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BACKGROUND CONTEXT

## ANALYSIS

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- 3.10 LANEWAYS
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- 3.15 FRANK BALLANCE PARK

MASTER PLAN IMPLEMENTATION



# 3. ANALYSIS NATURAL FEATURES

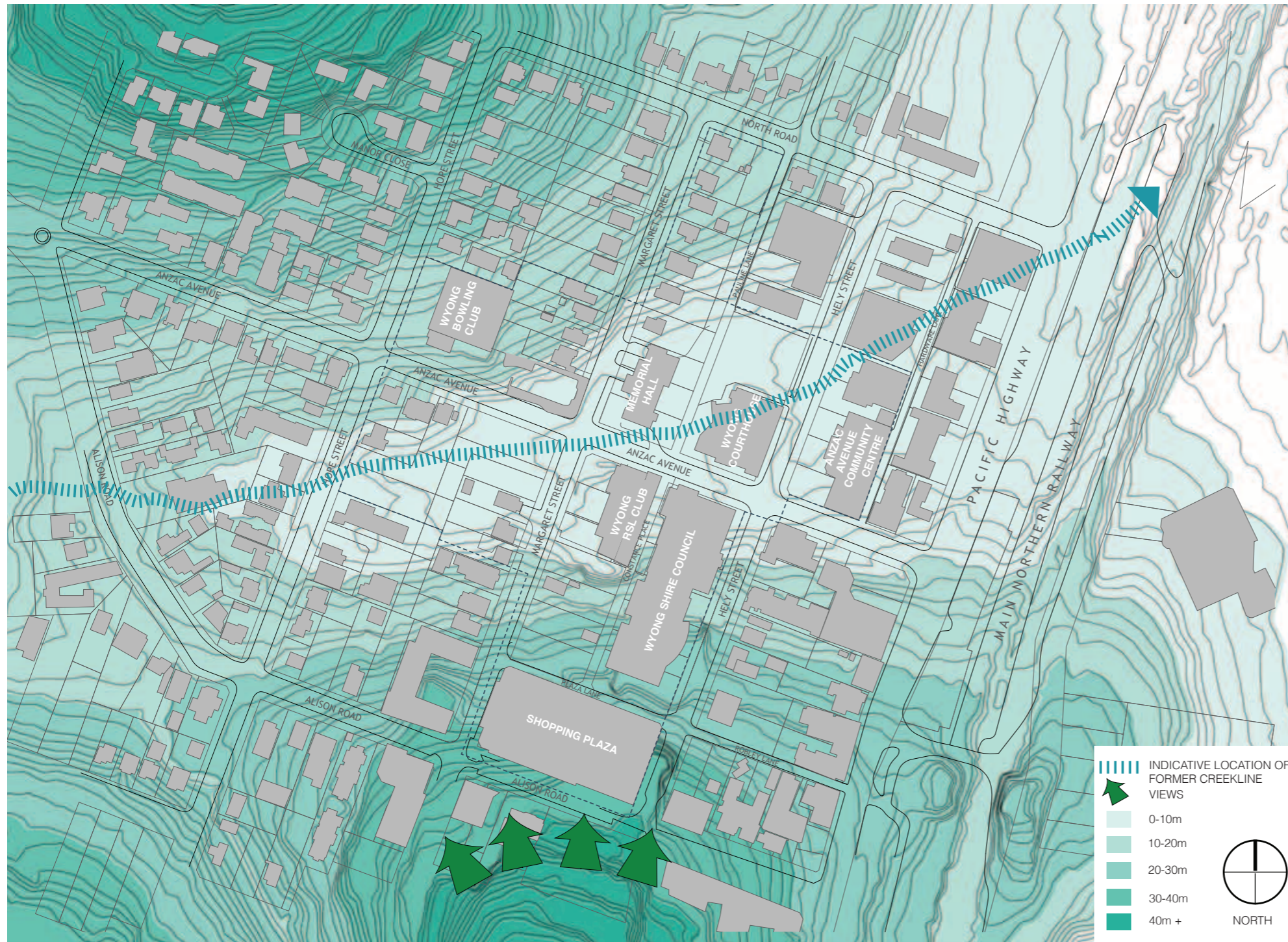


FIGURE 6. TOPOGRAPHY

## 3.1 TOPOGRAPHY

- The Study Area is located within a valley between two local hills, which fall towards the centre of the Study Area.
- North-south running streets (eg. Margaret, Hely and Hope Street) are typically steeply sloping towards Anzac Parade.
- Topography results in drainage, access and visibility issues.
- The slope of Hely Street, Margaret Street and Hope Street limits pedestrian access.
- Steep topography has resulted in some larger buildings having a poor streetscape address.
- Anzac Avenue has a generally flat grade which is favorable for pedestrian access and movement.



