritime Design Theme   | DCP 60 Section 2.9   | Design Guidelines set out Council's requirements in relation to design features, colour schemes, and construction materials.  | Repeal. DCP should be updated with well informed design guidelines. DA review by the SEPP65 panel should be   | Provide more design flexibility. Eliminate confusion in the interpretation of what is a "maritime design theme". Creates a theme park appearance rather than designs which provide  |

# Chapter 5

## Precinct Character

|                                 | Relevant Controls  | Current Controls  | Recommendations  | Justifications  |
|---------------------------------|--|---|--|---|
|                                 |  |   | responsive to the needs and context of each site.  | contextual fit and form. Each design should respond to the needs of its site.   |
| Development in Flood Prone Land | Flood Prone Land Development Policy 2006<br>DCP 60 Cl. 2.12(a) | Habitable Rooms: 2.7m above AHD; Commercial Development: at least 2.4 metres above AHD. | Amend DCP to reflect Council's policy where the floor level to be at or above RL 2.7m AHD or 1% AEP plus 500mm whichever is higher (currently states 2.23m AHD). Consider provisions / requirements for access/egress to/from flood prone sites to be at or above RL 2.7m AHD. | Technical advice is that floor level should be at 500mm above 1% AEP – i.e., 2.7m AHD, and that provisions/ requirements should be enhanced to ensure adequate safe access/egress to/from flood prone sites.  |
| Acid Sulphate Soil Hazard       | LEP<br>DCP   | Clause 15<br>Clause 2.12(b)   | Amend DCP provisions to reference provisions in LEP Clause 15  | Provisions are considered adequate to protect development from (or creating an) acid sulphate soils hazard.<br><br>To clarify/direct readers to the LEP provisions/ requirements for development where there are acid sulphate soil hazards.              |
| Heritage                        | LEP<br>DCP 60<br>DCP 76  | Clauses 32 to 36<br>Clause 2.13<br>Entire DCP   | Review LEP and DCP provisions in relation to protecting/ respecting sites, structures and their curtilages in relation to European and Aboriginal sites.<br>List additional heritage items identified as having heritage significance.   | It is considered that new development criteria is required to ensure that future development will properly respect the heritage significance of sites, areas and their curtilages.<br><br>Professional advice recommends the listing of additional items. |
| Extent of DCP                   | DCP 60   | DCP 60 is applicable to only of The Entrance Peninsula and The Entrance North           | Alter or extend the boundaries as required and all relevant provisions of DCP 60 to cover all of The Entrance Peninsula, including The Entrance North, The Entrance and Long Jetty   | To provide consistency in the application of requirements of DCP 60 to all developments within The Entrance Peninsula and The Entrance North.   |
| Coastal Hazards                 | DCP 77   | Clauses 2, 2.2, Maps 2 and 5, Appendix A  | Provisions be reviewed in accordance with the completed Wyong Coastal Management Study and Plan  | Existing controls adequate but should be reviewed to accord with Wyong Coastal Management Study and Plan when completed.  |



# Chapter 5

## Precinct 1 The Entrance North Gateway



Fig 5.1.1 Hutton Road Looking North  
(Source: Dickson Rothschild)



Fig 5.1.2 Hutton Road Looking South  
(Source: Dickson Rothschild)



Fig 5.1.3 Terilbah Place Looking South  
(Source: Dickson Rothschild)



Fig 5.1.4 Robert Street Looking North to The Paris Apartments  
(Source: Dickson Rothschild)



Fig 5.1.5 Lake Front Open Space at the Wilfred Barrett Drive East  
(Source: Dickson Rothschild)



Fig 5.1 The Entrance North Gateway Study Area

### Location:

Precinct 1 is the northern gateway to The Entrance Peninsula and is located between Roberts Street and the northern edge of the study area.

### Zoning:

This precinct has the following zones: Residential 2(a), Multiple Dwelling Residential 2(b), High Density Residential 2(d), Special Uses 5(a) (Carpark and Church), Open Space and Recreation 6(a) and National Parks 8(a) (Terilbah Island).

### Existing General Character:

Precinct 1 has a low scale coastal village character, providing community, recreational and tourist facilities, reflecting its location between the Pacific Ocean and Tuggerah Lake. Housing is generally low in scale and of variable architectural styles and external materials, with many of the older style single storey housing being redeveloped into larger 2 storey housing and multi unit development. The area also includes one high rise development. Streetscapes vary in the treatments of roads, footpaths and landscaping including paved roads, drainage by grassed swales in verges with no kerb and gutters in many of the older parts of the area, to more engineered treatments in the more recent subdivisions, where paved roads, kerb and gutters provide for drainage. Concrete footpaths in the streets are common. About half of all properties in the precinct have fencing on their street boundary and combined with on-site landscaping this creates an open streetscape character.

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## Precinct 1 The Entrance North Gateway

### Existing Streetscape and Public Domain Character

- Wilfred Barrett Drive is the north-south connector road that links The Entrance Peninsula with other parts of Wyong Shire. It separates lake front open spaces from the residential areas of the precinct.
- Wide grassed verges and variable landscape treatment along Wilfred Barrett Drive create a distinctive green streetscape character in this corridor where buildings are not the dominant element.
- Other roads in the precinct, including Hutton Road vary in width and standards of maintenance of pavement treatment and landscaping.
- The treatment of front fences gives the impression of gardens extending to the roadway, creating openness to the streetscape that provides a unifying element throughout most of the precinct.
- Pedestrian footpaths are only provided in part of Hutton Road. Other elements of the streetscape, including landscaping, paving, street furniture, kerb and signage systems are varied with some elements missing in parts of the precinct.
- Along its eastern edge is a continuous coastal dune system that contributes to the precinct's natural beauty and amenity. Access to Tuggerah Beach from housing areas is provided by informal pathways through the dune system.
- An extensive open space system along the foreshores of Tuggerah Lake and The Pacific Ocean provides for a range of open space and recreation experiences and facilities, including walking, cycling, fishing, swimming, boating, and picnicking.

### Existing Built Form Character

- A considerable variety of architectural styles are present in the precinct with many older style houses being redeveloped into much larger homes or unit complexes.
- The frequent use of brick/weather board/fibro and vertical boards with generous front and side setbacks, and landscape treatment variety in the appearance of buildings adds openness to the streetscape.
- Building heights range from 1 – 7 storeys with the majority of buildings being 1 or 2 storeys. The most prominent building in the precinct is the 7 storey Paris Apartments in Hutton Road.

### Desired Future Character:

- Precinct 1 will be the northern gateway to The Entrance Peninsula. It will be a generally low density residential coastal village providing convenient and attractive living for its residents through its landscaped streets and neighbourhood parks. The gateway will also provide access to a small neighbourhood centre in the adjoining Precinct 2 as well as community and open space facilities.
- The Matron Simpson Reserve will be attractively landscaped, signposted and maintained to present a welcoming statement to The Entrance Peninsula. Road verges will also be attractively landscaped and maintained.
- The precinct will have attractive, accessible, safe and useable public open spaces for both residents and visitors.

### Design Objectives

- Establish an attractive and welcoming gateway at the northern end of The Entrance Peninsula.
- Enhance the visual setting of the Wilfred Barrett Drive corridor as the main road through The Entrance North and connector between The Entrance Peninsula and other northern areas in Wyong Shire.
- Improve awareness of, and connections to, open space and recreation facilities at Terilbah and The Entrance North Foreshore Reserves, and Tuggerah Lake, through enhanced information facilities, directional signs, streetscape improvements and adequate car parking facilities.
- Maintain the low scale and low density coastal village character of the precinct.
- Enhance the public domain through additional landscape treatment to provide attractive streetscapes and open space/recreation areas.
- Protect where possible existing views and vistas to Tuggerah Lake and beyond, and facilitate view sharing for residents and visitors.
- Provide for co-ordination between pedestrian and cyclist facilities, and public transport.
- Maximise awareness of, and access to, a proposed shuttle/circulator bus route.

# Chapter 5

## Precinct 1 The Entrance North Gateway

### Design Strategies and Recommendations

#### Building and Development Control

- Restrict building heights to maximum 6 metres for residential and 9 metres for commercial developments, and encourage coastal architectural styles in new and redeveloped buildings.
- Encourage redevelopment/rejuvenation of significant sites including the Two Shores Holiday Village catering for tourist and permanent residents, and the Boat Hire facility on The Entrance North Foreshore Reserve to improve visual appeal and amenity of these sites and to maximise outlook from these sites to Tuggerah Lake.
- New buildings to provide an attractive facade to the street and designed to read as individual buildings or a number of individual buildings that integrate with the existing built forms.

#### Gateway Landscaping and Signage

- Provide enhanced landscaping and a landmark destination sign at the northern end of The Wilfred Barrett Drive to provide a sense of welcoming and arrival.
- Implement a program of street tree planting that improves and reinforces the legibility of Wilfred Barrett Drive and Hutton Road as main thoroughfares, and reinforces the hierarchy of streets.
- Close the remnant road providing vehicle access onto Wilfred Barrett Drive from Hutton Road north of Simpson Street to consolidate entry to residential areas in The Entrance North into a single gateway access point at Mini Street, and provide enhanced landscape treatment of this gateway intersection.
- Provide enhanced landscape treatment of Matron Simpson Reserve using indigenous native species, including the remnant road section referred to above.



Fig 5.1.6 The Entrance Road near Hutton Road present condition

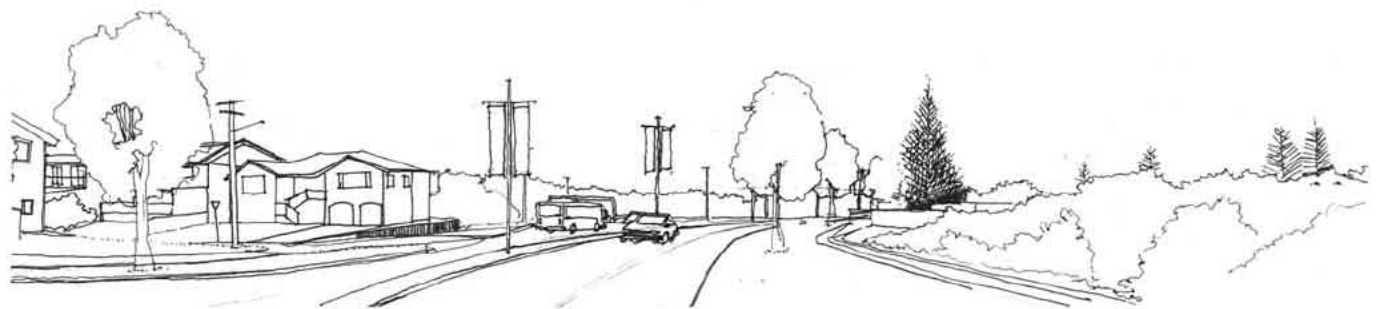


Fig 5.1.7 Suggested treatment of The Entrance Road near Hutton Road

#### Streetscape Improvement

- Provide improved traffic calming measures in Hutton Road, including wider road verges, variable road pavement widths and alignment, signage and street tree planting.
- Extend existing pedestrian footpaths and drainage works, including kerb and guttering where appropriate, particularly in Hutton Road.
- Where appropriate, provide improved street lighting, signage and facilities, including bus shelters to improve safety and security in the public domain.

#### Pedestrian / Cycle and Public Transport Facilities

- Advocate with the RTA to improve pedestrian connections to Terilbah and The Entrance North Foreshore Reserves from residential areas by providing safe crossings of Wilfred Barrett Drive, such as at the western end of Stewart Street.
- Provide connections to the broader pedestrian and cyclist network.
- Improve awareness of, and access to Terilbah and The Entrance North Foreshore Reserves through improved signage, formal access pathways and improved car parking facilities where appropriate.
- Include Wilfred Barrett Drive and Hutton Road on the tourist circulator/shuttle bus route and provide good connections to it.

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## Precinct 1 The Entrance North Gateway

### Parks and Reserves

- Prepare or review Landscape Plans and Plans of Management for all public reserves to identify the appropriateness of facilities and landscaping quality and implement a program of works to upgrade such facilities where necessary.

### Recommendations to Relevant Council Planning Regulations

No changes to Council's planning instruments are recommended in this precinct

### Strategy Plan



Fig 5.1.8 Strategy Map for The Entrance North Gateway

# Chapter 5

## Precinct 2 The Entrance North Village Centre



Fig 5.2.1 Hutton Road looking north  
(Source: Dickson Rothschild)



Fig 5.2.2 Hutton Road looking north  
(Source: Dickson Rothschild)



Fig 5.2.3 Hargraves Street looking east  
(Source: Dickson Rothschild)



Fig 5.2.4 Hutton Road looking south  
(Source: Dickson Rothschild)



Fig 5.2.5 Denniss Road looking south  
(Source: Dickson Rothschild)

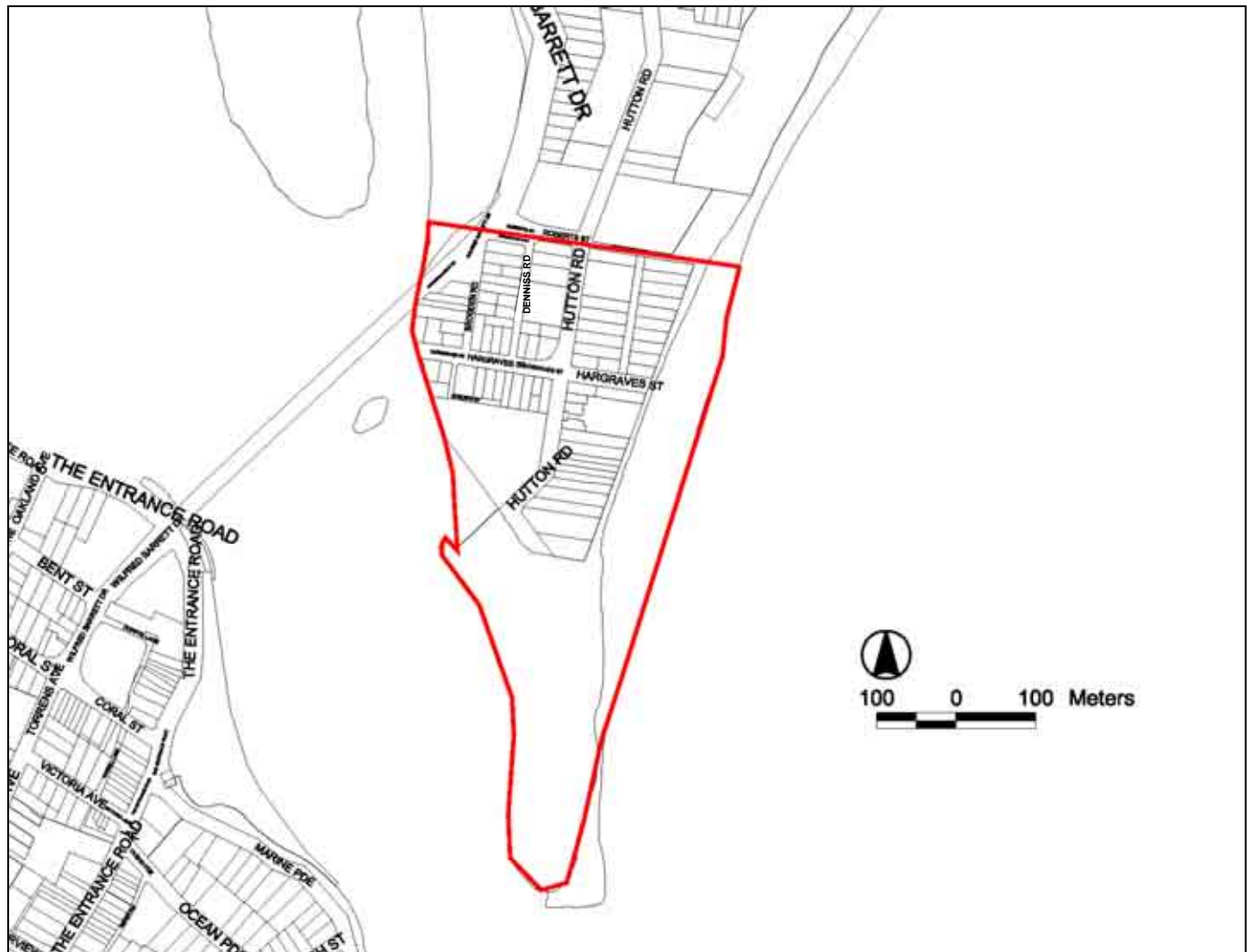


Fig 5.2 The Entrance North Village Centre Study Area

### Location

Precinct 2 is located south of Roberts Street and extends to the tip of The Entrance North Peninsula adjacent the entrance channel to Tuggerah Lake, and includes Dunleigh Point spit.

### Zoning

This precinct has the following zones: Residential 2(a), Multiple Dwelling Residential 2(b), Business Centre 3(a), Special Uses 5(a), Open Space and Recreation 6(a), Proposed Open Space and Recreation 6(c) and Crown Land.

### General Character

The character of this precinct is defined by its waterfront location and mixture of residential, commercial and tourist uses accommodated in generally low rise buildings of varying architectural styles. Dwellings are generally low in scale and located within garden settings. Commercial development, including retail and tourist accommodation is centrally located on the corner of Hutton Road and Hargraves Street. Views over the Entrance Channel and Tuggerah Lake have encouraged some development, and some multiple residential unit development up to 3 storeys has occurred. Development in this precinct is highly visible particularly from The Entrance Town Centre and The Entrance Channel to the south. A tourist park is located adjacent to The Entrance Channel. Foreshore areas of the precinct provide for significant open space and recreational experiences and facilities. Vehicular and pedestrian access to these is provided, although in some parts of the precinct this access is constrained due to properties extending to high water mark and the lack of suitable signage.

