

Budgewoi Masterplan

Budgewoi Masterplan Report



Prepared for:
Wyong Shire Council

Prepared by:
HBO+EMTB Urban and Landscape Design

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1.0	Introduction	1		
1.1	Summary of the Masterplan.....	1		
1.2	Location	1		
1.3	Centres Hierarchy	1		
1.4	A Snapshot of Budgewoi	1		
2.0	Project Objectives	3		
3.0	Analysis	5		
3.1	Existing Uses	6		
3.2	Zoning	8		
3.3	Land Ownership.....	10		
3.4	Topography, Views and Flooding.....	12		
3.5	Road Network	14		
3.6	Pedestrian and Cyclist Path Network.....	16		
3.7	Open Space, Significant Vegetation and Streetscapes	18		
3.8	History	20		
4.0	Issues + Opportunities.....	23		
5.0	Consultation	27		
6.0	Public Domain Plan.....	28		
6.1	Vision	28		
6.2	Themes.....	29		
6.3	Framework Strategies and Actions	34		
6.3.1	Signage.....	34		
6.3.2	Pedestrian and Cyclist Paths	36		
6.3.3	Street Tree and Public Open Space Planting	38		
6.3.4	Public Realm Lighting, Furniture and Art	42		
6.3.5	Road Edge Treatments	46		
6.4	Specific Projects	48		
6.4.1	Village Link	48		
6.4.2	Opportunity Site One - West Village Community Plaza	50		
6.4.3	Opportunity Site Two - East Village Community Plaza	54		
6.4.4	Investigate Intersection at Scenic Dr and Noela Pl	58		
6.4.5	Landscape Proposals	58		
6.4.6	New Pedestrian / Cycle Bridge over Creek Channel.....	59		
6.4.7	New Pedestrian / Cycle Bridge over Original Creek	59		
6.4.8	Maintain Existing Footbridge	59		
6.4.9	Upgrade Halekulani Hall.....	60		
6.4.10	New Entrance to Supermarket.....	60		
6.4.11	Upgrade Sailing Club.....	60		
6.4.12	Budgewoi Creek Boardwalk	61		
6.4.13	Floating Pontoon at Boardwalk.....	61		
6.4.14	Beach Facilities (New Toilets)	61		
6.4.15	Investigate Re-Zoning of Land to Support the Expansion of the West Village Centre.....	61		
6.4.16	Upgrade and Relocate Boat Ramp at Slade Park.....	62		
6.4.17	New Toilets at Slade Park.....	62		
6.4.18	Opportunity Site Three - Halekulani Oval Recreational Improvements	62		
7.0	Zoning and Development Controls	64		
7.1	Future Land Use Planning	64		
7.2	Future Built Form.....	64		
7.3	Upgrade West Village Arcades.....	65		
8.0	Summary of Masterplan.....	66		
9.0	Implementation	68		
9.1	Introduction	68		
9.2	Staging.....	68		
10.0	General Compliance with Council Objectives	73		
A.1	Stakeholder Liaison Group Workshop One	74		
A.2	Stakeholder Liaison Group Workshop Two.....	76		
A.3	Stakeholder Liaison Group Workshop Three.....	78		
A.4	Online Community Survey	80		
B.1	Image References	81		



Existing footbridge crossing Budgewoi Creek

1.0 INTRODUCTION

1.1 SUMMARY OF THE MASTERPLAN

Wyong Shire Council (WSC) has engaged HBO+EMTB Urban and Landscape Design as the Consultant Project Manager (CPM or Consultant) to prepare masterplan options for the Budgewoi Village Centre and gateway entries. The Budgewoi Masterplan was developed as part of a collaborative process between WSC, CPM and the Budgewoi community. The purpose of the Masterplan is to provide a vision, framework and proposed actions to ensure that the Study Area is appropriately planned for and developed in the medium to long term. The Masterplan Study Area is defined in Figure 1.4.1.

The overall project aim, as stated by WSC, is to:

- *Promote Budgewoi Village as an attractive, accessible and active village precinct.*

The Masterplan identifies existing planning and urban design issues within the Study Area and has developed opportunities for future public and private domain improvement. There are approximately 40 potential initiatives proposed in the Masterplan, many of which are interrelated and come under framework strategies and actions and / or specific projects. To help realise these potentials, an implementation plan has also been included.

This Masterplan document is subject to a review period of approximately two years by Wyong Shire Council, and there are some proposals that require further study and analysis before they can be adopted.

Refer to Chapter 8.0 for a summary of the Masterplan proposals.

1.2 LOCATION

Budgewoi is located in Wyong Shire on the Central Coast of New South Wales. It is situated approximately 42 kilometres northeast of Gosford and 27 kilometres northeast of Tuggerah. The nearest town centres are Toukley (7 kilometres) and Lake Haven (11 kilometres). Budgewoi is also a short distance from the Pacific Highway and Sydney-Newcastle Freeway.

The village lies between Lake Munmorah and Budgewoi Lake and adjoins Pacific Ocean beachfront. It is surrounded by significant State Conservation, recreation and National Park areas.

1.3 CENTRES HIERARCHY

In 2008 the NSW Department of Planning published the Central Coast Regional Strategy, which is intended to guide future planning for the region. In the Strategy, Budgewoi is defined as a Village Centre:

Village Centres will generally be small to medium sized concentrations of retail, health and other services integrated with medium density (largely town house style) residential living. Local public transport will provide connections to Town Centres.

Toukley and Lake Haven are designated Town Centres, which are intended to have a greater level of development and include a public transport interchange. The twin centres of Wyong and Tuggerah are envisaged as a Major Centre and Gosford is a Regional City.

1.4 A SNAPSHOT OF BUDGEWOI

Budgewoi is a low density coastal settlement with an informal character, extensive vegetation and immediately accessible beach and waterways. Built form comprises low density housing, local commercial enterprises and public and private developments which serve the social needs of the community. Although almost all land is developed, there appears to be potential for some intensification through infill development.

The village is unusual in that it has two commercial centres. They are separated by Budgewoi Creek and residential development to its west. The west village centre is the primary commercial centre of Budgewoi, providing a wide range of retail and commercial services, including a major supermarket retailer and a range of retail and commercial businesses located in independent buildings. The east village centre supports the locality with a mixture of retail, dining and entertainment services including a large pub, and a small number of take away food stores, restaurants and café dining. Both centres comprise one and two storey buildings.

Residential development is typified by a mix of one and two storey weatherboard, brick and fibro homes with generous front setbacks and mature landscaping. Many houses have views to waterways and direct access to the foreshores. There is some low-scale medium density residential development in the vicinity of each village centre, notably along Lake Street on the eastern side of Budgewoi Creek. These developments reflect medium density zonings in Council's Local Environmental Plan 1991. Council has a large caravan park on the foreshore of Lake Munmorah east of Budgewoi Creek.