# 3. ANALYSIS NATURAL FEATURES

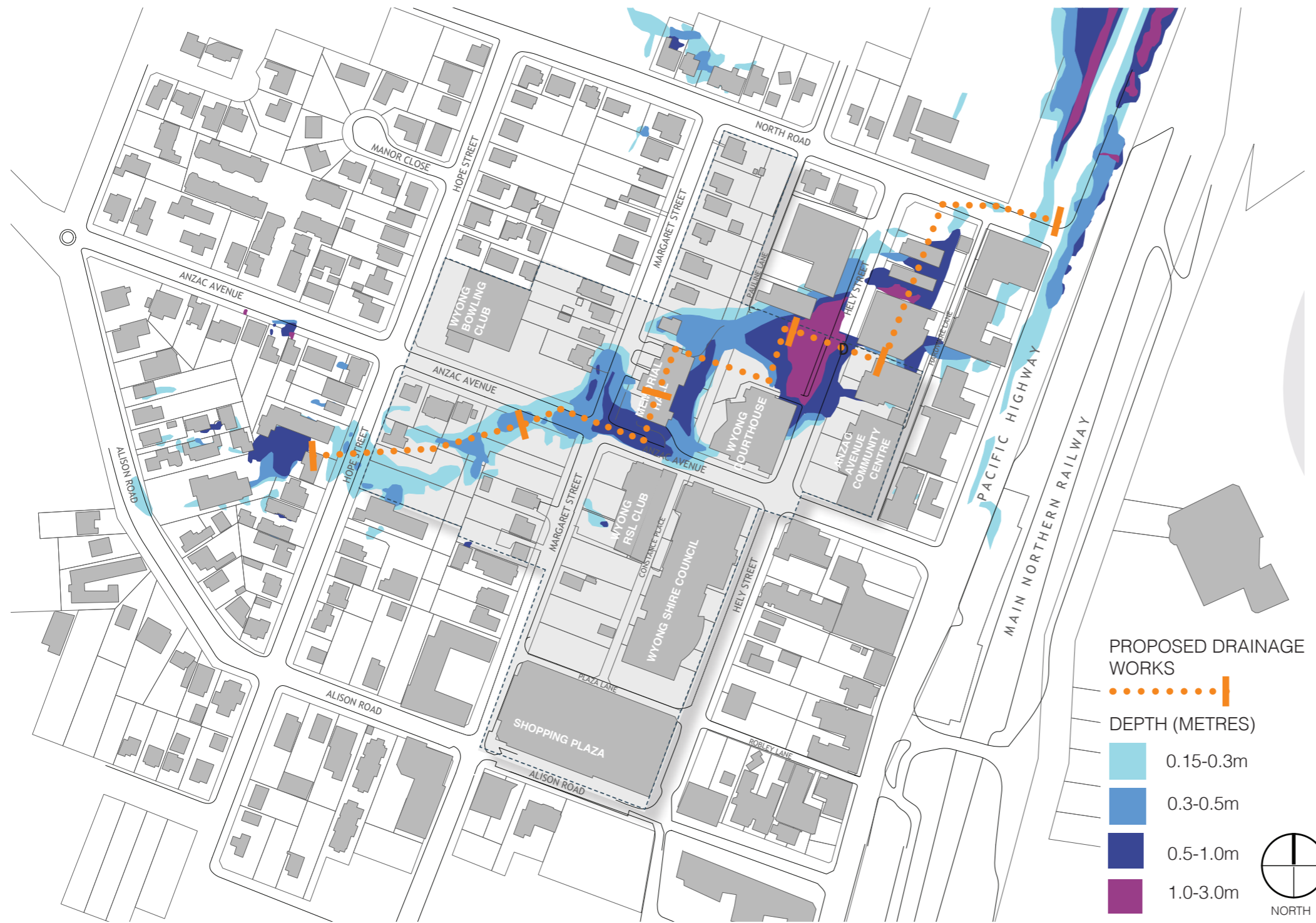


FIGURE 7. EXISTING EXTENT OF FLOODING

## 3.2 FLOODING & DRAINAGE

- Most of the area drains to the Pacific Highway where the topography is low lying, flat and flood prone.
- The natural floodways in the area have been built over, resulting in the stormwater conveyed by a series of stormwater pipes and culverts and overland flowpaths.
- The existing stormwater drainage network is under capacity, with insufficient inlet pits and undersized stormwater pipes.
- The lower parts of the precinct are subject to localised flooding during high rainfall events. Stormwater currently ponds on Anzac Avenue outside the Wyong Memorial Hall, on Hely street adjacent to the new Police Station and at points along the Pacific Highway, between North Road and Cutler Drive.
