

## 5.0 Urban Design & Public Domain Framework



A cohesive urban design and public domain framework that is functional and safe with a good level of environmental amenity can make a significant contribution to community building and attracting economic investment in the Town Centre. It can unify and contribute to a connected Town Centre as a community 'heart' that feels safe and is attractive to visit and participate in community activities. It builds a sense of place and identity for community pride and enjoyment, as well as improving vibrancy and vitality. A quality public domain is also a core attractor for investment in economic activity and business development, and as a place to shop and conduct business.

The Masterplan includes an urban design and public domain framework to improve the sense of place and identity of the Town Centre and integrate the precincts and places within it. Key opportunity precincts and sites for redevelopment need an urban design framework to ensure new development is integrated and connected with the whole Town Centre. A public domain plan for specific public domain improvements and design themes that reflect the local character can contribute to unifying the Town Centre and building its identity. The core elements of the urban design and public domain framework include civic/community spaces and open spaces, building forms, gateways, visual corridors, streetscapes, movement corridors and pedestrian paths, furniture, lighting, landscaping, signage, public art and security.

The Masterplan urban design and public domain framework for Bateau Bay Town Centre is illustrated in the figures below.

### 5.1 CIVIC PLACES AND OPEN SPACES

Bateau Bay Town Centre can benefit from outdoor civic spaces, plazas and formal passive open spaces that provide focal points or activity nodes that are identifiable and useable places with character which help to create a sense of place, amenity and ownership, places for people to informally gather and interact in shaded, human-scaled spaces. The Masterplan includes the following new civic spaces and open spaces which are also shown in the urban design and public domain framework plans in the figures below:

- The vacant Crown land and Council land precinct adjoining the southern end of the shopping centre provides an opportunity for a significant outdoor civic space and plaza in the Town Centre that is connected with the shopping centre;
- The bus interchange, car park and takeaway food premises precinct at the north end of the shopping centre can benefit from a civic space with seating for passive use with soft green landscaping to improve useability and amenity;
- The recreation centre precinct has opportunities for new civic spaces and open spaces that can be created by framing existing playing fields/ovals and sporting assets to create secondary civic spaces nested around them, and by the redevelopment of the underutilised central area between the playing fields/ovals (See also Section 6.2 below for further discussion of recreation facilities).

### 5.2 BUILDING FORMS

An urban structure of well defined building forms and streets integrates the Town Centre and connects its precincts, and contributes to the identity and sense of place. Building forms define the public domain, spaces and access paths between them. The design of buildings and facades has a significant influence on the environmental amenity of the public domain and attractiveness of the Town Centre.

The urban design framework for new development and built forms on key opportunity precincts is shown in the precinct plans in the figures below.



Figure 5.1: Urban design and public domain framework

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### 5.3 GATEWAYS

Gateways to the Town Centre can be treated to improve way finding and legibility, give a sense of arrival, contribute to sense of place and identity, and create a good level of environmental amenity. There are opportunities for the gateways in Bateau Bay Town Centre to be improved with measures such as landscaping, signage and public art as shown in the urban design and public domain plan framework plans in figures below.

### 5.4 VISUAL CORRIDORS AND CONNECTIONS

Visual corridors provide connections between precincts in the Town Centre and contribute to the integration of the Town Centre as well as way finding, legibility and sense of security in the Town Centre.

The Masterplan takes into account the opportunities for maintaining visual corridors and connections between precincts in the urban design framework and public domain plan. It considers the visual interest of the Town Centre with variation between open vistas, enclosed spaces and a sequence of visual glimpses and reveals. The key visual corridors in the Town Centre are shown in the urban design and public domain plan framework plans below.

### 5.5 MOVEMENT CORRIDORS AND PEDESTRIAN PATHS

Section 5 of the Masterplan describes the access network, transport, traffic and car parking in the Bateau Bay Town Centre.

The legibility of connections between places through the use of built form and landscape enhancements including tree plantings, paving treatments, shade structures, furniture, lighting and signage in the public domain is enhanced in the Masterplan.

The movement corridors and pedestrian and cycle paths can facilitate healthy living and movement in line with healthy by design principles.

The urban design and public domain framework plans below consider the visual interest and walkability of the Town Centres by designing for inviting and rewarding journeys which incorporate a varied deployment of open vistas, enclosed spaces and a sequence of visual hints and reveals.

### 5.6 PUBLIC DOMAIN LANDSCAPE

The Masterplan includes a coherent public domain plan and theme that builds on the existing local character and unifies the Town Centre precincts, and contributes to its identity and sense of place in the urban community. The urban design and public domain framework plans below address landscaping, furniture, lighting, and public art in the main areas of the public domain including civic spaces, gateways, streetscapes, access/movement corridors, and connections with adjacent stormwater drainage lines and bushland. The plans also integrate principles of Accessibility, Healthy by Design and Safety by Design. The public domain plan components include robust materials that have a long life and relatively low maintenance requirements and costs.

### 5.7 SAFETY AND SECURITY

Safety and security issues are evident around certain parts of the Town Centre including in particular the bushland to the west of the shopping centre, bus interchange, and central area of the recreation centre adjacent to the PCYC facility and Central Coast Highway underpass.

Safer by Design principles are implemented in the public domain plans below based on the following principles of Crime Prevention through Environmental Design (CPTED):

- Surveillance – All areas of the public domain including the civic spaces and open spaces can be seen from surrounding buildings (passive surveillance) and also from CCTV (active surveillance).
- Access Control – Existing building premises and new development are to have appropriate access controls, and associated signage strategy informs and reinforces access control.
- Territorial Reinforcement – New land uses and activities particularly in the development of opportunity sites activates the use of surrounding spaces and reinforces territorial ownership and use. The signage strategy informs and reinforces ownership, use and identity of the public and private spaces.
- Space Management – The public domain plan includes robust materials that have a long life and relatively low maintenance requirements and costs. A maintenance program will need to be implemented by the local community, landowners and Council to manage the public and private domains and reinforce ownership and identity.



Connected and legible pedestrian paths.



Shaded parking areas.



Shaded streets.



Integrated seating opportunities.

# 5.0 Urban Design & Public Domain Framework



## 5.8 COUNCIL DEVELOPMENT PRECINCT

The proposed site is for the Council Development Precinct owned by Council and addresses the main car parking area adjacent to it. This site affords the unique opportunity to contribute to the vitality of the 'heart' of the town centre without detracting from the viability of the shopping centre itself.

Objectives:

- To provide a space which encourages address, apertures and activation from surrounding built form.

Development Opportunities:

- Retail opportunity building sleeves existing shopping centre and forms north-western edge of square.
- Option to retain / expand the medical centre.

Public Domain Strategies:

- Bay Village Road enhancements
- Street tree plantings
- Posted awnings provide additional shade and enclosure.

The concept plan is an indicative concept only, and the precinct will need to be subject to a more detailed development design process outlined in the implementation plan.



A square full of activity.



Create shaded outdoor rooms.



Enclosing the square with development.



Pedestrian connect through to square.

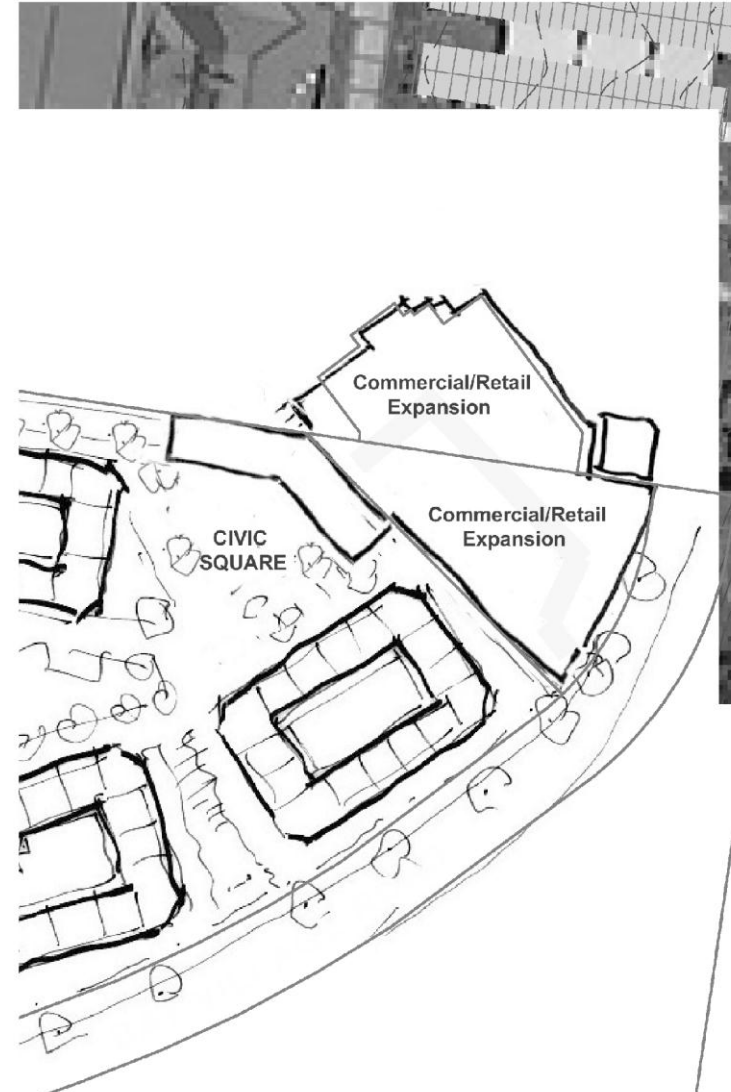


Figure 5.2: Community square precinct concept plan



Existing street view of site.



Potential street view of development.

# 5.0 Urban Design & Public Domain Framework



## 5.9 SOUTHERN OPPORTUNITY SITE

The site possesses a good street frontage to Bay Village Road and has the potential to contribute to the vitality of the centre. The site also possesses district views across vegetation west to the hills. The site topography falls to the west and facilitates semi-basement car parking construction.

### Objectives:

- To encourage uses that contribute to the vitality of the centre.
- To increase residential density and housing variety.
- Create street fronting development to Bay Village Road.

## 5.9.1 CONCEPT 1: AGED CARE

### Development Opportunities:

- Develop site for aged care residential use, including:
  - Internal amenity and pedestrian connection through to retail uses and shopping centre.
  - Most apartments capture westward amenity views to hills.

### Public Domain Strategies:

- Street tree planting to Bay Village Road.
- Street tree planting and footpath construction to Service Road.
- Improved and formalised pedestrian/cycle connection between shopping centre to north and leagues club and community centre to the south.

The concept plan is an indicative concept only, and the precinct will need to be subject to a more detailed development design process outlined in the implementation plan.

## 5.9.2 CONCEPT 2: MIXED USE RETAIL EXPANSION

### Development Opportunities:

- Retail expansion of centre, including multi-level parking structure.
- Mixed use residential development along Service Road and Bay Village Road. Most apartments capture westward amenity views to hills.

### Public Domain Strategies:

- Re-align Service Road to expand site and facilitate bus travel around the centre along its western side.
- Potential southern bus interchange.
- Street tree planting to Bay Village Road.
- Street tree planting and footpath construction to Service Road.
- Improved and formalised pedestrian/cycle connection between shopping centre to north and leagues club and community centre to the south.

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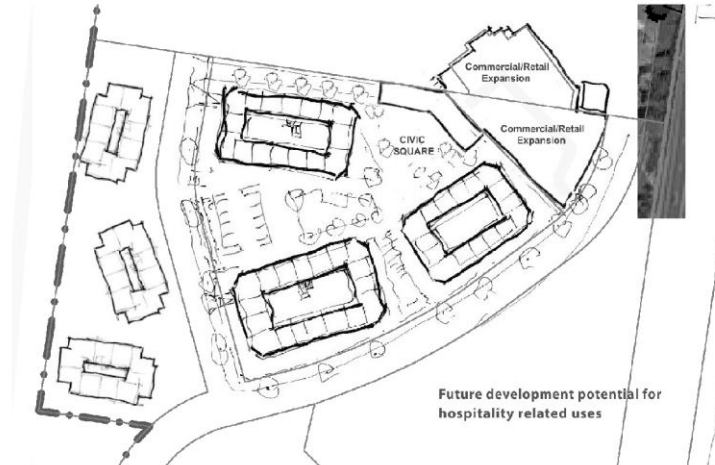
Built form that addresses the street.



Landscaped internal courtyards.

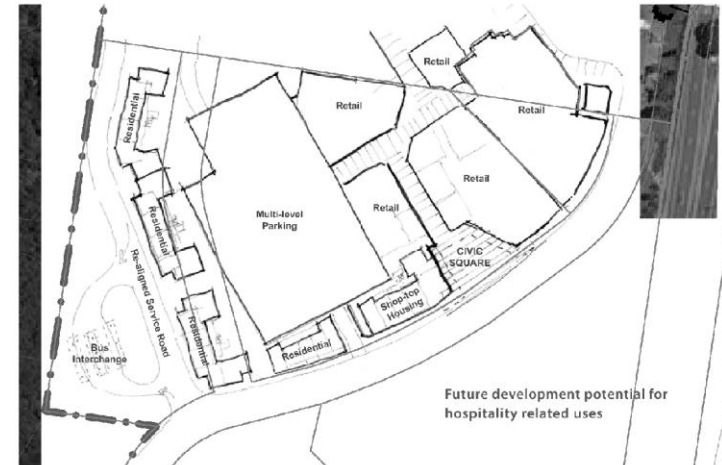


Communal landscape amenity.



Southern opportunity site redevelopment concept plan 1

Future development potential for hospitality related uses



Southern opportunity site redevelopment concept plan 2

Future development potential for hospitality related uses



Existing street view of site.



Potential street view of development.



# 5.0 Urban Design & Public Domain Framework



## 5.10 NORTHERN OVAL EDGE

The oval is an important community asset that is largely hidden from view. The turfed batter along the western edge of the oval provides informal viewing opportunities, but is suffering from erosion. The pedestrian path and parking area to the west of the oval are almost entirely unshaded.

Objectives:

- To enhance the quality of the pedestrian and spectator experience.
- To increase the level of activity around the oval.
- To formalise and clarify the informal crossing point across The Entrance Road.

Public Domain Strategies:

- Tree planting between parking bays at regular intervals (every 6 bays).
- Pedestrian crossing point across The Entrance Road westward to shopping centre.
- Tree planting along north-south pedestrian path.
- Terraces around oval reduce erosion impacts and provide informal seating opportunities.
- Build-out platforms provide amenity outlook and gathering opportunities.

The concept plan is an indicative concept only, and the precinct will need to be subject to a more detailed development design process outlined in the implementation plan.



Current street view.



Potential street view of enhancements.



Terraced seating on bank.



Landscape to parking.



Shaded pathway.



Terraced green spaces.



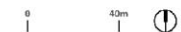
Shade structures.



BBQ pods.



Figure 5.3: Oval's edge precinct concept plan



# 5.0 Urban Design & Public Domain Framework



## 5.11 THE HUB RECREATION PRECINCT

The existing PCYC building and surrounds provide several important sporting functions, although the building itself is underutilised. The area is also a strategic pedestrian connection between the centre (via the underpass) and residential areas to the east.

Objectives:

- To create a focus point for the recreational uses in the precinct.
- To provide safe, clear, shaded and legible pedestrian connections through the area.

### 5.11.1 CONCEPT 1: REDEVELOPED FACILITY

Development Opportunities:

- PCYC building removed and replaced with central multi-purpose training facility building with integrated office, gym, and club rooms.
- Outdoor multi-purpose courts and artificial turf training areas to the north side of centre.

Public Domain Strategies:

- Re-aligned carriageways and associated parking to run around south side of the multi-purpose training facility.
- New parking area adjacent to The Entrance Road as extension of parking grid to the north.
- Widen paths to allow wheelchairs and mobility scooters to pass through this precinct.

The concept plan is an indicative concept only, and the precinct will need to be subject to a more detailed development design process outlined in the implementation plan.

### 5.11.2 CONCEPT 2: RE-LOCATED FACILITY

Development Opportunities:

- Recreation Centre building re-located to sit adjacent to The Entrance Road and include club facilities and cafe.
- 8 x new multi-sport courts
- 4 x new tennis courts
- New skate plaza.

Public Domain Strategies:

- Re-aligned and rationalised carriageways and associated parking areas.
- Shaded pedestrian walkway and viewing axis between new multi-sport courts.
- Widen paths to allow wheelchairs to pass through this precinct.

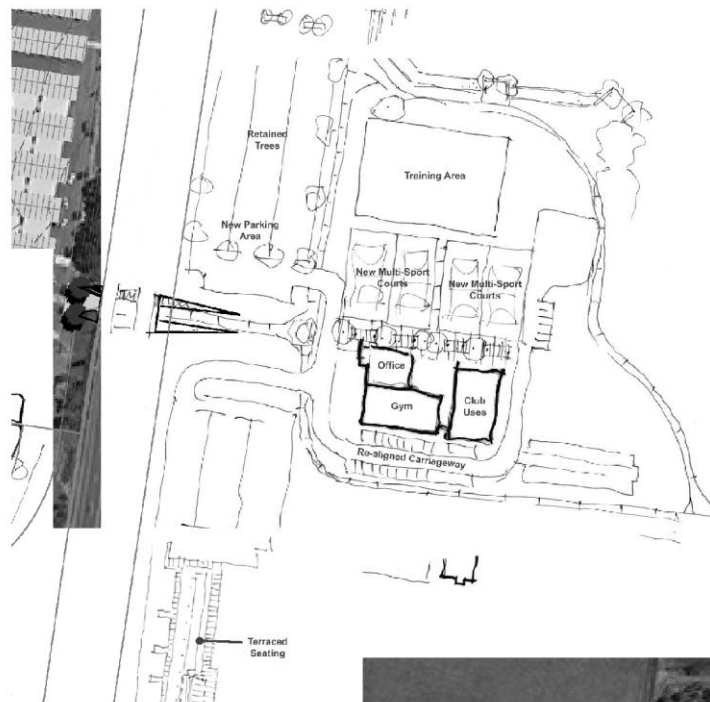
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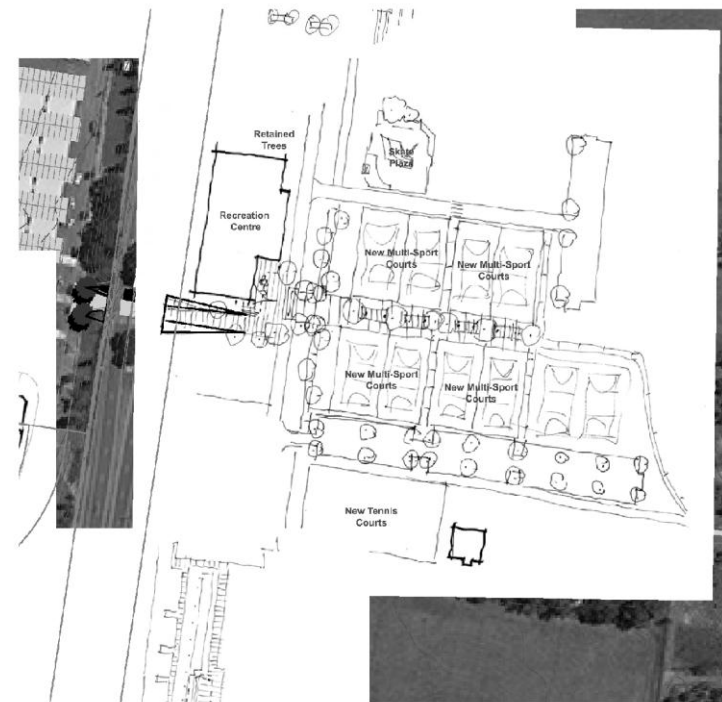
Skate plaza.



Outdoor water play.



The hub recreation precinct concept plan 1



The hub recreation precinct concept plan 2

## 5.0 Urban Design & Public Domain Framework

### 5.12 THE GATEWAY - REVITALISING THE UNDERPASS

The existing pedestrian underpass serves a key function as an east-west pedestrian connection across The Entrance Road. There is currently, however, a perceived lack of safety associated with the underpass.

Objectives:

- To improve the sense of safety and security.
- To enhance the quality of the pedestrian experience and 'sense of arrival'.

Public Domain Strategies:

- Create shaded seating opportunities at the western end of the underpass.
- Investigate opportunities for using lighting for both aesthetic and safety purposes.
- Fairy lights around aperture, slung under road.
- Investigate opportunities for visual enhancements, such as:
  - » Feature colour painted edge of road slab (e.g. local team colours etc.).
  - » Thick vegetation / hedge in lieu of fencing barriers
  - » Veg cover to batters.

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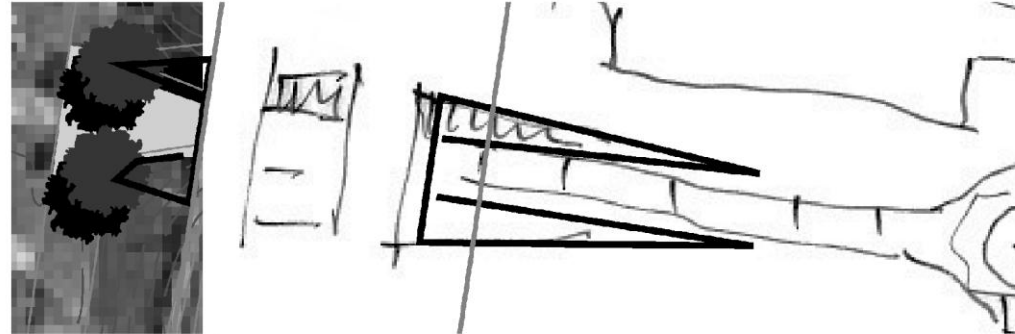


Figure 4.5: The gateway strategy concept plan.



Potential street view of enhancements.



Current street view.