### Existing Streetscape and Public Domain Character

- Wilfred Barrett Drive is the north-south connector road that links The Entrance Peninsula with other parts of Wyong Shire. It physically cuts off access from residential areas within Precinct 2 to Terilbah Reserve which is located north-west of the road as it does with the residential areas within Precinct 1. Access to the reserve is from pedestrian crossings incorporating pedestrian refuges in Wilfred Barrett Drive near the Roberts Street junction.
- Parts of Hutton Road are characterised by a few high fences and blank walls. Low and open styles of front fence predominate in the remainder of the precinct.
- The quality of road infrastructure is inconsistent, with kerbs and footpaths in various states of repair.
- The visual quality of the streetscape is affected by limited tree planting and intrusive low voltage overhead powerlines.
- In many places the building line is lower than the centre of the roadway. Drainage to ensure properties are not flooded in downpours may be problematic.
- A significant continuous sand dune system with coastal vegetation and beach extends along its eastern edge, contributing to the area's natural beauty and also to its environmental sensitivity and hazardous nature. Public access to the coastal area through the dunes system is not well defined.

- Precinct 2 also has limited public access to public open space alongside The Entrance Channel, due to a number of private properties extending to the Channel, including the Dunleith Tourist Park.
- The amenity of parts of Karagi Point Reserve and the carpark at the southern end of Hutton Road is affected by dilapidated surfaces, and sparse and uninteresting landscaping.

#### **Existing Built Form Character**

- A mixture of architectural styles and building colours contribute to the character of the precinct. Building materials include brick, weatherboards, fibro and vertical boards with mixed roof forms.
- Building heights range from 1 - 2 storeys, with some reaching 3 storeys.
- Most properties have reasonable front, side and rear building setbacks with well maintained gardens. Generally the density is higher and setbacks from front boundaries are smaller than in Precinct 1.
- Due to its large site area and waterfront location, Dunleith Tourist Park is a significant tourist development providing for tourists with relatively low key facilities.

#### **Desired Future Character**

Precinct 2 will be a mixed use waterfront holiday, tourist, recreational and residential area of relatively low scale that provides good awareness of its location adjacent to, and with good access to the foreshores of The Entrance Channel and the Pacific Ocean, and connections to other areas for the enjoyment of residents and visitors. The precinct will provide retail and commercial facilities located in a well planned and conveniently located centre primarily catering for the needs of local residents and visitors.

#### **Design Objectives**

- Promote the precinct as a village centre offering a small scale 'coastal village' atmosphere and setting.
- Encourage a mix of small retail and commercial facilities at the junction of Hargraves Street and Hutton Road including cafés and convenience retail and low scale tourist accommodation.
- Protect existing views and vistas to and from The Entrance Channel, Waterfront Mall and Town Centre, Tuggerah Lake and Pacific Ocean where appropriate.
- Improve and encourage public access to waterfront areas, including North Entrance Beach and Dunleith Spit.
- Enhance amenity and a sense of community through streetscape and public domain improvements.
- Improve pedestrian and cycling facilities, including improved and safer links across The Entrance Bridge
- Improve the amenity and safety of facilities in existing parks and reserves.
- Improve streetscapes in terms of function and amenity.
- Protect the environmentally sensitive dune system.
- Design with the constraints of flood and coastal hazards.
- Ensure the safe passage of vehicles and cyclists / pedestrians using the junction of Wilfred Barrett Drive and Roberts Street to access residential areas east of Wilfred Barrett Drive and open space areas west of Wilfred Barrett Drive respectively.
- Facilitate redevelopment of the Dunleith Tourist Park into an appropriate scale high quality tourist destination.

#### **Design Strategies and Recommendations**

##### **Building and Development Control**

- Height limits should be 6 metres for residential and 9 metres for commercial developments.
- Buildings should have a low key coastal character, in which verandas, skillion and gable roofs dominate, and weather board walls are encouraged. Coastal colours are to be used.
- Buildings fronting coastal and lakefront areas are to be orientated to take advantage of coastal and lake views, and designed to present an attractive facade that reads as an individual building or a number of individual buildings that complements the existing built forms.
- Investigate expanding the 3(a) Business Zone on the southern side of Hargraves Street to create a more defined village centre with opportunities for small scale retail/commercial uses and covered footpaths to accommodate outdoor dining, and with improved linkages to The Entrance North, beaches and The Entrance Channel foreshore
- Facilitate redevelopment of the Dunleith Tourist Park at a scale that respects its waterfront location and provides for public access along the lakefront that connects to the broader pedestrian and cycle pathway network. Buildings between 6 and 12 metres are considered appropriate for this site.
- Facilitate the expansion of the fishing/small boat berthing facility at the end of Hargraves Street to provide improved facilities for water based activities.

# Chapter 5

## Precinct 2 The Entrance North Village Centre

### Streetscape Improvement

- Provide improved traffic calming measures in Hutton Road and Hargraves Street including wider road verges and footpaths, variable road pavement widths and alignment, nose-in car parking, pedestrian/vehicle share way, signage and street tree planting to facilitate public amenity, safer traffic management and outdoor dining in the Hutton Road/Hargraves Street commercial area.
- Extend existing pedestrian footpaths and drainage works, including kerb and guttering where appropriate, particularly on the western side of Hutton Road.
- Where appropriate, provide improved street lighting and directional signage to improve safety and security in the public domain.



Fig 5.2.6 Hargraves Street and Hutton Road present condition

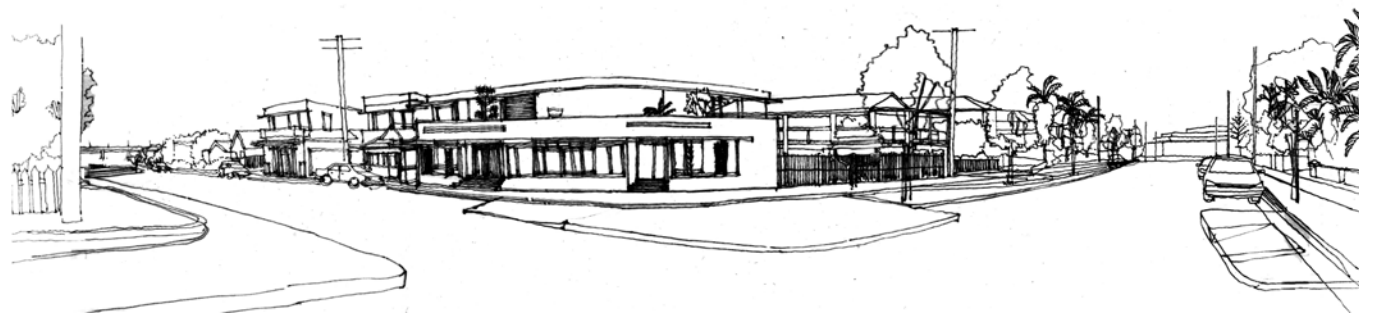


Fig 5.2.7 Suggested Treatment for Hargraves Street and Hutton Road

### Pedestrian/Cycle and Public Transport Facilities

- Complete the section of pedestrian and cycle pathway along the western side of Hutton Road and the southern side of Robert Street, and provide a safe crossing of Wilfred Barrett Drive to link with the pedestrian /cycleway facilities in The Entrance North Foreshore Reserve.
- Negotiate with property owners fronting The Entrance Channel the provision for the development of a continuous waterfront pedestrian path and cycleway to improve the physical connection between the lakeshore and coastline that links under the bridge to the lakefront side of The Entrance North and across the bridge to The Entrance.
- Improve awareness of, and access to The Entrance Channel by providing appropriate signage, paving and car parking facilities on the unformed part of Hargraves Street east of Hutton Road, and signage at the southern end of Hutton Road.
- Include Wilfred Barrett Drive, Hutton Road and Roberts Street on the tourist circulator/shuttle bus route and provide good connections to it.

### Parks and Reserves

- Prepare or review Landscape Plans and Plans of Management for all public reserves to identify the appropriateness of facilities and landscaping quality, and implement a program of works to upgrade such facilities where necessary. These could include improvements to landscaping and park maintenance schedules, provision of interpretive and direction signage, appropriateness of playground equipment and public amenities, including the possible replacement of the public toilet block in Karagi Reserve; and the potential to install a fishing platform at the northern end of The Entrance Bridge with seating facilities

# Chapter 5

Precinct 2  
The Entrance North  
Village Centre

## Recommendations to Relevant Council Planning Regulations

|        | Reference | Existing Planning Control   | Proposal   | Justifications  |
|--------|-----------|---|--|---|
| Zoning | LEP       | Residential 2(a)<br>Residential 2(b)<br>Business Centre 3(a)<br>Open Space 6(a)<br>Proposed Open Space 6(c) | Expand Business Centre 3(a) zone to the west along the south side of Hargraves Street between Hutton Road and Denniss Road.<br><br>Rezone the Dunleith Tourist Park Site to accommodate developments of 6-12 metres. | Provides opportunities for creating more village centre retail uses expanding the local retail centre to cater better for local and visitor needs and will assist amenity, function and connection to the beach and lake. Existing zoning controls listed in DCP 64 are sufficient to achieve the design objectives and strategies of the area. |



# Chapter 5

Strategy Plan

## Precinct 2 The Entrance North Village Centre



Fig

# Chapter 5

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Precinct 2  
The Entrance North Village  
Centre

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# Chapter 5

## Precinct 3 Picnic Point to Memorial Park Tourist Area



Fig 5.3.1 The Entrance Road Pedestrian Mall looking north (Source: Dickson Rothschild)



Fig 5.3.2 The Entrance Bridge looking southeast (Source: Dickson Rothschild)



Fig 5.3.3 Picnic Point lakefront (Source: Dickson Rothschild)



Fig 5.3.4 Picnic Point Reserve (Source: Dickson Rothschild)



Fig 5.3.5 Manning Road looking east (Source: Dickson Rothschild)

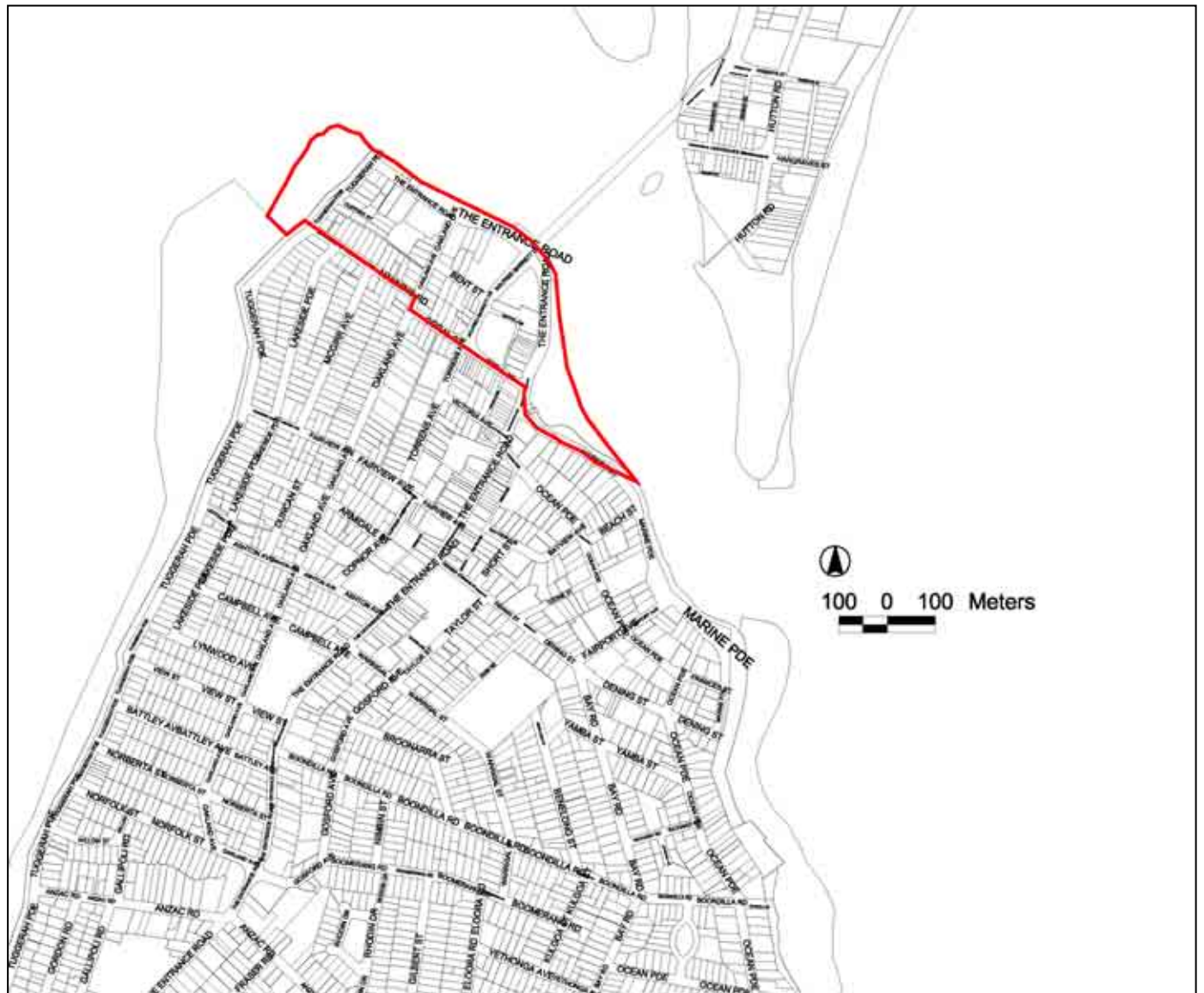


Fig 5.3 Picnic Point to Memorial Park Tourist Area Study Area

### Location

Precinct 3 is located to the northeast of Manning Road, Coral Street and Marine Parade, and the foreshore of The Entrance Channel and Tuggerah Lake. It is divided into two areas: east of Wilfred Barrett Drive and west to Picnic Point.

### Zoning

This precinct has the following zones: Residential Tourist 2(g), Tourist Business 3(d), Special Uses 5(a) (Car park and Fisheries), Open Space and Recreation 6(a), and Crown Land.

### Existing General Character

This precinct abuts the southern foreshore of Tuggerah Lake and The Entrance Channel and is an existing and evolving tourist precinct supporting a mix of residential, commercial, tourist and recreation development and activity. It is highly visible from the Lake and Entrance Channel and has good views to the north. West of Wilfred Barrett Drive the scale and density of development is relatively low, comprising a mix of 1 and 2 storey dwellings and multiple-unit residential buildings, and residential and commercial tourist facilities including a resort, restaurant and caravan park. Picnic Point Recreation Reserve defines the western boundary of the precinct. To the east of Wilfred Barrett Drive, the scale and density of development increases significantly, comprising mainly commercial, retail and tourist residential development with built form being relatively bulky, ranging between one to eight stories high. This area also has a landscaped waterside mall and park incorporating commercial, recreational and entertainment facilities. Public access is available along the entire lakefront and The Entrance Channel.

# Chapter 5

## Precinct 3 Picnic Point to Memorial Park Tourist Area

### Existing Streetscape and Public Domain Character

The foreshore areas adjoining Tuggerah Lake and The Entrance Channel comprise a number of linked open spaces and recreation areas, including Memorial Park, the Waterfront Mall, and Picnic Point Recreation Reserve all connected by a narrow waterfront public reserve. These provide passive and active open space and recreation facilities and tourist uses, and create a high quality and well maintained landscaped waterfront setting to the northern boundary of the precinct.

#### East of Wilfred Barrett Drive:

- This area comprises a pedestrian mall north of Coral Street, with attractive street furniture and paving, continuous building awnings giving weather protection to ground level retail activity. This area provides a strong sense of place, reflecting the waterfront character of the precinct.
- Roads are sealed and pavement condition is good, with major roads providing footpaths for most of their length. The precinct has a high level of accessibility and convenience for pedestrians, cyclists, public transport and private vehicles.
- The foreshore of The Entrance Channel is a pleasant, well landscaped open space and recreation area providing for a range of leisure, entertainment and tourist experiences and facilities.

#### West of Wilfred Barrett Drive:

- Roads are sealed and pavement condition varies, with major roads providing footpaths for most of their length. Minor streets have no footpaths, street furniture or cycle ways.
- The visual quality of the streetscape varies from grassed verges with limited tree planting and intrusive low voltage overhead powerlines within residential areas to mature, well landscaped foreshore areas supporting a wide range of recreation facilities.
- Picnic Point is a quiet waterfront setting providing passive and active recreation facilities.

### Existing Built Form Character

- A mixture of older and modern architectural styles and building colours enhance the visual richness of the precinct. Building materials are primarily brick, weatherboards, fibro and vertical boards, and buildings have either tiled or iron roofs.
- Building heights range from 1 – 8 storeys, with the taller buildings fronting the Waterfront Mall and overlooking the Entrance Channel.
- Taller buildings are located east of Wilfred Barrett Drive, with buildings west of Wilfred Barrett Drive undergoing transition from predominantly aging dwellings and tourist accommodation to low, medium and high rise multiple unit developments and tourist developments.

### Desired Future Character

Precinct 3 is to be a waterfront holiday, tourist, visitor and recreational destination of relatively high density, supported by high quality medium to high density residential development. The precinct will have facilities, attractions and activities for families and people of all ages, being located beside, and having good twenty-four hour access, to the shores of Tuggerah Lake and The Entrance Channel. It will also have strong connections to other areas and attractions that provide for the enjoyment of visitors and residents, including open space, active and passive recreation facilities, and retail and commercial leisure and entertainment facilities.