- A detailed drainage investigation and Options Analysis has been prepared for Council. The study assess the existing drainage systems and flood analysis and provides options to mitigate flooding impacts.
- Frank Ballance Park is an integral component of the flood mitigation strategy.



# 3. ANALYSIS BUILT FORM



FIGURE 8. EXISTING LAND USE

## 3.3 EXISTING LAND USE

There is currently a mix of land use within the Civic Centre. Key buildings and facilities include:

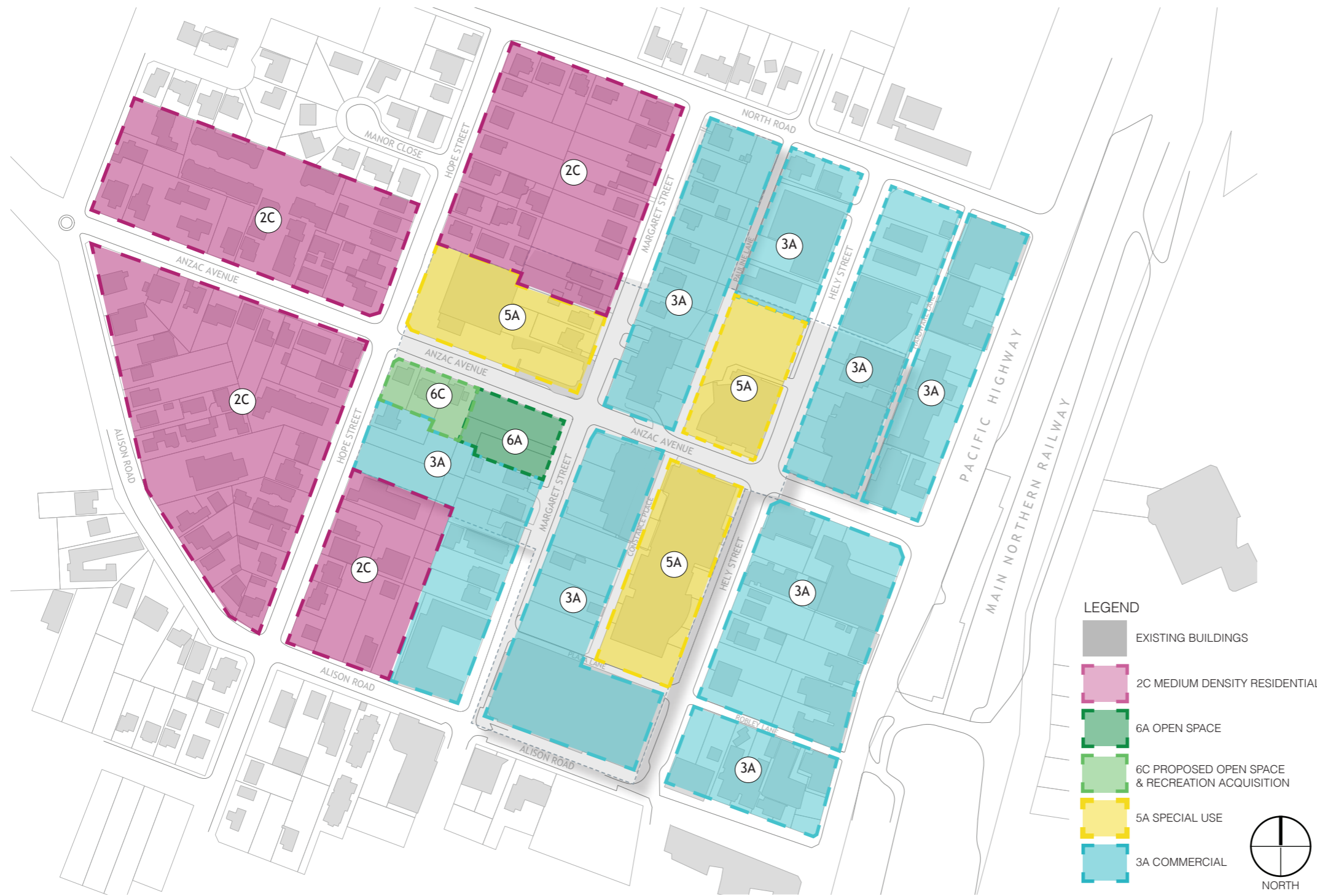
- Wyong Shire Council Chambers.
- Wyong Shopping Plaza.
- Wyong RSL Club.
- Wyong Bowling Club.
- Wyong Courthouse.
- Wyong Memorial Hall.
- Regional Police Station (Under Construction).
- Anzac Avenue Community Centre (Key Iconic Site).
- Frank Ballance Park.