# 5.0 Urban Design & Public Domain Framework



## 5.13 SOUTHERN OVAL EDGE

The oval is an important community asset that is largely hidden from view. The turfed mound along the western edge of the oval provides informal viewing opportunities, but is suffering from erosion. The parking area to the west of the oval is almost entirely unshaded.

Objectives:

- To enhance the quality of the pedestrian and spectator experience.
- To increase the level of activity around the oval.
- To create a safe and clear crossing point across The Entrance Road.

Public Domain Strategies:

- Re-surface edge road and formalise parking bays.
- Tree planting between parking bays at regular intervals (every 6 bays).
- Signalled pedestrian crossing point across The Entrance Road westward to Leagues Club, including disabled access ramps and stairs to accommodate gradient transition.
- Bollards along eastern edge of parking are to prevent vehicular access to turfed mound and protect oval fencing.
- Terraced seating opportunities along turfed mound with shaded viewing areas.
- Shade structures to central viewing area.
- Gateway entrance signage aligned with pedestrian crossing point.
- Additional formalised parking area behind existing building.
- Weather protection cover over spectator area would be subject to additional funding source or via joint partnership with The Entrance Leagues Club.
- Redevelopment of change sheds, additional storage space, and fencing upgrade would be subject to additional funding source.

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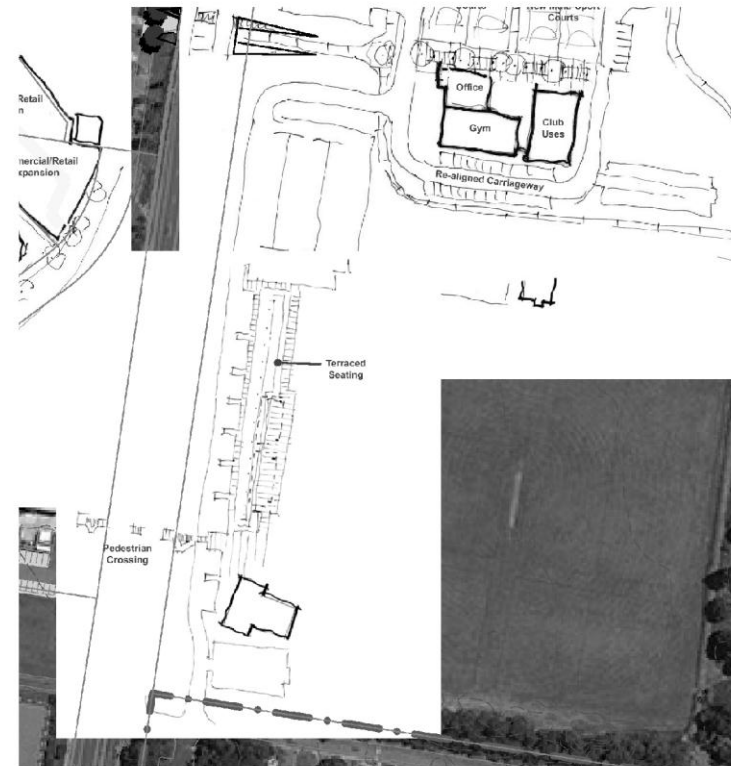
Terraced seating on bank.



Potential street view of enhancements.



Terraced green spaces.



Protective bollards.



Landscape to parking areas.



Shade structures.



BBQ pods.

Figure 5.5: Oval's edge strategy concept plan



## 5.0 Urban Design & Public Domain Framework



### 5.14 BUS INTERCHANGE

The existing bus interchange runs along the northern edge of the shopping centre building, with buses looping around the parking area from Bay Village Road as illustrated. This arrangement is problematic in terms of:

- Queuing issues due to inadequate carriageway widths adjacent to the bus stops.
- Turning issues for buses at the corners of the loop around the parking area.
- Access to the car parking area to the west of the shopping centre is challenged by the 'pinch-point' created by the relationship of the existing shopping centre building and the site boundary.

**Objectives:**

- To improve the functionality of the existing bus interchange.
- To enhance the experience of catching and waiting for public transport.
- To improve the 'arrival' experience to the centre.

### 5.14.2 CONCEPT: WEST OF BAY VILLAGE ROAD

In this concept the bus interchange is relocated to the existing parking area on the western side of Bay Village Road. Traffic is one-way (as indicated) and bus-only. A splitter island is used to alleviate queuing issues. A new parking area extends into the vegetated zone, which also facilitates car and bus movements

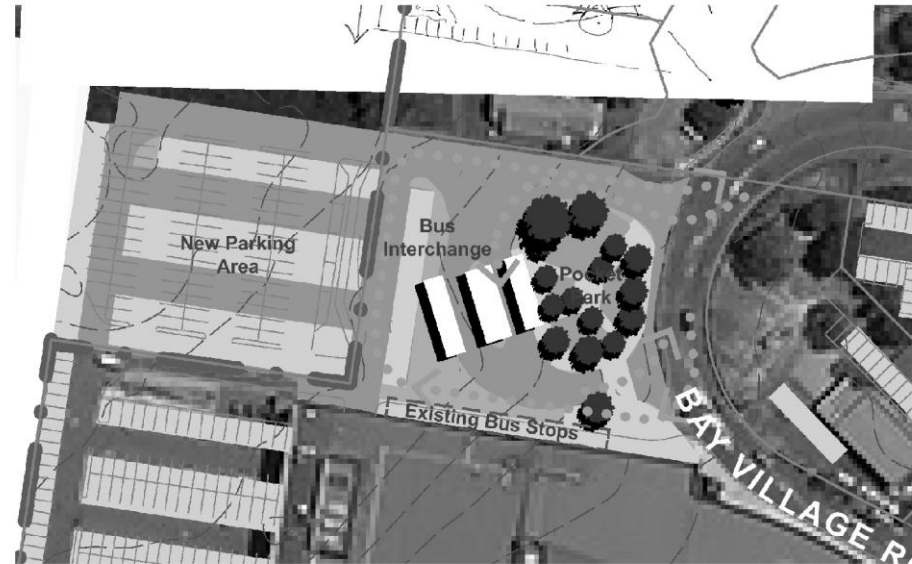
**Development Opportunities:**

- Potential for kiosk retail development associated with relocated bus interchange.

**Public Domain Strategies:**

- New kerb lines and asphalt to accommodate revised bus interchange.
- Shade structures, benches, shade trees, landscaping to frame the interchange area.
- New pocket town park.
- New pedestrian connection to western car parking area along north side of shopping centre.

The concept plan is an indicative concept only, and the precinct will need to be subject to a more detailed development design process outlined in the implementation plan.



Bus interchange concept plan



View of existing bus interchange.



Potential view of bus interchange located on western side of Bay Village Road

## 5.0 Urban Design & Public Domain Framework



### 5.15 EMPLOYMENT DEVELOPMENT PRECINCT - BUSINESS UNITS

The Long Jetty Works Depot site affords a number of opportunities for redevelopment. Existing land uses along Community Road have a strong civic focus. The redevelopment of the site should reflect this and contribute to the vitality of the town centre. This page deals with potential solutions for the northern portion of the site.

Objectives:

- To enhance business opportunities in the area.
- To provide a pedestrian link through the site from Community Road / Morris Place through to Wyong Road.

Development Opportunities:

- Redevelop northern portion of Council Depot Site for commercial/retail/business units.

Public Domain Strategies:

- Construct footpath along the western side of Community Road.
- Plant street trees along the western side of Community Road.
- Option for closure of Morris Place requiring all traffic access via Community Road.



An example of low rise office building.



An example of low rise office building.

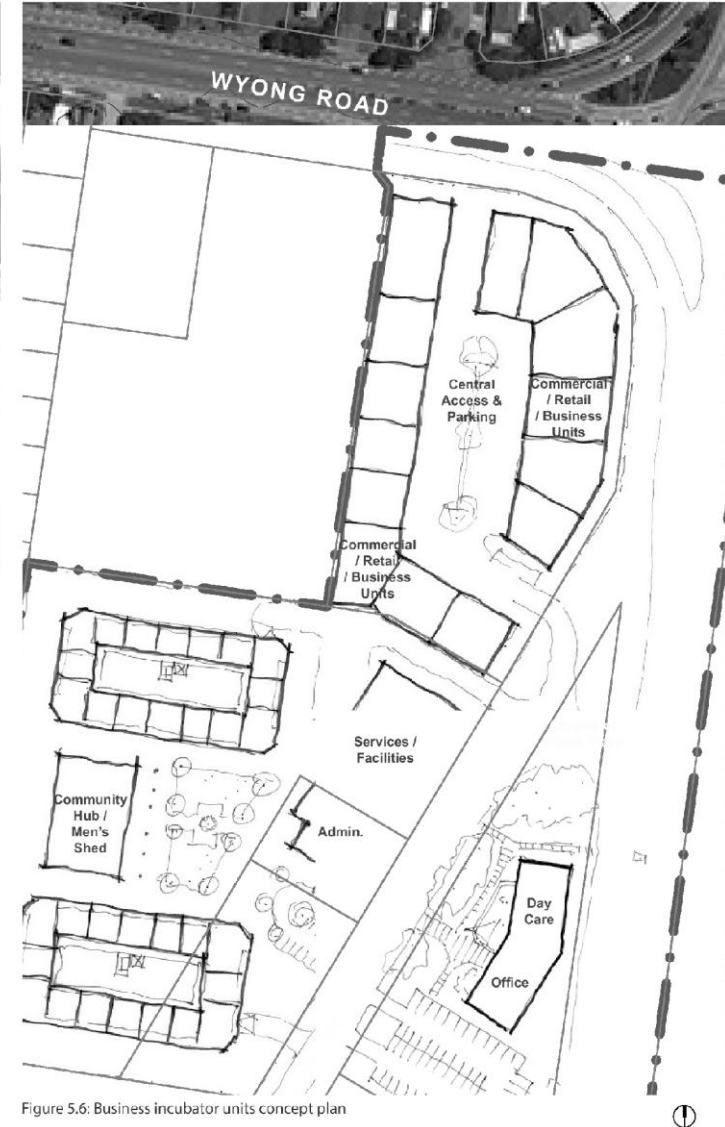


Figure 5.6: Business incubator units concept plan

## 5.0 Urban Design & Public Domain Framework



### 5.16 EMPLOYMENT DEVELOPMENT PRECINCT - COMMUNITY ROAD AGED CARE

The Long Jetty Works Depot site affords a number of opportunities for redevelopment. Existing land uses along Community Road have a strong civic focus. The redevelopment of the site should reflect this and contribute to the vitality of the town centre.

Objectives:

- To increase residential density and housing variety.
- To provide opportunities for residents to age-in-place.
- Create a sympathetic interface to existing residential dwellings to the west.

Development Opportunities:

- Redevelop southern portion of Long Jetty Works depot for aged care residential uses.
- Public Domain Strategies:
- Construct footpath along the western side of Community Road.
- Plant street trees along the western side of Community Road.
- Bulky goods retailing is an option for part of the site.

The concept plan is an indicative concept only, and the precinct will need to be subject to a more detailed development design process outlined in the implementation plan.



Figure 5.7: Community Road aged care precinct concept plan

## 5.0 Urban Design & Public Domain Framework



### 5.17 MCCOLL PARK PRECINCT

Pedestrian desire lines have become informal tracks through the vegetated area to the west of the shopping centre. While there are existing pedestrian access points along the western edge of the shopping centre, these are currently configured for back-of-house operational access only.

Objectives:

- To encourage pedestrian activity throughout the town centre.

Development Opportunities:

- Re-configure western entries to shopping centre to facilitate pedestrian access.
- Council and Crown lands to examine feasibility of urban development on suitable parts of this precinct including road link connection between Tasman Avenue and shopping centre subject to funding.

Public Domain Strategies:

- Formalise the pedestrian desire lines from the residential areas in the east to the shopping centre, including:

Creating clear track access points

- Track edge definition
- Bridging over watercourses, as required
- Interpretive signage

The concept plan is an indicative concept only, and the precinct will need to be subject to a more detailed development design process outlined in the implementation plan.

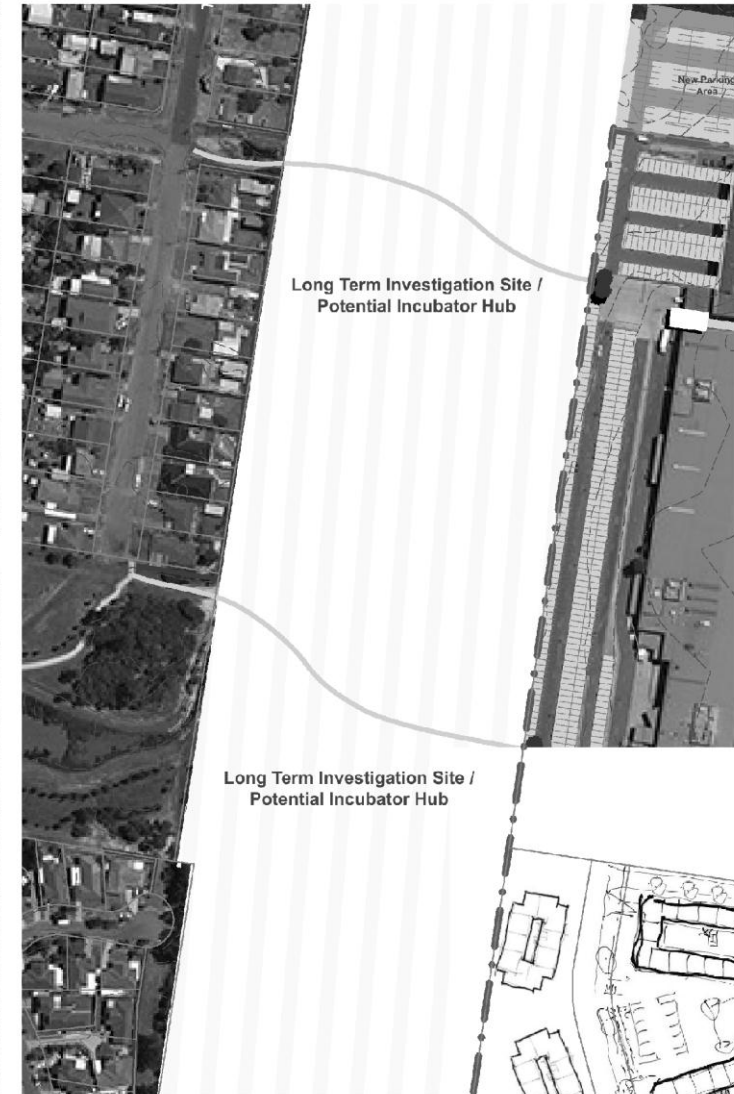


Figure 5.8: McColl Park pedestrian connections concept plan

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# 5.0 Urban Design & Public Domain Framework



## 5.18 PLANTING STRATEGY

The planting lists attached here support the Public Domain Plan. The general intent is to provide cost effective and low maintenance vegetation options, while also selecting species with formal qualities which will contribute to the sense of urbanity in the Town Centre.

The planting strategy includes the deployment of the following broad categories of plant (details of which are attached):

### Street Trees

These trees are suggested to use as street trees for their generous canopy, moderate to fast growth rate and tolerance to urban environments.

Where possible, for new streets the same species will be used in series to create a sense of street rhythm and consistency.

### Feature Trees

These trees are suggested to use for their distinctive branch structures and seasonal colour.

Feature trees will be used in limited numbers in key locations to highlight entrances and key civic spaces.

### Small Shrubs

These shrubs are suggested to use for hedging and edge definition purposes.

The species selected are hardy and waterwise.

### Ground Covers & Grasses

These ground covers are suggested to use as feature elements in paved areas and as edge treatments to planted areas.

The species suggested are hardy and waterwise.

### Street Trees



Plane Tree  
(Platanus Acerifolia)



Chinese Elm  
(Ulmus Parvifolia)



Smooth Barked Apple  
(Angophora Costata)



Pride of Bolivia  
(Tipuana Tipu)

### Feature Trees



Illawarra Flame Tree  
(Brachychiton  
Acerifolius)



Jacaranda  
(Jacaranda Mimosifolia)

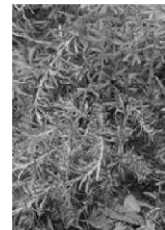
### Small Shrubs



Little John Bottlebrush  
(Callistemon) to 1m(h)



Dwarf Grey Honey  
Myrtle  
(Melaleuca incana nana)  
1-1.5m(h) x 0.80-  
1.5m(w)



Gin Gin Gem  
(Grevillea obtusifolia)  
0.5m(h) x 3-4m(w)

### Ground Covers & Grasses



Full Moon  
(Convolvulus)  
5cm(h) x 1-1.5m(w)



Grey Cottonhead  
(Conostylus candicans)  
30cm(h) x 30cm(w)



Cassa Blue  
(Dianella caerulea)  
40cm(h) x 40cm(w)

## 5.0 Urban Design & Public Domain Framework

### 5.19 SIGNAGE STRATEGY

Signage in the town centre has a number of benefits in contributing to a unified character and identity, assisting in way finding and legibility, reducing potential for traffic conflict and increasing efficiency of traffic flow. The signage strategy for Bateau Bay Town Centre should consist of an integrated suite of signage types (outlined below) appropriately located as suggested by the attached plan and accompanying principles.

The signage strategy should incorporate:

- Gateway Signage
- Directional Signage
- Operational Signage, and
- Place Branding Elements

#### Gateway Signage

Gateway signage is primarily oriented towards higher-speed motorists passing the centre. As such, it should be appropriately located and scaled to maximise visibility from strategic locations which allow for discretionary changes of travel into the centre. Consideration should be taken of the design speed for the road from which the sign is to be viewed. Typically higher speeds require larger signs, although the use of spaced vertical elements can also be useful.

#### Directional Signage

Directional signage is oriented towards lower-speed motorists and pedestrians entering or already in the centre. As such, they should be appropriately located and scaled to facilitate the operational requirements of the centre. These signs are best located at key intersections and pedestrian hubs.

#### Operational Signage

Operational Signage refers to signage that conveys the functions contained within a building. This can take the form of clear signage on the building itself and/or building directory signage clearly visible to the prospective pedestrian.

#### Place Branding Elements

Beyond the 'functional' signage types outlined above, there is merit in creating a sense of identity and community ownership for civic spaces through place naming and colour association e.g. the use of the local sporting team colours to paint otherwise plain concrete or naming parks, spaces and buildings after iconic local characters.

Design principles for advertising signage can also contribute to maintaining a good level of environmental amenity and a coherent public domain, and avoid potential for visual clutter and light from excessive advertising. Design principles for advertising signs are included in the existing Wyong Shire Council Development Control Plan - Chapter 50.

#### Wyong Shire Council Branding Strategy

Council is currently preparing a **place brand** for the Wyong Shire area, which helps to create jobs by attracting tourism, business and investment. By creating a distinctive and iconic place brand that reflects how Wyong Shire sees itself and wants to be seen by others, we can have a positive impact on the area.

The Bateau Bay Masterplan will need to be consistent with Wyong's place brand.



Figure 5.9: Signage strategy plan

## 6.0 Access, Transport, Traffic & Car parking

The network of access routes, transport infrastructure, and parking in and around the Bateau Bay Town Centre is important to the functionality and environmental amenity and safety of the Town Centre, and its attractiveness for people to use and invest in the centre for business, shopping, leisure and recreation, and community activities.

The Masterplan provides the opportunity to review the access network including connections with surrounding areas, integration of precincts through the Town Centre, functional efficiency, amenity and safety of access network in the Town Centre. The core elements of an access network in and around the Town Centre include a network hierarchy of access routes and traffic management for customer vehicles, service vehicles, public transport, bicycles, pedestrians and the disabled, and car parking. The Masterplan for the access network is illustrated in the figure below and includes the following components.

All recommendations for new development, access and traffic management need to be subject to further specialist transport and traffic management study.

### 6.2 PEDESTRIAN AND DISABLED ACCESS

- Shared pedestrian/cycle and disabled access connections in and around the Town Centre are available and improved between the Town Centre precincts.
- A signalised shared pedestrian/cycle crossing at The Entrance Road/ Central Coast Highway near Tuggerah Lakes Secondary College improves pedestrian conditions and safety, particularly for students of the College.
- A signalised pedestrian crossing at The Entrance Road/ Central Coast Highway near the Entrance Tigers Leagues Club improves pedestrian conditions and safety, particularly between the Club and football oval.
- The underpass at The Entrance Road/ Central Coast Highway is retained as it provides a good connection between east and west side of the Town Centre, particularly between Bateau Bay Square and the seniors housing precinct to the east. The amenity and safety of the underpass is enhanced in the Masterplan with landscaping in the public domain plan and surveillance from new uses.
- To the east of the underpass, the pathway connection to the seniors housing precinct is realigned with additional landscaping, shading and signage along some sections of the pathway.
- The shared pedestrian/cycle path running north-south through the Bateau Bay recreation centre is retained as a well defined path with good sight lines, and is improved with additional landscaping, shading and signage.
- The bushland adjacent to the west side of the Town Centre has formalised access paths through it to provide pedestrian and disabled access between the Town Centre / Bateau Bay Square and the residential areas to the west, which link to formalised entrances to the west side of the shopping centre.
- The development of the vacant Crown land and council land situated between the shopping centre and leagues club includes pedestrian and disabled access paths through it to better connect these precincts in the town Centre.
- The development of the Long Jetty Works Depot land includes pedestrian and disabled access path through it to enhance connections through these precincts.

### 6.3 CYCLE ACCESS

- Bicycle routes are provided through the Town Centre and link with the NSW Coastline Cycle way route that runs along The Entrance Road/ Central Coast Highway.
- Bicycle routes have signage, particularly where it follows pedestrian and disabled access paths.
- Bicycle parking is provided throughout the Town Centre area.