The village has immediate access to a number of valuable natural assets, including Budgewoi Beach and Reserve, and Munmorah State Conservation Area. The village extents are defined by Lake Munmorah to the north and Budgewoi Lake to the south, the two connected by Budgewoi Creek which bisects the village. The lakes are very accessible to the community and are utilised primarily for recreational fishing and sailing. The area has high natural amenity and ecological value particularly around the lake reserves and beach. The combination of topography and vegetation limits views from village streets to the waterways.

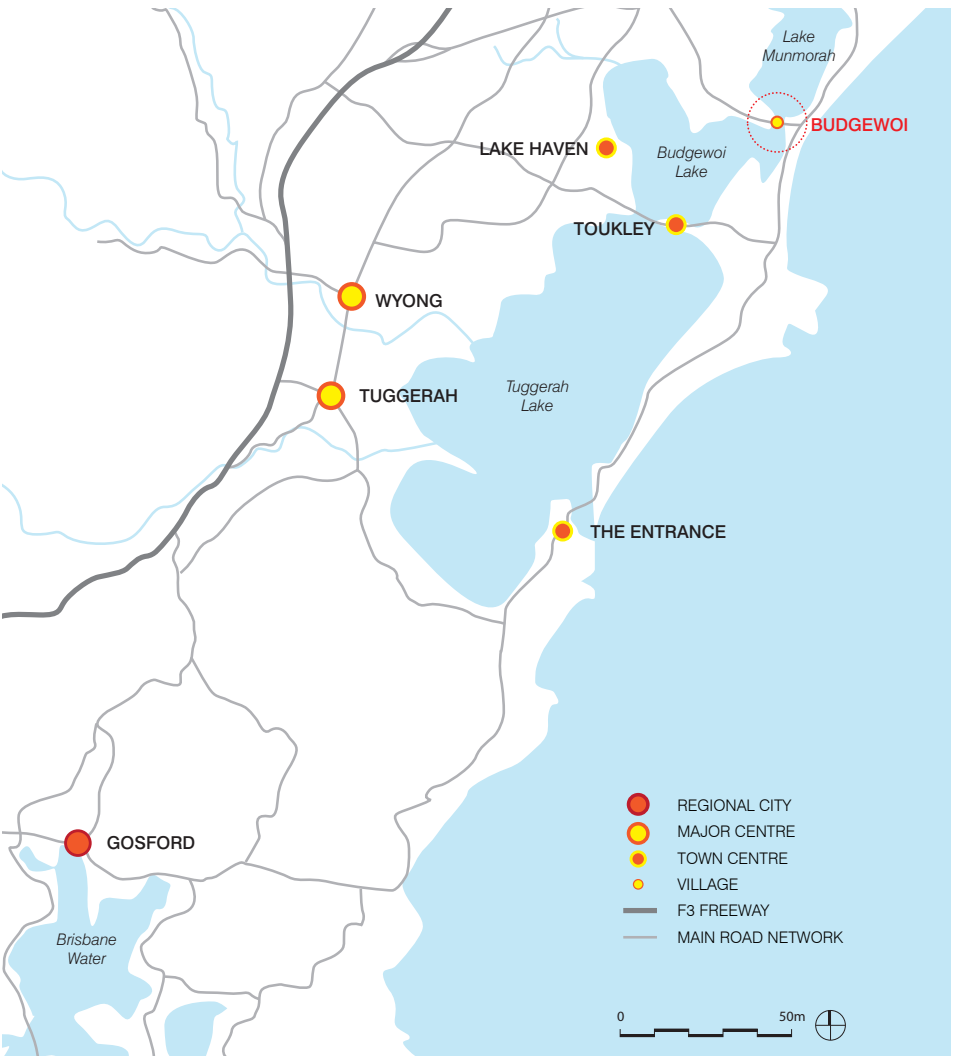


Figure 1.2.1 Regional Map



Figure 1.4.1 Study Area

2.0 PROJECT OBJECTIVES

Council’s stated objectives for the Budgewoi Masterplan project are to:

- *Produce a masterplan in close consultation with the community which promotes Budgewoi as a casual, low-key waterfront village that is attractive, accessible and active with a focus on recreation, leisure and the natural environment.*
- *Promote the significant natural features, including waterfront areas and public reserves and identify potential linkages between these areas and the village centre.*
- *Enhance the distinctive character and urban form of the village through a public domain plan and urban design guidelines.*
- *Identify ‘character’ precincts and development types that compliment current zoning, encourage activity and connectivity and which improve the viability of the village centre.*
- *Enhance social interaction through careful placement of community and social facilities and infrastructure.*
- *Investigate the provision of a dedicated civic space to support existing community activities (such as weekend markets) and encourage new activities.*
- *Encourage multi-use destinations using a place-making approach which function as a focal point of civic pride and social interaction for all age groups, ethnicity types and income groups.*
- *Identify opportunities to encourage active participation in sport and recreation by enhancing existing open space and recreational areas and community facilities.*

Refer to Section 10.0 ‘General Compliance with Council Objectives’ for a summary of how these objectives are being met in the Budgewoi Masterplan.



Budgewoi Creek looking south



Lake Munmorah

3.0 ANALYSIS

Extensive desktop and field investigations have been undertaken to provide a firm foundation for the Masterplan. In order to capture all the issues affecting the Budgewoi Village Study Area, the analysis is grouped into seven key categories:

- Existing Uses.
- Zoning.
- Land Ownership.
- Topography, Views and Flooding.
- Road Network.
- Pedestrian and Cyclist Path Network.
- Open Space, Significant Vegetation and Streetscapes.



East Village Centre

3.1 EXISTING USES

- Commercial / Retail uses are divided into 2 locations:
 - » West centre has a supermarket and broad range of retail facilities – these are serviced from rear lanes which are visually unattractive. The centre has two main retail frontages – Scenic Drive and Tenth Avenue.
 - » East centre is smaller and more focussed on food and beverage – coffee shops, restaurants and pub.
- Social and community facilities include Halekulani Hall community facility on Noela Place in Halekulani Oval, Halekulani Bowling Club, Northlakes swim centre on Ocean Street, Budgewoi Lions Club, the North Lakes United Rugby Club in Slade Park, and a sailing club on Lake Munmorah.
- The majority of residential development comprises one or two storey detached dwellings.
- There are also medium density multi-unit residential developments located on Lake Street immediately to the north of the east village centre and to the north east of the west village centre.
- Budgewoi Holiday Park occupies a substantial area of land between Weemala Street/Mimosa Road and Lake Munmorah.
- Off street surface parking occurs:
 - » At the west village centre on Scenic Drive and Tenth Avenue;
 - » On Natuna Avenue opposite the Bowling Club;
 - » On Ocean Street adjacent to the east village centre; and
 - » At several waterfront locations.
- There are two launching ramps for power boats on Budgewoi Creek south of the Scenic Drive bridge and a launching ramp for sailing boats at the end of Noela Place on Lake Munmorah.