There are currently a number of single storey residential dwellings in the study area, some of which are located in close proximity or adjacent to large commercial buildings.

Wyong town centre has a number of administration buildings including Wyong Shire Council, Centrelink, employment agencies, Wyong Courthouse and police station (currently under construction).



# 3. ANALYSIS BUILT FORM



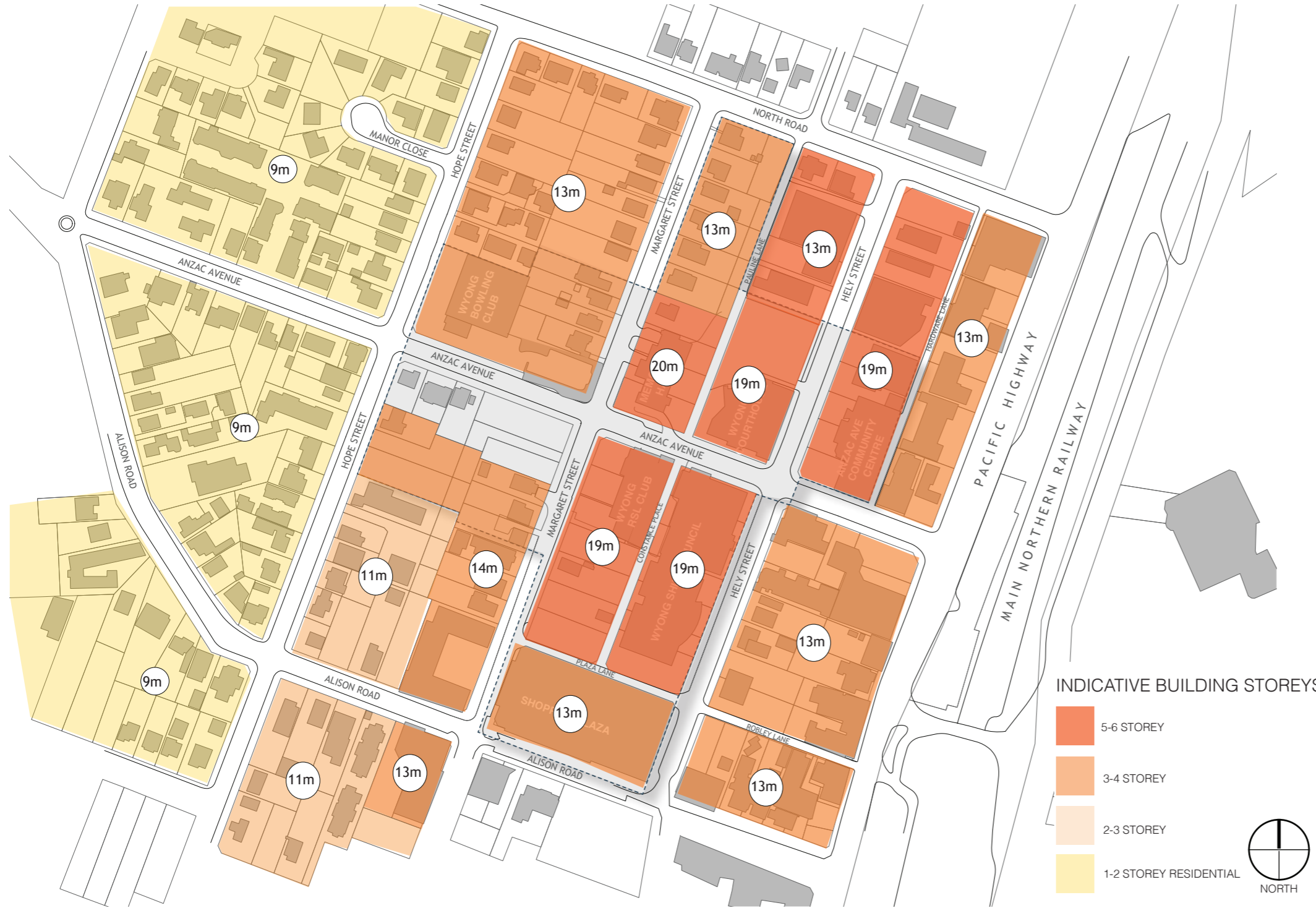
## 3.4 PROPOSED ZONING

- The proposed zoning in the new Local Environment Plan (LEP) will allow for an increase in commercial zoned land within the Civic Precinct.
- A large portion of existing residential properties on the fringe of the town centre have been zoned as 2C - medium density residential.
- The existing Bowling Club, Wyong Shire Council and Wyong Courthouse and adjoining lots to the north have been zoned 5A Special use.
- A key aspect of the LEP is the proposed open space and recreation acquisition of three properties on Anzac Avenue between Hope Street and Frank Ballance Park.
- The acquisition of these properties will allow Frank Ballance Park to be extended to the west to incorporate flood mitigation measures.

FIGURE 9. PROPOSED ZONING



# 3. ANALYSIS BUILT FORM



## 3.5 BUILDING HEIGHTS

- Proposed building heights will allow for an increase in the density of buildings within the town centre as outlined in the proposed LEP.
- Proposed medium density residential buildings to the west of the study area will have a building height limit of 9 metres.