### 6.1 ROAD ACCESS AND TRAFFIC FLOW

- Road access, intersections and traffic flow into and out of the Town Centre from surrounding roads operates with satisfactory levels of service (other than at times of peak bus use around the bus stop interchange) and is retained.
- Bay Village Road is modified to better cater for bus manoeuvring near the bus stop interchange.
- The separation of customer vehicle access at the front and primary service vehicle access at the rear of Bateau Bay Square shopping centre is retained as it reduces potential for traffic conflicts and is efficient and safe.
- The efficiency of traffic flow through Bay Village Road is improved by modifications to the widths of lanes and turning paths.
- The rear of the Bateau Bay shopping centre is better utilised for improved traffic flows around the Town Centre.

### 6.4 CAR PARKING

- Car parking in Bateau Bay Square has sufficient numbers and operates reasonably well with good pedestrian amenity. Operation of the car park and traffic flow is improved with better use of the north and rear of the shopping centre for customer car parking and with better directional signage.
- Car parking for the Bateau Bay recreational centre and playing fields is retained with sufficient numbers of parking spaces, and is landscaped for improved amenity.
- New development will need to provide parking in accordance with the Wyong Shire Council Development Control Plan.

### 6.5 BUS INTERCHANGE

- The bus interchange is retained with modifications to road access to improve capacity at peak times and better cater for bus manoeuvring needs which improves traffic flow and safety.
- The bus interchange area is redesigned with public domain and landscape improvements to the amenity, safety and security.

### 6.6 SERVICE VEHICLES AND LOADING DOCKS

- The location of the loading dock and separation of service vehicles to the rear of Bateau Bay Square is retained as it reduces potential conflict with customer access at the front of the shopping centre.
- Traffic management and signage is included in the loading and service vehicle areas at the rear of the shopping centre to manage potential conflicts with increased use of this area for pedestrian connections to the adjacent residential areas to the west and improved traffic circulation and customer car parking.

# 6.0 Access, Transport, Traffic & Car parking

## 6.7 ACCESS NETWORK

The strategy for the access network for the Bateau Bay Town Centre relates to providing for all users, vehicles, pedestrians and cyclists alike. The strategy is framed around the following principles:

- Increasing the level of permeability and connectivity within the Town Centre.
- Facilitating parking and circulation within the Town Centre.

### Equal Access

- Provide equal access opportunities through careful consideration of gradient transitions at key locations, particularly at carpark perimeter.

### New Paths:

- Several new formalised pedestrian connections are proposed throughout the Town Centre to enhance walkability.
- A new signalised crossing point is proposed to the south of the centre between the Leagues Club and the southern oval.

### Improved Circulation and Connectivity:

- New, low-key streets are proposed to facilitate circulation of cars and more importantly buses around the centre.

### LEGEND

-  Study Area Boundary
-  Existing Connector Road
-  Existing Local Street
-  Existing Cui-do-sac
-  Existing Lane
-  Existing Private Road
-  Roundabout
-  Signalised Intersection
-  Existing Pedestrian Path
-  Proposed Pedestrian Path
-  Proposed Street Connection



Figure 6.1: Network access plan

1:5,000 @ A3 0 100m



## 7.0 Community Infrastructure

Community infrastructure in the form of facilities for community and recreational use is integral to community building. It is needed to meet social and recreational needs, and contributes to building community pride and social cohesion. The location of community and recreational facilities in the Bateau Bay Town Centre is an integral part of the character of the centre and contributes to its identity and sense of place in the community, and adds to the vibrancy and vitality of the Town Centre. The community activity can also contribute to a safe and secure Town Centre environment.

The preparation of a Masterplan for Bateau Bay Town Centre provides the opportunity to review the community and recreational/sporting infrastructure in the centre including the use and condition of existing infrastructure, and future needs and priorities. The Masterplan includes the following development of community facilities and recreational facilities in the Bateau Bay Town Centre.

### 7.1 COMMUNITY FACILITIES, SERVICES AND ACTIVITIES

- The development of the vacant Crown land precinct adjoining the southern end of the shopping centre is to include a new outdoor civic space as described in Section 4.
- The future redevelopment of the Long Jetty Works depot land at the northern end of the Town Centre is to include a community related use.
- Potential new community facilities and uses include information technology, health, social services and facilities for seniors.
- New community events and activities are to be held in the Bateau Bay Town Centre including around the new civic spaces and community and recreational facilities.
- Directional signage is provided to better identify community facilities.
- Safer by Design principles are to be implemented around community facilities based on the principles of Crime Prevention Through Environmental Design (CPTED) including Surveillance from surrounding buildings (passive surveillance) and from CCTV (active surveillance), Access Control, Territorial Reinforcement from activity in spaces and signage, and Space Management with the use of robust materials and a maintenance program to reinforce ownership and identity.
- Access for seniors and the disabled is provided within and around community facilities.
- Investigate opportunities for the provision of new multi-function learning centres to encourage lifelong learning. Such centres may be developed through partnerships with local businesses and landowners and could incorporate new library facilities.

### 7.2 OPEN SPACE AND RECREATION FACILITIES

- The Masterplan reinforces Bateau Bay recreation centre precinct as the largest area of open space and playing fields in the locality.
- The central area between the playing fields is the key development site for new leisure/recreation uses. The redevelopment will, in addition to providing new leisure/recreational opportunities, activate this central underutilised area, improve access through it and better connect surrounding precincts, and improve safety, security and landscape amenity in the precinct.
- The PCYC recreation facility in the central area may also be redeveloped and incorporated into the new development.



Figure 7.1: Community facilities and recreation facilities plan

## 7.0 Community Infrastructure



- The embankments around the ovals are rehabilitated and framed with landscaping informal seating/ viewing spaces together with naming and signage that removes soil erosion problems and improves the landscape amenity, and gives greater definition, identity and ownership to the open space.
- The tennis centre and netball courts are retained with enhanced landscaping.
- Access is provided for sporting users and spectators, students, seniors and the disabled with access paths configured for disabled access, well defined and easy to find with clear sight lines, landscaped and shaded.
- Safer by Design principles are implemented around recreational facilities based on the principles of Crime Prevention Through Environmental Design (CPTED) including Surveillance from new buildings (passive surveillance) and from CCTV (active surveillance), Access Control, Territorial Reinforcement from new activities and signage, and Space Management with the use of robust materials and a maintenance program to reinforce ownership and identity.

## 8.0 Sustainability



The principles of ecological sustainability are integrated into the Masterplan in particular through management of areas with biodiversity value, water conservation, energy efficiency, and waste management.

### 8.1 BIODIVERSITY

- Crown land adjoining to the west and southern end of study area which contains a threatened ecological community (TEC) and may be foraging habitat to threatened fauna such as the Swift Parrot is to be the subject of ecological impact studies in relation to any development with a potential to impact on it.

### 8.2 WATER CONSERVATION

- Water Sensitive Urban Design (WSUD) initiatives are included in the public domain plan and new developments.
- Northern oval and vacant Crown land to the west retain their function as detention basins.
- Water conservation measures including management of stormwater water quality and quantity runoff and reuse, and use of water saving technology is to be addressed in future development sites.

### 8.3 ENERGY EFFICIENCY

- The Masterplan facilitates a walkable Town Centre and multi-purpose trips to minimise travel and transport demands.
- Energy efficiency measures are to be implemented in new developments and the public domain.

### 8.4 WASTE MANAGEMENT

- Waste is managed in the Town Centre and in new development consistent with the hierarchy and principles of sustainable waste management – avoidance, reuse recycling and responsible disposal.
- Waste bins are provided and maintained in the public domain throughout the Town Centre.

## 9.0 Community Consultation

The preparation of the Bateau Bay Town Centre Masterplan includes the following three (3) phases of community consultation:

Phase	Consultation	Dates
1	Community Information Display and Survey on Preliminary Issues and Opportunities	Dec 2012 to Jan 2013
2	Consultation with landowners on Preliminary Draft Masterplan	Feb to April 2013
3	Public Exhibition of Draft Masterplan	October to November 2013

### 9.1 PHASE 1 COMMUNITY INFORMATION DISPLAY AND SURVEY ON PRELIMINARY ISSUES AND OPPORTUNITIES

A community information display and survey on a Preliminary Issues and Opportunities Paper for the Bateau Bay Town Centre Masterplan was held on Saturday 8 December 2012 from 10am to 4pm at Bateau Bay Square shopping centre, and also placed on the Wyong Shire Council website. The community information display and survey were advertised in the Express Advocate newspaper in December 2012. Submissions were invited until 15 January 2013.

The issues raised during the first phase community information display and survey were as follows:

- The league field needs a grandstand and weather protection for spectators.
- Suggested new uses for the town centre include:
  - swimming centre;
  - cinemas;
  - medical centre/super clinic on council depot land to supplement Long Jetty health care centre;
  - community centre;
  - public plaza next to library; and
  - children's day care.
- Library is well utilised and should remain.
- Residential use on vacant Crown land may not be compatible with traffic on surrounding roads in the town centre.
- Landscaping and maintenance of pedestrian pathways is required, particularly to the south around Eastern Road and Bay Village Road.
- Formal pedestrian access for the public is needed through the rear of Bateau Bay Square linking the car park and residential area to the west.
- Additional parking is needed to service the shopping centre and new development in the town centre.
- Lane widths in Bay Village Road and around the bus interchange need to be reviewed.

- A community shuttle bus would improve access around the town centre, particularly for seniors.
- Future development and new uses need to cater for changing demographics of the population.
- Access across The Entrance Road for school children and Leagues Club supporters.
- Odour from the sewerage treatment plant needs to be managed and taken into account.

Major landowners in Bateau Bay Town Centre including The Entrance Tigers Leagues Club and owners of Bateau Bay Square shopping centre have also been consulted on the Masterplan as part of the first phase of consultation.

### 9.2 PHASE 2 CONSULTATION ON PRELIMINARY DRAFT MASTERPLAN WITH LANDOWNERS

The Phase 2 Consultation involved consultation with landowners on Issues and Opportunities and a Preliminary Masterplan for Bateau Bay Town Centre.

### 9.3 PHASE 3 PUBLIC EXHIBITION OF FINAL DRAFT MASTERPLAN

The Phase 3 community consultation involved newspaper advertisements, public information session and a public exhibition of the Masterplan at Bateau Bay Shopping Centre between the hours of 10am and 4pm on 9 November 2013. The plan was also available for viewing on Wyong Shire Council's premises and website.



# 10 Implementation Plan



## 10.1 IMPLEMENTATION STRATEGY

The implementation of the Masterplan is based on the objective of achieving social, economic and environmental benefits for the community in the growth and development of Bateau Bay Town Centre at minimal public cost for Council. The implementation of the Masterplan is premised on key opportunity sites being developed in joint ventures and public private partnerships for new uses including employment generating commercial uses, leisure / entertainment / recreation uses and new housing choices which are to either provide public domain works or generate revenue for Council that is to be used to fund improvements to the public domain, community and recreation facilities.

Priorities outlined within the schedule are categorised as:

- Short term (1-5 years)
- Medium Term (5-10 years)
- Long Term (10+ years)

The key focus of the implementation plan outlined within the following table is to facilitate key enabling actions and priorities that will assist the Wyong Shire Council and its partners to achieve vision and intended outcomes of this Masterplan.

Item	Actions	Responsibility	Staging	Priority
<b>Community Strategic Plan and Corporate Strategic Plan</b>	Incorporate the Masterplan core components into Council's Community Strategic Plan and Corporate Strategic Plan including: <ul style="list-style-type: none"> <li>• Development of vacant Crown on southern end of Bateau Bay Shopping Village to include a new civic square;</li> <li>• Redevelopment of central area between ovals in recreation centre with new leisure/recreational uses;</li> <li>• Relocation of Long Jetty Works Depot;</li> <li>• Redevelopment of Long Jetty Works Depot including new employment and community use/s;</li> <li>• Public domain works program;</li> <li>• Access network improvements;</li> <li>• Community, cultural and sporting events for Bateau Bay Town Centre.</li> </ul>	Council / Crown Land	Short term	High
<b>Wyong Shire Cultural Plan</b>	Develop a program of community, cultural and sporting events including in new venues to be created in key development sites for inclusion in the Wyong Shire Cultural Plan.	Council	Short term	High
<b>Tenders for key development precincts</b>	Conduct a two stage tender process (Stage 1 Expression of Interest and Stage 2 – Detailed Tender) for the development of each of the key sites in the following order: <ul style="list-style-type: none"> <li>• Vacant Crown and Council land on southern end of Bateau Bay Square;</li> <li>• Central area between ovals in recreation centre;</li> <li>• Long Jetty Works Depot</li> </ul>	Council	Short term Medium term Short term	High
<b>Preparation of Specialist Technical Studies</b>	<ul style="list-style-type: none"> <li>• Prepare feasibility studies on development scenarios and to assist in setting feasible LEP standards for maximum building height and floor space ratio</li> <li>• Prepare specialist transport and traffic management study for implementation of Masterplan</li> </ul>	Council	Short term	High
<b>Planning Proposal for rezoning and reclassification</b>	Prepare and process Planning Proposals to amend the Wyong Local Environmental Plan to: <ul style="list-style-type: none"> <li>• Rezone to B4 Mixed Use the Long Jetty Works Depot and adjacent Crown land to the north of the shopping centre, southern opportunity site and leagues club community precinct;</li> <li>• Implement a zoning and classification of land that enables development of key sites.</li> </ul>	Council	Short term	High
<b>5.94 Contributions Plan</b>	Amend the Wyong Shire Council 5.94 Contributions Plan is amended to include a proportion of the cost of public domain works and access network improvements to be funded by developer contributions on sites within the primary trade catchment of the Town Centre.	Council	Short term	High
<b>Development Applications</b>	Prepare and assess Development Applications for key development sites in line with principles of design excellence, ecologically sustainable development, equitable access, and safer by design, and healthy by design.	Council	Short term Short term for Long Jetty Works depot	High

## 10 Implementation Plan



Item	Actions	Responsibility	Staging	Priority
<b>Construction of new development uses and community and recreation facilities</b>	Construct new uses and community and recreation facilities on key sites.	Preferred Tenderers	Short term Short term for Long Jetty Works depot	High
<b>Construction of public domain works and signage</b>	Construction of public domain works and signage.	Council / Preferred Tenderers	Ongoing	As required
<b>Management of public domain</b>	Maintain and clean the public domain and remove waste.	Council	Ongoing	As required

## 10 Implementation Plan



### 10.2 PUBLIC DOMAIN STRATEGY

This section outlines the delivery and implementation schedules to enable delivery relate to key elements of the public realm outlined in Section 5- Urban Design and Public Domain Framework. The Implementation Plan sets out indicative budgets, priorities, staging and also identifies delivery agencies and partners. The scope of projects and actions is categorised as Public Domain (PD) and Development (D), which includes land development and built form initiatives. Development initiatives have been included as, in many cases, there is an interdependency between the public domain and interface with development outcomes.

The budgets outlined in this schedule are indicative, based on high level assessment and assumed outcomes and are intended only as a guide to assist Council in preliminary prioritisation of works and actions. Actual budgets and project costs would subject, as applicable, to: detailed de-

sign, investigation and analysis; and tendering, detailed costing and procurement of works. Budget estimates are categorised as follows:

- \$ - Low (<100,000)
- \$\$ - Medium (100,000 – 500,000)
- \$\$\$ - High (500,000+)

Additional factors that may influence the prioritisation of works and actions include:

- Availability and allocation of Council funding;
- Further consultation and engagement relating to later detailed planning and design stages;
- Known Council priorities and emerging social and economic circumstances; and
- Establishment of partnerships with other government bodies, community groups and the private sector.

Prioritisation outlined within the schedule is categorised as:

- Short term (1-5 years)
- Medium Term (5-10 years)
- Long Term (10+ years)

The scope of works is categorised into two categories, Development opportunities (D) and Public domain works (PD) as per the Masterplan document. Whilst development opportunities are not strictly public realm oriented, they have been included as they include public domain elements (e.g. new streets and public places) or impact directly on neighbouring public realm elements (e.g. interface between built form and public places).

Scope	Project/ Action		Budget	Priority (H)igh (M)edium (L)ow	Staging S/M/L	Lead/ Partners
	<b>COUNCIL DEVELOPMENT PRECINCT</b>					
PD	Bay Village Road enhancements	Street tree plantings	\$	H	S	WSC
		Posted awnings provide additional shade and enclosure.	\$	M	M	Private sector/ WSC
	<b>SOUTHERN OPPORTUNITY SITE</b>					
D	Deliver market ready land parcels to enable new infill aged care residential development to occur: <ul style="list-style-type: none"> <li>• Land tenure rationalisation;</li> <li>• Amend planning framework to enable development; and</li> <li>• Infrastructure delivery.</li> </ul>		\$\$\$  (NB – Potential to offset costs through land release/ leasing)	H	S	WSC/ Private sector/ Community groups
PD	Street tree planting to Bay Village Road.		As above	H	S	WSC
PD	Street tree planting and footpath construction to Service Road.		\$	H	S	WSC
PD	Improve and formalise pedestrian/cycle connection between shopping centre to north and leagues.		\$	H	S	WSC
	<b>NORTHERN OVAL EDGE</b>					
PD	Tree planting between parking bays at regular intervals (every 6 bays).		\$	H	S	WSC
PD	Pedestrian crossing point across The Entrance Road westward to shopping centre.		\$	H	S	WSC
PD	Tree planting along north-south pedestrian path.		\$	H	S	WSC
PD	Terraces around oval reduce erosion impacts and provide informal seating opportunities.		\$\$	M	M	WSC
PD	Build-out platforms provide amenity outlook and gathering opportunities.		In conjunction with delivery of terraces.			

# 10 Implementation Plan



Scope	Project/ Action	Budget	Priority (H)igh (M)edium (L)ow	Staging S/M/L	Lead/ Partners	
<b>THE HUB RECREATION PRECINCT – CONCEPT 1</b>						
D	PCYC building removed and replaced with central multi-purpose training facility building with integrated office, gym, and club rooms.	\$\$\$	L	L	WSC/ PCYC/ Community groups	
D	Outdoor multi-purpose courts and artificial turf training areas to the north side of centre.	\$\$	M	M	WSC/ Community groups	
PD	Re-aligned carriageways and associated parking to run around south side of the multi-purpose training facility.	\$	L	L	WSC	
PD	New parking area adjacent to The Entrance Road as extension of parking grid to the north.	\$\$	M	M	WSC	
PD	Widen paths to allow wheelchairs and mobility scooters to pass through this precinct.	\$\$	H	S	WSC	
<b>THE GATEWAY - REVITALISING THE UNDERPASS</b>						
PD	Create shaded seating opportunities at the western end of the underpass.	\$	H	S	WSC	
PD	Improve lighting for both aesthetic and safety purposes.	\$	H	S	WSC	
PD	Fairy lights around aperture, slung under road.	\$	H	S	WSC	
PD	Undertake visual enhancements	Feature colour painted edge of road slab (e.g. local team colours etc).	\$	H	S	WSC
		Thick vegetation / hedge in lieu of fencing barriers	\$	H	S	WSC
		Vegetation cover to batters.	\$	H	S	WSC
<b>SOUTHERN OVAL EDGE</b>						
PD	Re-surface edge road and formalise parking bays.	\$\$	M	M	WSC	
PD	Tree planting between parking bays at regular intervals (every 6 bays).	\$	H	S	WSC	
PD	Signalise pedestrian crossing point across The Entrance Road westward to Leagues Club, including disabled access ramps and stairs to accommodate gradient transition.	\$\$	H	S	WSC (advocacy)/ RMS	
PD	Install bollards along eastern edge of parking area to prevent vehicular access to turfed mound and protect oval fencing.	\$	H	S	WSC	
PD	Terraced seating opportunities along turfed mound with shaded viewing areas.	\$\$	M	M	WSC	
PD	Shade structures to central viewing area.	\$	M	M	WSC	
PD	Gateway entrance signage aligned with pedestrian crossing point.	\$	H	S	WSC	
PD	Additional formalised parking area behind existing building.	\$\$	M	M	WSC	
PD	Weather protection cover over spectator area would be subject to additional funding source or via joint partnership with The Entrance Leagues Club.	\$\$	M	M	WSC/ Leagues Club	
PD	Redevelop change sheds, additional storage space, and fencing upgrade (subject to additional funding source).	\$\$	M	M	WSC/ Leagues Club	
<b>BUS INTERCHANGE (CONCEPT: WEST OF BAY VILLAGE ROAD)</b>						
D	Establish kiosk retail development associated with relocated bus interchange.	\$	M	M	Private Sector/ WSC (enablement)	
		(NB – minimal cost to Council if delivered by private sector)				
PD	New kerb lines and asphalt to accommodate revised bus interchange.	\$\$	M	M	WSC	
PD	Shade structures, benches, shade trees, landscaping to frame the interchange area.	\$	M	M	WSC	
PD	New pocket town park. (Includes new car park construction to offset loss of bays).	\$\$	M	M	WSC	
PD	New pedestrian connection to western car parking area along north side of shopping centre.	\$	M	M	WSC	

# 10 Implementation Plan



Scope	Project/ Action	Budget	Priority (H)igh (M)edium (L)ow	Staging S/M/L	Lead/ Partners
<b>EMPLOYMENT DEVELOPMENT PRECINCT - BUSINESS UNITS</b>					
D	Deliver market ready and/ or developable land parcels to enable new infill commercial/ retail/ business unit development to occur: <ul style="list-style-type: none"> <li>Land tenure rationalisation;</li> <li>Investigate potential acquisition of Crown Land by Council;</li> <li>Amend planning framework to enable development; and</li> <li>Infrastructure delivery.</li> </ul>	\$\$\$  (NB – Potential to off-set costs through land release/ leasing)	L	L	WSC
PD	Construct footpath along the western side of Community Road.	\$	H	S	WSC
PD	Plant street trees along the western side of Community Road.	\$	H	S	WSC
PD	Close Morris Place requiring all traffic access via community Road.	\$	H	S	WSC
<b>EMPLOYMENT DEVELOPMENT PRECINCT - COMMUNITY ROAD AGED CARE</b>					
D	Deliver market ready and/ or developable land parcels to enable new infill aged care residential (or bulky goods) development to occur: <ul style="list-style-type: none"> <li>Land tenure rationalisation;</li> <li>Amend planning framework to enable development; and</li> <li>Infrastructure delivery.</li> </ul>	\$\$\$  (NB – Potential to off-set costs through land release/ leasing)	L	L	WSC/ Private sector
PD	Construct footpath along the western side of Community Road.	\$	H	S	WSC
PD	Plant street trees along the western side of Community Road.	\$	H	S	WSC
<b>MCCOLL PARK PRECINCT</b>					
PD	Re-configure western entries to shopping centre to facilitate pedestrian access.	\$	H	S	Private sector/ WSC
PD	Investigate potential acquisition of Crown Land by Council.	\$	M	S	WSC
PD	Examine feasibility of urban development on suitable parts of this precinct including road link connection between Tasman Avenue and shopping centre subject to funding.	\$	L	L	WSC/ Crown lands/ Community groups
PD	Formalise the pedestrian desire lines from the residential areas in the east to the shopping centre, including: <ul style="list-style-type: none"> <li>Creating clear track access points</li> <li>Track edge definition</li> <li>Bridging over watercourses, as required</li> <li>Interpretive signage</li> </ul>	\$	H	S	WSC/ Crown lands/ Community groups
<b>SIGNAGE</b>					
PD	Signage includes (as per figure 5.9 of the master plan): <ul style="list-style-type: none"> <li>Gateway signage</li> <li>Directional signage</li> <li>Operational signage</li> </ul>	\$	H	S	WSC
PD	Place Branding Elements as per Wyong Shire Council Branding Strategy (currently under preparation).	Budget assigned.	S	Commenced	WSC



Wyong  
Shire  
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CENTRAL COAST

# Lake Haven Town Centre Masterplan

March 2014



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Wyong  
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Disclaimer: The recommendations in this masterplan are conceptual only and need to be subject to a further detailed feasibility study, and should not be relied upon for any act or omission. The authors of this masterplan, The Planning Group NSW and Wyong Shire Council, are not responsible or liable for any act or omission by any person based on the information in this masterplan.