### Design Objectives

- Create a high quality tourist activity destination along the Tuggerah Lake foreshore that accommodates a viable range of retail, commercial, cultural, entertainment, tourist and recreational facilities and demands, and is supported by high quality medium to high density residential unit developments.
- Enhance the continuous pedestrian connection along the foreshore of The Entrance Channel by closing off The Entrance Road between Tuggerah Parade and Wilfred Barrett Drive, to motor vehicles, to provide a promenade for passive recreation between the two proposed active recreational areas of Memorial Park / Waterfront Mall and Picnic Point Reserve. If determined appropriate by further investigation, similar elements to those found along 'The Strand' at Townsville could be incorporated into a landscaped setting, befitting The Entrance.
- Ensure the precinct is supported by high quality tourist accommodation and retail/commercial uses located in well designed buildings.
- Provide adequate and safe car parking that does not negatively impact the surroundings and supports the future tourist/residential developments in the area.
- Ensure future development respects and maintains views and vistas to and from the lakefront and beyond.
- Enhance landscape and the public domain in terms of function and amenity to provide an attractive destination for residents and visitors.
- Facilitate an appropriate mix of activities within the precinct.

# Chapter 5

## Precinct 3 Picnic Point to Memorial Park Tourist Area



Fig 5.3.6 Manning Road looking West towards the Lake (Source: Dickson Rothschild)



Fig 5.3.7 Manning Road looking East (Source: Dickson Rothschild)

### Design Strategies and Recommendations

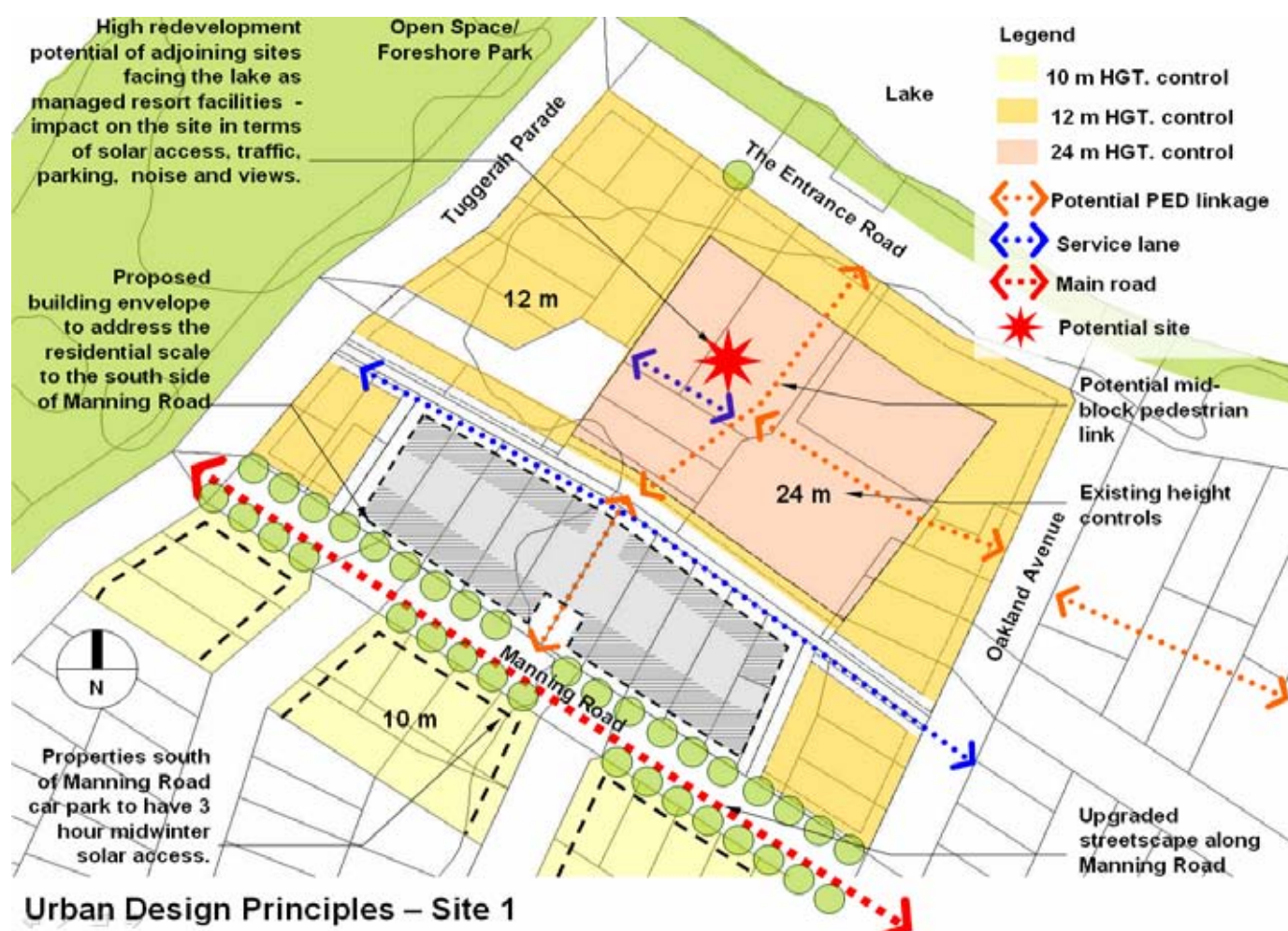
#### Building and Development Control – General

- Facilitate future developments in the precinct that reflect its desired future character as a high quality visitor/tourist destination that does not detract from the amenity of the surrounding neighbourhood or views to and from the adjoining waterways.
- Provide active edges to future developments along The Entrance Road, Tuggerah Parade and Oakland Avenue to encourage natural surveillance and safety by design.
- Repeal the provisions of Council's planning instruments that:
  - Require the provision of less than 50% of the gross floor area of all buildings in the Residential 2(g) and Business 3(d) zones respectively to be permanent residential accommodation (Clause 42B(3) LEP 1991 and Section 2.4(c) DCP No.60);
  - Require the provision of up to 75% of the accommodation within a managed tourist facility to be permanent residences (Clause 68 (4) LEP 1991 and Section 5.3 DCP No.60)
  - Require the achievement of a maritime design theme for all buildings in relation to design features, colour schemes and construction materials (Section 2.9 DCP No.60).

#### Building and Development Control – Significant Sites

##### Manning Road Car Park

Urban design principles to guide future development of a mixed use building containing public and private car parking, retail / commercial uses and residential / tourist accommodation are shown in the following figure.



#### Urban Design Principles – Site 1

Fig 5.3.8 Urban Design Principles Manning Road Car Park

- Review the provisions of Council's planning instruments to allow the development of a building or buildings on land zoned 5(a) Special Uses (Car Park) in Manning Road. This building is to provide for public car parking and residential / tourist accommodation and provide pedestrian movement through the site from Manning Road to the waterfront.
- Buildings to be a maximum 24 metres in height, including car parking levels, and provide a maximum 3 storey podium with minimum 5 metres setback from the Manning Road boundary and the rear lane boundary, and minimum 10 metres setback from side boundaries to achieve visual separation from, and minimise solar impacts on, adjoining developments. Development above 3 storeys to be set back from the podium edge a minimum of 7 metres from the Manning Road reserve and the northern property boundary, and a minimum of 10 metres from other boundaries to allow a minimum 3 hours mid-winter sun to residential developments to the south of Manning Road and adjoining developments to the east and west.

# Chapter 5

## Precinct 3 Picnic Point to Memorial Park Tourist Area

- Buildings above 3 storeys to be orientated to, and designed to take advantage of views to and across the lake.
- The car park façade should be a high quality design that addresses the road and is attractive and interesting when viewed from all perspectives, reading as multiple buildings rather than a single building mass.

### **Residential Tourist Zone Site**

- Encourage development of buildings providing quality tourist facilities and permanent residential development that:
  - Are a maximum 24 metres high with maximum 2 storey podium providing quality design along edges to streets and upper levels set back from the podium edge to maximise opportunities for variation in building facades, maintain adequate solar access to adjoining developments, and view sharing from adjoining developments.
  - Are orientated to, and designed to take advantage of views to and across the lake.
  - Provide good connections and access to waterfront areas from neighbouring waterfront areas and the Manning Road car park site.
  - Provides a visual amenity for surrounding users with quality architecture that is interesting when viewed from all perspectives.
- Maintain adequate access to existing development such as The Entrance Hotel and restaurant and continue to facilitate car parking, service/delivery vehicle and tourist bus access/egress.

### **Streetscape Improvement**

- In conjunction with any future application for redevelopment of the land, allow for the extension of the Waterfront Mall from The Entrance Road West to Picnic Point between the waters edge and property boundaries on the southern side of The Entrance Road West, providing for similar attractions, land uses, streetscape theme and landscape treatment to the existing Waterfront Mall.
- Improve amenity and traffic management in Oakland Avenue, Bent Street and Manning Road by installing traffic calming devices to provide safe pedestrian movement in these streets.
- Extend footpaths along the southern side of Manning Road to Tuggerah Parade and provide footpaths in Bent Street.
- Replace dilapidated tables, chairs and rubbish bins along the promenade and Picnic Point Reserve to be consistent with those used in Memorial Park and the Waterfront Mall.
- Incorporate local art along the promenade in an attempt to create further cultural identity.
- Construct a platform along the promenade to minimise the potential conflict between fishing/boating and other uses of the promenade.
- If determined appropriate by investigation, incorporate step by step exercise equipment and other elements, similar to those found along 'The Strand' in Townsville, along the promenade to encourage residents and visitors to visit the area and to walk/jog along the promenade between the Waterfront Mall and Picnic Point and in Picnic Point Reserve.

### **Pedestrian/Cycle and Public Transport Facilities**

- Maintain and improve pedestrian and cycle access along the Tuggerah Lake waterfront between the Waterfront Mall and Picnic Point.
- Include Coral Street, Oakland Avenue, The Entrance Road West and Tuggerah Parade as part of the tourist circulator bus route and provide good connections to it.

### **Parks, Reserves and Car Parking**

- Provide a cohesive landscaping and signage program to promote the tourist destination identity of the precinct.
- Enhance landscaping and signage at Picnic Point to clarify its role as a place for passive and active recreation, and environmental appreciation.
- Review the appropriateness of playground equipment at Picnic Point and Memorial Park and improve/replace, as required.
- Incorporate active recreational activities at Picnic Point Reserve by adding and/or improving facilities and amenities such as the playground, skateboarding ramp, a landscaped rock pool, BBQ/cooking facilities, the toilet block and lighting.
- Continue weekend markets, concerts and events in Memorial Park/Waterfront Mall.
- Upgrade the stage and the overall building located in Memorial Park.

# Chapter 5

## Precinct 3 Picnic Point to Memorial Park Tourist Area

### Recommendations to Relevant Council Planning Regulations

|                        | Relevant Controls              | Current Controls   | Recommendations  | Justifications   |
|------------------------|--------------------------------|--|--|--|
| Building Height        | DCP60 Section 4.2 (Precinct 2) | Please refer to the DCP60 Precinct 2 Building Profile Control Map. | Higher density development may be considered along The Entrance Road with the upper floors setback from the 2 storey street wall fronting key street frontages and relating to the existing streetscape. | The increase in density and building height will result in improving the incentive to carry out redevelopment of the area and assist in creating a sense of enclosure in the streets.                                |
|                        |                                |  | The controls for the height of buildings should provided for residential, commercial and retail floors that may be proposed in future.   | The building height control may be considered subject to the impact to the existing solar access and amenity of adjacent areas as well as the impact of local and distant views and the skyline                      |
| Building Front Setback |                                |  | Height should be regulated in metres   |  |
|                        |                                |  | Active edges on the ground level fronting The Entrance Road, Coral Street, Tuggerah Parade, Bent Street and where possible Oakland Avenue and Wilfred Barrett Drive.                                     | Active building edges along the street boundaries will help to remove the negative visual impact of blank walls, exposed service and car parking areas, and lead to greater vitality in the Town Centre.             |
|                        |                                |  | The height profile control along The Entrance Road should be modified to allow a 2 storey height at the street edge. Setbacks would then be based on a 45 degree solar angle from the street.            | The recommended upper level setback will maximise the access of natural sunlight at the street level and to adjoining buildings.<br><br>The current setback profile listed on DCP60 does not encourage solar access. |

# Chapter 5

## Precinct 3 Picnic Point to Memorial Park Tourist Area

### Strategy Plan



Fig 5.3.9 Strategy Map for the Tourist Activities / Picnic Point Precinct



# Chapter 5

## Precinct 4 The Entrance Channel Recreation and Residential



Fig 5.4.1 Marine Parade looking northwest  
(Source: Dickson Rothschild)



Fig 5.4.2 Marine Parade looking northwest  
(Source: Dickson Rothschild)



Fig 5.4.3 Marine Parade looking west  
(Source: Dickson Rothschild)



Fig 5.4.4 The Entrance Bridge looking east  
(Source: Dickson Rothschild)



Fig 5.4 The Entrance Channel Recreation and Residential Study Area

### Location

Precinct 4 is located between Marine Parade and the north eastern side of Ocean Parade.

### Zoning

This Precinct has the following zones: 2(b) Multiple Dwelling Residential, 2(c) Medium Density Residential, 2(d) High Density Residential, 6(a) Open Space and Recreation and Crown Land.

### Existing General Character

The character of this precinct is derived from its generally low to medium density residential setting and its unique scenic coastal environment. It comprises a prominent foreshore area extending from Memorial Park to Boondilla Road in the south and provides for various recreational uses, low to medium density residential development and some retail uses. Development fronting Marine Parade is generally four storey residential flat buildings to Beach Street, and a mix of dwelling houses and 3 storey residential flat buildings south of Beach Street. Residential developments on the northern side of Ocean Parade provide a transition between emerging 8 storey residential flat buildings located on higher ground on the south-western side of Ocean Parade, and comprise a mix of dwellings including houses and two to six storey residential flat buildings. A landscaped coastal walkway with boardwalk and interpretative signs, lookout areas, seating and beach access creates an open air and water-oriented environment with good views to and from The Entrance Channel, the Entrance North waterfront and the Pacific Ocean.

### Existing Streetscape and Public Domain Character

- Marine Parade is a wide, well maintained coastal road that parallels the southern shoreline of The Entrance Channel and provides a high level of safe and convenient access to a range of coastal and lakeside open spaces and facilities including:
  - A prominent foreshore area comprising a beach and coastal vegetation (modified by rehabilitation works) used for a range of leisure and recreation activities.
  - Boardwalk with observation/rest platforms including good quality and condition seating and heritage interpretation plaques as well as ramps and stairways providing access to the coast. And good views of the coastline.
- Marine Parade is a pedestrian friendly environment incorporating footpaths on both sides, street furniture, traffic management measures including a central landscaped medium, raised speed reduction platforms incorporated with pedestrian crossings, and parallel and angled parking spaces over much of its length
- Landscaped intersection treatments incorporating pedestrian crossing facilities, footpaths and kerbside angled parking in Frances Street, Denning Street and Marine Parade provide safe access to the historic Surf Club at the southern end of Marine Parade.
- All other roads generally have wide trafficable pavements with grassed or paved verges, with footpaths limited to the western side of Ocean Parade. Beach Street and Fairport Avenue have no footpaths.
- There is limited street tree planting in the precinct.

# Chapter 5

## Precinct 4 The Entrance Channel Recreation and Residential

### Existing Built Form Character

- Buildings are designed in a mix of architecture styles, colours and roof forms, and dominant building materials include masonry and brick.
- Medium density residential developments predominate, ranging in height from 2 to 7 storeys.
- Newer developments along Marine Parade are generally orientated to take advantage of coastal views to The Entrance Channel and the Pacific Ocean.

### Desired Future Character

Precinct 4 is to be a waterfront recreational destination for residents and visitors with high quality medium to high density housing providing accommodation for residents and visitors alike. The Precinct will have unconstrained twenty-four hour access to the shores of The Entrance Channel and Pacific Ocean and facilities and attractions that provide activities for families and people of all ages. Activities include fishing, swimming, picnicking, wind surfing, general leisure, recreation and view appreciation that provide for a healthy lifestyle.

It will be a good place to live with easy access to all The Entrance Peninsula's attributes, high quality built form and attractive streetscape, including high quality landscape and public art, designed and constructed to complement The Entrance Peninsula's coastal character.

### Design Objectives

- Facilitate, where the opportunity arises, an appropriate built form and scale to new buildings that respond to the waterfront setting and views, and complements the existing low to medium rise developments of the precinct.
- Maintain and enhance the amenity of, and access to the visitor and resident orientated facilities and activities on the coast and foreshore of The Entrance Channel.
- Enhance awareness of, and connections between the Entrance Town Centre and the Lake and coastal foreshores with streetscape improvements and directional signs.
- Improve the existing streetscape in all streets.
- Maximise awareness of, and access to, a proposed shuttle/circulator bus route via signage, promotional materials and coordination between pedestrians, cyclists and public transport.

### Design Strategies and Recommendations

#### Streetscape Improvement

- Improve streetscape and the public domain in all streets in the precinct by installing, where appropriate additional lighting, signage, street furniture and landscaping which are of a suitable form and scale consistent with the coastal character and environment of The Entrance.
- Provide footpaths in streets where they are not provided to improve connections and the safety of the connections between The Entrance Town Centre and The Entrance Channel and the Pacific Ocean foreshores.
- Extend verges, narrow road pavements and provide traffic calming devices and pedestrian crossings to promote safety and amenity.

#### Pedestrian /Cycle and Public Transport Facilities

- Include Marine Parade and Denning Street as part of a tourist circulator bus route and provide good connections to it.