- Within the civic centre medium density residential building will be increased to 11 metres which will allow buildings of 2-3 storeys.
- Commercial building heights within the core of the civic centre will have height limits up to 19m allowing building of 5-6 storeys.

FIGURE 10. PROPOSED BUILDING HEIGHTS



# 3. ANALYSIS ACCESS & CONNECTIVITY



FIGURE 11. EXISTING PUBLIC TRANSPORT ROUTES

## 3.6 PUBLIC TRANSPORT

### TRAIN SERVICES

- The Wyong Civic Precinct is located within walking distance to Wyong Train Station which provides a rail connection with the cities of Sydney and Newcastle.
- There is an opportunity to encourage workers and visitors to the Town Centre to travel by bus and train to assist in alleviating traffic and parking congestion.
- The master plan presents an opportunity to expand on existing commuter car parking close to the train station to encourage commuters to utilise public transport.

### BUS SERVICES

- There is an identified lack of bus stops within the core of the study area.
- Bus routes typically navigate the periphery and link to the traffic demand land uses including the Wyong Plaza, Wyong Train Station as well as the local Wyong Grove Public School, Wyong High School and TAFE campus.
- A bus interchange is located at Wyong Train Station.
- There is an opportunity for bus routes to include Anzac Avenue with bus stops close to key buildings within the Civic Precinct.