# Executive Summary



Lake Haven Town Centre is one of the main town centres on the northern part of the Wyong Shire and Central Coast Region that plays an important social and economic role in the community. Wyong Shire Council has prepared this Masterplan for the future growth and development of the Lake Haven Town Centre to provide a planning framework and direction for investment in community building, economic activity and employment, and environmental sustainability in the Centre that will support the growth of Wyong Shire and Central Coast Region over the next 20 years.

The objectives, strategies and principles in this Masterplan for the Town Centre and its precincts are the key outcomes sought from future growth and development. The plans and drawings for the precincts are indicative concepts only, and each precinct will need to be subject to a more detailed development design process in the implementation plan.

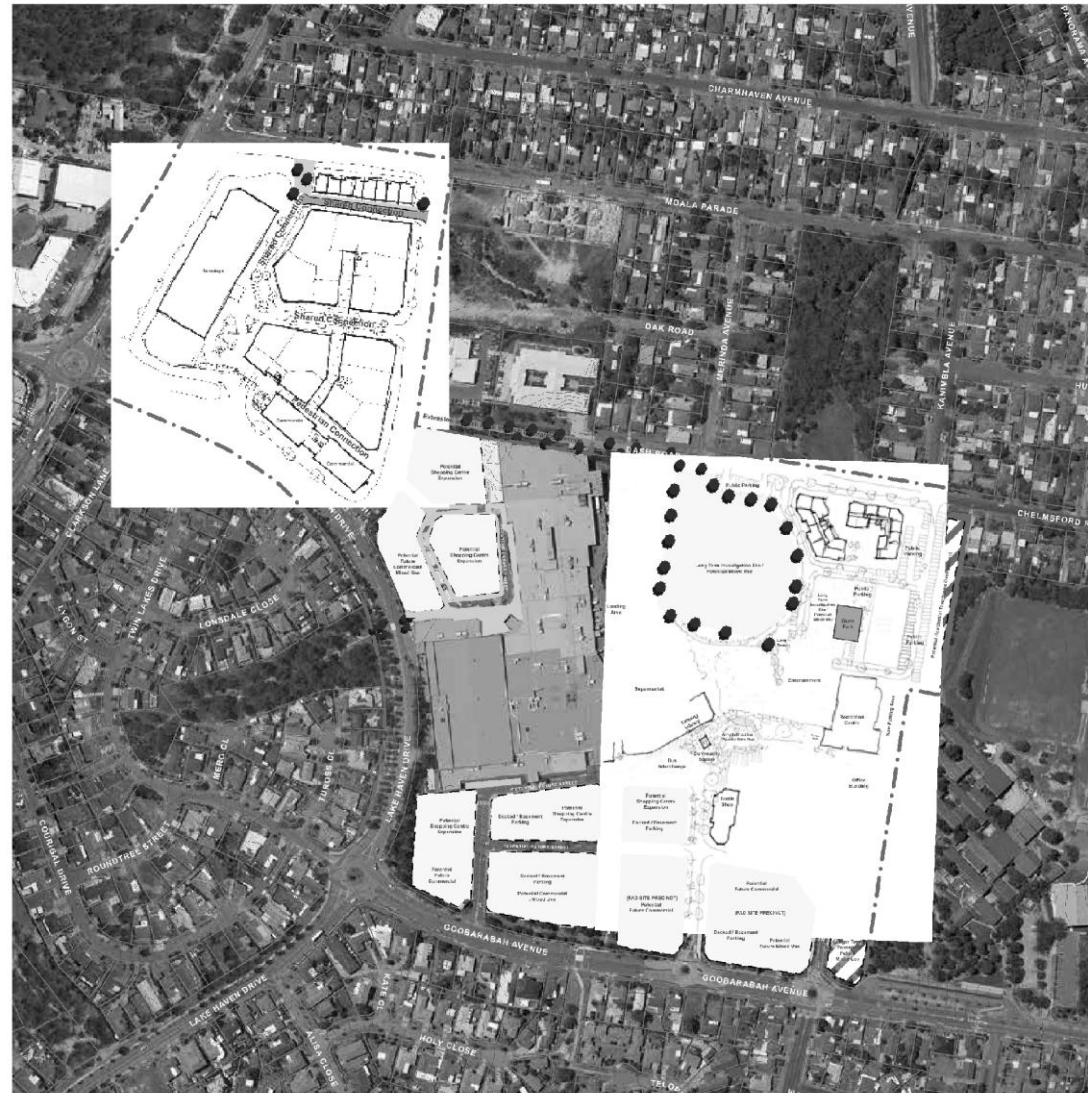
Wyong Shire Council owns significant land and building assets that have a major role in the future growth and development of the Town Centre. The implementation of the Masterplan is premised on key opportunity sites being developed in joint ventures and public private partnerships for new uses including employment generating commercial uses, leisure / entertainment / recreation uses and new housing choices which are to provide the public domain works or generate revenue for Council that is to be used to fund improvements to the public domain, community and recreation facilities.

The Vision for Lake Haven Town Centre is:

***A centre of community and economic vitality providing employment, shopping, business services, entertainment and leisure, housing and civic space for social gathering and events that is attractive, functional and cohesive.***

The goals of the Masterplan are to:

- Facilitate the development of a range of additional land uses for leisure/entertainment, business services, employment uses and housing (in addition to retail shopping, community and recreation facilities) that increase community and economic activity as well as employment (including after business hours);
- Develop a cohesive public domain with special civic spaces that has a high level of environmental amenity and is functional, safe and legible in streetscapes, pathways, signage, furniture, lighting, landscaping and public art;
- Continue a functional and safe access network of transport infrastructure, roads, pedestrian and cycle paths, and parking all with equitable access;
- Enhance community and recreational facilities that meet the social and recreational needs of the community and contribute to community pride and social cohesion; and
- Implement principles of ecological sustainability particularly in new development through appropriate management of biodiversity, water conservation, energy efficiency, waste management and promoting a walkable environment.



Final Masterplan

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# 1.0 Introduction



Wyong Shire Council has prepared this Masterplan for the future growth and development of the Lake Haven Town Centre. This Masterplan is the second phase of the process and forms part of a program of community consultation inviting the public to comment on matters to be included in the Masterplan.

This Masterplan provides a framework and direction for investment in community building, economic activity and employment, and environmental sustainability in the Town Centre to support the growth and development of Wyong Shire and the Central Coast Region over the next 20 years. The scope of the Masterplan addresses:

**Vision and Goals** for the Lake Haven Town Centre;

**Role and Identity** of the Town Centre including its urban context, boundaries, character, precincts, land uses and key public and private sites;

**Urban Design and Public Domain Framework** for civic spaces, built form, streetscapes, gateways, visual corridors and connections, pedestrian paths, landscaping, lighting, signage and safety and security;

**Access, Transport, Traffic and Parking** including hierarchy, functionality and amenity of movement corridors/access paths for light and heavy vehicles, pedestrians and the disabled, public car parking, and bus interchange;

**Community Infrastructure** relating to function and amenity of community and recreational infrastructure;

**Sustainability** relating to water, energy, biodiversity, waste and social sustainability.

The planning context and background of NSW Government and Wyong Shire Council strategic plans in which Lake Haven is identified as a Town Centre is outlined in Section 2 below.

The purpose of this Masterplan is to receive feedback and comment from interested stakeholders on preliminary ideas and directions for the future development and management of the Lake Haven Town Centre over the next 20 years.



Figure 1.1: Masterplan study area (Lake Haven Town Centre boundary outlined in red)

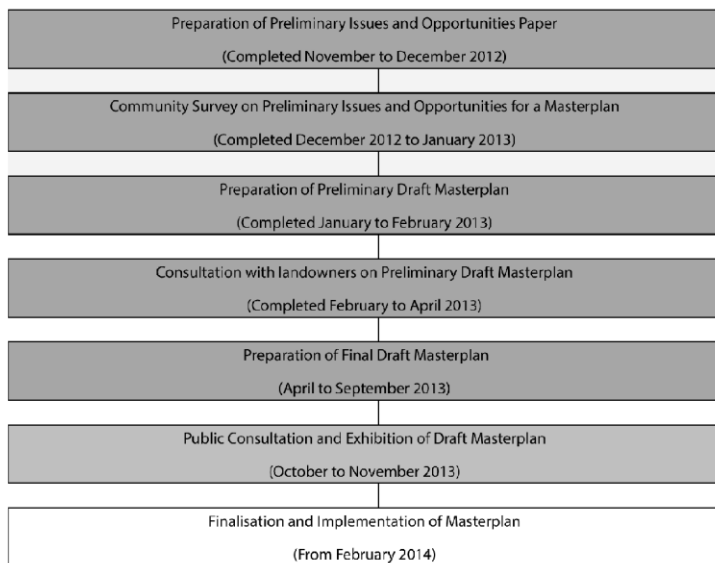
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# 1.0 Introduction



The process for the preparation of the Lake Haven Town Centre Masterplan is shown in the following flow diagram.

**Masterplan Process**



The community consultation program for the Masterplan is described further in Section 9.

## 2.0 Strategic Planning Context



The NSW Government and Wyong Shire Council have a number of strategic plans in place relating to the growth and development of the NSW Central Coast and Wyong Shire that are relevant to the preparation of a masterplan for the Lake Haven Town Centre. These strategic plans are:

- NSW State Plan 2021;
- Central Coast Regional Strategy 2006-2031;
- Wyong Shire Council Community Strategic Plan 2030
- Wyong Shire Council Strategic Plan 2012-2016;
- Wyong Shire Council Settlement Strategy (Draft);
- Wyong Shire Council Retail Centres Strategy;
- Wyong Shire Council Residential Strategy; and
- Wyong Shire Council Sustainability Principles.

### 2.1 NSW 2021 PLAN

NSW 2021 – 'A Plan to Make NSW No.1' is the State Governments 10 year plan to guide policy and budget decision making. It defines the overarching goals and outcomes for consideration by State Government Agencies over the next 10 years. Reflecting the vision of communities across NSW, the NSW State Plan sets out clear priorities for Government action. The following priorities are relevant to planning for future urban growth within the Wyong LGA:

#### Rebuild the Economy

Goal 3: Drive economic growth in regional NSW

Goal 4: Increase the competitiveness of doing business in NSW

#### Renovate Infrastructure

Goal 20: Build liveable centres

#### Strengthen our local environment and communities

Goal 22: Protect our natural environment

Goal 24: Make it easier for people to be involved in their communities

Goal 27: Enhance cultural, creative, sporting and recreation opportunities

#### Restore accountability to government

Goal 29: Restore confidence in the planning system

In accordance with these key goals of NSW 2021, the Masterplan for the Lake Haven Town Centre plans for a centre which drives local economic growth into the future, which is liveable, provides the infrastructure and planning to make it easy for residents and visitors to be involved in their communities, as well as enhance the cultural, creative and recreation opportunities for residents and visitors of the Town Centre.

The Masterplan seeks to explore and develop a vision and framework to address the relevant community and environmental planning issues within the Town Centre consistent with the Central Coast Regional Strategy outlined in Section 2.2.

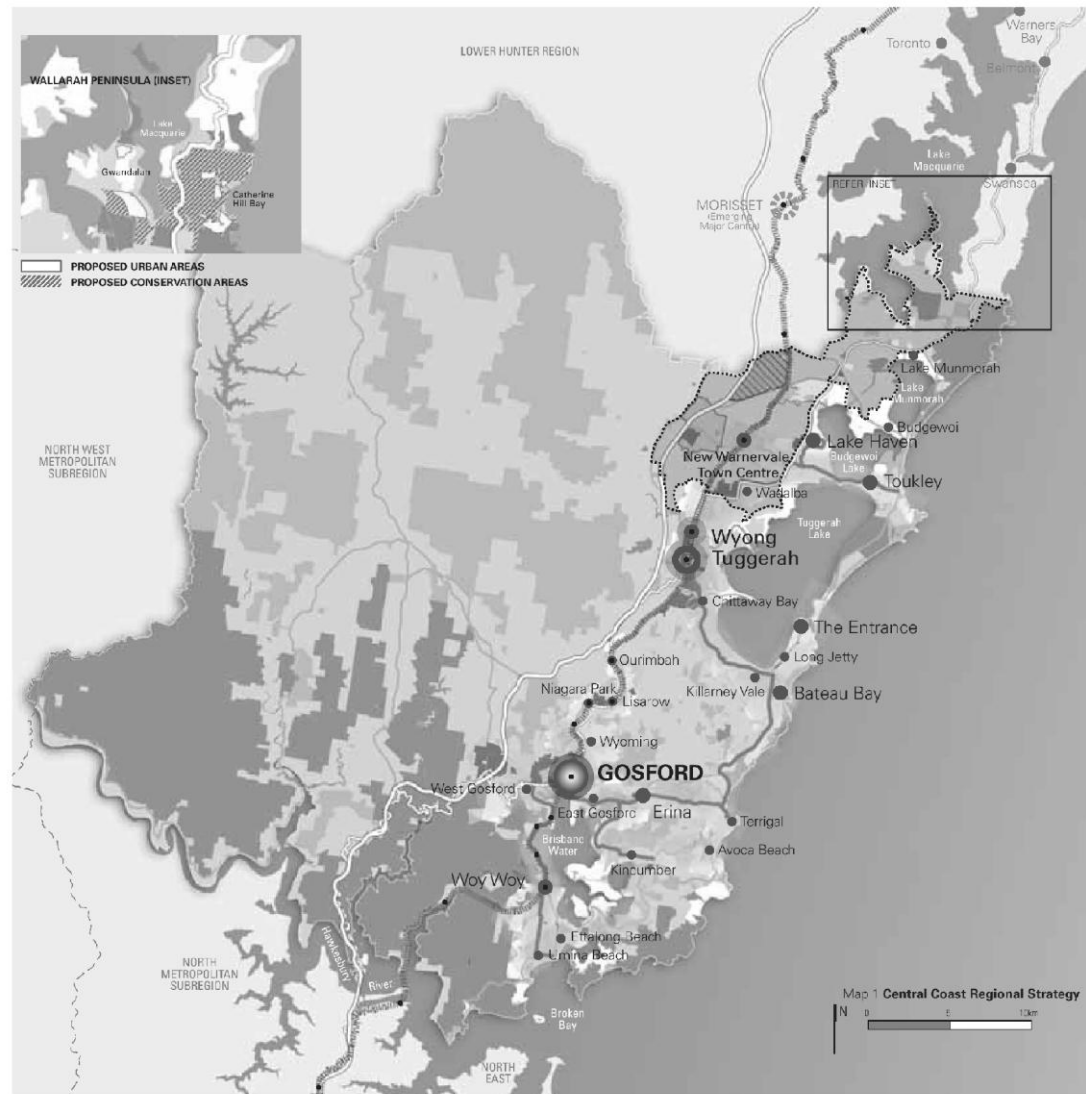


Figure 2.1: Central Coast Regional Strategy map

## 2.0 Strategic Planning Context

### 2.2 CENTRAL COAST REGIONAL STRATEGY

The Central Coast Regional Strategy 2006-2031 (CCRS) is a 25 year planning strategy for the Wyong and Gosford Local Government Areas and sets the planning agenda for the region. The CCRS was prepared in response to the original Sydney Metropolitan Strategy – City of Cities: A Plan for Sydney's Future (2005), and was one of 10 sub-regional Planning Strategies developed by the NSW State Government for the Greater Sydney Metropolitan Region.

The CCRS is a strategic framework based on the following projections for the region:

- An additional 100,000 people living in the Central Coast Region by 2031 (increasing the population from 300,000 to 400,000 in 25 years);
- An additional 70,000 people in the Wyong Shire Local Government Area (LGA) housed in both existing urban areas and greenfield areas;
- An additional 56,000 dwellings in the Region over the next 25 years to accommodate the increased population with falling household occupancy levels;
- An additional 45,000 jobs in the Region over the next 25 years, with 27,000 jobs to be accommodated in the Wyong Shire including 9,000 jobs in the centres;

The CCRS states that, apart from external factors such as national economic growth rates, employment growth on the Central Coast will be largely driven by the following:

- The Region's resource base which attracts investment in agriculture, fisheries, forestry, minerals/mining and energy sectors;
- Population growth driving new economic and employment opportunities;
- Competitively-priced employment lands and the position of the Region between Sydney and the Hunter for industrial and logistics businesses and good interregional transport infrastructure (i.e. the F3 Freeway and rail);
- Demographic and lifestyle changes, such as young families, older professional workers who commute part-time to Sydney and retirees; and
- A burgeoning tourism industry.

The Lake Haven Town Centre contains concentrations of retail, recreational and community uses as well as a transport interchange. The CCRS talks to the networking of centres, the transport network, environmental qualities, jobs, housing choice and urban design. The CCRS also lists the following actions which are relevant to the subject site in relation to centres and housing:

Action 4.4: Councils are to investigate the potential for land located within and around centres for future housing opportunities, consistent with the centres hierarchy and the dwelling and employment capacity targets through the preparation of LEPs and local planning strategies, (i.e. generally within a radius of 1000 metres of a regional city and major centre, 800 metres for towns, 400–600 metres for villages and 150 metres for neighbourhoods).

Action 4.13: Consider a range of affordable housing strategies, including forms of low-cost housing, suitable zonings and development controls to improve housing choice, and specific schemes. These strategies must be consistent with relevant State policies.

- Action 4.23: The Department of Planning is to prepare Centre Design Guidelines to encourage improvement and appropriate renewal of local centres and exchange of practices between councils.
- Action 4.25: Prior to the preparation of LEPs and centres planning strategies, councils need to establish whether development or redevelopment of any significant government landholdings could assist in achieving the overall objectives for that centre.
- Action 4.26: Councils are to implement their cultural plans and investigate opportunities to encourage clusters of entertainment and cultural facilities, including activities based around the night economy when preparing centres planning strategies.
- Action 5.1: Promote economic and employment growth in the Region to increase the level of employment self containment and achieve capacity for more than 45 000 new jobs on the Central Coast over the next 25 years.
- Action 5.3: Councils are to investigate strategies to ensure sufficiently zoned land to enable the provision of comparatively low cost premises for start-up business. Centre strategies should include provision of low-cost office and studio space to assist business start-ups for cultural activities.
- Action 5.8: Ensure that development of residential and mixed-use buildings in business zones do not result in a weakening of a centre's retail and commercial functions.
- Action 5.9: Ensure that bulky goods retailing is not located on industrial land and is located in centres and nominated nodes
- Action 5.11: Ensure new retail and commercial development is located in centres. Some local convenience retailing may be required out of centre, however the presence of a convenience shop can initiate a neighbourhood centre, around which other activities such as child care facilities can be located.
- Action 5.14: The NSW Government and councils are to utilise government assets and investment to support centres in accordance with the centres hierarchy.

Lake Haven is identified as a 'Town Centre' under the CCRS which is defined as having concentrations of retail, health and professional services mixed with medium density residential within the centre. Town Centres will also serve surrounding residential areas. Services present will generally include two to three supermarkets, a discount department store, more than 50 shops, child care, schools, community facilities, bank, branch library, professional services, medical centre and small civic square. Centres that will develop as Town Centres over the next 25 years are Lake Haven, The Entrance, Erina, Lake Haven, Toukley, Warnervale (new) and Woy Woy.

In accordance with the CCRS, the Masterplan for Lake Haven Town Centre provides a vision, framework and actions which are consistent with the centres hierarchy and strategic actions of the CCRS. It plans for concentrations of businesses and services such as retail, health and professional services to cater for long term regional growth over the next 25 years. It promotes the Town Centre as an attractive, accessible and active space with a focus on economic activity and employment, community and recreational/leisure uses, and environmental amenity and sustainability. The Masterplan implements the identified actions of the CCRS to ensure local strategic directions remain consistent with both State and Regional planning guidelines.