#### Foreshore Recreation Area, Boardwalk and Car Parking

- Maintain and enhance foreshore recreation areas including the boardwalk by improving landscaping using salt tolerant species, providing appropriate directional, interpretative and activity signage and implementing a program of works to secure the amenity and safety of facilities, furniture and fencing. Refer to the Landscape and Public Domain Action Plan in Chapter 7 for details.
- Review the Management Plans for foreshore reserve areas with regard to the provision of playground equipment, and the regular updating of place, historic and environmental interpretative information including the boardwalk.

#### Heritage

- Enhance LEP and DCP provisions in regard to the protection of the heritage significance of the buildings and curtilages of The Entrance Surf Lifesaving Club (listed as having local heritage significance in the WSC LEP 1991).

#### Recommendations to Relevant Council Planning Regulations

There are no recommendations to change Council's planning instruments.

# Chapter 5

## Precinct 5 High Density Residential



Fig 5.5.1 Short Street looking southeast  
(Source: Dickson Rothschild)



Fig 5.5.2 Bayview Avenue looking southeast  
(Source: Dickson Rothschild)



Fig 5.5.3 Fairport Avenue looking west  
(Source: Dickson Rothschild)



Fig 5.5.4 Corner of Short Street and Dening Street looking east (Source: Dickson Rothschild)



Fig 5.5.5 Corner of Ozone Street and Ocean Parade looking east (Source: Dickson Rothschild)

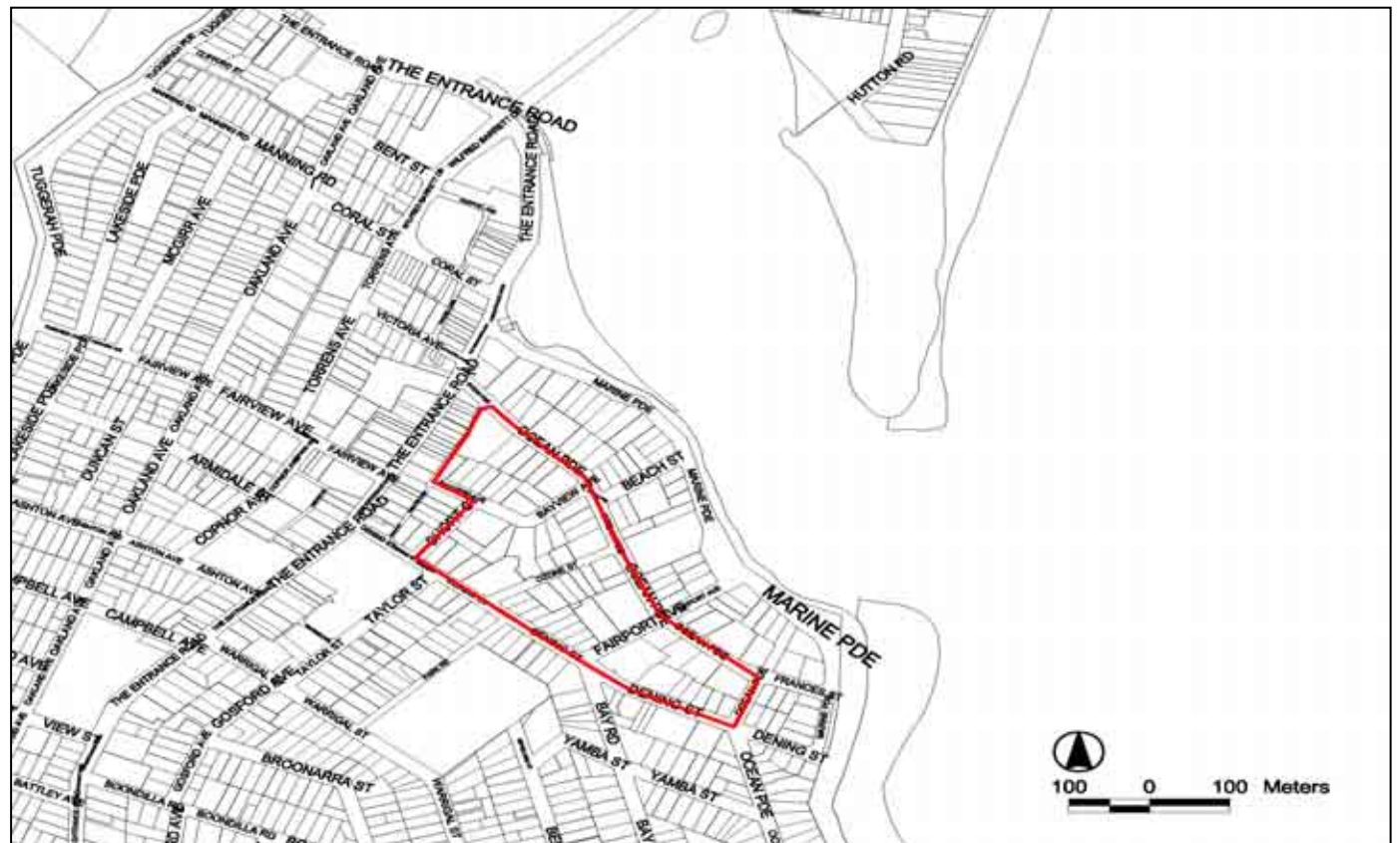


Fig 5.5 High Density Residential Study Area

### Location

Precinct 5 is bounded by Dening Street to the south; Short Street and Ambler Parade to the west; and Ocean Parade to the North and East, and is located to the east of The Entrance Town Centre.

### Zoning

The precinct is zoned 2(d) High Density Residential and 5(a) Special Use

### Existing General Character

Precinct 5 is undergoing a transition from a low density residential area to one in which high density high quality residential flat buildings up to 8 storeys. West of Ozone Street and east of Fairport Avenue development is predominantly in the form of residential flat buildings, with only a few single dwelling houses remaining. The block bounded by Ozone Street, Ocean Parade, Fairport Avenue and Dening Road provides opportunity for further redevelopment of dwelling houses to residential flat buildings. The elevated topography provides the opportunity for coastal and lake views from developments. Development in this precinct provides The Entrance with much of its skyline.

### Existing Streetscape and Public Domain Character

- The visual quality of the streetscape is affected by the limited number of street trees and intrusive low voltage overhead powerlines that allow the taller residential buildings to dominate the landscape.
- Roads are generally wide (between 12m-15m wide pavements) and footpaths are not provided in all streets, including Fairport Avenue, Ozone Street and parts of Bayview Avenue.
- Streetscape elements such as paving, street furniture, lighting and signage are limited and inconsistent in detail.
- Some developments present continuous blank walls and high fences to the street, including parts of Ocean Parade and Bayview Avenue limiting the opportunities for passive surveillance of the street.

### Existing Built Form Character

- The design of buildings in the precinct represent a variety of architectural styles and eras, varying from post WWII dwellings, through 1950s to 1980s style town houses and 2-3 storey residential flat buildings, to modern medium to high rise contemporary residential flat buildings.
- Building heights range from 1 - 8 storeys, with the exception of one 14 storey building, with articulated building facades.
- Buildings are generally setback approximately 4-5m from the street with minimal landscape treatments. In some areas the front facades of buildings are a blank wall, limiting the opportunities for passive surveillance of the street.
- Dominant building materials include masonry and brick with mixed roof forms.

# Chapter 5

## Precinct 5 High Density Residential

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### **Desired Future Character**

Precinct 5 is to be a high density residential neighbourhood providing good levels of amenity and convenience for its residents and visitors. Its proximity to The Entrance Town Centre and shores of The Entrance Channel and Pacific Ocean, and the facilities and activities that are provided in these places, will make it a desirable place to live and visit. It will have a range of high quality residential buildings designed and constructed to complement The Entrance Peninsula's coastal character. Its public domain will include safe and attractive streets, including high quality landscape, and consistent design and treatment of facilities including street lighting and signage.

### **Design Objectives**

- Provide an area of higher density and taller buildings in order to accommodate demand for high rise residential living adjacent to the Town Centre, The Entrance Channel and the Pacific Ocean.
- Enhance a sense of community through streetscape and public domain improvements.

### **Design Strategies and Recommendations**

#### **Building and Development Control**

- Review LEP/DCP design criteria to ensure continued improvement in the design quality of new developments and to ensure that new developments are compatible with existing high rise buildings in terms of bulk, scale and streetscape impact.

#### **Streetscape Improvement**

- Prepare and implement a streetscape design strategy to provide a consistent design approach and program of implementation for footpaths, street tree planting, furniture, street lighting and signage, and to reinforce the legibility of Ocean Parade and Denning Street as main thoroughfares through the precinct. See Section 7 Landscape and Public Domain Action Plan for details.

#### **Pedestrian / Cycle and Public Transport Facilities**

- Provide footpaths in streets where they are not provided to facilitate safe movement within the precinct and to provide connections between the Entrance Town Centre and The Entrance Channel and ocean foreshores.
- Include Denning Street as part of the tourist circulator/shuttle bus route and provide good connections to it via signage, promotional material and coordination between pedestrians, cyclists and public transport.

### **Recommendations to Relevant Council Planning Regulation**

There are no recommendations to change Council's planning instruments.

# Chapter 5

## Precinct 6 The Entrance Town Centre



Fig 5.6.1 On-street angle parking at The Entrance Road (Source: Dickson Rothschild)



Fig 5.6.2 The Entrance Road looking south (Source: Dickson Rothschild)



Fig 5.6.3 The Entrance Road pedestrian walkpaths (Source: Dickson Rothschild)

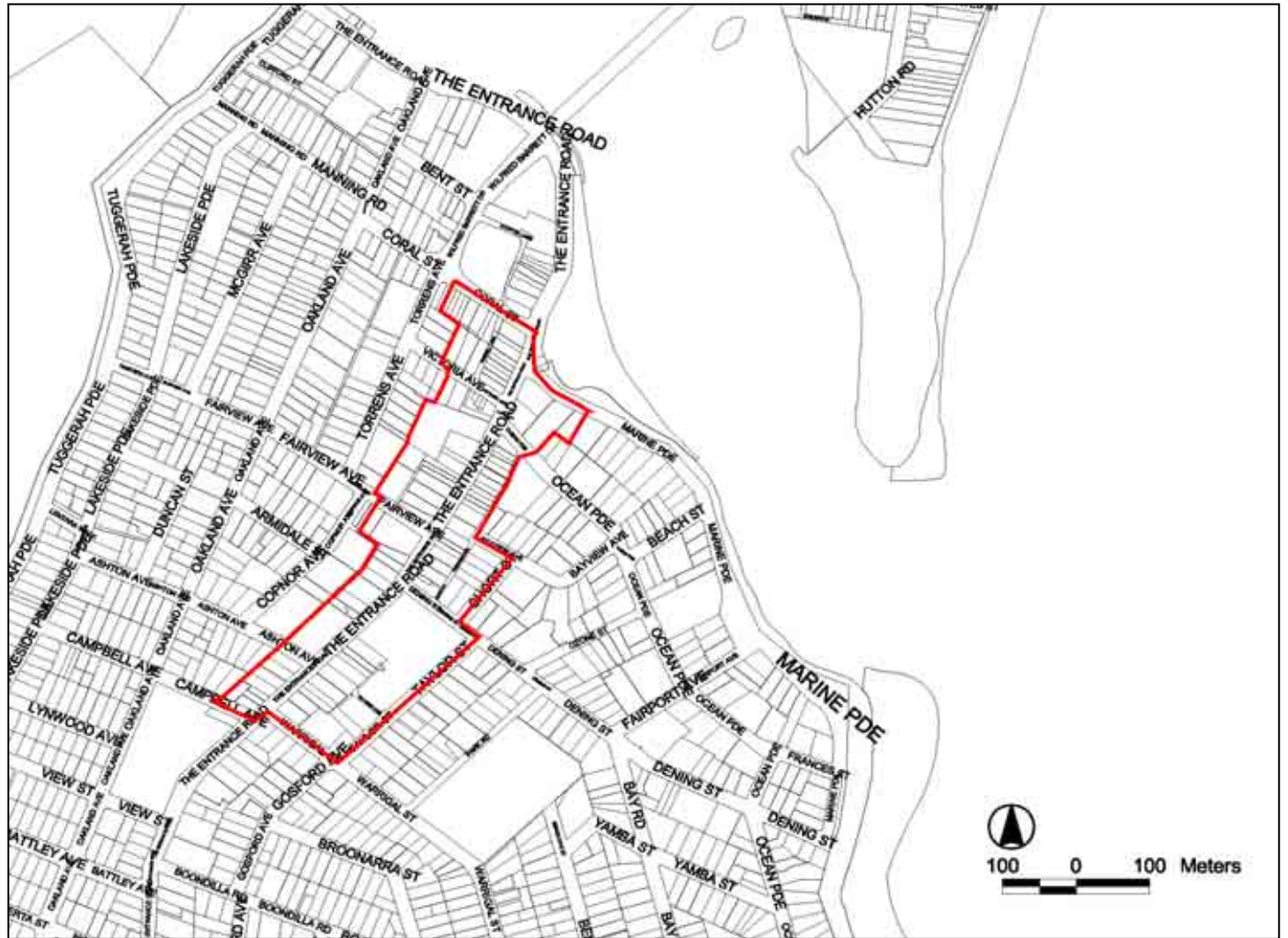


Fig 5.6 The Entrance Town Centre Study Area

### Location:

Precinct 6 is generally located either side of The Entrance Road between Coral Street and Marine Parade in the north, Campbell Avenue and Warrigal Street to the south, Taylor Street, Short Street, Ambler Parade, and Theatre Lane to the east, and, Newling Lane to the west.

### Zoning:

The precinct has the following zones: 3(a) Business Centre Zone, 3(d) Tourist Business Zone and 5(a) Special Uses (Car Park) Zone.

### General Character:

The Town Centre contains the retail and commercial core of The Entrance Peninsula and is a strip centre anchored at either end by major retail and tourist attractors. Near its southern end is an enclosed shopping centre (Lakeside Plaza). Linking this centre and the Waterfront Mall, located at the northern end of The Entrance Road and contained within Precinct 3, is a shopping street generally providing a high standard of streetscape and convenience of access for pedestrians, cyclists and private vehicles. Streetscape amenity north of Fairview Avenue is high, and provides a pleasant coastal township image with a broad range of retail, commercial, cultural, entertainment, and tourist uses and facilities. South of Fairview Avenue, streetscape condition and amenity is not as attractive. Buildings are generally one and two storeys high and vary in age, condition and architectural style. They are generally built to the front property boundary and set back from rear boundaries where parking and service deliveries is provided from rear lanes or adjoining streets. There is a relatively continuous awning over footpaths providing atmosphere to the centre and shelter for pedestrians.

### Existing Streetscape and Public Domain Character

#### The Entrance Road Corridor – North of Fairview Avenue

- Streetscape north of Fairview Avenue is of high quality and provides strong pedestrian amenity, and a practical and visual separation buffer between traffic and pedestrians through landscaping.
- Ample useable space on footpaths allows for convenient pedestrian movement, seating and outdoor dining.
- Treatment of footpaths, including colour and design of paving, street furniture, decorative lighting, signage, overhead canopies and landscaping is cohesive and contributes to the coastal atmosphere of the Town Centre.
- The Bayview Avenue Mall is spacious and attractively paved and landscaped, although abutting buildings do not provide effective active frontages to the street.

# Chapter 5

## Precinct 6 The Entrance Town Centre

- Streetscape and public surveillance in rear streets including Ambler Parade and Theatre Lane is poor as buildings present their rear building façade, car parking and service areas to these roads.
- Street pavements are wide, with kerb and gutter, parallel and 45 degree parking is available on all streets along with regular spaced street trees on The Entrance Road.

### The Entrance Road Corridor – South of Fairview Avenue

- South of Fairview Avenue, the streetscape is of relatively lower quality and does not provide the same level of attractiveness or design consistency as that north of Fairview Avenue. It does have cohesive signage, heritage information /interpretation plaques and banners.
- The Lakeside Plaza building provides an unattractive blank façade and inactive edge to the streetscape, and does not encourage casual pedestrian activity or on-street uses including outdoor dining in this part of the Town Centre.
- A bus zone is located in front of the Lakeside Plaza building. This is the main pick-up and drop-off point in The Entrance Town Centre in lieu of a formal bus interchange facility.

### Side Streets

- The streetscape of all other streets in the precinct is generally not of the low quality experienced along The Entrance Road. These streets do not contribute to sense of place or the image existing elsewhere in the Town Centre due to:
  - Variable standards of road pavement surfacing.
  - Inconsistent treatment of road verges, footpaths and paving, street furniture, street lighting, signage and branding, and landscaping.
  - Limited street level activity and passive surveillance resulting in potentially unsafe streets.
  - Lack of traffic management devices to minimise conflict between vehicles and pedestrians.

### Existing Built Form Character

- Building materials are mainly brick or masonry, and most buildings along The Entrance Road, with the exception of Lakeside Plaza, provide an all-weather continuous awning over the foot path for active retail and commercial frontages at street level.
- Building height ranges from 1 – 2 storeys, with ground floor retail / commercial uses fronting the street.
- Most buildings are located on their front and side boundaries, but not their rear boundaries. Rear boundary setbacks vary and provide for car parking, service and delivery vehicles.
- Scattered vacant lots are used for formal and informal car parking. Car parking is in the form of on-street kerb side parking and dedicated car parking sites in varying states of condition.

### Desired Future Character:

Precinct 6 will be the retail core and commercial heart of The Entrance, and a significant contributor to tourist activity. Its coastal atmosphere and attractive streetscape will be strengthened by the opportunities afforded by future redevelopment of sites to further expand its range of retail, commercial, service, entertainment and educational uses, and activities for visitors and residents. These sites are important to the evolution of Town Centre as a key destination for shopping, business and entertainment, and include:

- The vacant site on the corner of The Entrance Road and Marine Parade.
- The Ebbtide Mall site.
- Lakeside Plaza site.
- The car park between Short Street and Theatre Lane.