# 3. ANALYSIS ACCESS & CONNECTIVITY

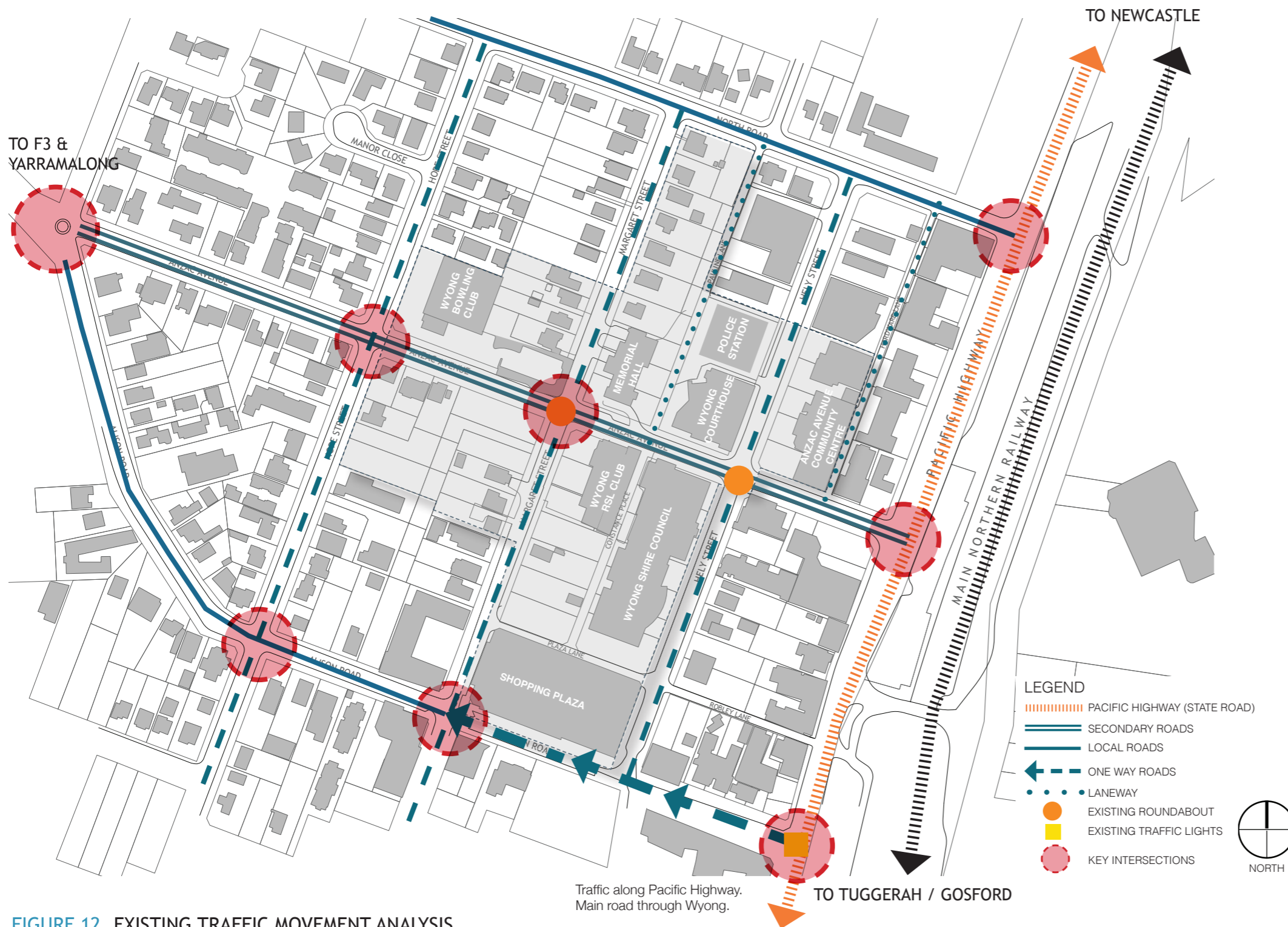


FIGURE 12. EXISTING TRAFFIC MOVEMENT ANALYSIS

## 3.7 TRAFFIC MOVEMENTS

- The Pacific Highway is a state road which runs along the eastern edge of the Wyong Town Centre, connecting to Newcastle to the north and Tuggerah/Gosford to the south.
- Anzac Avenue is the principle east/west traffic route through the Civic Precinct. It forms the most direct route to the outer valleys and the Pacific Highway.
- Margaret Street and Anzac Avenue forms a key intersection in the study area and is a key pedestrian link between Frank Ballance Park and the proposed Art House.
- It is important to minimise the restrictions on traffic flow whilst maintaining safety for pedestrians.
- The existing laneways (Hardware Lane, Constance Lane, Plaza Lane and Pauline Lane) are utilised by heavy vehicles for deliveries and other services.
- There will be a need to manage conflict between Anzac Avenue's traffic function and adjoining future land uses.