The Masterplan is designed and implemented to keep in mind the need for a balance between growth and development, and the unique and defining environmental qualities of the locality. The Masterplan aims to guide the development of the Lake Haven Town Centre to sustainably accommodate the projected housing and employment projections in the CCRS.



## 2.0 Strategic Planning Context

### 2.3 WYONG SHIRE COUNCIL COMMUNITY STRATEGIC PLAN 2030

The Wyong Shire Council Community Strategic Plan 2030 (CS Plan) is a document which lays out four principles that must apply in the future and identifies eight priority objectives to create the best possible quality of life for residents and visitors of Wyong Shire. The CS Plan looks ahead over two decades and provides a direction and focus in all levels of government to achieve the most significant long-term benefits.

The CS Plan contains the following objectives and principles which relate to all land in Wyong Shire:

1. *Communities will be vibrant, caring and connected with a sense of belonging and pride in their local neighbourhood.*
2. *There will be ease of travel within the Shire, and to other regional centres and cities. Travel will be available at all hours and will be safe, clean and affordable.*
3. *Communities will have access to a diverse range of affordable and coordinated facilities, programs and services.*
4. *Areas of natural value in public and private ownership will be enhanced and retained to a high level in the context of ongoing development.*
5. *There will be a sense of community ownership of the natural environment through direct public involvement with environmental programs.*
6. *There will be a strong sustainable business sector and increased local employment built on the Central Coast's business strengths.*
7. *Information communication technology will be consistent with world's best practice and adaptive to technological advances across all sectors.*
8. *The community will be well educated, innovative and creative. People will attain full knowledge potential at all stages of life.*

The Masterplan for the Lake Haven Town Centre addresses the challenges facing the Town Centre and aims to capitalise on its opportunities to improve the function, sustainability and amenity of the Town Centre. In order to meet the objectives and principles of the CS Plan, the Masterplan aims for enhanced social interaction through the careful deployment and arrangement of social facilities and infrastructure. Furthermore, the Masterplan examines the road hierarchy and traffic flow within and around the Town Centre, including the location and function of car parking areas, transport interchange, and vehicle unloading areas. Finally, the Masterplan identifies opportunities to encourage active participation in sport and incidental recreation by enhancing existing open space and recreational areas, community facilities and pedestrian network.

### 2.4 WYONG SHIRE COUNCIL STRATEGIC PLAN 2012-16

The Wyong Shire Council Strategic Plan (the Corporate Strategic Plan) aligns Council's programs with the aspirations of the community as expressed in the Community Strategic Plan (2030). The Corporate Strategic Plan provides policy direction and strategies which seek to deliver value for money services in a sustainable manner, focusing on social, economic, environmental and civic leadership for the future and considers issues impacting our community such as business attraction, increased population, environmental sustainability and increased traffic.

The Corporate Strategic Plan identifies a number of key challenges for Wyong Shire Council including the impact of the creation of the Central Coast Water Corporation on Council services and the business structure, rising costs to the organisation such as the carbon tax, energy costs and a growing population, rising community expectations, and continual financial sustainability. It states that Council seeks to address these

challenges by managing assets sustainably, balancing development with environmental and social needs, increasing local employment and enhancing the Shire's appearance and attractiveness.

The preparation of the Masterplans aligns with Council's Corporate Strategic Plan and in particular with the following relevant Principle Activities:

- Principle Activity 1.01, 1.02 and 1.03 Community & Cultural Development. By engaging with our community and enhance their knowledge and skills through the planning and provision of services programs, events and facilities, we strive for equity and inclusiveness and encourage innovation and enterprise.
- Principle Activity 2.01, 2.02 Parks and Open Space. To provide sports facilities, parks and reserves as well as enhance the natural environment for the benefit of the community.
- Principle Activity 3.01, 3.02, 3.03 Economic and Property Development. To support quality town centre development and to build a sense of community cohesion and pride. To oversee the management of major projects and identify sustainable income strategies. Key activities include the preparation and implementation of masterplans for town centres.
- Principle Activity 4.01, 4.02 Council Enterprise. To provide information, education and support services to the community in order to assist in making Wyong Shire a place where individuals are always learning.
- Principle Activity 8 and 9 Roads and Stormwater. To manage and develop the Shire's road, bridge and drainage networks along with associated infrastructure to help ensure ease of travel and environmental responsibility.

### 2.5 WYONG SHIRE COUNCIL SETTLEMENT STRATEGY (DRAFT)

The Wyong Shire Council Settlement Strategy (Settlement Strategy) has been developed to provide a blueprint for the growth of the LGA with accessible and reliable transport, a strong regional economy, a vibrant community and a healthy natural environment. The 'Planning for our Community' chapter of the Settlement Strategy considers community services and facilities, open space and recreation, educational and health facilities, and emergency services available to residents. The chapter identifies ways in which key objectives 3 and 8 of the Community Strategic Plan can be achieved:

*'Communities will have access to a diverse range of affordable and coordinated facilities, programs and services.'*

*'The community will be well educated, innovative and creative. People will attain full knowledge potential at all stages of life.'*

The vision of the 'Planning for our Community' chapter of the Settlement Strategy is to consider how community facilities and services connect to the centres, as well as the wide distribution of housing in Wyong, coupled with an emphasis on integrating community planning within the overall planning process. The Masterplan for the Lake Haven Town Centre identifies and develops focal points or activity nodes that are identifiable places with character within each centre which help achieve a sense of place and ownership. It also re-appraises local priorities and needs for community and sporting infrastructure to identify where and when upgrade funds are best spent, allowing better connections to the Town Centre and a greater variety of facilities for residents.

## 2.0 Strategic Planning Context

The chapter titled 'Planning for Economy and Employment' of the Settlement Strategy is also relevant to the preparation of a Masterplan for the Lake Haven Town Centre. The chapter considers employment lands, commercial and retail development, business parks, agriculture, tourism, resource extraction and economic development within Wyong Shire. The chapter also identifies ways in which key objective 6 of the Community Strategic Plan can be achieved:

*'There will be a strong sustainable business sector and increased local employment built on the Central Coast's business strengths.'*

The vision of the 'Planning for Economy and Employment' chapter of the Settlement Strategy is for the Council over the next 20 years to strengthen the economy and increase employment opportunities. This will involve managing the economic implications of future growth responsibly, ensuring that employment lands are released in an efficient manner, with due regard to constraints such as environmental attributes, bushfire and flooding. The chapter also states that this will involve careful planning for the existing commercial and retail centres, by reinforcing the current role and function of these centres and improving transport links and community access to these centres.

The Masterplan for the Lake Haven Town Centre seeks to encourage and facilitate private development and public domain improvements that attract investment in employment generating uses. It also identifies the potential for mixing new uses in appropriate zones that will attract more people to the Town Centre and make it a more desirable place to invest in business.

### 2.6 WYONG SHIRE COUNCIL RETAIL CENTRES STRATEGY

The Retail Centres Strategy examines the Shire's projected population growth and forecast retail spending, and considers the supply of retail floor space to meet consumer demands. The report was prepared for Wyong Shire Council by Leyshon Consulting, and has following relevant objectives:

- to build on the economic modelling and assessment work that has been undertaken for Council in recent times
- to review current and possible future trends in retailing, commercial development and centre support development and how they will impact on Wyong Shire into the future
- to identify the current and future demand for retail, commercial and centre support floorspace and its spatial distribution within Wyong Shire
- to review the 1996 Wyong Shire Retail Strategy, DCP81 – Retail Centres and the associated hierarchy of centres in Wyong
- to identify a point of difference for each centre and nominate the sort of facilities that could be provided in the future in response to the specific demographics of centres' trade areas
- to identify appropriate floorspace limits for each centre within the hierarchy based on its nominated position in the hierarchy and projected growth within its trade area and the nominated site area
- to identify guidelines and principles for "good retail development"
- to prepare a new planning framework to facilitate growth and which identifies the current and future roles of centres
- to assist Council staff in communicating the new framework to the elected representatives and the general public.

The Retail Strategy is currently under review by Wyong Shire Council, and the Masterplan for Lake Haven Town Centre will need to be consistent with the outcomes of the review.

### 2.7 WYONG SHIRE COUNCIL RESIDENTIAL DEVELOPMENT STRATEGY

Wyong Shire Council has developed a Residential Development Strategy (RDS) to meet the State Government requirement for local Councils to take responsibility for implementing local planning policies to meet planning objective needs and increase the quality, diversity and quantity of residential development in the Wyong Shire. The key aims are to:

- Provide a comprehensive strategy to guide residential development and increase the quality and diversity of development in Wyong Shire;
- Provide a local approach to justify exemption from SEPP 53 - Metropolitan Residential Development;
- Identify amendments to the Wyong Local Environmental Plan 1991 to satisfy residential development objectives;
- Identify short and medium term actions which Council can facilitate to realise metropolitan planning objectives for residential development, while maintaining local sustainability.
- Plan for environmental, economical and socially sustainable residential development;

Section 6 – Residential Development Opportunities talks to urban infill and redevelopment for Wyong. This section identifies that opportunities exist for centres in Wyong to expand residential development by looking more closely at specific precincts within the centre that may have potential for increased densities, and that Wyong's historic buildings and town character must be considered in any such study.

The preparation of the Masterplan examines the opportunities for residential development in the Lake Haven Town Centre, and also addresses some of the drivers that attract residential development such as the public domain, environmental amenity and access.

### 2.8 WYONG SHIRE COUNCIL SUSTAINABILITY PRINCIPLES

Wyong Shire Council's sustainability principles are to:

- Think holistically;
- Act responsibly;
- Be smart, local and adaptable;
- Care for nature;
- Good processes, improved outcomes;
- Work together, and
- Lead by example.

The Masterplan is consistent with the above principles of Council for ecological sustainability.

## 2.0 Strategic Planning Context

### 2.9 LAKE HAVEN TOWN CENTRE KEY ISSUES & OPPORTUNITIES

The key issues and opportunities for the growth and development of the Lake Haven Town Centre are shown in Figure 2.2. In summary, the key issues and opportunities relate to the following:

- Additional land uses for more economic activity and employment, entertainment, and activation outside standard business hours;
- Enhancement of the public domain with new civic spaces, landscape treatments, and improved safety and security;
- Better connectivity and integration between precincts through the town centre and with surrounding areas;
- Enhancement of community and recreational infrastructure; and
- Implementation of additional measures for ecological sustainability.

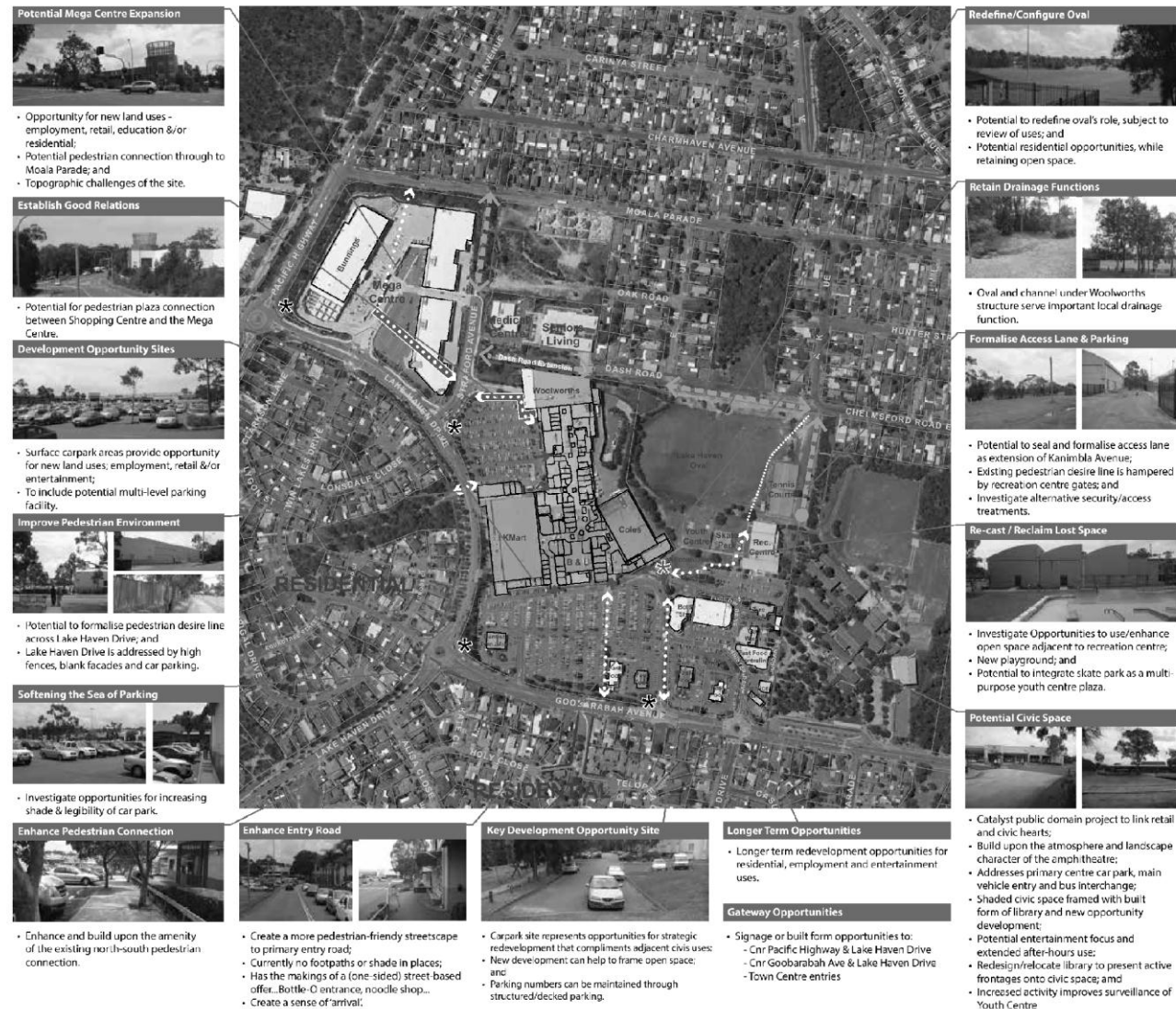


Figure 2.2: Lake Haven Town Centre Issues & Opportunities

## 3.0 Vision & Goals



The vision for the Lake Haven Town Centre is:

***A centre of community and economic vitality providing employment, shopping, business services, entertainment and leisure, housing and civic space for social gathering and events that is attractive, functional and cohesive.***

The goals of the Masterplan are to:

- Establish a planning framework to guide public and private investment in the future development of the Town Centre for community building, economic activity and employment, and environmental sustainability;
- Facilitate the development of a range of additional land uses for leisure/ entertainment, business services, employment uses and housing (in addition to retail shopping, community and recreation facilities) that increase community and economic activity as well as employment (including after business hours);
- Develop a cohesive public domain with special civic spaces that has a high level of environmental amenity and is functional, safe and legible in streetscapes, pathways, signage, furniture, lighting, landscaping and public art;
- Continue a functional and safe access network of transport infrastructure, roads, pedestrian and cycle paths, and parking all with equitable access;
- Enhance community and recreational facilities that meet social and recreational needs of the community and contribute to community pride and social cohesion; and
- Implement principles of ecological sustainability particularly in new development through appropriate management of biodiversity, water conservation, energy efficiency, waste management and promoting a walkable environment.

## 4.0 Role & Identity

A Town Centre with a distinct role and identity that is functional and has a good level of activity and environmental amenity can make a significant contribution to community building and attracting economic investment. It creates a sense of place for the community and is a core attractor for investment in economic activity and business.

The role and identity of the Town Centre relates to its urban context, character, precincts, land uses, and key public and private sites.

### 4.1 URBAN CONTEXT, ROLE AND LAND USES

The urban planning context of NSW Government and Wyong Shire Council strategic plans in which Lake Haven is identified as a Town Centre is outlined in Section 2.

Lake Haven Town Centre comprises a number of distinct ownership precincts including the Lake Haven Shopping Centre, Lake Haven Home Mega Centre, Council land precinct with YMCA recreational centre, youth centre, playing field and tennis courts, and the shopping centre pad sites precinct in the south east corner.

The Town Centre is largely surrounded by low density residential housing as well as Gorokan High School, Lake Haven Court Aged Care Facility and Community Health Centre.

Lake Haven Town Centre is currently the largest centre in the north of the Wyong Shire and has a core role as a shopping centre destination and with a range of retail goods, and significant community and recreational facilities particularly for youth.

The planned development of a new Warnervale Town Centre nearby is anticipated to accommodate a substantial proportion of growth and new development for business and community services in the north of the Wyong Shire into the future.

The Masterplan builds on the existing role and character of the Lake Haven Town Centre to maintain it as a centre for employment, retailing, recreation/sports and community facilities, and health facilities. It proposes development of additional land uses including entertainment and leisure, business services, and residential development to further increase employment, activity and vitality in and around the Town Centre, particularly outside retail trading hours, and to provide additional services and facilities for the community into the future.

### 4.2 CHARACTER AND PRECINCTS

The Lake Haven Town Centre is characterised by a number of precincts and uses that are somewhat 'stand-alone' and separated with urban barriers between that generate physical and visual separation between precincts.

The Masterplan seeks to improve physical and visual connectivity between precincts and develop a more integrated Town Centre and unified public domain to give a greater sense of overall place and identity to the whole Town Centre.

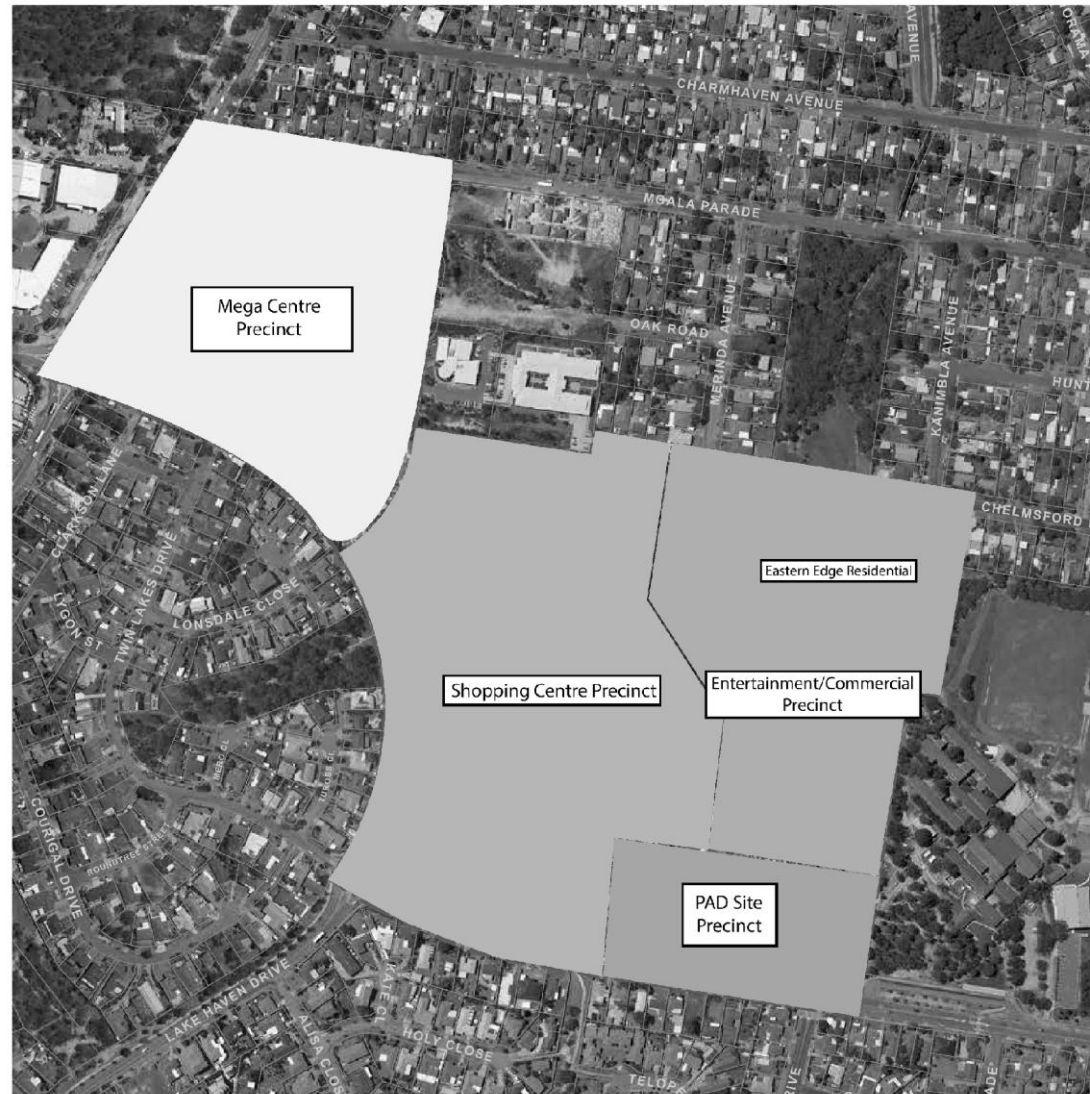


Figure 4.1: Town centre precincts and key opportunity sites

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## 4.0 Role & Identity



### 4.3 KEY OPPORTUNITY SITES FOR NEW DEVELOPMENT

There are a number of key sites in the Town Centre that provide opportunities for development of additional uses that can maintain the role of the centre, generate economic activity and employment, increase activity outside normal retail trading hours, create improved spaces for community / cultural use and interaction, meet demand for housing, improve accessibility and connections through the Town Centre, and generate revenue for investment in community infrastructure and the public domain.

The key opportunity sites for redevelopment and additional new land uses and facilities include:

- Community development precinct on the east side of the Town Centre;
- Lake Haven Home Mega Centre expansion opportunities;
- Lake Haven Shopping Centre car park areas;
- Lake Haven Shopping Centre pad sites in the south east corner (long term).