The precinct will be active and dynamic year round with street level retail, dining and entertainment attractions available until late on most evenings, supported by new mixed use commercial / residential developments fronting The Entrance Road, and nearby medium and high density residential developments.

### Design Objectives

- Maintain the precinct's role as the premier retail and commercial centre on The Entrance Peninsula.
- Reinforce and extend the 'main street' character of The Entrance Road.
- Ensure future developments in The Entrance Road respect the character of the existing built form by maintaining the perception of 2 storey scale of existing building facades at the street property boundary.
- Promote high quality building design that encourages active use of streets, maintains adequate solar access to streets and adjoining buildings, and reflects the coastal image of The Entrance
- Provide high quality streetscapes for the precinct to ensure the continuing safe and convenient use of the streets, footpaths and land uses fronting the streets.
- Enhance the pedestrian friendly shopping street along The Entrance Road, and pedestrian friendly streets in all other streets of the precinct.
- Encourage appropriate land uses that will make the precinct more lively, interesting and dynamic.

# Chapter 5

## Precinct 6 The Entrance Town Centre

- Provide car parking facilities in strategic locations that do not affect the visual quality of the streetscape.
- Facilitate improved public transport services and facilities, including provision of a formal Town Centre bus interchange and a circulator bus service.
- Maintain the existing important view corridor along The Entrance Road and to/from Memorial Park, The Entrance Channel and The Entrance North waterfront.

### Design Strategies and Recommendations

#### Building and Development Control

Amend relevant sections of Council's planning controls instruments (relevant sections of DCP 60) to:

- Provide a more practical method of determining building height. Refer to Chapter 5 *General Conditions and Recommendations Relevant to all Precincts* for details of the proposed methodology and recommended changes.
- Promote higher density development in appropriate locations, including allowing maximum 18 metre buildings on the eastern side of The Entrance Road within the precinct, whilst maintaining the setback of upper floors from the lower 2 storeys fronting the street to ensure solar access to adjoining buildings and streets, and the building's relationship with the existing streetscape.

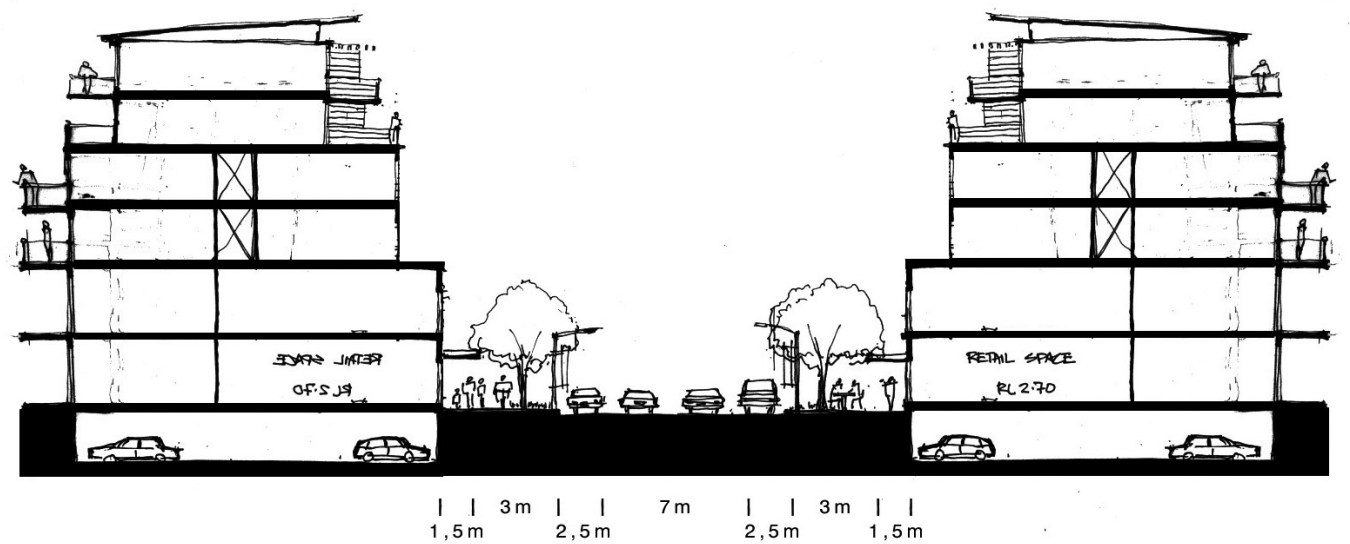


Fig 5.6.5 Indicative section showing upper floor setbacks along The Entrance Road for potential development to ensure solar access to adjoining buildings and streets

- Promote the redevelopment of buildings to ensure that buildings at street level are located on the front property boundary. The building setback along The Entrance Road should be reduced in order to create a uniform street edge. It is suggested that the character of The Entrance Road can be substantially improved by having buildings located closer to the street property boundary, with the main entrance and windows addressing the street.
- Repeal Sections 2.4(c) and 5.3 in DCP 60 and Clause 42C(3) of the LEP 1991 to enable market forces to determine the appropriate mix of permanent and tourist accommodation, including hotel/serviced apartments and residential apartments to be provided in new developments.
- All new development or redevelopment of existing buildings is to provide active edges on the ground level fronting both The Entrance Road and where possible the rear streets and lanes, to encourage passive surveillance and safer streets.
- Parking areas are to be located either in the basements of buildings or on the ground level at the rear of buildings with entrances via side streets. All ground level parking areas should be landscaped to reduce visual impacts.
- Maintain and upgrade the two existing mid-block pedestrian links between The Entrance Road and Theatre Lane.

# Chapter 5

## Precinct 6 Town Centre Precinct

### Building and Development Control – Important Sites for Redevelopment

The following sites have been identified by Council as having redevelopment potential important to the evolution of The Entrance. The development of these sites could have a significant effect on the economic vitality of the Town Centre.

#### *Ebbtide Mall site, between The Entrance Road and Torrens Avenue*

The site is located at No. 155-162, The Entrance Road, and is about 5825 sqm in area. It is occupied by a 2 storey retail/office building fronting The Entrance Road and surface car park at the rear of other buildings fronting The Entrance Road. The car park is primarily accessed via Torrens Avenue with a secondary entrance off Fairview Avenue. Vehicle access to the site is prohibited from The Entrance Road, requiring all vehicular access including to a potential bus interchange on the site to be from Torrens Avenue or Fairview Avenue.

#### Urban Design Recommendations

- Buildings to be a maximum 18 metres in height, with a maximum 2 storeys at The Entrance Road façade and any part of building above 2 storeys in height to be set back from the podium edge in accordance with the provisions of DCP 60.
- The building design is to maintain the existing mid-block pedestrian connection between The Entrance Road and Torrens Avenue, either as a skylight arcade or an open-to-the-sky pedestrian link/laneway. This connection is to have appropriate lighting, landscape, and active uses fronting it.
- In any redevelopment proposal for the site, a bus interchange/drop off facility would provide a public benefit and negotiation between the Landowner, Council and Red Bus Service is recommended to secure this facility for the Town Centre. Access to such a facility should be from either Torrens Avenue or Fairview Avenue. Building height on the rear part of the site should be a maximum of 18 metres to accommodate the possible bus interchange/drop off facility.
- Retail and commercial uses should be located within the first 2 storeys of the buildings with either basement or upper level car parking. Active frontages to streets and the internal mid block pedestrian arcade are required and buildings above level 2 could accommodate residential accommodation.
- Adequate car parking to be provided on-site to meet Council’s development standards relative to the future mix of land uses.
- A service/delivery laneway (6 metres wide) to the rear of properties along The Entrance Road is to be provided, with all access/egress from/to Torrens Avenue and/or Fairview Road.
- All vehicular access to, and egress from the site is to be from Torrens Avenue, or Fairview Avenue. No vehicular access is to be permitted off The Entrance Road.
- Consider amalgamating and rezoning residential properties located between the existing access points on Torrens Avenue to include them in a future development site.
- Any development on the site should be of a high quality design that has amenity that is attractive and interesting to viewers from all perspectives.

The following figure illustrates the above urban design recommendations.

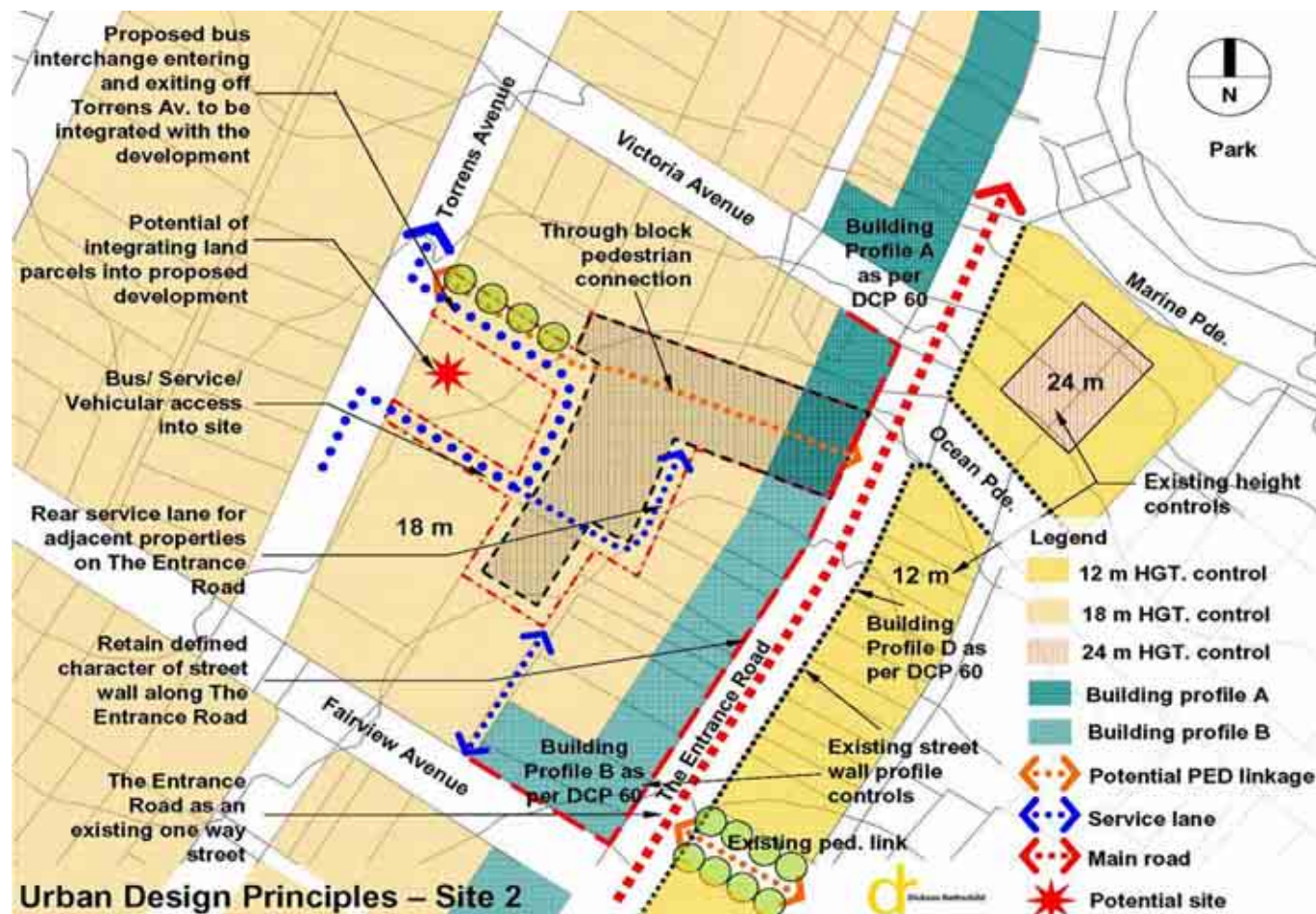


Fig 5.6.8 Urban Design Principles Torrens Avenue Carpark



Fig 5.6.6 Looking at the front of the Car Park  
(Source: Dickson Rothschild)



Fig 5.6.7 Looking at the rear of shops facing The Entrance Road  
(Source: Dickson Rothschild)



# Chapter 5

## Precinct 6 Town Centre Precinct

### Important Development Site 2 Lakeside Plaza



Fig 5.6.9 Looking at The Lakes Hotel - Lakeside Plaza (Source: Dickson Rothschild)



Fig 5.6.10 Looking at Lakeside Plaza from Denning Street (Source: Dickson Rothschild)

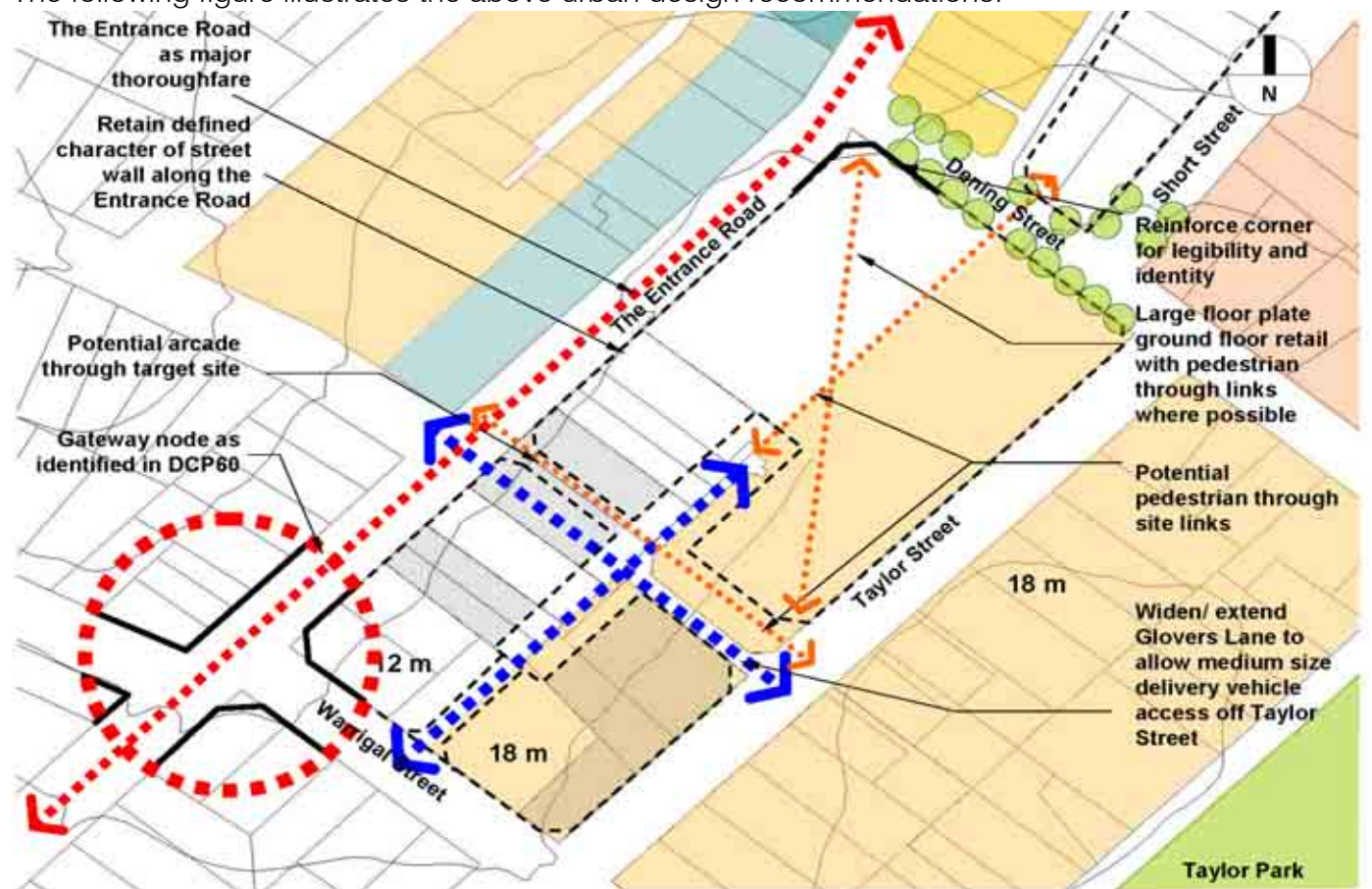
#### Lakeside Plaza Site

The site is bounded by The Entrance Road, Denning, Taylor and Warrigal Streets and is about 18,164 sqm in area. The northern part of the site is occupied by Lakeside Plaza and its car park, which provides an important anchor at the southern end of the Town Centre. Individual retail/commercial buildings between Lakeside Plaza and Warrigal Street restrict the potential for a consolidated development that presents an active frontage to The Entrance Road and provides gateway features at the junctions of The Entrance Road and Denning Street and Warrigal Street respectively.