View looking west along Scenic Drive frontage in west village centre



Halekulani Hall



West village centre along Tenth Avenue



East village centre looking towards Budgewoi Creek



View from Weemala Street to Budgewoi Caravan Park



Figure 3.1.1 Existing Uses

3.2 ZONING

Proposed zones within the Study Area under the Draft Wyong LEP 2012 include:

- The east village centre is proposed to be zoned B1 Neighbourhood Centre, which is described by the NSW Department of Planning as follows:
The zone is for neighbourhood centres that include small-scale convenience retail premises ('neighbourhood shops'), 'business premises,' 'medical centres' and community uses that serve the day-to-day needs of residents in easy walking distance. 'Shop top housing' is permitted in the zone, and other mixed use development may be considered appropriate. This zone should not be used for single 'neighbourhood shops,' as these can generally be permitted within the residential zones. In areas where there is increasing housing density and demand for local retail and business services, a B2 or B4 zone should be considered instead of a B1 zone to cater for expansion.
- The west village centre is proposed to be zoned B2 Local Centre, which is described by the NSW Department of Planning as follows:
This zone is generally intended for centres that provide a range of commercial, civic, cultural and residential uses that typically service a wider catchment than a neighbourhood centre. This zone provides for residential accommodation in the form of 'shop top housing,' and other uses such as 'educational establishments,' 'entertainment facilities,' 'function centres,' 'information and education facilities,' 'office premises,' and 'tourist and visitor accommodation.' Such a mix of uses will increase walking, cycling and public transport options for more people by making more activities available in one location. It is expected that this will be the most appropriate zone for most local and town centres across NSW.
- Areas to the north and east of the village centres are proposed to be zoned R1 General Residential, which is described by the NSW Department of Planning as follows:
This zone is to provide for a broad variety of residential densities and housing types, including 'dwelling houses,' 'multi-dwelling housing,' 'residential flat buildings,' 'boarding houses' and 'seniors housing'. The zone also includes additional uses that provide facilities or services to residents, including 'neighbourhood shops,' 'community facilities,' 'child care centres' and 'respite day care centres.' If a particular type and consistent density of residential development is desired it is better to use a more tailored residential zone such as R2, R3 or the R4 zone.
- The majority of the study area is proposed to be zoned R2 Low Density Residential, which is described by the NSW Department of Planning as follows:
This zone is intended to be applied to land where primarily low density housing is to be established or maintained. Typically the zone features detached dwelling

houses, but it may be appropriate to include 'dual occupancy' (attached or detached) or some 'multi-dwelling housing.' This is the lowest density urban residential zone and the most restrictive in terms of other permitted uses considered suitable. These are generally restricted to facilities or services that meet the day-to-day needs of residents. This zone is generally not suitable adjacent to major transport nodes or larger activity centres where residential densities should be higher.

- Land along the ocean front is proposed to be zoned E2 Environmental Conservation, which is described by the NSW Department of Planning as follows:
This zone is generally intended to protect land that has high conservation values outside the national parks and nature reserve system. The use of this zone needs to be justified by appropriate evaluation of the area in terms of meeting the core zone objectives of having high ecological, scientific, cultural or aesthetic values. A number of land uses considered to be inappropriate for this zone have been mandated as prohibited uses.
- There is a small amount of land within the Study Area zoned E3 Environmental Management, which is described by the NSW Department of Planning as follows:
This zone is generally intended to be applied to land that has special ecological, scientific, cultural or aesthetic attributes, or land highly constrained by geotechnical or other hazards.

A limited range of development including 'dwelling houses' could be permitted. This zone might also be suitable as a transition between areas of high conservation value and other more intensive land uses such as rural or residential.

However, it is noted that the area proposed for this zoning contains environmentally sensitive land and built development is not likely to occur here.

- Significant lands within the Study Area are zoned RE1 Public Recreation, which is described by the NSW Department of Planning as follows:
This zone is generally intended for a wide range of public recreational areas and activities including local and regional parks and open space. The uses may include 'recreation facilities,' 'community facilities' such as lifesaving clubs, 'environmental facilities,' 'environmental protection works' and other uses compatible with the primary use of the land.