The Council's community development precinct is strategically located and well positioned to act as catalyst development.

The above mentioned sites appear to have environmental attributes suitable for development in terms of large parcels in single ownership, flat topography cleared of vegetation, and availability of transport infrastructure and utility infrastructure in the immediate area. These sites would need to be subject to more detailed feasibility studies for development including studies on market demand for land uses, detailed environmental analysis of site conditions, and infrastructure capacity.

The Masterplan includes measures to facilitate development of these key opportunity sites including an urban design and public domain framework, and implementation plan.



## 5.0 Urban Design & Public Domain Framework



A cohesive urban design and public domain framework that is functional and safe with a good level of environmental amenity can make a significant contribution to community building and attracting economic investment in the Town Centre. It can unify and contribute to a connected Town Centre as a community 'heart' that feels safe and is attractive to visit and participate in community activities. It builds a sense of place and identity for community pride and enjoyment, as well as improving vibrancy and vitality. A quality public domain is also a core attractor for investment in economic activity and business development, and as a place to shop and conduct business.

The Masterplan includes an urban design and public domain framework to improve the sense of place and identity of the Town Centre and integrate the precincts and places within it. Key opportunity sites for development need an urban design framework to ensure new development is integrated and connected with the whole Town Centre. A public domain plan for specific public domain improvements and design themes that reflect the local character can contribute to unifying the Town Centre and building its identity. The core elements of the urban design and public domain framework include civic/community spaces and open spaces, building forms, gateways, visual corridors, streetscapes, movement corridors and pedestrian paths, furniture, lighting, landscaping, signage, public art and security.

The Masterplan's urban design and public domain framework for Lake Haven Town Centre is illustrated in the figures below.

### 5.1 CIVIC PLACES AND OPEN SPACES

Lake Haven Town Centre can benefit from outdoor civic spaces, plazas and formal passive open spaces that provide focal points or activity nodes that are identifiable and useable places with character which help to create a sense of place, amenity and ownership. Opportunity for places for people to informally gather and interact in shaded, human-scaled spaces and enliven connections between precincts. The Masterplan includes the following new civic spaces and open spaces which are also shown in the urban design and public domain framework plans in the figures below:

- The area around the bus stop interchange between the Council land precinct and Lake Haven Shopping Centre is proposed as a significant outdoor civic space and plaza in the Town Centre that integrates these two precincts and provides a place for community passive use.
- The area around Stratford Avenue is proposed as a significant plaza connection in future development on both the Lake Haven Mega Centre site on the northwest side of the Avenue and Lake Haven Shopping Centre on the south east side of the Avenue.
- Future development of the shopping centre pad site precinct provides an opportunity to include new civic spaces.
- The sports field is proposed for redevelopment to create a well defined public domain with an enhanced landscape amenity and better integration with surrounding precincts with creation of secondary spaces around it.



Figure 5.1: Urban design and public domain framework

## 5.0 Urban Design & Public Domain Framework

### 5.2 BUILDING FORMS

An urban structure of well defined building forms and streets integrates the Town Centre and connects its precincts, and contributes to the identity and sense of place. Building forms define the public domain, spaces and access paths between them. The design of buildings and facades has a significant influence on the environmental amenity of the public domain and attractiveness of the Town Centre.

The urban design framework for new development and built forms on key opportunity sites is shown in the precinct plans in the figures below.

### 5.3 GATEWAYS

Gateways to the Town Centre can be treated to improve way finding and legibility, give a sense of arrival, contribute to sense of place and identity, and create a good level of environmental amenity. There are opportunities for the gateways in Lake Haven Town Centre to be improved with measures such as landscaping, signage and public art as shown in the urban design and public domain plan framework plans in the figures below.

### 5.4 VISUAL CORRIDORS AND CONNECTIONS

Visual corridors provide connections between precincts in the Town Centre and contribute to the integration of the Town Centre as well as way finding, legibility and sense of security in the Town Centre.

The Masterplan takes into account the opportunities for maintaining visual corridors and connections between precincts in the urban design framework and public domain plan. It considers the visual interest of the Town Centre with variation between open vistas and enclosed spaces. The key visual corridors in the Town Centre are shown in the urban design and public domain framework plan.

### 5.5 MOVEMENT CORRIDORS AND PEDESTRIAN PATHS

Section 6 of the Masterplan describes the access network, transport, traffic and car parking in the Lake Haven Town Centre.

The legibility of connections between places through the use of built form and landscape enhancements including tree plantings, paving treatments, shade structures, furniture, lighting and signage in the public domain is enhanced in the Masterplan.

The movement corridors and pedestrian and cycle paths can facilitate healthy living and movement in line with healthy by design principles.

The urban design and public domain framework plans in the figures below enhance the visual interest and walkability of the Town Centres.

### 5.6 PUBLIC DOMAIN LANDSCAPE

The Masterplan includes a coherent public domain plan and theme that builds on the existing local character and unifies the Town Centre precincts, contributes to its identity and sense of place in the urban community, and softens the dominance of hard surfaces. The urban design and public domain framework plans in the figures below address landscaping, furniture, lighting, and public art in the main areas of the public domain

including civic spaces, gateways, streetscapes, and access/movement corridors. The plans also integrate principles of Accessibility, Healthy by Design and Safety by Design. The public domain plan components include robust materials that have a long life and relatively low maintenance requirements and costs.

### 5.7 SAFETY AND SECURITY

Safety and security issues are evident around certain parts of the Town Centre including in particular around the bus interchange and Council land precinct on the east side of the Town Centre.

Safer by Design principles are implemented in the public domain plan, the signage strategy and precinct plans in the figures below based on the following principles of Crime Prevention Through Environmental Design (CPTED):

- Surveillance – All areas of the public domain including the civic spaces and open spaces can be seen from surrounding buildings (passive surveillance) and also from CCTV (active surveillance).
- Access Control – Existing building premises and new development are to have appropriate access controls, and associated signage strategy informs and reinforces access control.
- Territorial Reinforcement – New land uses and activities particularly in the development of opportunity sites activates the use of surrounding spaces and reinforces territorial ownership and use. The signage strategy informs and reinforces ownership, use and identity of the public and private spaces.
- Space Management – The public domain plan includes robust materials that have a long life and relatively low maintenance requirements and costs. A maintenance program will need to be implemented by the local community, landowners and Council to manage the public and private domains and reinforce ownership and identity.



Connected and legible pedestrian paths.



Shaded streets.



Integrated seating opportunities.



Shaded parking areas.

# 5.0 Urban Design & Public Domain Framework



## 5.8 ENTRY STREET

The current entry street is a car-oriented place. There is no provision for pedestrian movement.

Objectives:

- To create a high quality entry experience to the town centre.
- To provide shaded pedestrian pathways.
- To provide seating opportunities.

Development Opportunities:

- The creation of a pedestrian-friendly street can encourage future re-development of the centre to address the street.

Public Domain Strategies:

- Revised kerb lines and new pedestrian pavements to edge street.
- Nose-in parking on western side of street converted to parallel parking.
- New canopy street tree plantings along street.
- New integrated bench and planting structures.

The concept plan is an indicative concept only, and the precinct will need to be subject to a more detailed development design process outlined in the implementation plan.



Street tree planter boxes precedent.



Existing view of entry street.



Potential view of entry street.



Figure 5.2: Entry street precinct plan

# 5.0 Urban Design & Public Domain Framework



## 5.9 COMMUNITY SQUARE

The proposed site for the Community Square is strategically located at the fulcrum point between the existing shopping centre entry, civic / recreational uses and potential future development on Council owned land. This site affords a unique opportunity to contribute to the vitality of the 'heart' of the town centre without detracting from the viability of the shopping centre itself.

Objectives:

- To create an outdoor civic space that encourages use by a wide spectrum of the community.
- To provide a space which encourages address, apertures and activation from surrounding built form.

Development Opportunities:

- Opportunity to frame square with new development on the Council owned car park land.
- Opportunity for existing library to present a more active facade to the new square, with more apertures.
- Potential new pavilion kiosk building, providing food and beverage offer to capture future activity.

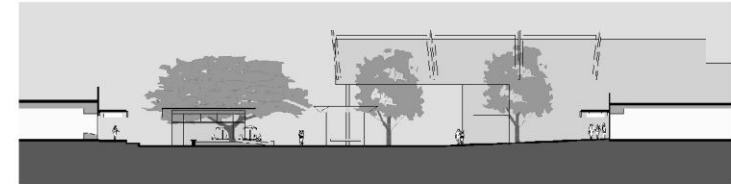
Public Domain Strategies:

- Existing bus interchange rationalised to reduce land-take.
- New shade structures for bus stops.
- New steps/terracing and planting to library facade interface.
- Feature shade tree with integrated seating opportunities.
- Relocation of Gravity Youth Centre and Skate Park further north
- Existing and new buildings surrounding the community square and recreation facilities to provide windows, active frontages and CCTV.

The concept plan is an indicative concept only, and the precinct will need to be subject to a more detailed development design process outlined in the implementation plan.



A square full of activity.



Indicative section through the square.



Create shaded outdoor rooms.



Figure 5.3: Community development precinct plan



Existing street view of site.



Enclosing the square with development.



Potential street view of development.



Pedestrian connect through to square.

# 5.0 Urban Design & Public Domain Framework



## 5.10 ENTERTAINMENT/COMMERCIAL PRECINCT

The area comprising the Council carpark, Skate Park, Recreation Centre, Youth Centre and Amphitheatre contains many important civic functions and assets. Unfortunately the area also suffers from a perceived lack of security.

Objectives:

- To improve the passive surveillance and sense of security of the area.
- To encourage after-hours activity within the centre.

Development Opportunities:

- Entertainment facility/cinema and associated food and beverage kiosks located adjacent to the new community square near the amphitheatre and the entertainment facility.
- New office building at eastern end of car parking area.

Public Domain Strategies:

- Existing amphitheatre retained and enhanced (connects to Community Square).
- Relocate skate park adjacent to the tennis courts located north of the existing recreation centre.
- New path and shaded grove along pedestrian desire line from new square to new street.
- New outdoor dining areas between the recreation centre and the amphitheatre.

The concept plan is an indicative concept only, and the precinct will need to be subject to a more detailed development design process outlined in the implementation plan.



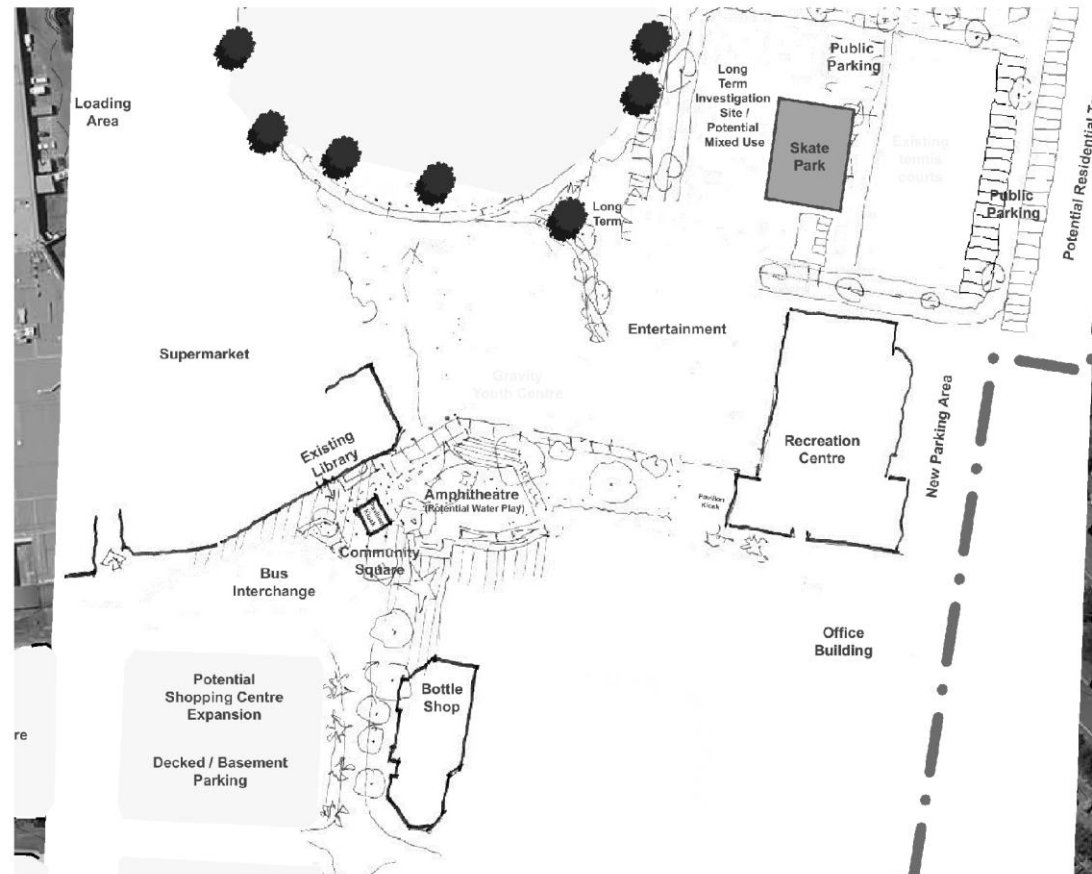
Existing amphitheatre.



Existing skate park.



After-hours activity.



Entertainment /commercial precinct redevelopment



Office building.



Pedestrian spaces.



# 5.0 Urban Design & Public Domain Framework



## 5.11 EASTERN EDGE RESIDENTIAL

- The existing open space area serves an important drainage function, yet suffers from poor public surveillance and under-utilisation.

Objectives:

- To increase residential density and housing variety.

Development Opportunities:

- Potential for new residential apartment and townhouse development.
- Long term investigation of open space area.

Public Domain Strategies:

- New street connection/extension of Chelmsford Road East through to Dash Road.
- New public parking opportunities along new streets and a consolidated parking area to the north.
- Site of potential residential development to be an interim public car parking space.
- Swale treatment and sedge plantings to southern edge of oval to alleviate drainage from new Community Square.
- Flooding and stormwater management study to be prepared to support development.

The concept plan is an indicative concept only, and the precinct will need to be subject to a more detailed development design process outlined in the implementation plan.



Housing typologies.



Framing parks with streets & houses.



Swale treatment and sedge plantings.

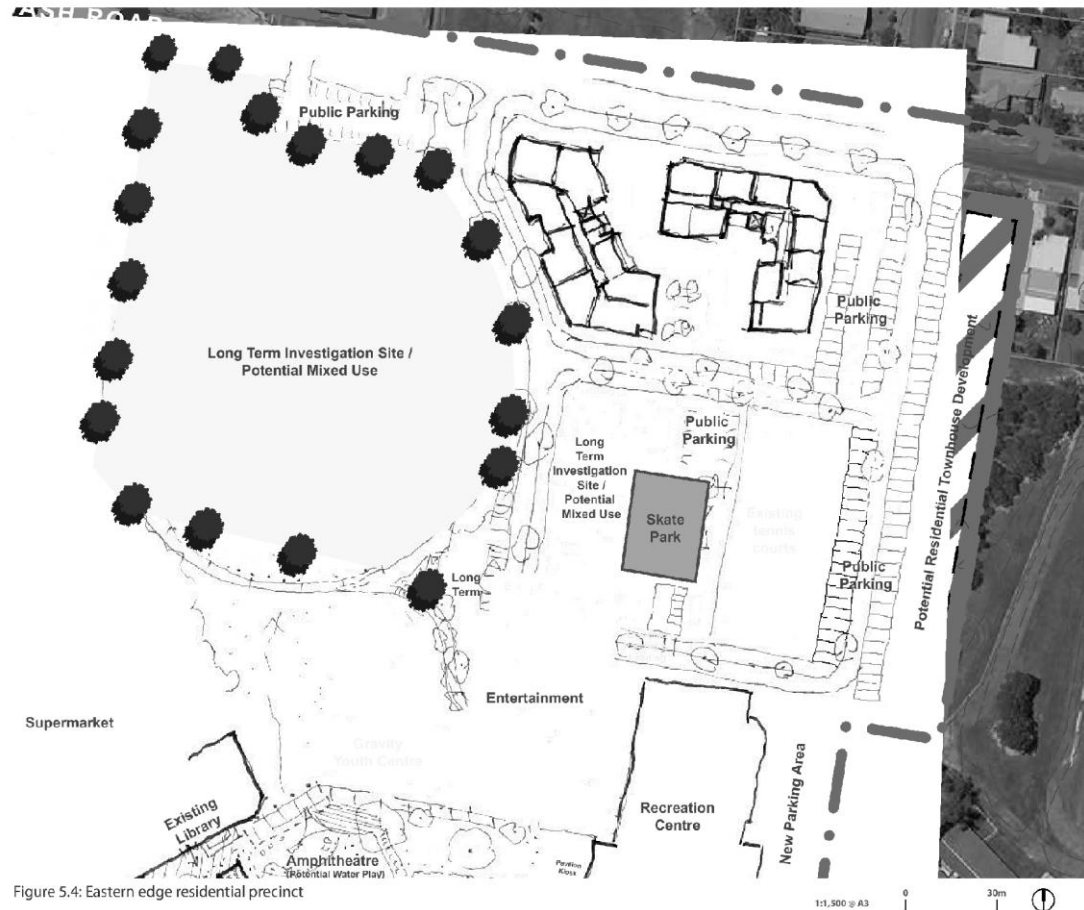


Figure 5.4: Eastern edge residential precinct



# 5.0 Urban Design & Public Domain Framework



## 5.12 PEDESTRIAN SPINE

The northern portion of the pedestrian spine has already been upgraded with shade structure. The southern section is partially shaded by some good tree plantings, but the path surface is in disrepair. The southern entrance point to the pedestrian spine is slightly offset from the signalised crossing point, descends down steps through a well landscaped buffer before crossing the carpark ring road.

Objectives:

- To encourage and celebrate pedestrian traffic to the centre.

Development Opportunities:

- Future development may choose to address this axis if parking is reconfigured.

Public Domain Strategies:

- Upgrade of paving along southern section of pedestrian path and inclusion of bench structures adjacent existing trees.
- Paving treatment to carpark ring road crossing point.
- Sedge planting around tree bases.

The concept plan is an indicative concept only, and the precinct will need to be subject to a more detailed development design process outlined in the implementation plan.



Existing view of northern end of path.



Potential street view of public domain enhancements.



Existing view of southern part of path.



Existing view of carpark ring road.



Sedge planting around tree bases.



Integrated bench structures.

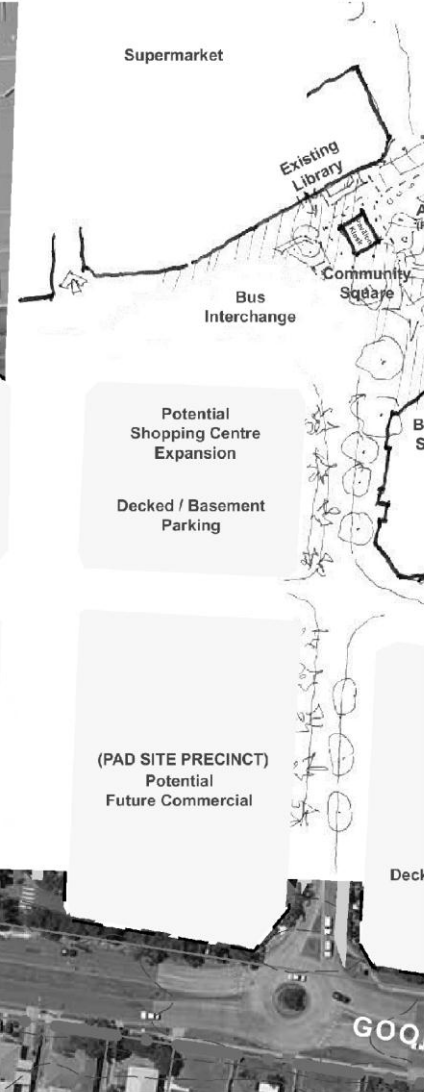
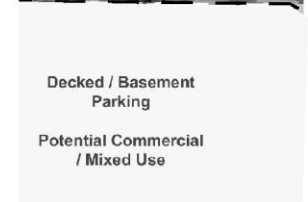


Figure 5.5: Pedestrian spine precinct plan

## 5.0 Urban Design & Public Domain Framework



### 5.13 WESTERN LINKAGE

The northern portion of the pedestrian spine has already been upgraded with shade structure. The southern section is partially shaded by some good tree plantings, but the path surface is in disrepair. The southern entrance point to the pedestrian spine is slightly offset.

**Objectives:**

- To encourage and celebrate pedestrian traffic to the centre.
- To focus pedestrian movements to key crossing points.

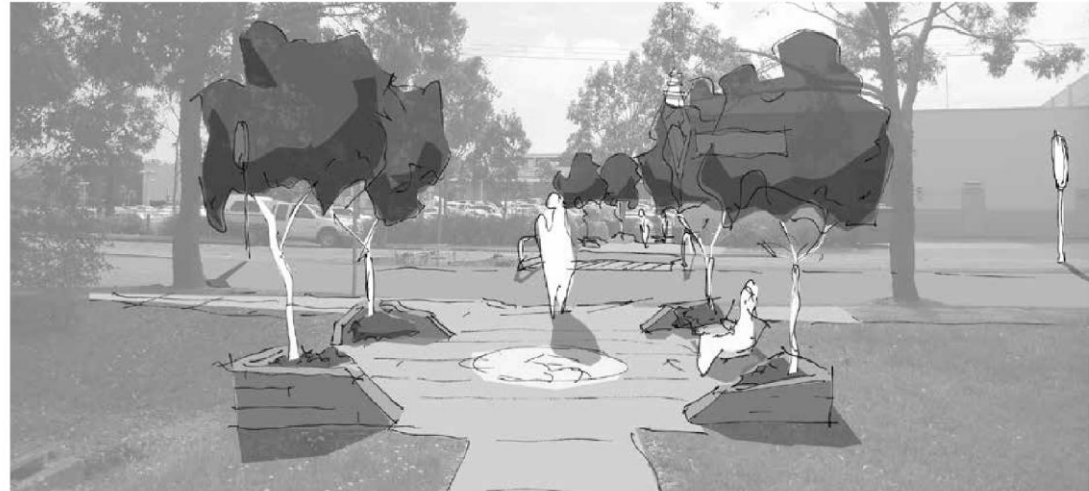
**Development Opportunities:**

- Potential feature corner treatment and/or signage to existing centre building.