#### Urban Design Recommendations

- Amend Council's planning controls to allow maximum 18 metre buildings on the eastern side of The Entrance Road, whilst maintaining the setback of upper floors from the lower 2 storeys fronting the street in accordance with requirements of DCP 60..
- Buildings to be a maximum 18 metres in height, with a maximum 2 storeys at the property boundary of The Entrance Road, Denning Street, Taylor Street and Warrigal Street, and service and delivery lane facades, and any part of the building above 2 storeys in height to be set back from the podium edge to allow a minimum 3 hours mid-winter sun to all adjoining properties.
- In any redevelopment of Lakeside Plaza, the design of the building should read as a number of buildings along The Entrance Road street frontage. Active frontages are to be provided to all buildings along The Entrance Road, Denning Street and Taylor Street.
- Building design to incorporate a gateway design element at the corner of The Entrance Road and Denning Street, either in the form of a ground level corner setback, an additional part-storey element on the corner façade, distinctive landscape treatment, and/or public art.
- The building design is to incorporate a mid-block pedestrian connection or connections between The Entrance Road, Denning Street and Taylor Street, either as a skylight arcade or an open-to-the-sky pedestrian link/laneway. This is to have appropriate lighting, landscape, and active uses fronting it.
- Adequate car parking to be provided on-site to meet Council's development standards relative to the future mix of land uses.
- All vehicular access to, and egress from the site is to be from Taylor Street. No direct vehicular access to sites/buildings is to be permitted off The Entrance Road.
- A service/delivery laneway (6 metres wide) to the rear of properties, including Glover Lane, providing access to the rear of properties south of Glover Lane along The Entrance Road is to be incorporated into the site/building design, with access from Taylor Street. Alternatively, a new road could be provided by widening and extending Glover Lane to The Entrance Road and providing service lanes from this new road to service the buildings.
- Provide a gateway design element on buildings at the corner of The Entrance Road and Warrigal Street and/or Glover Lane extended, in a form similar to that proposed at the corner of The Entrance Road and Denning Street.
- Landscape and public domain improvements similar to those to the north of Fairview Street are to be provided in The Entrance Road between Warrigal Street and Denning Street.
- Any development on the site should be of a high quality design that has amenity that is attractive and interesting to viewers from all perspectives.

The following figure illustrates the above urban design recommendations:



Urban Design Principles – Site 5

Fig 5.6.11 Urban Design Principles Lakeside Plaza

# Chapter 5

## Precinct 6 Town Centre Precinct

### Important Development Site 3 Dening Street Car Park

#### Dening Street Car park Site

The land is part of the transition zone between the Town Centre Precinct and Precinct 5 - High Density Residential Precinct, and is currently used as a surface car park and weekend market. It is zoned Special Uses 5(a) Car Park, provides flexibility for future building form as no development standards for development on the site are specified in Council planning instruments. Future building development on the site should be compatible with the scale of development fronting The Entrance Road and residential development in Short Street, and the Police Station on the corner of Dening and Short Street. An opportunity exists to convert Theatre Lane to a shared pedestrian/service way and improve the safety of, and access to, the site and adjoining buildings.

#### Urban Design Recommendations

- Rezone the site from 5(a) Special Uses (Parking) to 3(a) Business Centre that would allow mixed-use development to be constructed on the site, incorporating retail and commercial uses, residential apartments and car parking.
- Buildings to be a maximum 24 metres in height, with a maximum 2 storeys at the property boundary of all streets, and any part of the building above 2 storeys in height to be set back from the podium edge in accordance with the requirements of DCP 60..
- The design of the building façade along Short Street should read as a number of buildings. Active frontages are to be provided to building frontages along Dening Street, Short Street and Bayview Avenue.
- Buildings should be set back from Theatre Lane to facilitate a pedestrian/service vehicle share way that connects to pedestrian links in Bayview Avenue and future pedestrian links through the adjoining Lake Side Plaza site
- Provide an urban open space on the corner of Dening and Short Streets by demolishing the existing toilet block to provide an appropriate setting for the adjacent heritage listed Police Station.
- Provide streetscape improvements, including street tree planting, footpath treatments and decorative lighting compatible with that used throughout the Town Centre.
- On-site car parking to be provided in accordance with Council's development standards related to the final mix of land uses proposed for the site and ample public car parking provision.
- Retail and commercial uses should be located with the first 2 storeys of the buildings with basement car parking and active retail/commercial edges to Dening Street and Theatre Lane and the mid-block pedestrian arcade; and buildings above level 2 could accommodate residential accommodation.
- Any development on the site should be of a high quality design that has amenity that is attractive and interesting to viewers from all perspectives.

The following figure illustrates the above urban design recommendations:

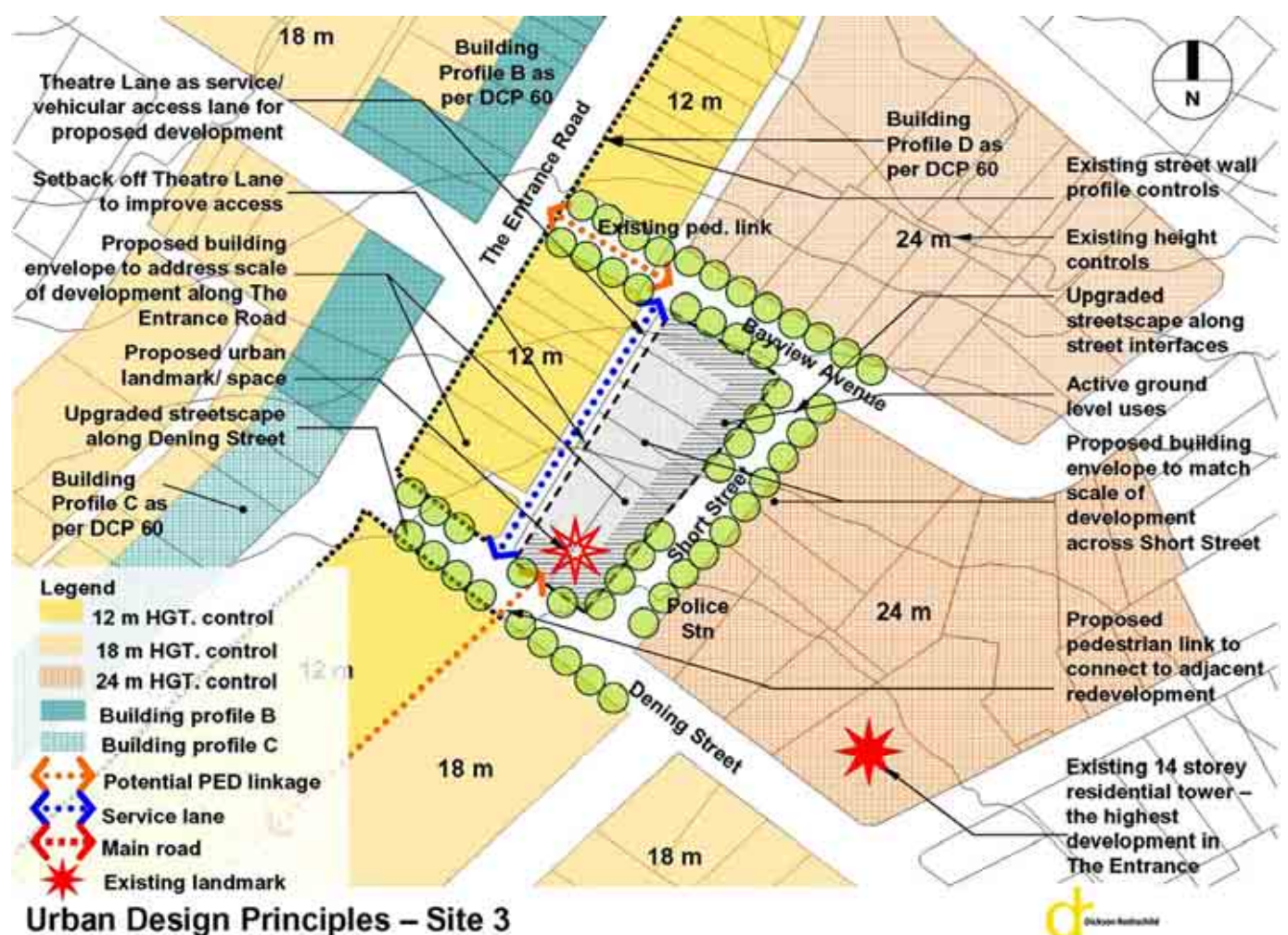


Fig 5.6.12 Urban Design Principles Dening Street Car Park

# Chapter 5

## Precinct 6 Town Centre Precinct

### Important Development Site 4 Vacant Site - Corner of The Entrance Road and Marine Parade

#### *Vacant Site on the Corner of The Entrance Road and Marine Parade*

##### **Urban Design Recommendations**

- Amend Council's planning controls to ensure buildings are no taller than 18 metres in height, with a maximum 2 storeys at the property boundary of surrounding streets, and building levels above 2 storeys stepping back to maintain adequate solar access to adjoining sites and streets, and the building's relationship with the existing streetscape.
- The building setbacks are to be adequate to maintain the standard of views from The Entrance Road, provide for pedestrian friendly use at street level on The Entrance Parade, Marine Parade and Ocean Parade, and maintain public amenity.
- Provide active frontages at street level, incorporating retail and commercial uses including cafes, specialist retail and tourist facilities to all building facades along The Entrance Road, Marine Parade and Ocean Parade.
- Provide basement level car parking, if feasible, in accordance with Council's development standards related to the final mix of land uses proposed for the site, access to parking areas to be from Ocean Parade.
- Provide service vehicle access from Marine Parade.
- Provide streetscape improvements, including street tree planting, footpath treatments, street furniture and decorative lighting comparable with that used throughout the Town Centre.
- Any development on the site should be of a high quality design that has amenity that is attractive and interesting to viewers from all perspectives.

##### **Streetscape Improvement**

- Provide shade street trees and continuous awnings over footpaths to all buildings, and decorative street lighting and public art in all Town Centre streets.
- Provide branding elements such as logos, banners and colour themes that complement the existing Town Centre Management Programs to help promote the Precinct.
- Widen existing pedestrian footpaths, where appropriate, to allow sufficient space for a variety of street activities, including outdoor cafés/dining.
- Utilising street tree planting and street paving to improve visual quality and enrich the pedestrian experience.
- Improve the streetscape of all side streets within the Precinct to create a cohesive and attractive public domain, including additional street tree planting, street paving, furniture and lighting to improve the visual appeal and safety of streets. Paving should be durable to withstand heavy pedestrian and traffic activity. Refer to Landscape and Public Domain Improvements in Chapter 7.
- The themed street paving and street tree plantings along The Entrance Road south should be extended south from Fairview Avenue to Warrigal Street to create a cohesive streetscape throughout the Town Centre.

##### **Heritage**

- Review the LEP and DCP provisions with regard to the protection of the heritage significance of the buildings and curtilages of The Lakes Hotel and Catholic Church (listed as having local heritage significance in the WSC LEP 1991).

##### **Pedestrian/Cycle and Public Transport Facilities**

- Maintain current pedestrian/cyclist access and provide improved public transport facilities by providing secure cycle parking facilities at appropriate locations in The Entrance Town Centre.
- Include The Entrance Road and Denning Street as part of the tourist circulator/shuttle bus route and provide good connections to it.

# Chapter 5

## Precinct 6 Town Centre Precinct

### Recommendations to Relevant Council Planning Regulations

|                        | Relevant Controls              | Current Controls  | Recommendations   | Justifications   |
|------------------------|--------------------------------|---|---|--|
| Zoning                 | LEP                            | 3(a) Business Centre Zone, 3(d) Tourist Business Zone and 5(a) Special Uses (Car Park) Zone   | Rezone land between Denning Street/Bayview Avenue from 5(a) Special Uses (Car Park) to 3(a) Business Centre   | Provides flexibility in building standards for future buildings as no development standards are provided for in 5(a) Special Uses zones.<br>Current car park designation of the site limits its development potential  |
| Floor Space Ratio      | LEP Clause 42                  | The ratio of so much of the gross floor area of a building erected on land to which this clause applies as is not used for residential purposes to the site area must not exceed 0.5:1. | Increase the overall FSR control for Business Centre 3(a) zone to 1.5   | The existing FSR 0.5:1 control in Business Centre 3(a) zone is excessively low and limits the variety of commercial development in the area.   |
| Building Height        | DCP60 Section 4.2 (Precinct 2) | Building Profile Control Map.   | Higher density development may be considered along The Entrance Road up to 18 metres at key sites (24 metres at Denning Street Car Park Site) with the upper floors setback from the 2 storey street wall fronting key street frontages and relating to the existing streetscape. | The increase in density and building height will result in improving the incentive to carry out redevelopment of the area and assist in creating a sense of enclosure in the streets.<br><br>The building height control is best considered subject to the impact of solar access and amenity of adjacent areas as well as the impact on local and distant views and the skyline |
|                        |                                |   | The controls for building heights of buildings should allow for residential, commercial and retail floors that may be proposed in future.   |  |
| Building Front Setback |                                |   | Active edges on the ground level fronting The Entrance Road, Denning Street and where possible Taylor Street.   | Active building edges along the street boundaries will help to remove the negative visual impact of blank walls, exposed service and car parking areas, and lead to greater vitality in the Town Centre.   |
|                        |                                |   | The building profile control along The Entrance Road should be modified to allow a 2 storey height at the street edge. Setbacks would then be based on a 45 degree solar angle from the street.   | The recommended upper level setback will maximise the access of natural sunlight at the street level.<br><br>The current setback profile listed on DCP60 does not encourage solar access.  |

# Chapter 5

## Precinct 7 Residential Transition (Low to Medium Density)



Fig 5.7.1 Corner of Campbell Avenue and Lakeside Parade looking northeast  
(Source: Dickson Rothschild)



Fig 5.7.2 McGirr Street looking southwest  
(Source: Dickson Rothschild)



Fig 5.7.3 Corner of McGirr Street and Manning Street looking southwest  
(Source: Dickson Rothschild)



Fig 5.7.4 Corner of McGirr Street and Manning Street looking southwest  
(Source: Dickson Rothschild)

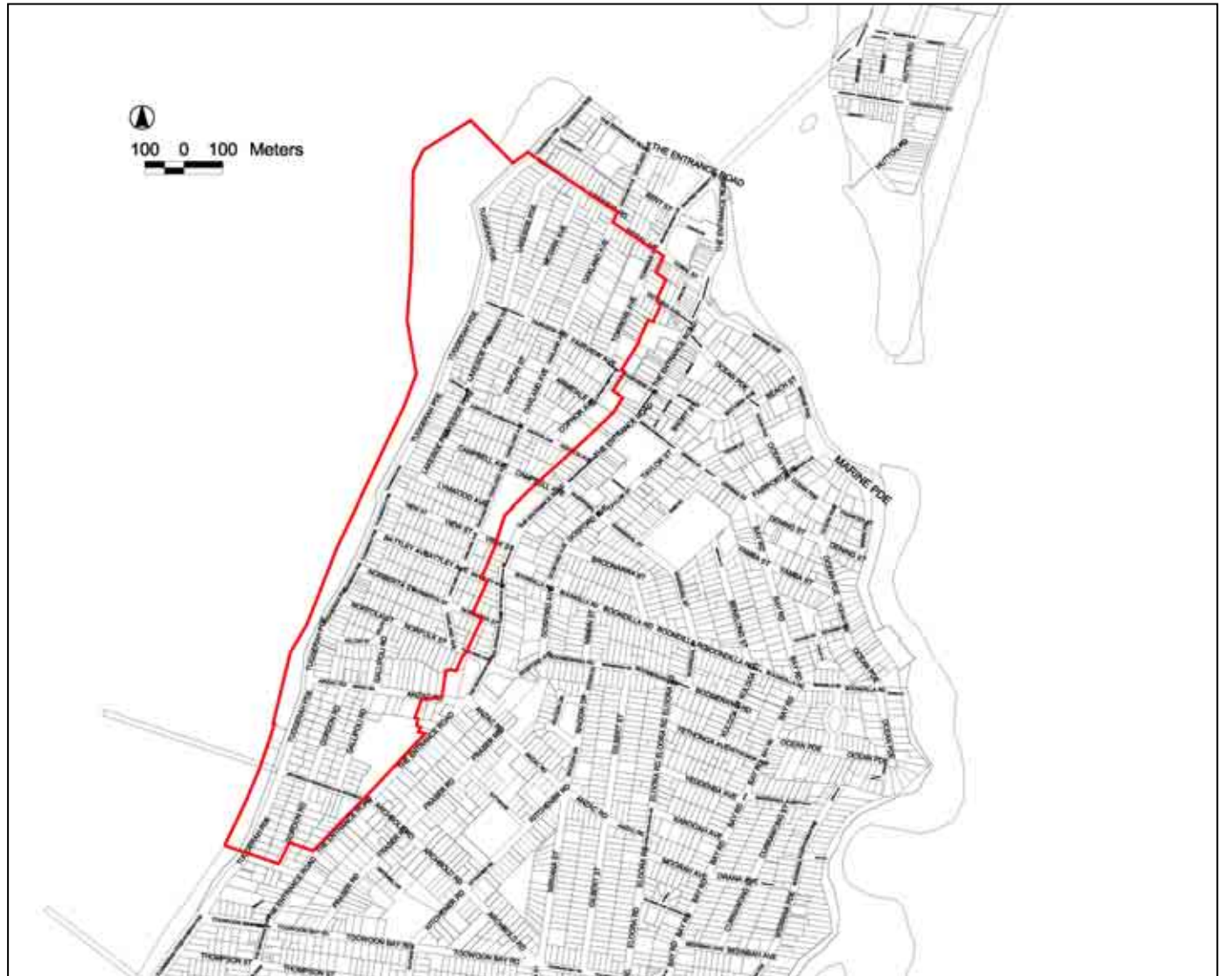


Fig 5.7 Residential Transition (Low to Medium Density) Study Area

### Location

Precinct 7 is bound by Manning and Coral Streets in the north, The Entrance Town Centre and generally the rear of lots fronting The Entrance Road in the east, Gordon Street through to the Tuggerah Lake in the south, and the foreshore of Tuggerah Lake in the west.

### Zoning

This precinct has the following zones: Residential 2(a), Medium Density Residential 2(c), Special Uses 5(a) and Open Space and Recreation 6(a), and Crown land.