Medium density housing on Lake Street



View looking south on Noela Place to west village centre



Two-storey building on Ocean Street in the east village centre



Boat launching ramp and parking in Slade Park

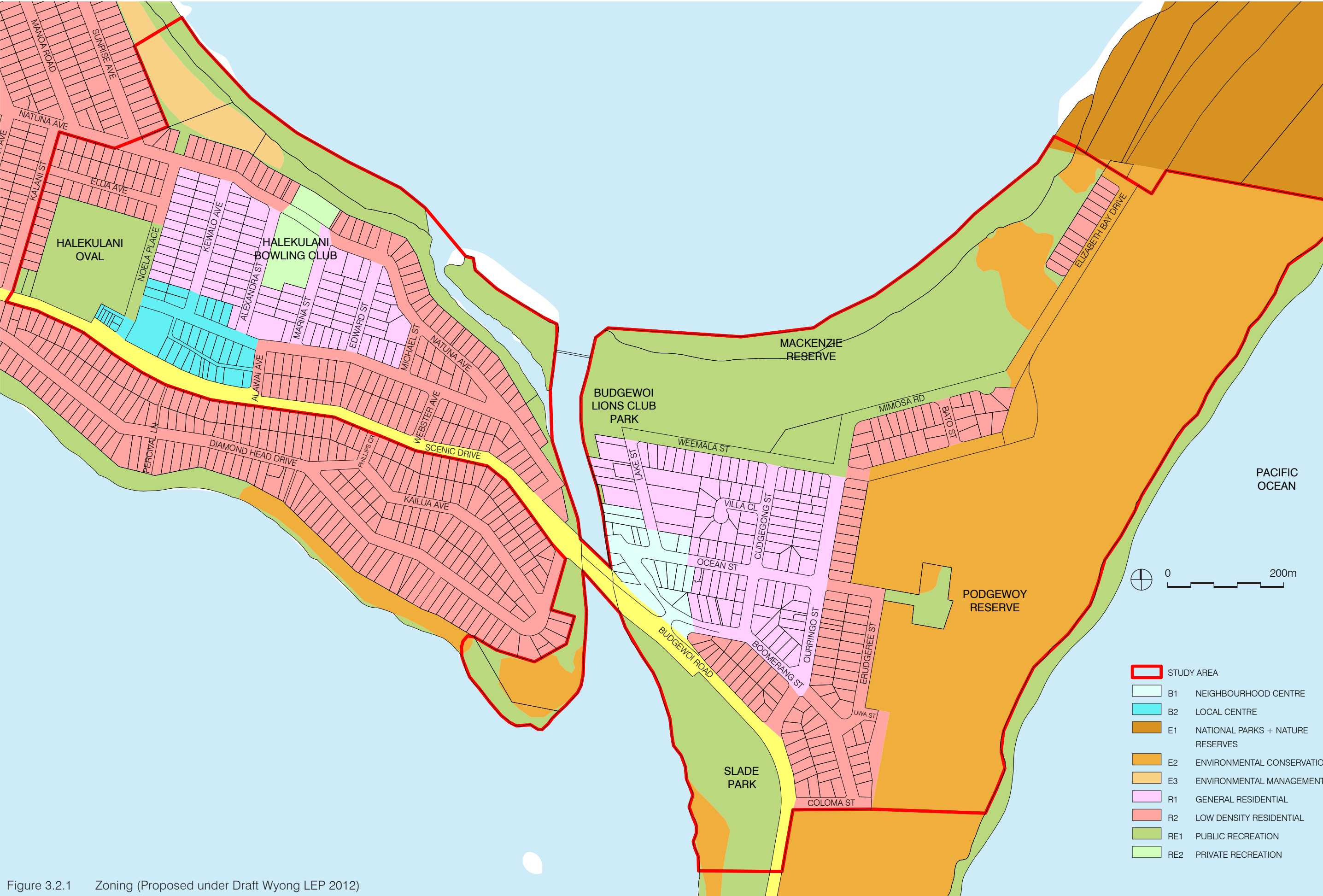


Figure 3.2.1 Zoning (Proposed under Draft Wyong LEP 2012)

3.3 LAND OWNERSHIP

- Council owns most of the public parking areas on Tenth Avenue opposite the west village centre.
- Most of the waterfront land along the lakes is Crown Land.



Council carpark on Tenth Avenue in west village centre



Shops on Scenic Drive west of Noela Place in west village centre



Halekulani Bowling Club



Coast hotel in east village centre

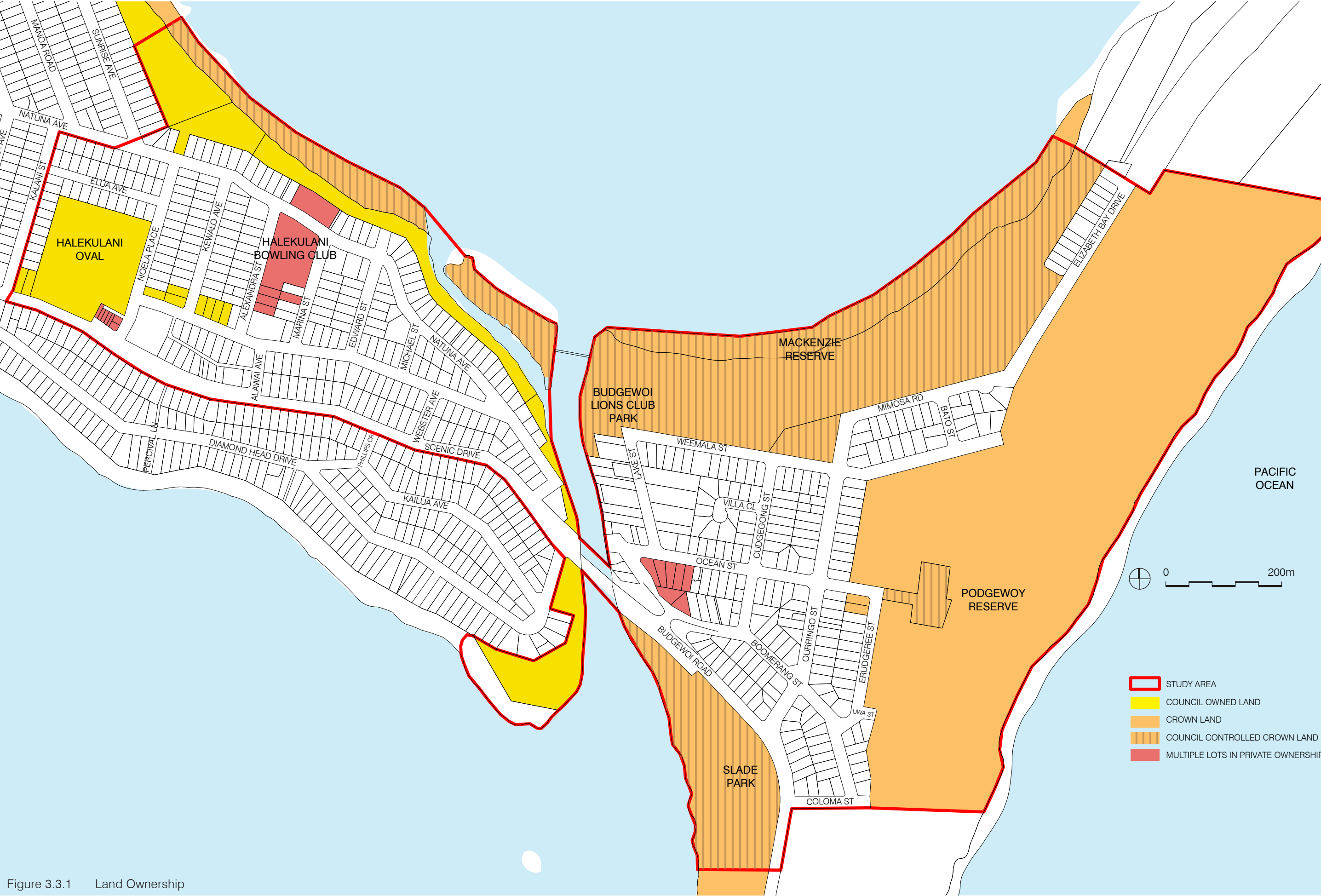


Figure 3.3.1 Land Ownership

3.4 TOPOGRAPHY, VIEWS AND FLOODING

- With the exception of the dunes along the oceanfront, the land within the study area is relatively flat:
 - » Approximately half the Study Area is defined as Flood Affected, including the east village centre.
 - » Due to the low lying topography of the area, there are several existing drainage problems in Budgewoi.
 - » Views from public streets to the ocean are obscured by dunes.
 - » Views from public streets to Lake Munmorah are generally blocked by vegetation along the lakefront.
 - » Views are available to Budgewoi Creek from Scenic Drive and Budgewoi Road, the east village centre and Budgewoi Lions Park.