**Public Domain Strategies:**

- Paved area and tree plantings on western side of Lake Haven Drive.
- Flattened median, signage and control barriers.
- Paved area and tree plantings on western side of Lake Haven Drive.
- Potential Lake Haven Drive pedestrian crossing to be subject to further specialist traffic study to determine appropriate traffic management measures to facilitate crossing.

The concept plan is an indicative concept only, and the precinct will need to be subject to a more detailed development design process outlined in the implementation plan.



Potential street view of public domain enhancements.



Shade tree planter precedent.



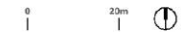
Ground-plane public art precedent.



Existing view of crossing point.



Figure 5.6: Western linkage precinct plan



# 5.0 Urban Design & Public Domain Framework



## 5.14 MEGA CENTRE PLAZA

**Objectives:**

- To increase residential density and housing variety.
- To create a sense of connectivity to the town centre from surrounding areas.
- To create an outdoor space that encourages use by a wide spectrum of the community.

**Development Opportunities:**

- New commercial and large format retail developed over structured, semi-basement parking.
- New residential development to address Moala Parade.

**Public Domain Strategies:**

- New public pedestrian plaza space created to create at-grade address for Bunnings and new development.
- Potential new street extension of Stratford Avenue through to Moala Parade.
- Pedestrian connection between Mega Centre and the Lake Haven Shopping Centre to the south-east subject to further specialist traffic study to determine appropriate location of connection.

**Design Principles**

- New buildings should avoid presenting long, blank facades to Lake Haven Drive and include architectural expression details such as glazed elements and/or facade modulation.
- Above ground structured parking should be sleeved at ground level by active uses where possible.

The concept plan is an indicative concept only, and the precinct will need to be subject to a more detailed development design process outlined in the implementation plan.



Shaded pedestrian plaza precedent.



Pedestrian connection precedent.

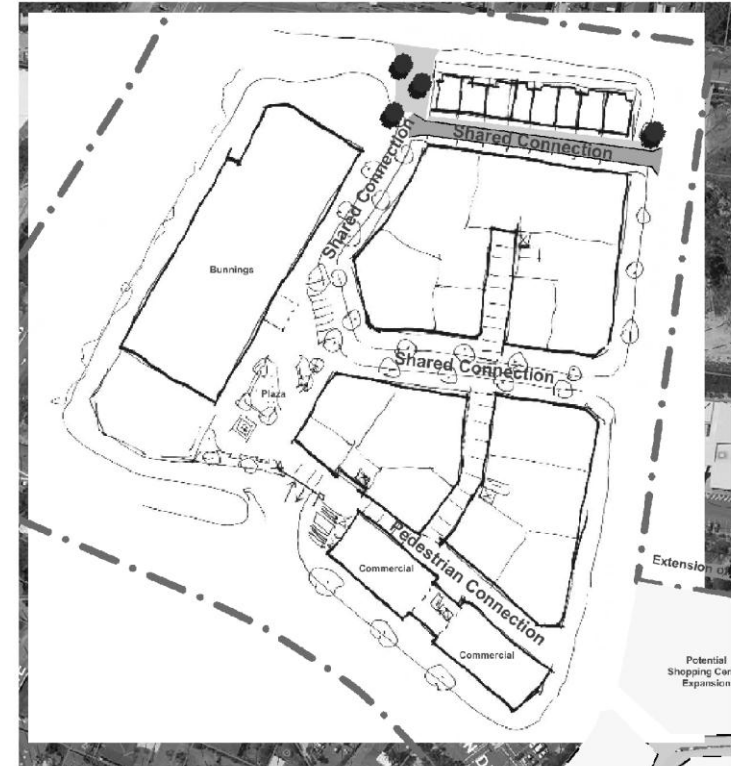


Figure 5.8: Mega centre plaza plan



Big-box commercial centre precedent.



The existing car-oriented centre where parking dominates.

# 5.0 Urban Design & Public Domain Framework



## 5.15 NORTHERN SHOPPING CENTRE CARPARK EXPANSION

If floorspace restrictions are lifted for the Lake Haven Shopping Centre, opportunities exist for development expansion into its surrounding surface parking areas. These expansions would require some alternative parking strategy, such as consolidated basement or structured above ground parking.

Objectives:

- To create a street-based urban structure for the Town Centre.

Development Opportunities:

- Potential for new retail and commercial mixed use development.

Public Domain Strategies:

- Potential for creation of internal, pedestrian-priority / street network loop, accessed from main carpark entrance.
- Potential for extension of pedestrian connections from west and north-west into pedestrian priority street network.
- Extension of Dash Road to the north through to Stratford Avenue to the west.

Design Principles

- New buildings should avoid presenting long, blank facades to Lake Haven Drive and include architectural expression details such as glazed elements and/or facade modulation.
- Above ground structured parking should be sleeved at ground level by active uses where possible.

The concept plan is an indicative concept only, and the precinct will need to be subject to a more detailed development design process outlined in the implementation plan.



Sleeving structured parking.



Semi-enclosed pedestrian areas.



Big box retail with active ground floor.

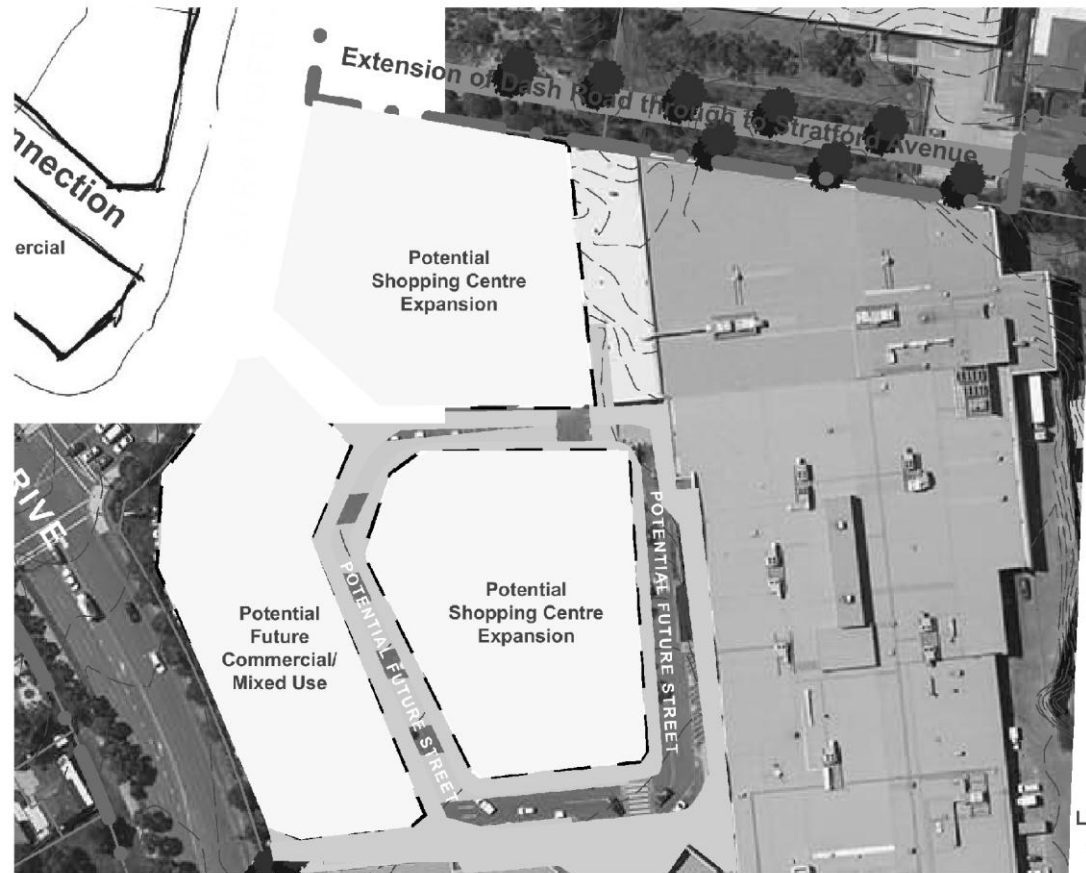


Figure 5.9: Northern shopping centre carpark extension precinct plan

# 5.0 Urban Design & Public Domain Framework



## 5.16 SOUTHERN SHOPPING CENTRE CARPARK EXPANSION

If floorspace restrictions are lifted for the Lake Haven Shopping Centre, opportunities exist for development expansion into its surrounding surface parking areas. These expansions would require some alternative parking strategy, such as consolidated basement or structured above ground parking.

Objectives:

- To create a street-based urban structure for the Town Centre.

Development Opportunities:

- Potential for new retail and commercial mixed use development.

Public Domain Strategies:

- Potential for creation of internal, pedestrian-priority / street network loop, accessed from main carpark entrance.
- Potential for extension of pedestrian connections from west and north-west into pedestrian priority street network.

Design Principles

- New buildings should avoid presenting long, blank facades to Goobarabah Avenue and include architectural expression details such as glazed elements and/or facade modulation.
- Above ground structured parking should be sleeved at ground level by active uses where possible.

The concept plan is an indicative concept only, and the precinct will need to be subject to a more detailed development design process outlined in the implementation plan.



Sleeving structured parking.



Semi-enclosed pedestrian areas.



Big box retail with active ground floor.



Figure 5.10: Southern shopping centre carpark expansion precinct concept plan

# 5.0 Urban Design & Public Domain Framework



## 5.17 PAD SITES DEVELOPMENT

If floorspace restrictions are lifted for the Lake Haven Shopping Centre, opportunities exist for development expansion into its surrounding surface parking areas. These expansions would require some alternative parking strategy, such as consolidated basement or structured above ground parking.

Objectives:

- To create a street-based urban structure for the Town Centre.

Development Opportunities:

- Potential for new retail and commercial mixed use development.

Public Domain Strategies:

- Potential for creation of internal, pedestrian-priority / street network loop, accessed from main carpark entrance.
- Potential for extension of pedestrian connections from west and north-west into pedestrian priority street network.

Design Principles

- New buildings should avoid presenting long, blank facades to Goobarabah Avenue and include architectural expression details such as glazed elements and/or facade modulation.
- Above ground structured parking should be sleeved at ground level by active uses where possible.

The concept plan is an indicative concept only, and the precinct will need to be subject to a more detailed development design process outlined in the implementation plan.



Sleeving structured parking.



Semi-enclosed pedestrian areas.



Big box retail with active ground floor.

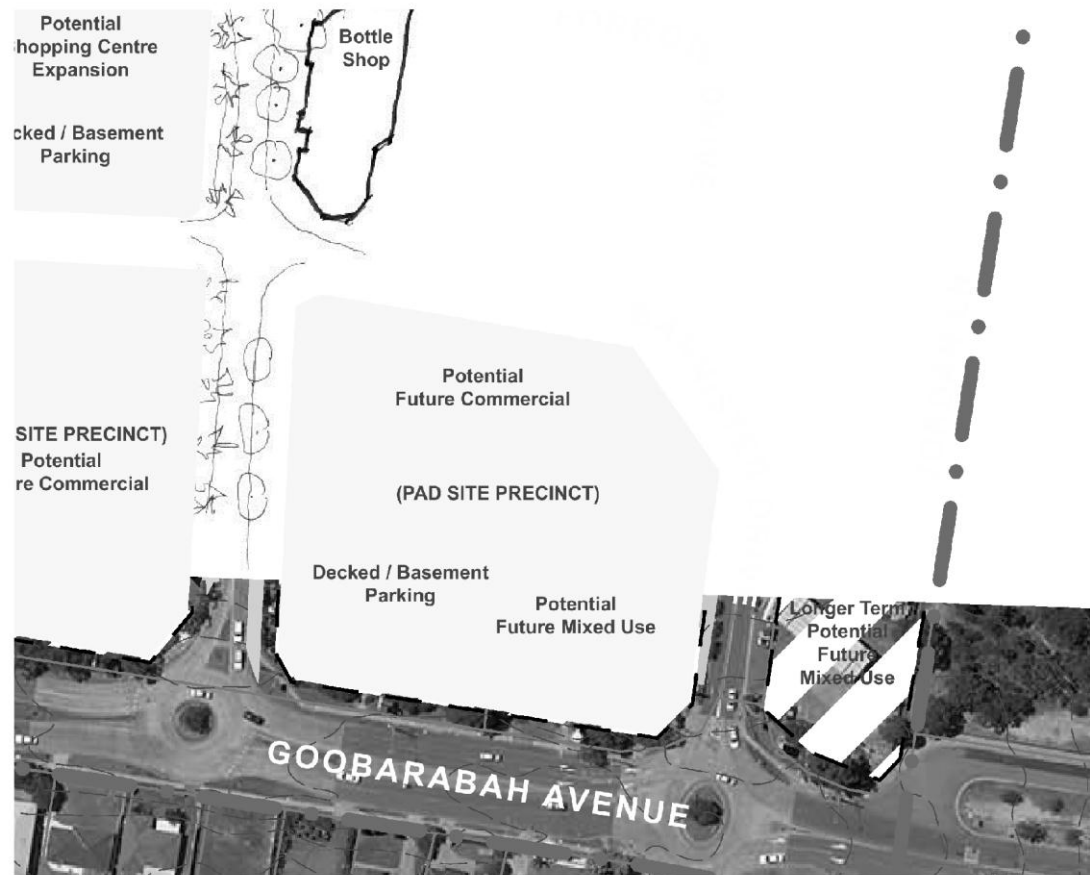


Figure 5.11: Pad sites development precinct concept plan





# 5.0 Urban Design & Public Domain Framework



## 5.18 PLANTING STRATEGY

The planting lists attached here support the Public Domain Plan. The general intent is to provide cost effective and low maintenance vegetation options, while also selecting species with formal qualities which will contribute to the sense of urbanity in the Town Centre.

The planting strategy includes the deployment of the following broad categories of plant (details of which are attached):

### Street Trees

These trees are suggested to use as street trees for their generous canopy, moderate to fast growth rate and tolerance to urban environments.

Where possible, for new streets the same species will be used in series to create a sense of street rhythm and consistency.

### Feature Trees

These trees are suggested to use for their distinctive branch structures and seasonal colour.

Feature trees will be used in limited numbers in key locations to highlight entrances and key civic spaces.

### Small Shrubs

These shrubs are suggested to use for hedging and edge definition purposes.

The species selected are hardy and waterwise.

### Ground Covers & Grasses

These ground covers are suggested to use as feature elements in paved areas and as edge treatments to planted areas.

The species suggested are hardy and waterwise.

### Street Trees



Plane Tree (Platanus Acerifolia)



Chinese Elm (Ulmus Parvifolia)



Smooth Barked Apple (Angophora Costata)



Pride of Bolivia (Tipuana Tipu)



Illawarra Flame Tree (Brachychiton Acerifolius)



Jacaranda (Jacaranda Mimosifolia)

### Small Shrubs



Little John Bottlebrush (Callistemon) to 1m(h)



Dwarf Grey Honey Myrtle (Melaleuca incana nana) 1-1.5m(h) x 0.80-1.5m(w)



Gin Gin Gem (Grevillea obtusifolia) 0.5m(h) x 3-4m(w)



Full Moon (Convolvulus) 5cm(h) x 1-1.5m(w)



Grey Cottonhead (Conostylus candicans) 30cm(h) x 30cm(w)



Cassa Blue (Dianella caerulea) 40cm(h) x 40cm(w)

### Ground Covers & Grasses



## 5.0 Urban Design & Public Domain Framework

### 5.19 SIGNAGE STRATEGY

Signage in the Town Centre has a number of benefits in contributing to a unified character and identity, assisting in way finding and legibility, reducing potential for traffic conflict and increasing efficiency of traffic flow. The signage strategy for Lake Haven Town Centre should consist of an integrated suite of signage types (outlined below) appropriately located as suggested by the attached plan and accompanying principles.

The signage strategy should incorporate:

- Gateway Signage
- Directional Signage
- Operational Signage, and
- Place Branding Elements

#### Gateway Signage

Gateway signage is primarily oriented towards higher-speed motorists passing the centre. As such, it should be appropriately located and scaled to maximise visibility from strategic locations which allow for discretionary changes of travel into the centre. Consideration should be taken of the design speed for the road from which the sign is to be viewed. Typically higher speeds require larger signs, although the use of spaced vertical elements can also be useful.

#### Directional Signage

Directional signage is oriented towards lower-speed motorists and pedestrians entering or already in the centre. As such, they should be appropriately located and scaled to facilitate the operational requirements of the centre. These signs are best located at key intersections and pedestrian hubs.

#### Operational Signage

Operational Signage refers to signage that conveys the functions contained within a building. This can take the form of clear signage on the building itself and/or building directory signage clearly visible to the prospective pedestrian.

#### Place Branding Elements

Beyond the 'functional' signage types outlined above, there is merit in creating a sense of identity and community ownership for civic spaces through place naming and colour association e.g. the use of the local sporting team colours to paint otherwise plain concrete or naming parks, spaces and buildings after iconic local characters.

Design principles for advertising signage can also contribute to maintaining a good level of environmental amenity and a coherent public domain, and avoid potential for visual clutter and blight from excessive advertising.

#### Wyong Shire Council Branding Strategy

Council is currently preparing a **place brand** for the Wyong Shire area, which helps to create jobs by attracting tourism, business and investment. By creating a distinctive and iconic place brand that reflects how Wyong Shire sees itself and wants to be seen by others, we can have a positive impact on the area.

The Lake Haven Masterplan will need to be consistent with Wyong's place brand.



Figure 5.12: Signage strategy plan

## 6.0 Access, Transport, Traffic & Car parking

The network of access routes, transport infrastructure, and parking in and around the Lake Haven Town Centre is important to the functionality and environmental amenity and safety of the Town Centre, and its attractiveness for people to use and invest in the centre for business, shopping, leisure and recreation, and community activities.

The Masterplan provides the opportunity to review the access network including connections with surrounding areas, integration of precincts through the Town Centre, functional efficiency, amenity and safety of access network in the Town Centre. The core elements of an access network in and round the Town Centre include a network hierarchy of access routes and traffic management for customer vehicles, service vehicles, public transport, bicycles, pedestrians and the disabled, and car parking. The Masterplan for the access network is illustrated in the figure below and includes the following components.

All recommendations for new development, access and traffic management are subject to further specialist transport and traffic management investigations.

### 6.1 PEDESTRIAN AND DISABLED ACCESS

- Shared pedestrian/cycle and disabled access connections are to be improved between the Town Centre precincts.
- Gradient changes on shared paths along Lake Haven Drive are to be redesigned to meet relevant access standards.
- Shared pedestrian/cycle routes across Lake Haven Drive and into the retail centres are to be redesigned to improve legibility, accessibility and safety.
- The redevelopment of the Council land precinct includes enhanced shared pedestrian/cycle connections through this precinct.
- Shared pedestrian/cycle connections between the Lake Haven Mega Centre and Lake Haven Shopping Centre are to be improved in future development on these sites.
- Shared pedestrian/cycle access between the Lake Haven Home Mega Centre and residential areas to the north is to be addressed in future development.
- Shared pedestrian/cycle access off Goobarabah Avenue through the shopping centre roads and car park is to have improved legibility, safety and amenity.

### 6.2 CYCLE ACCESS

- Bicycle routes are provided through the Town Centre and to link with surrounding areas. Bicycle routes should have signage, particularly where it follows shared pedestrian/cycle and disabled access paths.
- Bicycle parking is provided throughout the Town Centre area.

### 6.3 ROAD ACCESS AND TRAFFIC FLOW

- Potential for queuing from entry into Lake Haven Shopping Centre back into Stratford Avenue and Lake Haven Drive at peak times and potential traffic issues associated with it needs to be examined.
- Development of Warnervale Town Centre is expected to reduce traffic volumes at Lake Haven.

- Access for bus manoeuvring and for the interchange is generally satisfactory.
- The separation of customer access at the front and service vehicle access at the rear and associated traffic flows at both the Lake Haven Mega Centre and Lake Haven Shopping Centre is efficient and reduces potential traffic conflicts.

### 6.4 CAR PARKING

- Car parking in Lake Haven Shopping Centre and Lake Haven Mega Centre has sufficient numbers and operates reasonably well other than peak shopping times.
- Pedestrian amenity and way finding is to be improved with better directional signage, landscaping and shading.
- New development will need to provide parking in accordance with the Wyong Shire Council Development Control Plan. Design of car park and traffic flows is critical in future development.

### 6.5 BUS INTERCHANGE

- The bus interchange area is to have design modifications to accommodate a new civic space as part of the redevelopment of Council precinct land and allow for better integration of precincts between the shopping centre and youth and recreation centres, and improve access, amenity and safety.

### 6.6 SERVICE VEHICLES AND LOADING DOCKS

- The location of the loading dock and separation of service vehicles in both Lake Haven Shopping Centre and the Lake Haven Home Mega Centre reduces potential conflict with customer access at the front of these shopping centres.
- The loading and service vehicle requirements of the town centre need to be taken into account in any future development.

# 6.0 Access, Transport, Traffic & Car parking

## 6.7 ACCESS NETWORK

The strategy for the access network for Lake Haven Town Centre relates to providing for all users, vehicles, pedestrians and cyclists alike. The strategy is framed around the following principles:

- Increasing the level of permeability and connectivity within the Town Centre.
- Facilitating parking and circulation within the Town Centre.