### General Character

This Precinct is largely residential and provides a transition between 1 and 2 storey residential developments alongside Tuggerah Lake in the south, and the higher density of The Entrance Town Centre. West of Oakland Avenue, the area that provides the Central Coast Highway bypass of the Town Centre, the scale and density of development is relatively low, comprising a mix of 1 and 2 storey dwellings and some 3 storey multiple-unit residential buildings in the area between Lake Tuggerah and Oakland Avenue.

Building density is generally higher between Oakland Avenue and the Town Centre where low to medium density development ranges from 1 to 2 storeys in height with recent construction of 6 storey residential flat buildings. Buildings are constructed in varying styles and materials, including brick, masonry, timber and fibro-cement, and generally set back from front property boundaries a similar distance. A primary school and recreation club provide a break in building massing along The Entrance Road edge of the precinct. The landscaped foreshore areas of Tuggerah Lake, a small informal park off Lakeside Parade and a naturally landscaped area off Battley Avenue provide a strong landscaped setting to the precinct's western edge. The sloping westerly aspect of the precinct allows for good views to and across Tuggerah Lake, and good views of the precinct from the Lake.

### Existing Streetscape and Public Domain Character

- The visual quality of the streetscape is affected by the limited number of street trees and intrusive low voltage overhead powerlines that dominate the streetscape.

# Chapter 5

## Precinct 7 Residential Transition (Low to Medium Density)

- Roads are generally wide (between 9m-12m wide pavements) and generally there are no footpaths or cycleways besides the Tuggerah Lake Foreshore Reserve. Road edges are a mix of kerb and gutter, and no kerb and gutter particularly on Tuggerah Parade, and verges are wide, grassed and contain few street trees.
- Low fences or no fences give the impression of front gardens extending to the roadway, creating openness to the streetscape.
- Tuggerah Lake Foreshore Reserve defines the precinct's western edge and is comprised of grassed areas intersected by vegetated stormwater drainage lines, small wetlands and creeks, particularly at Willow Creek. A pedestrian/cycle way runs the length of the Reserve and connects it to areas to the north and south.
- Formal and informal landscape plantings and remnant natural vegetation are found in the Foreshore Reserve, along the edge of Tuggerah Parade, at Willow Creek, and between Battley Avenue and Norberta Street provide a setting for nature appreciation and conservation, and informal recreation use of the Foreshore Reserve.
- Near Long Jetty, there is a vacant building requiring rejuvenation.
- The heritage listed Long Jetty provides access to the Lake and recreational boating and fishing opportunities.

### Existing Built Form Character

- West of Oakland Avenue and The Entrance Road, residential character is low density, with dwellings between 1 and 3 storeys high constructed in a variety of architectural styles and materials.
- East of Oakland Avenue, the residential character is low to medium density, with the character evolving from a mix of predominantly old cottages into a mix of new residential buildings designed in a variety of architectural styles and materials, including single storey dwellings, multiple dwelling units and contemporary residential flat buildings up to 6 storeys high.
- The general residential scale of the precinct is interrupted by developments on large sites including a primary school, church, community centre and recreation club complex (Diggers RSL Club).

### Desired Future Character

Precinct 7 is to become a high amenity residential district that provides an effective transition between the foreshore of Tuggerah Lake and The Entrance Town Centre. The massing of buildings is to descend in height from the Town Centre to the Lake's foreshore, providing the opportunity to maximise views of the Lake to the west and beyond for all residents. It will have convenient and safe pedestrian, cycle and vehicle connections to the Tuggerah Lake Foreshore Reserve, the Town Centre and other destinations to provide for the needs of its residents and visitors.

### Design Objectives

- Provide for redevelopment at an appropriate scale to assist in achieving a transition in built form between low density housing adjacent to Tuggerah Lake and the higher density development in and adjacent to The Entrance Town Centre.
- Enhance the amenity of, and facilities within, the Tuggerah Lake Foreshore Reserve to improve the opportunity for increased use and enjoyment by residents and visitors.
- Improve connections to the lakefront, and adjacent parks and neighbourhoods with streetscape enhancements and directional signage.
- Prepare and implement a program of street tree planting to selected streets, and in particular street tree planting that improves and reinforces the legibility of Oakland Avenue/The Entrance Road and Tuggerah Parade as the main traffic thoroughfare through the precinct and create a lakeside boulevard respectively.
- Protect environmentally sensitive areas including the Tuggerah Lake Foreshore Reserve, north of Willow Creek, and at Willow Creek.
- Improve stormwater quality discharge from streets into Tuggerah Lake.

### Design Strategies and Recommendations

#### Building and Development Control

- Review Council's planning instruments to allow 18 metre residential developments on the western side of, and fronting Oakland Avenue between Manning Road and Ashton Avenue, provided lots are consolidated to a minimum of 1800 sqm.
- Review Council's planning instruments to ensure all sites within the precinct are zoned to reflect the most appropriate land use.
- New buildings are to provide an attractive facade to the street and be designed to read as individual buildings or a number of individual buildings that complement existing built forms.

#### Streetscape Improvement

- Improve the streetscape and the public domain in all streets by installing, where appropriate, additional lighting, signage, street furniture and landscaping which are of a suitable form and scale consistent with the coastal character and environment of The Entrance. Refer to Chapter 7 Landscape and Public Domain Action Plan for details.

# Chapter 5

## Precinct 7 Residential Transition (Low to Medium Density)

- Provide directional signage at appropriate locations to the Foreshore Reserve and historic jetty.

### Pedestrian/Cycle and Public Transport Facilities

- Improve signage and furniture at bus stops and create bus bays and clearly marked bus lay-bys on relevant roads.
- Include Oakland Avenue and The Entrance Road on the proposed tourist circulator/shuttle bus route and provide adequate connections to the route.

### Parks and Reserves

- Prepare or review Landscape Plans and Plans of Management for Tuggerah Lake Foreshore Reserve and other parks in the precinct to identify the appropriateness of facilities and landscaping quality, and implement a program of works to upgrade such facilities where necessary. Such review is to include improvements to landscaping and park maintenance schedules, provision of interpretive and directional signage, appropriateness of playground equipment and other public amenities.
- Investigate the potential to refurbish and re-use the dilapidated building near Long Jetty in the Foreshore Reserve for commercial uses including a cafe or restaurant.

### Recommendations to Relevant Council Planning Regulations

|                        | Relevant Controls     | Current Controls   | Recommendations  | Justification   |
|------------------------|-----------------------|--|--|---|
| Zoning                 | LEP                   | Residential 2(a), Residential 2(c), 5(a) Special Uses 6(a) Open Space Crown land   | Review Council's planning instruments to ensure all sites within the precinct are zoned to reflect the most appropriate land use.  | Existing zones may limit the potential for the existing users to achieve the most appropriate land use and development for the particular sites.  |
| Building Height        | DCP60 Clause 2.3.1(b) | Residential 2(a), Residential 2(c), 5(a) Special Uses 6(a) Open Space Crown land<br>Allows for development of over 3 storeys on amalgamated lots over 1800 sqm where a height limit map exists | Prepare a height map to allow selected properties to develop up to 18m in height.  | Reflect the special character of residential areas adjacent to the Town Centre to allow taller buildings to complement the viability and vibrancy of the Town Centre; and provide transition between low building heights adjacent to Tuggerah Lake and taller buildings in the Town Centre |
| Building Front Setback |                       |  | The building profile control along Oakland Avenue should be modified to allow a 2 storey height at the street edge. Setbacks would then be based on a 45 degree solar angle from the street. | The recommended upper level setback will maximise the access of natural sunlight at the street level.<br><br>The current setback profile listed on DCP60 does not encourage solar access.   |

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# Chapter 5

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Precinct 7  
Residential Transition  
(Medium Density Residential)



# Chapter 5

## Precinct 8 Long Jetty Centre to Saltwater Creek Reserve



Fig 5.8.1 The Entrance Road looking south  
(Source: Dickson Rothschild)



Fig 5.8.2 The Entrance Road looking south  
(Source: Dickson Rothschild)



Fig 5.8.3 Toowoon Bay Road looking west  
(Source: Dickson Rothschild)



Fig 5.8.4 Existing telecom tower at the corner of Pacific Street and The Entrance Road  
(Source: Dickson Rothschild)



Fig 5.8 Long Jetty Centre to Saltwater Creek Reserve Park Study Area

### Location

Precinct 8 extends from the north boundary of the Duncan Tourist Park adjacent to the Long Jetty Centre to Wyong Road/Shelly Beach Road in the south, Tuggerah Lake foreshore in the west and generally at the rear of lots on the western side of The Entrance Road, as shown on the above figure. It excludes the strip of commercial development fronting The Entrance Road between Elsiemer Street and Minto Avenue.

### Zoning

This precinct has the following zones: Residential 2(a), Multiple-dwelling Residential 2(b), Business Centre 3(a), Centre Support 3(b), Special Uses 5(a) and Open Space and Recreation 6(a), and Crown land.

### General Character

The Precinct is made up of three discrete areas all with different general characters. These areas are linked by the Tuggerah Lake Foreshore Reserve that provides a strong landscaped setting to the precinct's western edge. The northern area is the Long Jetty Centre and its surrounds. This centre straddles The Entrance Road and its surrounds include a tourist park north of Toowoon Bay Road and a mix of low to medium density housing between the Centre and Tuggerah Lake. Streetscapes are dominated by overhead powerlines and a Telecom microwave tower sits at the junction of The Entrance Road and Pacific Street. The general slope of the land from the western side of The Entrance Road down to Tuggerah Lake allows for views of the Lake and beyond down side streets from The Entrance Road.

South of the Long Jetty Centre and at the rear of commercial uses fronting The Entrance Road is a relatively high amenity residential area close to Tuggerah Lake and its foreshore park. Some medium density housing is located in Venice Street, Gladstan Avenue and near the Long Jetty Centre in this predominantly low density neighbourhood. Building scale is low although 2 storey dwellings are common along Tuggerah Parade and take advantage of views to the Lake. About half of this area is flood prone. The precinct has three tourist/caravan parks all fronting Tuggerah Parade.

The southern part of the precinct comprises some single family dwellings and service industry facing Saltwater Creek and Lions Parks. These parks provide a landscaped gateway entry to the study area from The Entrance Road. North of Lions Park, a strip of commercial and light industrial uses extends to the north along both sides of The Entrance Road.

# Chapter 5

## Precinct 8 Long Jetty Centre to Saltwater Creek Reserve



Fig 5.8.6 The Entrance Road looking north  
(Source: Dickson Rothschild)



Fig 5.8.7 Corner of Tuggerah Parade and  
The Entrance Road looking south  
(Source: Dickson Rothschild)



Fig 5.8.8 Existing lakefront building and boat  
ramp at Rotary Park (Source: Dickson Rothschild)



Fig 5.8.9 Corner of Lake Street and The  
Entrance Road looking south  
(Source: Dickson Rothschild)



Fig 5.8.10 The Entrance Road (Rotary Park)  
looking north (Source: Dickson Rothschild)

### Existing Streetscape and Public Domain Character

#### Long Jetty Centre

- The visual quality of the streetscape is affected by the limited number of street trees, intrusive low voltage overhead powerlines, the Telecom microwave tower, discordant building forms and commercial signage clutter.
- Multiple vehicle entry to sites on The Entrance Road contribute to road congestion.
- Angled vehicle parking is provided in Toowoyn Bay Road and Thompson Street.
- The public domain in side streets is characterised by minimal street tree planting, lack of safe access from the retail centre to the Tuggerah Lake Foreshore Reserve and poor quality directional signage and seating.
- Roads are wide and pavement surfaces are in various states of condition.

#### Tuggerah Lake Foreshore Reserve

- Tuggerah Lake Foreshore Reserve defines the precinct's western edge and is comprised of treed and grassed areas intersected by vegetated stormwater drainage lines. A pedestrian/cycle way runs the length of the Reserve and connects it to areas north and south of the Reserve, including to Saltwater Creek Reserve.
- Formal and informal landscape plantings and remnant natural vegetation in the Foreshore Reserve, and along the edge of Tuggerah Parade, provide a setting for nature appreciation and conservation, and informal recreation use of the Foreshore Reserve.
- Provides the setting for active and passive uses including walking, cycling, fishing, picnicking, sailing and boat hire facilities, and car parking.

#### Residential Areas

- Roads are generally wide (between 9m-12m wide pavements) and generally there are no footpaths and cycle ways other than in the Tuggerah Lake Foreshore Reserve. Kerbs and gutters are provided in some roads and road verges have few street trees.

#### Saltwater Creek Reserve Park, Lions Park and Public Reserve off McLachlan Avenue

- Saltwater Creek Reserve and Lions Parks form a landscaped southern gateway to the precinct, and comprise a mix of formal and informal parklands with limited facilities and landscaped treatments. Boat ramps in Saltwater Creek Reserve provide access to the Lake.
- Formal car parking areas in these parks lack structure and shade trees.
- Cycle and pedestrian access to these parks and the reserve off McLachlan Avenue is available from adjoining residential areas but limited to a few points.
- The reserves contain a mountain bike track, part of the foreshore pedestrian and cycle pathway, playground facilities.

#### Existing Built Form Character

- The precinct is mostly developed with a variety of architectural styles in its residential and commercial buildings. Many of the older dwellings are being replaced with contemporary 2 storey dwellings, and in some parts, multiple dwelling development.
- Dwellings in Tuggerah Parade are orientated towards the Lake to take advantage of views to and over the Lake.
- The flood hazard zone over about half of the precinct adjacent to the foreshore of Tuggerah Lake has impacted on the design of buildings there and in side streets, with floor levels generally elevated above the flood level in this area.
- Buildings in the Long Jetty Centre are a mix of 1, 2 and 3 storey brick commercial buildings, with continuous awnings over footpaths to provide all weather protection for customers and pedestrians.
- Long Jetty Hotel is a heritage listed building and its unique architectural style creates a landmark element at the corner of Pacific Street and The Entrance Road.
- Commercial and industrial buildings along The Entrance Road comprise many aging buildings with uninviting presentation to the street. These detract from an attractive and inviting gateway to The Entrance Peninsula.
- Dilapidated buildings are located on the Tuggerah Lake Foreshore Reserve.

#### Desired Future Character

Precinct 8 is to be a high amenity lakeside residential area with pockets of medium density housing particularly adjacent to, and relating to the Long Jetty Centre, Tuggerah Parade and the Lake. At its southern end, Saltwater Creek Reserve and Lions Park will provide a high quality landscaped gateway to The Entrance Peninsula that connects to a revitalised Tuggerah Lake Foreshore Reserve providing a range of recreation activities, restaurant/café/kiosk in the rejuvenated building and environmental appreciation opportunities for residents and visitors. Long Jetty Centre will become a convenience centre for the local population from surrounding residential areas, with tourist and specialty retail/commercial development, and will be re-orientated to take advantage of the views and its connections with Tuggerah Lake.

# Chapter 5

## Precinct 8 Long Jetty Town Centre to Saltwater Creek Reserve

### Design Objectives

- Consolidate the Long Jetty Centre as a vibrant, viable local urban retail and residential village centre and focus it toward Tuggerah Lake.
- Encourage a mix of uses within the Long Jetty Centre consisting of commercial, retail, including local convenience and specialty retail, residential and community facilities.
- Encourage high quality urban design of buildings to achieve a coherent coastal/lakefront character that will complement the visual setting and provide passive surveillance of parks and lakefront areas.
- Provide a high amenity, low to medium density residential area with strong connections to recreation areas and the Long Jetty Centre.
- Maintain the potential for development to take advantage of the natural slope and lakeside location to obtain view to and over the Lake.
- Create an appropriate gateway setting at the arrival point of The Entrance Peninsula.
- Revitalise the western side of The Entrance Road within the Long Jetty Centre as a high quality mixed use commercial/residential area.
- Encourage redevelopment of commercial/retail uses on the eastern side of The Entrance Road, between Toowoan Bay Road and Elsiemer Street and between McLachlan Avenue and Saltwater Creek, to medium density residential uses.
- Improve awareness of connections to the lakefront, adjacent parks and neighbourhoods with streetscape enhancements and directional signs.
- Maintain and enhance the amenity and facilities of Tuggerah Lake Foreshore Reserve.
- Promote quality urban design for the public domain.
- Protect and conserve items of heritage significance where applicable.

### Design Strategies and Recommendations

#### Building and Development Control

##### *Long Jetty Centre*

- Consolidate commercial /retail development at Long Jetty Centre on the western side of The Entrance Road into a defined Centre activity area surrounded by The Entrance Road, Toowoan Bay Road, Tuggerah Parade and Pacific Street. This area will accommodate an additional 5000 square metres of retail and commercial floor space by the year 2031 to the existing 3800 square metres in Long Jetty, as recommended in the draft Wyong Shire Retail Strategy for Long Jetty. Most of this area will require rezoning from 2(a) Residential and 5(a) Special Uses to 3(a) Business Centre with building height and floor space ratio controls.
- In the consolidated Centre, allow mixed use buildings to a maximum height of 15 metres, with off street parking accessible from the side streets, to create a vibrant commercial precinct. Building design is to ensure solar access to adjoining buildings, and the building's relationship with the existing streetscape.