Budgewoi Creek waterfront at east village centre



View looking south on Budgewoi Creek from pedestrian bridge



View looking north on Lake Street to Lake Munmorah



View looking east to Budgewoi Creek from Tenth Avenue

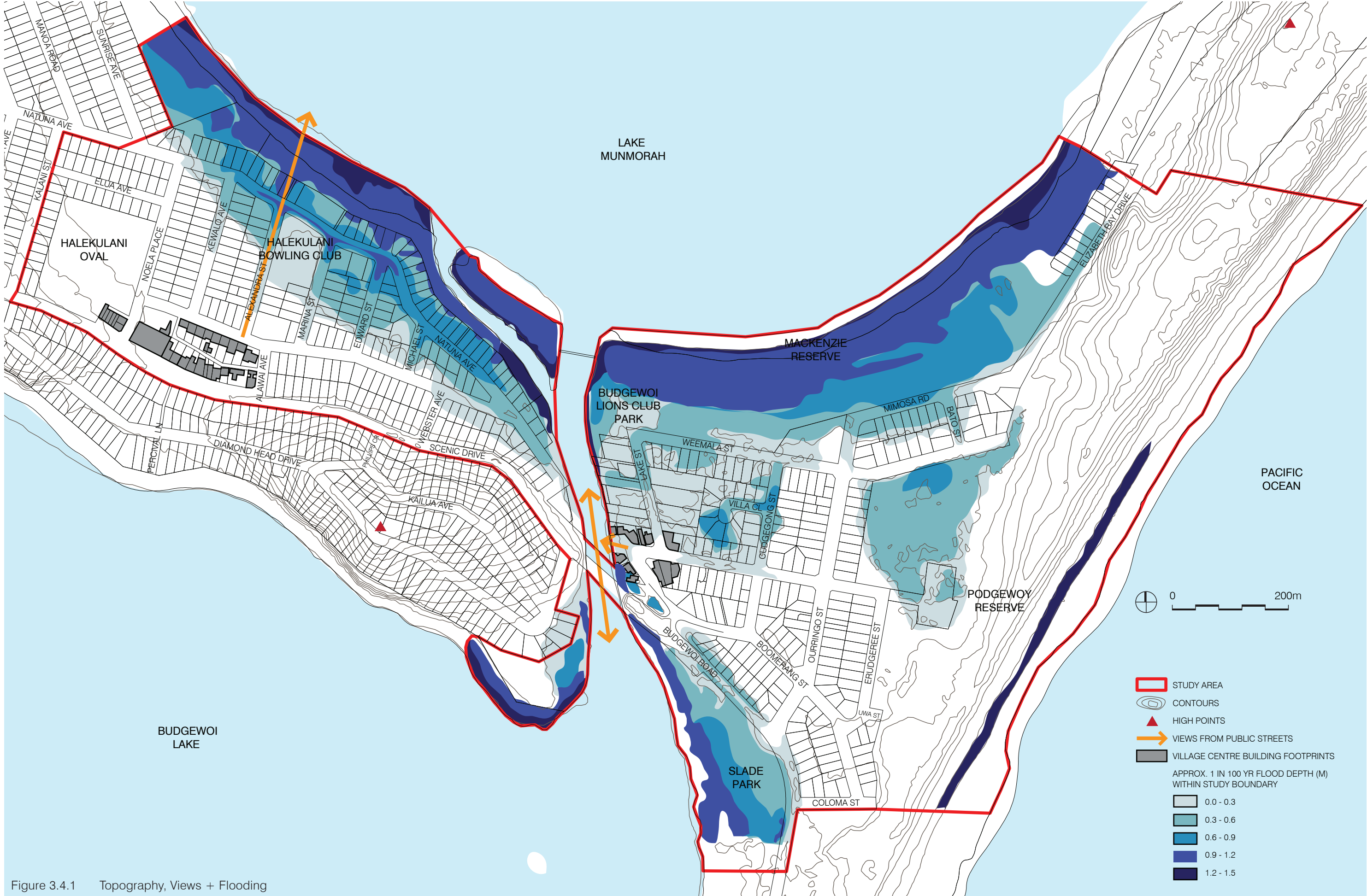


Figure 3.4.1 Topography, Views + Flooding

3.5 ROAD NETWORK

- Scenic Drive (Central Coast Highway) and Ourringo Street/Mimosa Road connect to the Pacific Highway and the Entrance and carry through traffic. Scenic Drive is expected to be widened at some future point.
- The intersection at Ourringo Street and Ocean Street is proposed to be upgraded to improve safety and integrate with any future shared paths along both streets. A raised intersection has been suggested for this location.
- East-west streets noted as ‘Local ‘Connectors’ on the adjacent map provide access to the village centres and the beach.
- Minor streets noted as ‘Waterfront / Beach Access’ provide access to the beach and lakefront.
- East-west streets within the Study Area provide local access to the village centres and the beach.
- Existing bus services are as follows:
 - » Routes 90 and 92 provide a loop around Budgewoi Lake, connecting to Toukley and Lake Haven;
 - » Route 94 connects to Tuggerah; and
 - » Route 96 connects to Wyee.



Local connector street: Ocean Street looking west



Waterfront access street: Edward Street looking north to Lake Munmorah



Scenic Drive with Budgewoi Circuit and east village centre in background



Junction of Scenic Drive and Noela Place



Republic Lane in the west village centre



View looking west on Scenic Drive in vicinity of Webster Avenue



Figure 3.5.1 Road Network

3.6 PEDESTRIAN AND CYCLIST PATH NETWORK

- The majority of road verges do not have footpaths.
- Formal paths (predominantly footpaths) tend to be located in proximity to the village centres.
- There are existing on-road bike paths within the Study Area, but they are disconnected.
- A new off-road shared path has recently been constructed along Tenth Avenue. This completes a shared path loop which extends eastwards to Budgewoi Creek, southwards to Budgewoi Lake, along Budgewoi Lake and then northwards to the west village centre. The shared path extends across the road bridge over Budgewoi Creek and along Budgewoi Road to points south of the Study Area.
- The village centres have fully paved footpaths and the west centre has pedestrian crossings and refuges to provide pedestrian access to surrounding streets, parking lots and Halekulani Oval.
- The west village centre has pedestrian laneways connecting Scenic Drive and Tenth Avenue. These are currently in poor condition.
- There are a number of informal pathways to the beach and Lake Munmorah.