### Equal Access

- Provide equal access opportunities through careful consideration of gradient transitions at key locations, particularly at carpark perimeter.

### New Streets

- Several private roads within existing carpark areas are designated for transition over time to function as streets framed with buildings.
- New street connections are encouraged as extensions of existing culs-de-sac (e.g. Oak Road, Dash Road).

### New Address

- New low-key streets are proposed to frame new residential development
- The extension of Dash Road to Avenue to intersect and extend to Stratford Avenue can provide new street frontages with potential for active ground floor uses complementary to the Mega Centre and Shopping Centre.

### LEGEND

- Study Area Boundary
- Existing Connector Road
- Existing Local Street
- Existing Cul-de-sac
- Existing Lane
- Existing Private Road
- Roundabout
- Signalised Intersection
- Existing Pedestrian Path
- Proposed Pedestrian Path
- Proposed Street Connection
- Investigate opportunity for right hand turn when exiting Mega Centre onto Lake Haven Drive.



Figure 6.1: Access network plan

## 7.0 Community Infrastructure



Community infrastructure in the form of facilities for community and recreational use is integral to community building. It is needed to meet social and recreational needs, and contributes to building community pride and social cohesion. The Council land precinct with existing community and recreational facilities is an important part of the Lake Haven Town Centre, but is somewhat disconnected from other precincts and underutilised. The masterplan provides an opportunity to further develop the underutilised land and integrate the precinct into the Town Centre, improve the environmental amenity and security/safety of the precinct, and build its identity and sense of place in the community.

The preparation of a masterplan for Lake Haven Town Centre also provides the opportunity to review the community and recreational/sporting infrastructure in the centre including the use and condition of existing infrastructure, and future needs and priorities. The issues and opportunities associated with community facilities and recreational facilities in the Lake Haven Town Centre proposed to be addressed in the masterplan are described below.

### 7.1 COMMUNITY FACILITIES, SERVICES AND ACTIVITIES

- Relocation of Gravity Youth Centre further north.
- The relocation and refurbishment of the Gravity Youth Centre should consider the opportunity to incorporate Council's library services within a multi-function learning centre.
- Skate park is to be relocated adjacent to the two tennis courts to the north of the existing recreation centre, and enhanced with public domain improvements.
- Leisure/recreation centre is to be retained and enhanced with public domain improvements.
- The playing field is redefined with additional uses, seating/viewing spaces, naming and signage that gives greater identity and ownership to the open space, and is to be a home ground for sporting association/s and events.
- Library is redesigned with an active frontage onto the new civic space.
- Directional signage is provided to assist way finding to community facilities.
- Safer by Design principles are implemented around community and recreation facilities based on the principles of Crime Prevention Through Environmental Design (CPTED) including Surveillance from CCTV and active uses and building frontages, Access Control, Territorial Reinforcement and Space Management.
- Access for disabled is provided to and from community and recreation facilities.
- Community programs/events, activities and celebrations are to be implemented for use of community spaces.
- Opportunity for kiosk adjoining the recreation centre and new outdoor dining facilities to be located between the recreation centre and the amphitheatre.
- Investigate opportunities for the provision of new multi-function learning centres to encourage lifelong learning. Such centres may be developed through partnerships with local businesses and landowners and could incorporate new library facilities.



Figure 7.1: Community facilities and recreation facilities plan



## 8.0 Sustainability



The principles of ecological sustainability are integrated into the Masterplan in particular through management of areas with biodiversity value, water conservation, energy efficiency, and waste management.

### 8.1 BIODIVERSITY

- South west corner of site and Council land to west is threatened ecological community (TEC) and to be the subject of ecological impact studies in relation to any development with a potential to impact on it.

### 8.2 WATER CONSERVATION

- Water Sensitive Urban Design (WSUD) initiatives are included in the public domain plan and new developments.
- Playing field is to retain its dual function as a detention basin.
- Water conservation measures including management of stormwater water quality and quantity runoff and reuse, and use of water saving technology is to be addressed in future development sites.

### 8.3 ENERGY EFFICIENCY

- The Masterplan facilitates a walkable Town Centre and multi-purpose trips to minimise travel and transport demands.
- Energy efficiency measures are to be implemented in new developments and the public domain.

### 8.4 WASTE MANAGEMENT

- Waste is managed in the Town Centre and in new development consistent with the hierarchy and principles of sustainable waste management – avoidance, reuse recycling and responsible disposal.
- Waste bins are provided and maintained in the public domain throughout the Town Centre.

## 9.0 Community Consultation

The preparation of the Lake Haven Town Centre Masterplan includes the following three (3) phases of community consultation:

Phase	Consultation	Dates
1	Community Information Display and Survey on Preliminary Issues and Opportunities	Dec 2012 to Jan 2013
2	Consultation with landowners on Issues and Opportunities and Preliminary Draft Masterplan	Feb to April 2013
3	Public Exhibition of Final Draft Masterplan	October to November 2013

### 9.1 PHASE 1 COMMUNITY INFORMATION DISPLAY AND SURVEY ON PRELIMINARY ISSUES AND OPPORTUNITIES

A community information display and survey on a Preliminary Issues and Opportunities Paper for the Lake Haven Town Centre Masterplan was held on Saturday 15 December 2012 from 10am to 4pm at Lake Haven shopping centre, and also placed on the Wyong Shire Council website. The community information display and survey were advertised in the *Express Advocate* newspaper in December 2012. Submissions were invited until 15 January 2013.

The issues raised during the first phase community information display and survey were as follows:

- The oval is underutilised.
- Suggested new uses for the town centre include:
  - Cinemas;
  - Land uses listed in the survey form;
  - Independently owned shops;
  - Police station;
  - Swimming (lap) pool;
  - Rebel sports store;
  - IKEA furniture;
  - Extended shopping centre.
- Improved security is needed around the youth centre and adjacent car park as this area is often the subject of criminal and anti-social behaviour, vandalism and graffiti. Suggestions include better CCTV and police station.
- Pedestrian and disabled access between Lake Haven Shopping Centre and Mega Centre and across Stratford Avenue is difficult, and this connection needs to be improved.
- Provide weather protection on all pedestrian / disabled pathways.
- Intersection on Stratford Avenue has unsatisfactory level of service for cars exiting the Mega Centre.
- Traffic conflict occurs between cars turning left from Lake Haven Drive into Goobarabah Avenue

and merging into right lane, and cars in Goobarabah Avenue merging into left lane to turn into Lake Haven Shopping centre.

- An extension of Chelmsford Rd East to Merinda Ave is likely to be strongly opposed by residents in Merinda Ave.
- Stop the 'hoons' in the area.
- Adequate parking is needed for any future development.
- Stormwater drainage and flooding issues occur next to Stratford Avenue and on the oval.
- Concern over development eroding bushland in the area.
- Suggest survey of women at local schools.
- Consider access through seniors centre.
- Ensure schools have suitable and safe pathways for students around them.
- Improve water quality in Tuggerah Lake.

Major landowners in Lake Haven Town Centre including owners of the Lake Haven Shopping Centre and Lake Haven Mega Centre have also been consulted on the Masterplan as part of the first phase of consultation.

### 9.2 PHASE 2 CONSULTATION ON PRELIMINARY DRAFT MASTERPLAN WITH LANDOWNERS

The Phase 2 Consultation involved two rounds of consultation with landowners on Issues and Opportunities and a Preliminary Draft Masterplan for Lake Haven Town Centre.

### 9.3 PHASE 3 PUBLIC EXHIBITION OF FINAL DRAFT MASTERPLAN

The Phase 3 community consultation involved newspaper advertisements, public information session and a public exhibition of the Masterplan at the Lake Haven Shopping Centre between the hours of 10am and 4pm on 16 November 2013. The plan was also available for viewing on Wyong Shire Council's premises and website.

# 10 Implementation Plan



## 10.1 IMPLEMENTATION STRATEGY

The implementation of the Masterplan is based on the objective of achieving social, economic and environmental benefits for the community in the growth and development of Lake Haven Town Centre at minimal public cost for Council. The implementation of the Masterplan is premised on key opportunity sites being developed in joint ventures and public private partnerships for new uses including employment generating commercial uses, leisure / entertainment / recreation uses and new housing choices which are to either provide public domain works or generate revenue for Council that is to be used to fund improvements to the public domain, community and recreation facilities.

Priorities outlined within the schedule are categorised as:

- Short term (1-5 years)
- Medium Term (5-10 years)
- Long Term (10+ years)

The key focus of the implementation plan outlined within the following table is to facilitate key enabling actions and priorities that will assist the Wyong Shire Council and its partners to achieve vision and intended outcomes of this Masterplan.

Item	Actions	Responsibility	Staging	Priority
<b>Corporate Strategic Plan</b>	Incorporate Masterplan into Council's Corporate Strategic Plan including: <ul style="list-style-type: none"> <li>• Development of Council car park - Community Development (Entertainment) Precinct for commercial employment, leisure and entertainment uses and civic square;</li> <li>• Public domain works program;</li> <li>• Access network improvements;</li> <li>• Community, cultural and sporting events for Lake Haven Town Centre.</li> </ul>	Council	Short term	High
<b>Wyong Shire Cultural Plan</b>	Develop and implement a program of community, cultural and sporting events including in new venues to be created in key development sites as part of the Wyong Shire Cultural Plan. Develop a public art and signage design and construction program as part of the Wyong Shire Cultural Plan.	Council	Short term	High
<b>Tenders for key development precincts</b>	Conduct a tender process for a joint venture / public partnership development of the Community Development Precincts as follows with tender selection criteria to include the vision, goals and objectives in this Masterplan: <ul style="list-style-type: none"> <li>• Entertainment/Commercial Precinct</li> <li>• Eastern Edge Residential Precinct</li> </ul>	Council and preferred tenderers	Short term Long-term	High Low
<b>Specialist Technical Studies</b>	<ul style="list-style-type: none"> <li>• Prepare feasibility studies on development scenarios and to assist in setting feasible LEP standards for maximum building height and floor space ratio</li> <li>• Prepare specialist transport and traffic management study for implementation of Masterplan</li> <li>• Prepare flooding and stormwater management study for Eastern Edge Residential precinct plan.</li> </ul>	Council and preferred tenderers	Short term	High
<b>Planning Proposal for rezoning and reclassification</b>	Prepare and process Planning Proposal to amend the <i>Wyong Local Environmental Plan</i> to: <ul style="list-style-type: none"> <li>• Rezone to B4 Mixed Use the Entertainment/Commercial Precinct, Mega Centre Precinct and Shopping Centre PAD site;</li> </ul>	Council	Short term	High
<b>S.94 Contributions Plan</b>	Amend the Wyong Shire Council S.94 Contributions Plan to include a proportion of the cost of public domain works and access network improvements to be funded by developer contributions on sites within the primary trade catchment of the Town Centre.	Council	Short term	High



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Item	Actions	Responsibility	Staging	Priority
<b>Development Applications</b>	Prepare and assess Development Applications in line with principles of design excellence, ecologically sustainable development, equitable access, and safer by design, and healthy by design. <ul style="list-style-type: none"> <li>Entertainment/Commercial Precinct</li> <li>Eastern Edge Residential Precinct</li> </ul>	Council	Short term Long-term	High Low
<b>Construction of new development uses and community and recreation facilities</b>	Construct new developments, uses, facilities and public domain works on Community Development Precinct sites. <ul style="list-style-type: none"> <li>Entertainment/Commercial Precinct</li> <li>Eastern Edge Residential Precinct</li> </ul>	Preferred Tenderers	Short term	High
<b>Construction of public domain works and signage</b>	Construction of public domain works and signage.	Council / Preferred Tenderers	Ongoing	As required
<b>Management of public domain</b>	Maintain the public domain and manage the access network and waste.	Council/ Landowners and managers	Ongoing	As required

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## 10.2 PUBLIC DOMAIN STRATEGY

This section outlines the delivery and implementation schedules to enable delivery relate to key elements of the public realm outlined in Section 5- Urban Design and Public Domain Framework. The Implementation Plan sets out indicative budgets, priorities, staging and also identifies delivery agencies and partners. The scope of projects and actions is categorised as Public Domain (PD) and Development (D), which includes land development and built form initiatives. Development initiatives have been included as, in many cases, there is an interdependency between the public domain and interface with development outcomes.

The budgets outlined in this schedule are indicative, based on high level assessment and assumed outcomes and are intended only as a guide to assist Council in preliminary prioritisation of works and actions. Actual budgets and project costs would subject, as applicable, to: detailed design, investigation and analysis; and tendering, detailed costing and pro-

urement of works. Budget estimates are categorised as follows:

- \$ - Low (<100,000)
- \$\$ - Medium (100,000 – 500,000)
- \$\$\$ - High (500,000+)

Additional factors that may influence the prioritisation of works and actions include:

- Availability and allocation of Council funding;
- Further consultation and engagement relating to later detailed planning and design stages;
- Known Council priorities and emerging social and economic circumstances; and
- Establishment of partnerships with other government bodies, community groups and the private sector.

Prioritisation outlined within the schedule is categorised as:

- Short term (1-5 years)
- Medium Term (5-10 years)
- Long Term (10+ years)

The scope of works is categorised into two categories, Development opportunities (D) and Public domain works (PD) as per the Masterplan document. Whilst development opportunities are not strictly public realm oriented, they have been included as they include public domain elements (e.g. new streets and public places) or impact directly on neighbouring public realm elements (e.g. interface between built form and public places).

Scope	Project/ Action	Budget	Priority (H)igh (M)edium (L)ow	Staging S/M/L	Lead/ Partners
	<b>ENTRY STREET</b>				
D	Create a pedestrian-friendly street can encourage future re-development of the centre to address the street. <ul style="list-style-type: none"> <li>• Revise kerb lines and new pedestrian pavements to edge street. Nose-in parking on western side of street concerted to parallel parking.</li> <li>• New canopy street tree plantings along street.</li> <li>• New integrated bench and planting structures.</li> </ul>	\$  (NB – Potential to offset costs through the development of adjacent lands – Refer to PAD Site Precinct)	M	M	WSC/ Private sector
	<b>COMMUNITY SQUARE</b>				
D	Deliver market ready land parcels to enable new infill development to occur: <ul style="list-style-type: none"> <li>• Land tenure rationalisation;</li> <li>• Amend planning framework to enable development; and</li> <li>• Infrastructure delivery.</li> </ul>	\$\$\$  (NB – Potential to offset costs through land release/ leasing)	M	M	WSC/ Private sector
D	Built form modifications to existing library to present a more active facade to the new square, with more apertures.	\$	M	M	WSC
D	Deliver new pavilion kiosk building, providing food and beverage offer to capture future activity.	\$	M	M  (NB quick wins could be achieved with interim mobile van offer)	WSC

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Scope	Project/ Action	Budget	Priority (H)igh (M)edium (L)ow	Staging S/M/L	Lead/ Partners
PD	Rationalise existing bus interchange to reduce land-take ( i.e. paving treatments and civil works).	\$\$	M	M	WSC/ Transport for NSW
PD	New shade structures for bus stops.	\$	M	M	WSC
PD	New steps/terracing and planting to library facade interface.	\$	H	S	WSC
PD	Feature shade tree with integrated seating opportunities.	\$	H	S	WSC
PD	Existing and new buildings surrounding the community square and recreation facilities to provide windows, active frontages and CCTV.	\$\$	M	M	WSC/ Private Sector
<b>ENTERTAINMENT/COMMERCIAL PRECINCT</b>					
D	Establish entertainment facility/cinema and associated food and beverage kiosks located adjacent to the new community square near the amphitheatre and the entertainment facility.	\$\$\$	H	S	WSC/ Private Sector
D	New office building at eastern end of car parking area.	\$\$\$	M	S	Centrelink/ WSC
PD	Enhancements to existing amphitheatre (connects to Community Square).	\$\$	M	S	WSC
PD	Relocate skate park adjacent to the two tennis courts located north of the existing recreation centre	\$\$	H	S	WSC
PD	Establish new path and shaded grove along pedestrian desire line from new square to new street.	\$	H	S	WSC
PD	New outdoor dining areas between the recreation centre and the amphitheatre – license enablement (if required).	\$	H	S	WSC
<b>EASTERN EDGE RESIDENTIAL</b>					
D	Deliver market ready and/ or developable land parcels to enable new infill residential apartment and townhouse development to occur. • Land tenure rationalisation; • Amend planning framework to enable development; and • Infrastructure delivery.	\$\$\$  (NB – Potential to off-set costs through land release/ leasing)	L	L	WSC/ Private Sector/ Community Groups
D	Recreation needs analysis to determine long term potential of open space area in the district context.	\$\$	H	S	WSC
PD	New street connection/extension of Chelmsford Road East through to Dash Road.	\$\$	M	M	WSC
PD	New public parking opportunities along new streets and a consolidated parking area to the north.	\$\$	L	L	WSC
PD	Create interim car parking on the site of potential future residential development.	\$\$	M	M	WSC
PD	Swale treatment and sedge plantings to southern edge of oval to alleviate drainage from new Community Square.	\$	M	M	WSC
PD	Flooding and stormwater management study to be prepared to support development.	\$	H	S	WSC
<b>PEDESTRIAN SPINE</b>					
PD	Upgrade paving along southern section of pedestrian path and inclusion of bench structures adjacent existing trees.	\$	M	M	WSC
PD	Paving treatment to car park ring road crossing point.	\$	M	M	WSC
PD	Sedge planting around tree bases.	\$	M	M	WSC
<b>WESTERN LINKAGE</b>					
D	Establish feature corner treatment and/or signage to existing centre building.	\$	H	S	WSC/ Private sector
PD	Paved area and tree plantings on western side of Lake Haven Drive.	\$	H	S	WSC
PD	Flattened median, signage and control barriers.	\$	H	S	WSC
PD	Paved area and tree plantings on western side of Lake Haven Drive.	\$	H	S	WSC
PD	Establish Lake Haven Drive pedestrian crossing (includes further specialist traffic study to determine appropriate traffic management measures to facilitate crossing)	\$\$	M	S	WSC

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Scope	Project/ Action	Budget	Priority (H)igh (M)edium (L)ow	Staging S/M/L	Lead/ Partners
<b>MEGA CENTRE PLAZA</b>					
D	Develop new commercial and large format retail over structured, semi-basement parking.	\$\$\$ (Costs pertain to private sector)	Subject to market forces	Subject to market forces	Private sector/ WSC
D	New residential development to address Moala Parade.	\$\$\$ (Costs pertain to private sector – opportunity to offset through land sales)	Subject to private sector delivery	Subject to private sector delivery	Private sector/ WSC
PD	New public pedestrian plaza space created to create at-grade address for Bunnings and new development.	\$\$ (Costs pertain to private sector)	Subject to private sector delivery	Subject to private sector delivery	Private sector/ WSC
PD	Establish new street extension of Stratford Avenue through to Moala Parade including infrastructure. Modifications to planning framework to enable residential interface to Moala Parade.	\$\$	M	M	WSC
PD	Create pedestrian connection between Mega Centre and the Lake Haven Shopping Centre to the south-east. Undertake further specialist traffic study to determine appropriate location of connection.	\$\$	Subject to private sector delivery	Subject to private sector delivery	Private sector/ WSC
<b>NORTHERN SHOPPING CENTRE CARPARK EXPANSION</b>					
D	Undertake shopping centre expansion	\$\$\$ (Costs pertain to private sector)	Subject to private sector delivery	Subject to private sector delivery	Private sector/ WSC
PD	Create internal, pedestrian-priority / street network loop, accessed from main carpark entrance.	As above	Subject to private sector delivery	Subject to private sector delivery	Private sector/ WSC
PD	Extend pedestrian connections from west and north-west into pedestrian priority street network.	As above	Subject to private sector delivery	Subject to private sector delivery	Private sector/ WSC
PD	Extend Dash Road to the north through to Stratford Avenue to the west.	As above	Subject to private sector delivery	Subject to private sector delivery	Private sector/ WSC

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Scope	Project/ Action	Budget	Priority (H)igh (M)edium (L)ow	Staging S/M/L	Lead/ Partners
<b>SOUTHERN SHOPPING CENTRE CARPARK EXPANSION</b>					
D	Deliver market ready land parcels to enable new infill retail and commercial mixed use development to occur: <ul style="list-style-type: none"> <li>Land tenure rationalisation;</li> <li>Amend planning framework to enable development; and</li> <li>Infrastructure delivery.</li> </ul>	\$\$\$  (NB – Potential to offset costs through land release/ leasing)	L	L	Private sector/ WSC
PD	Create internal, pedestrian-priority / street network loop, accessed from main carpark entrance.	\$\$	L	L	Private sector/ WSC
PD	Extend pedestrian connections from west and north-west into pedestrian priority street network.	\$	L	L	Private sector/ WSC
<b>PAD SITES DEVELOPMENT</b>					
D	Deliver market ready land parcels to enable new infill retail and commercial mixed use development to occur: <ul style="list-style-type: none"> <li>Land tenure rationalisation;</li> <li>Amend planning framework to enable development; and</li> <li>Infrastructure delivery.</li> </ul>	\$\$\$  (NB – Potential to offset costs through land release/ leasing)	L	L	Private sector/ WSC
PD	Create internal, pedestrian-priority / street network loop, accessed from main carpark entrance.	Budget integrated with that above	L	L	Private sector/ WSC
PD	Extend pedestrian connections from west and north-west into pedestrian priority street network.	Budget integrated with that above	L	L	Private sector/ WSC
<b>SIGNAGE</b>					
PD	Signage includes (as per figure 5.9 of the master plan: <ul style="list-style-type: none"> <li>Gateway signage</li> <li>Directional signage</li> <li>Operational signage</li> </ul>	\$	H	S	WSC
PD	Place Branding Elements as per Wyong Shire Council Branding Strategy (currently under preparation).	Budget allocated.	In progress	In progress	WSC