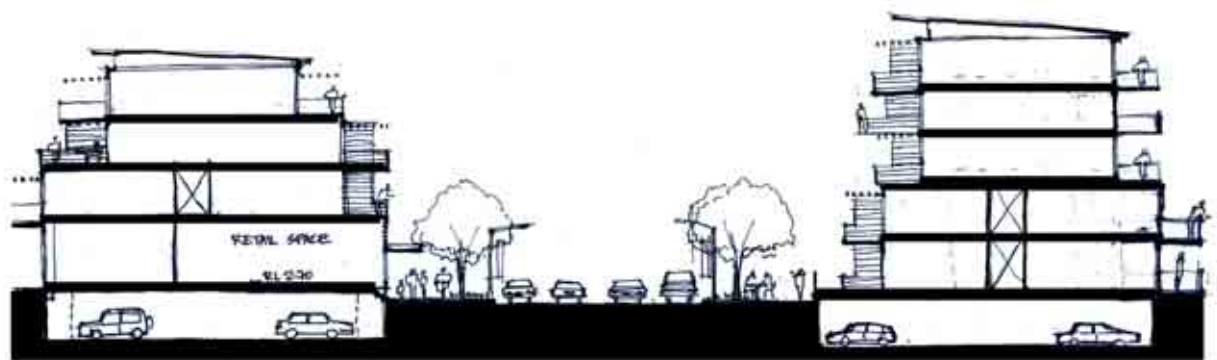


Fig 5.8.11 Proposed section through The Entrance Road in the Long Jetty Centre

- Future development on the eastern side of The Entrance Road, opposite the consolidated centre, is to provide for medium density residential uses only. This will require the rezoning of lands zoned 3(a) Business centre and 5(a) Special Uses to 2(c) zone with building height and floor space ratio controls.
- Outside the consolidated Centre, building scale and form of all new development north of Toowoan Bay Road along The Entrance Road is to be a maximum height of 9 metres. South of Pacific Street, building scale and form of all development is to be a maximum total height of 12 metres with a maximum 6 metre high podium.
- Renovate the lakefront building in the Tuggerah Lake Foreshore Reserve for use as a waterfront restaurant/café/kiosk.

# Chapter 5

## Precinct 8 Long Jetty Town Centre to Saltwater Creek Reserve

### *Saltwater Creek Park Gateway*

- Rezone the land fronting the Entrance Road south of Minto Road and McLachlan Avenue from 2(a) Residential, 2(b) Multiple Dwelling Residential and 3(b) Centre Support to 2(c) Medium Density Residential, with increased building height and floor space ratio to allow residential development only with access to buildings and car parking areas from side streets.
- South of Minto Street and McLachlan Avenue, new development is to be generally a maximum 12 metres high and a maximum of 15 metres high fronting The Entrance Road and Tuggerah Parade, with upper level facades of the buildings stepping back from the front building setback to maintain the perception of 2 storey buildings set back from the street and to maintain solar access to the street and adjoining buildings, and encourage passive surveillance of the street.
- New buildings are to be orientated to face The Entrance Road and Tuggerah Parade.
- Any redevelopment at the intersection of The Entrance Road and Tuggerah Parade is to provide a gateway element comprising residential buildings up to a maximum of 15 metres high. Buildings could incorporate a landmark corner element using increased setbacks and/or distinctive landscape treatment and perhaps an additional storey.
- Refurbish dilapidated buildings along the Tuggerah Lake foreshore to be used for active retail and outdoor dining.

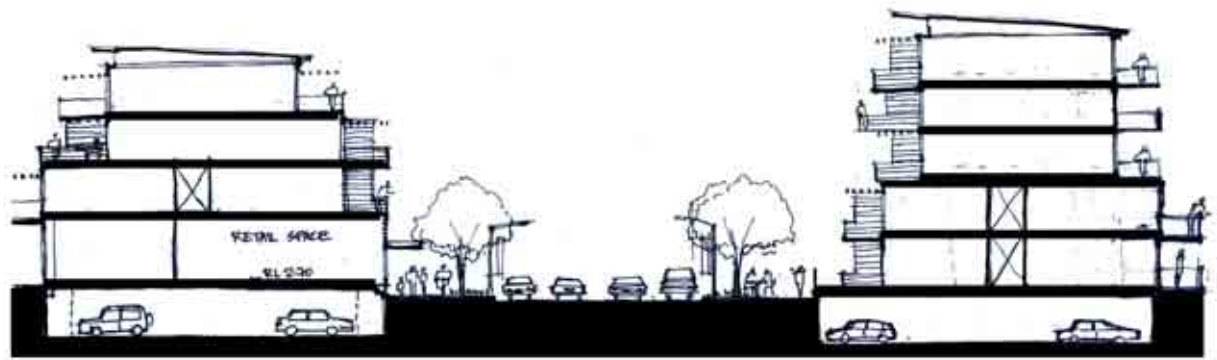


Fig 5.8.12 Proposed Section of the Entrance Road at and north of Tuggerah Parade

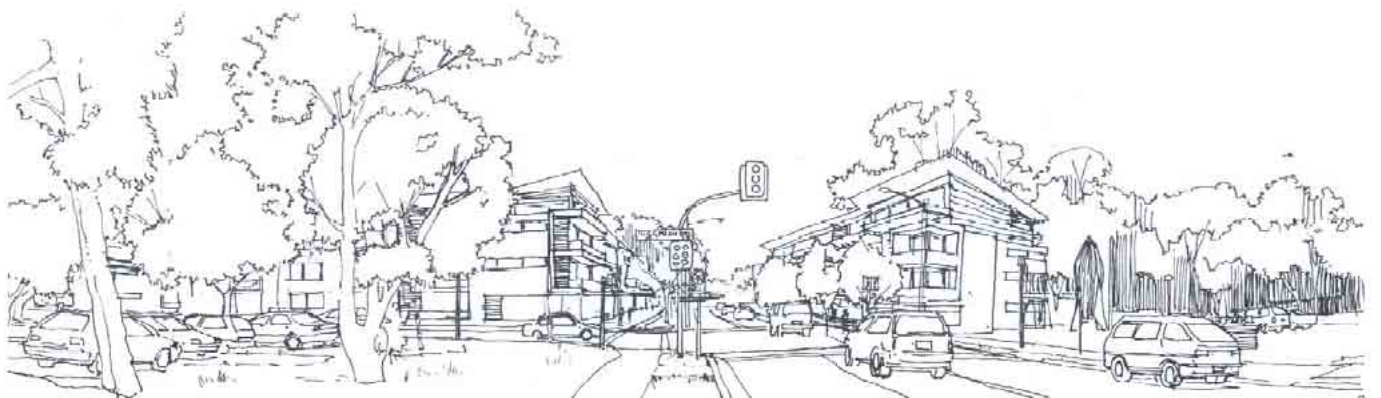


Fig 5.8.13 Proposed after treatment of the Entrance Road at Tuggerah Parade

### *Residential Areas*

- Revise Council's planning instruments to allow residential buildings in the precinct, north and south of the Long Jetty Centre to Minto Avenue, up to a maximum of 12 metres, subject to design that facilitates meeting flood hazards and associated requirements, the maintenance of solar access to adjoining buildings, and the building's positive relationship to the existing streetscape.

### **Streetscape Improvement**

#### *Long Jetty Centre*

- Prepare and implement a program of streetscape improvements to Toowoan Bay Road, Pacific Street, Elsiemer Street, Thompson Street, and Tuggerah Parade, including footpath widening, landscaping, street furniture, street lighting, directional signs and branding elements such as logos, banners and colour themes to help promote the Long Jetty Centre and The Entrance Peninsula.
- Widen existing pedestrian footpaths where appropriate to allow sufficient space for a variety of street activities, including outdoor cafés and relaxed dining.

# Chapter 5

## Precinct 8 Long Jetty Centre to Saltwater Creek Reserve



Fig 5.8.14 Long Jetty Hotel at The Entrance Road and Pacific Street

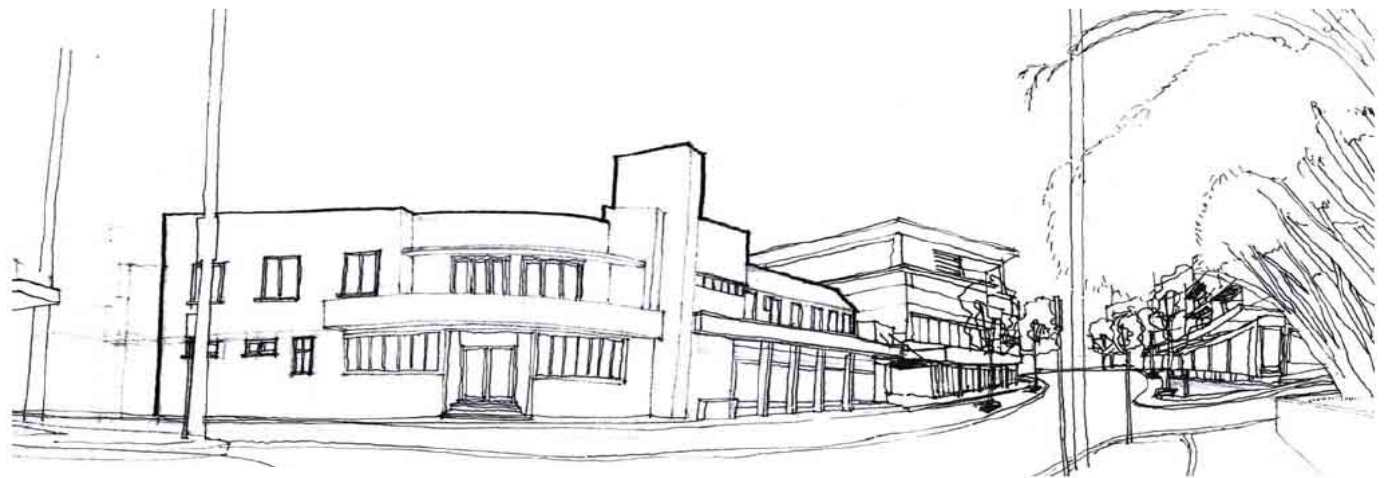


Fig 5.8.15 Suggested after treatment for The Entrance Road and Pacific Street

### ***Saltwater Creek Park Gateway***

- Create a gateway entrance feature to replace the existing 'The Entrance' sign in Saltwater Creek Park.
- Upgrade playground equipment and provide a fence to the playground in Saltwater Creek Reserve Park.
- Prepare an urban design streetscape strategy for The Entrance Road, in conjunction with the RTA, for its length from the Saltwater Creek southern gateway to Long Jetty Centre, and extend to The Entrance Town Centre area.

### ***Residential Areas***

- Review and if appropriate provide additional traffic calming devices or partial closure of roads, potentially in all residential streets between Long Jetty Centre and the intersection of Tuggerah Parade and The Entrance Road to improve safety, residential amenity and pedestrian/cycle access to Tuggerah Lake Foreshore Reserve. This review is to be undertaken in association with the RTA.

### ***Pedestrian/Cycle and Public Transport Facilities***

- Maintain and improve awareness of the pedestrian and cycle way connections to Saltwater Creek Reserve Park, Lions Park and the Reserve fronting McLachlan Avenue from the surrounding neighbourhoods.
- Include The Entrance Road and Tuggerah Parade on a proposed tourist circulator/shuttle bus route and provide good connections to the route from residential and commercial areas.
- Provide bus stops in Saltwater Creek Reserve on this proposed route.

### ***Parks and Reserves***

- Prepare or review Landscape Plans and the Plans of Management for the Tuggerah Lake Foreshore Reserve, Salt Water Creek Reserve Park, Lions Park and the Reserve fronting McLachlan Avenue. These Plans should address water sensitive urban design measures and possible flooding and should incorporate specific works to upgrade the existing buildings along the waterfront for reuse as waterfront cafes and restaurants. The plans should also examine the car parking areas with the intent to reduce vehicle circulation areas; improved landscape management and maintenance; directional, feature and activity signage; interpretive information for environmental and heritage features; park furniture; and picnic facilities and shelters.

### ***Heritage***

- Recognise, respect and appropriately treat properties and their curtilage that are identified in Wyong Shire LEP 1991 and Council's Heritage Studies as items of heritage significance, including the Long Jetty Hotel, and Long Jetty off Tuggerah Parade.

# Chapter 5

## Precinct 8 Long Jetty Centre to Saltwater Creek Reserve

### Recommendations to Relevant Council Planning Regulations

#### Long Jetty Centre

|                        | Reference           | Existing Planning Control   | Proposal   | Justification   |
|------------------------|---------------------|---|--|---|
| Zoning                 | LEP                 | Residential 2 (a) and Residential 2(b)<br>Business Centre 3(a)<br>Special Uses 5(a)<br>Open Space 6(a)<br>Crown land  | Residential 2(a) rezoned to Business Centre 3(a) in areas bounded by The Entrance Road, Tuggerah Parade, Pacific Street and Toowoan Bay Road.<br>Rezone 5(a) lands to 3(a).<br><br>3(a) zoned land on the eastern side of the Entrance Road rezoned to 2(c) between Toowoan Bay Road and Elsiemer Street | To consolidate commercial centre into one centralised walkable activity centre, and provide for mixed-use developments adjacent to the Lake and maintain and improve viability of the Centre.<br><br>To provide the incentive to consolidate the Long Jetty Centre into a centralised walkable activity centre. |
| Building Height        | DCP64 Clause 4.2(c) | Residential 2(a), Residential 2(b) - not exceeding two storeys and 7m   | Recommend preparation of a height map to allow buildings to a maximum of 15 metres for the precinct, particularly along The Entrance Road and at significant corners at the entry to the Centre.   | To create a small coastal village centre with the core identifiable by higher buildings.  |
| Floor Space Ratio      | LEP CI 42(2)        | The ratio of so much of the gross floor area of a building erected on land to which this clause applies as is not used for residential purposes to the site area must not exceed 0.5:1. | Not Applicable.<br><br>Proposed town centre development will comprise a mixture of uses including residential, commercial and retail with the 3(a) zone.   | Needed to allow for retail development and to ensure an additional 5000 sqm of retail is provided as per Wyong Retail Strategy.   |
|                        | DCP64 CI 4.2(b)     | Residential 2(a) – FSR 0.5:1<br>Residential 2(b) – FSR 0.6:1  | Recommended FSR of 2:1 and 2.5:1 to accommodate the proposed additional 5000 sqm of retail floor space forecast to be required by 2031.  |   |
| Building Front Setback | DCP99 Section 3.1   | No setback subject to satisfactory design   | Replace with DCP 60 Section 2.6 (b) "Building profile D" along The Entrance Road, Tuggerah Parade, Pacific Street, Thompson Street and Toowoan Bay Road in Long Jetty Centre.  | To be consistent with the building lines along The Entrance Road in the Centre.   |

#### Precinct 8 Residential

|                 | Relevant Controls   | Current Controls  | Recommendations  | Justification   |
|-----------------|---------------------|---|--|---|
| Zoning          | LEP                 | Residential 2(a), Residential 2(b), Business Centre 3(a), Centre Support 3(b)                   | 2(b), 3(a) and 3(b) land on the eastern and western side of The Entrance Road rezoned 2(c) south of Pacific Street and north of Minto road / McLachlan Avenue.                                 | To provide the incentive to consolidate the Long Jetty Centre into a centralised walkable activity centre.  |
| Building Height | DCP64 Clause 4.2(b) | Buildings within Residential 2(a) zone are not to exceed two storeys and 7m in building height. | Prepare a height map for sites south of Pacific Street and north of Minto Avenue to allow developments up to 12 metres. Subject to maintaining adequate solar access to adjoining development. | To provide an area of low to medium density that supports the commercial activities in Long Jetty Village Centre and along The Entrance Road; and take advantage of its lakeside setting and views over the Lake. |

# Chapter 5

## Precinct 8 Long Jetty Centre to Saltwater Creek Reserve

### Saltwater Creek Park

|                                | Relevant Controls   | Current Controls  | Recommendations   | Justification   |
|--------------------------------|---------------------|---|---|---|
| Zoning                         | LEP                 | Residential 2 (a) and Residential 2(b)<br>Business Support 3(b)<br>Open Space 6(a)<br>Crown land                      | 2(b), 3(a) and 3(b) land on the eastern and western side of The Entrance Road rezoned 2(c) between Minto road / McLachlan Avenue and Saltwater Creek Reserve / Lions Park to allow for up to 15 metre residential development   | Encourage redevelopment of marginal commercial sites to provide a gateway residential precinct to The Entrance. Redevelopment would increase passive surveillance of adjoining open spaces. |
| Building Height                | DCP64 Clause 4.2(b) | Building within Residential 2(a), and Residential 2(b) zones are not exceeding two storeys and 7m in building height. | Revise for sites surrounding the Parks to allow medium density residential developments up to 12 metres, with additional 3 metres allowed on corner blocks and along The Entrance Road and Tuggerah Parade. Rezone these areas to 2(c) and introduce a height map to achieve this revision. | The area is a gateway site. Transition from the current uses which are inappropriate in this gateway precinct are necessary. Increases natural surveillance to the Parks                    |
| Floor Space Ratio              | DCP64 Cl 4.2(b)     | Residential 2(a) – FSR 0.5:1<br>Residential 2(b) – FSR 0.6:1  | FSR of 1.5:1 to provide a village amenity near the large open space area should be considered.  | This area of increased density will provide for better design outcomes for the gateway precinct.  |
| Building Front Setback         | DCP64 Cl 5.3.3(b)   | Category A Road (The Entrance Road): 7.5m<br>Category B Road: 6.0m<br>Category C Road: 4.5m                           | Recommend 3 metre setbacks for The Entrance Road and Tuggerah Parade.   | To create a consistent street edge along The Entrance Road that allows for residential setbacks.  |
| Rear Setback to Public Reserve | DCP99 pp.16         | A minimum rear setback of 4.5m will be provided for those properties adjoining a public reserve.                      | 7.5m rear setback to public reserve   | An increased setback to reserves is sought to allow for additional landscape buffer and avoid overlooking of the public reserves.   |

# Chapter 5

Precinct 8  
Long Jetty Centre

Strategy Plan





# Chapter 5

## Precinct 8 Saltwater Creek Park Gateway

### Strategy Plan



Fig 5.8.17 Strategy Map for the Saltwater Creek Park Gateway