Waterfront shared path along western side of Budgewoi Creek



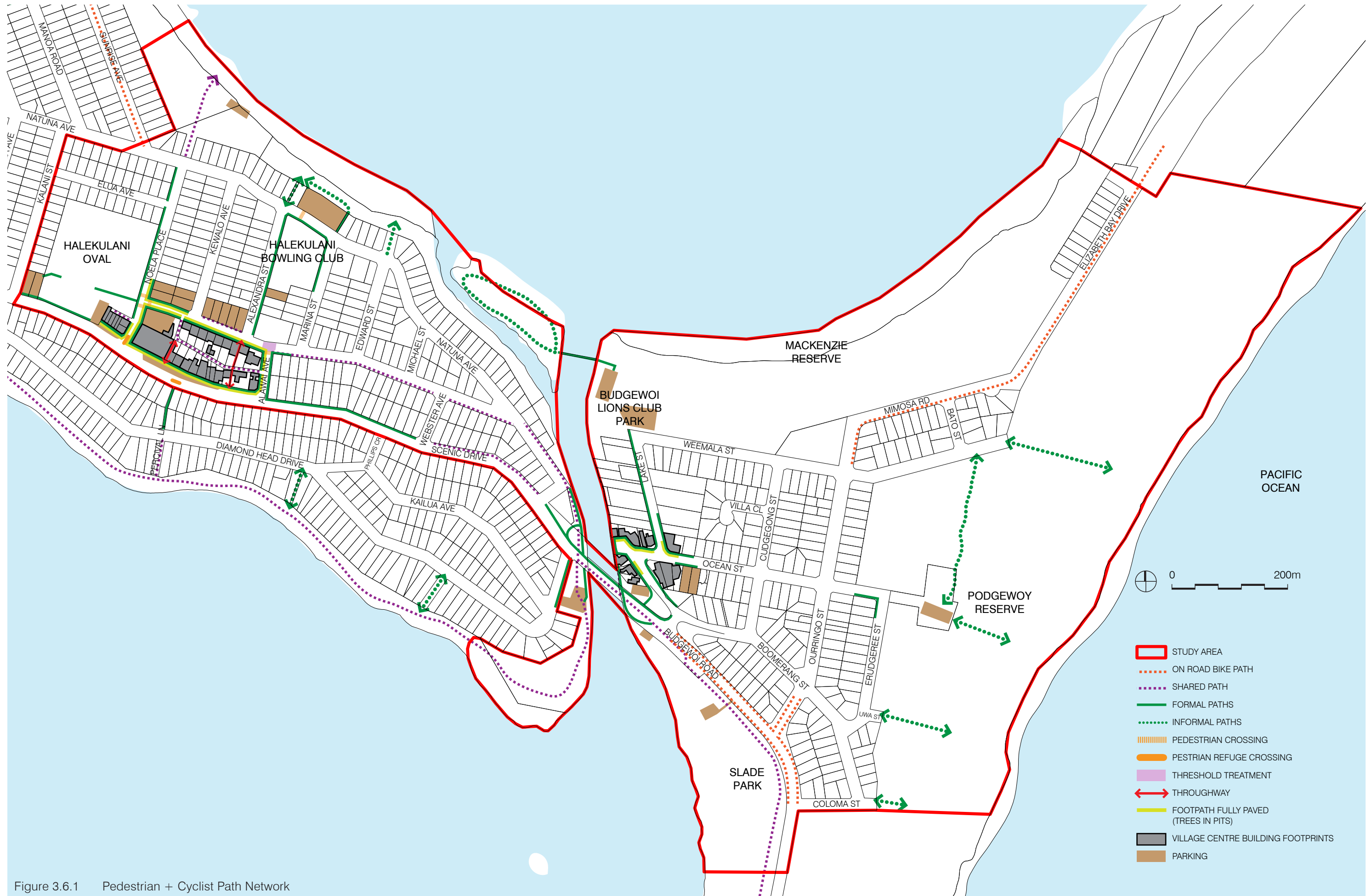
View looking west on Tenth Avenue adjacent to Coles parking in west village centre



Through connection between Tenth Avenue and Scenic Drive in the west village centre



View looking west on Tenth Avenue from eastern end



3.7 OPEN SPACE, SIGNIFICANT VEGETATION AND STREETSCAPES

- There are three main active recreation facilities within the Study Area: Halekulani Oval and Slade Park which are located on public land and Halekulani Bowling Club.
- In addition, there are a number of reserves and parks along the beachfront and Lake Munmorah.
- There are a number of significant and endangered vegetation communities within the Study Area. With the exception of the Swamp Sclerophyll Forest at the rear of the beach dunes, they are all located along the Lake Munmorah waterfront in open space areas.
- With the exception of the streets surrounding the west village centre, there is no consistent pattern of street tree planting within the Study Area.
- The primary determinant of streetscape character is kerb and guttering. On many streets this occurs intermittently.



Recreation space on Lake Munmorah at north end of Noela Place



Budgewoi Remembrance Grove in Slade Park



Budgewoi Creek from Lions Club Park with pedestrian bridge to island



Lions Club Park with Lake Munmorah in background



View looking northwest to Halekulani Oval



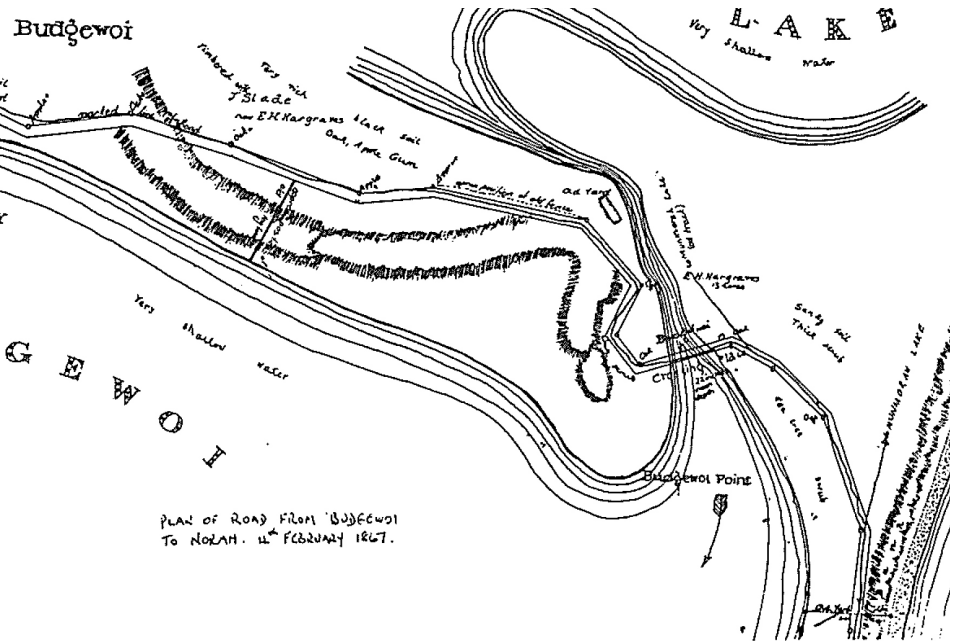
3.8 HISTORY

- In 1828, 640 acres of land to the west of Budgewoi Creek was granted to John Slade. He named this land “Pudgeway” (also called “Podgeway” in early records).
- Robert Henderson purchased the grant in 1841. He named it “Budgeway” and used part of the land for a dairy farm.
- In 1856, E.H. Hargraves purchased the grant from Henderson and the area became known as the ‘Colangra Cattle Station.’
- 13 acres of land to the east of Budgewoi Creek was leased to Hargraves in 1864.
- The Aboriginal name for the area was “Budjeri” meaning “good.” This name described the good conditions of the area - there was a rich supply of food with an abundance of land and sea life.
- In the late 1920s to 1930s, the area developed a reputation for being a popular holiday destination and was frequently visited by people from Wyong and Sydney.
- In 1935, the Lands Department agreed to sub-divide the land and by the 1950’s almost all of the lots had been released. The town first began to be developed on the east side of Budgewoi Creek and became known as East Budgewoi.
- The period from the mid 1960s to 1980s saw the greatest growth in Budgewoi. The Munmorah Power Station and the two mines, Munmorah State Mine and the Newvale No. 2 Mine, significantly increased the number of permanent residents living in Budgewoi. This also contributed to a rapid increase in the number of retail and service facilities in the area.

Reference:
Bruce, R., (1987), 'From Pudgeway to Budgewoi, A brief history of Budgewoi - one of the Central Coast's popular and picturesque areas,' Wyong District Museum and Historical Society

Image reference below:
Bruce, R., (1987), 'From Pudgeway to Budgewoi, A brief history of Budgewoi'

Image references to the right:
Budgewoi Store - <http://www.wyong.nsw.gov.au/netopac/S474357019.JPG>
Budgewoi Boat Shed - <http://www.wyong.nsw.gov.au/netopac/S474363017.jpg>
Budgewoi Bridge - <http://www.wyong.nsw.gov.au/netopac/S474362019.jpg>



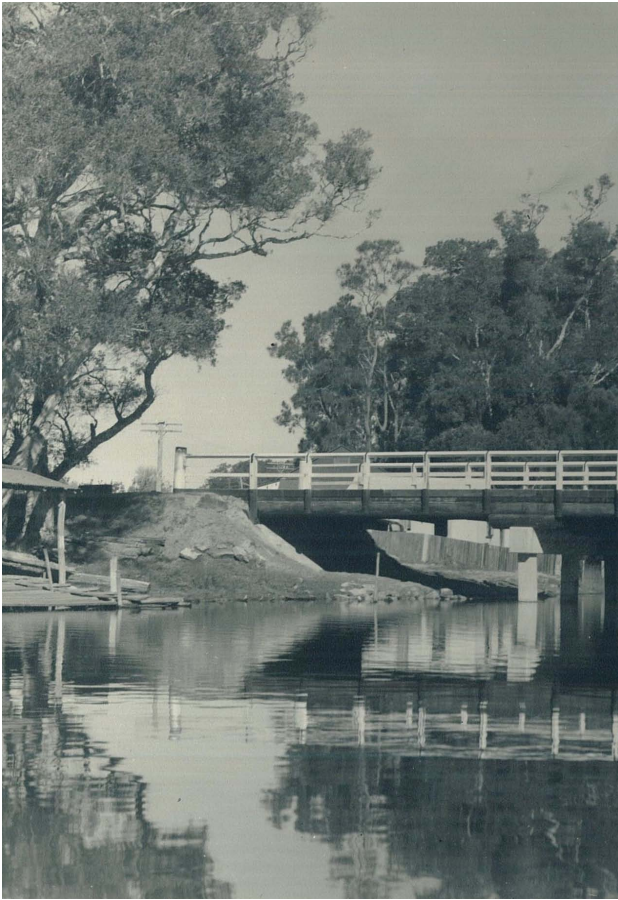
Plan of road from Budgewoi to Norah, 1867



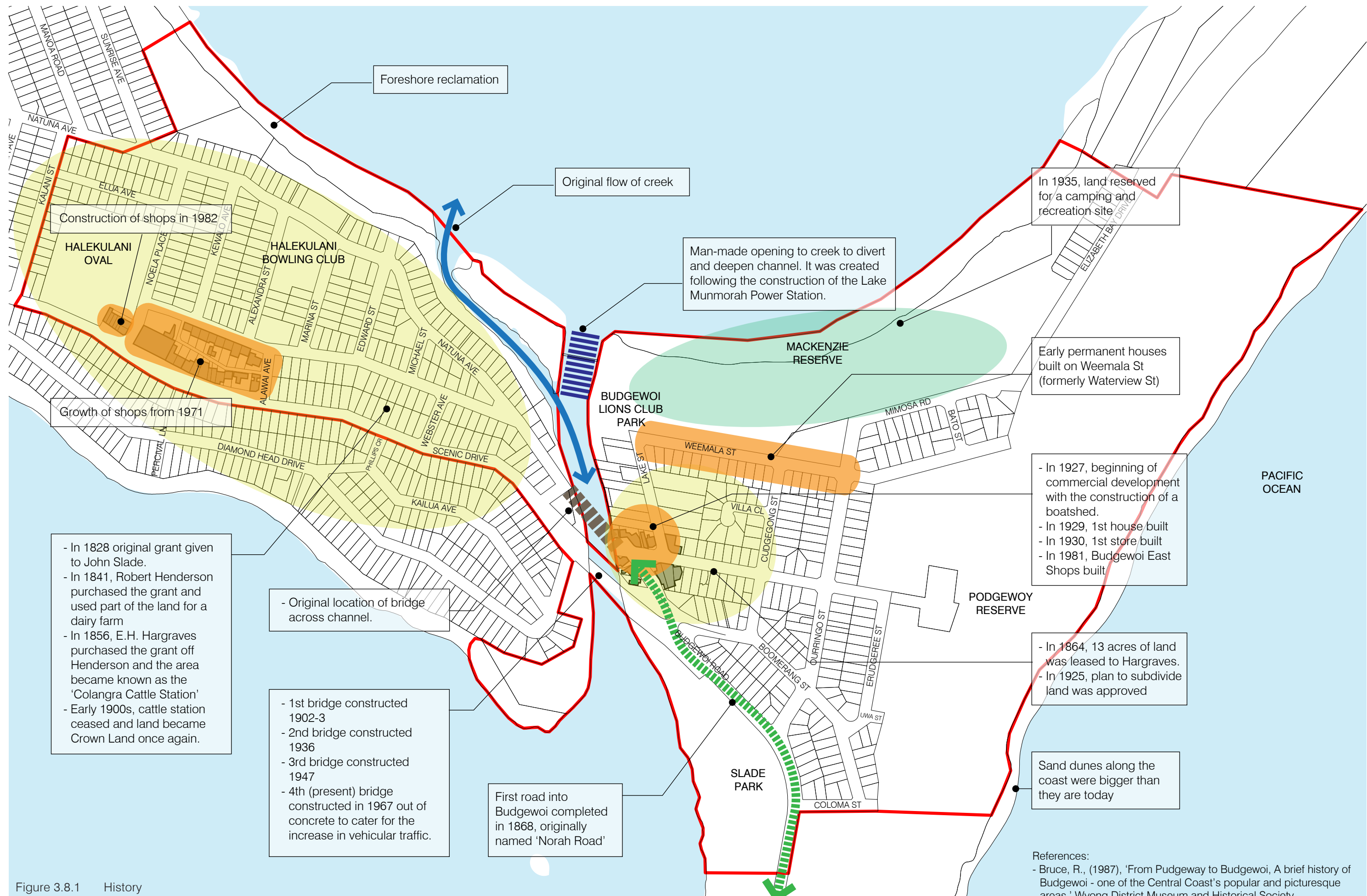
Budgewoi Store, constructed in 1930 by the Scifleet Family, with additions and hall completed in 1938.



Budgewoi Boat Shed, constructed by Jack Scifleet on the eastern side of the creek, 1940.



Budgewoi Bridge, 1950





Budgewoi Beach



Mackenzie Reserve looking out over Lake Munmorah



Budgewoi Creek looking north to the existing footbridge

4.0 ISSUES + OPPORTUNITIES

Issues

A variety of issues and concerns have been identified as a result of the preceding analysis, meetings with Council officers and the outcomes from Stakeholder Liaison Group Workshop 1.

General issues which are not location specific include:

- No central location for community / cultural activities.
- No publicly accessible information about the history of Budgewoi.
- Presence of Environmentally Endangered Communities may restrict additional open space opportunities, particularly along lake shores.
- Disabled / wheelchair accessibility in public realm needs to be improved in some locations.
- Anti-social behaviour – graffiti and vandalism (most evident in west village centre).
- Alcohol consumption in public realm.
- No formal footpaths on many residential streets, although this may contribute positively to the public domain character of Budgewoi. However, footpaths on key streets needed for connectivity.
- Lack of signage on paths and cycleways.
- Fragmented kerb and guttering – some streets have intermittent kerb and guttering within one block front.
- No consistent pattern of street tree planting.

Issues which are location specific are identified in Figure 4.1.1.

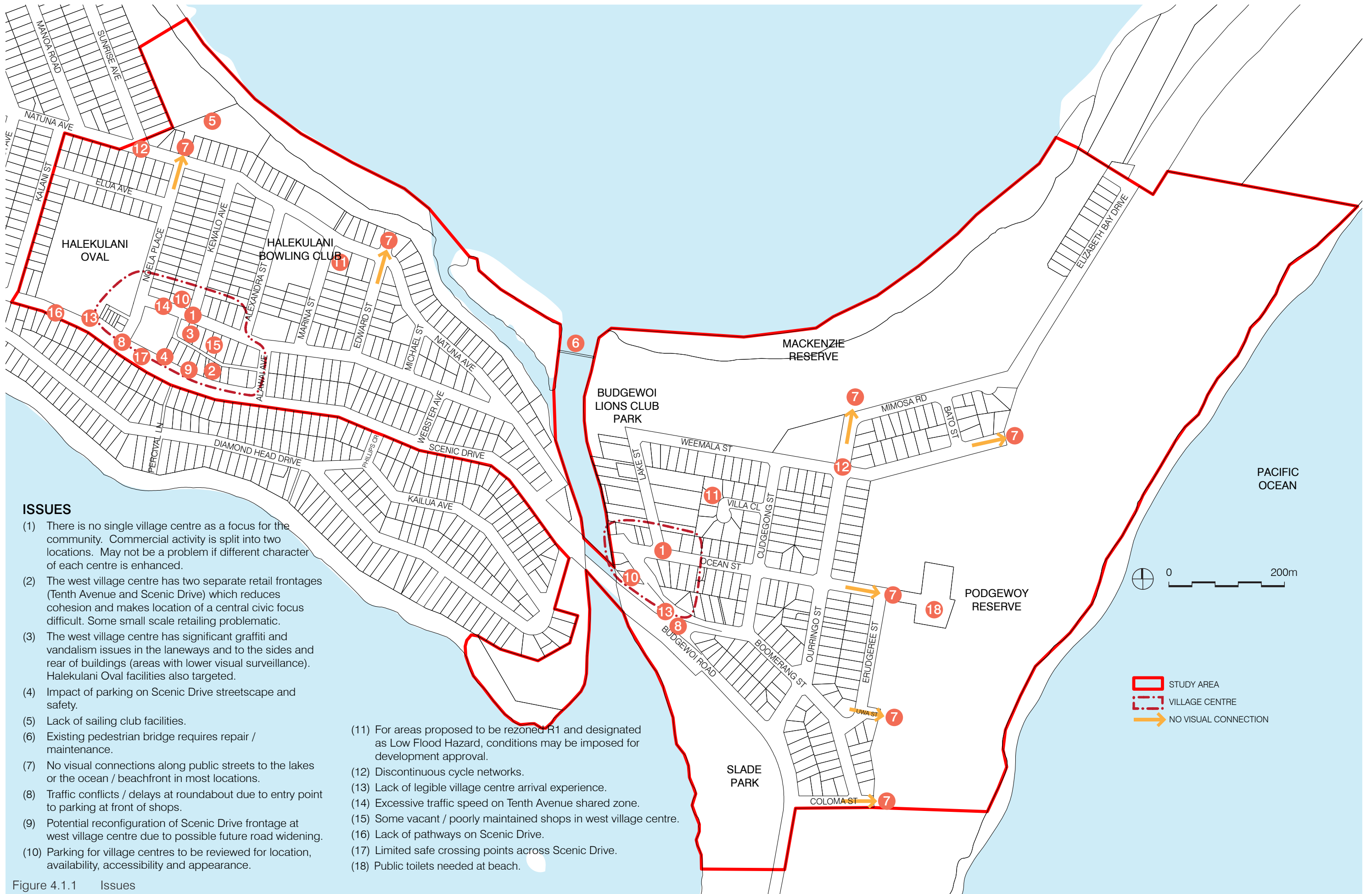
Opportunities

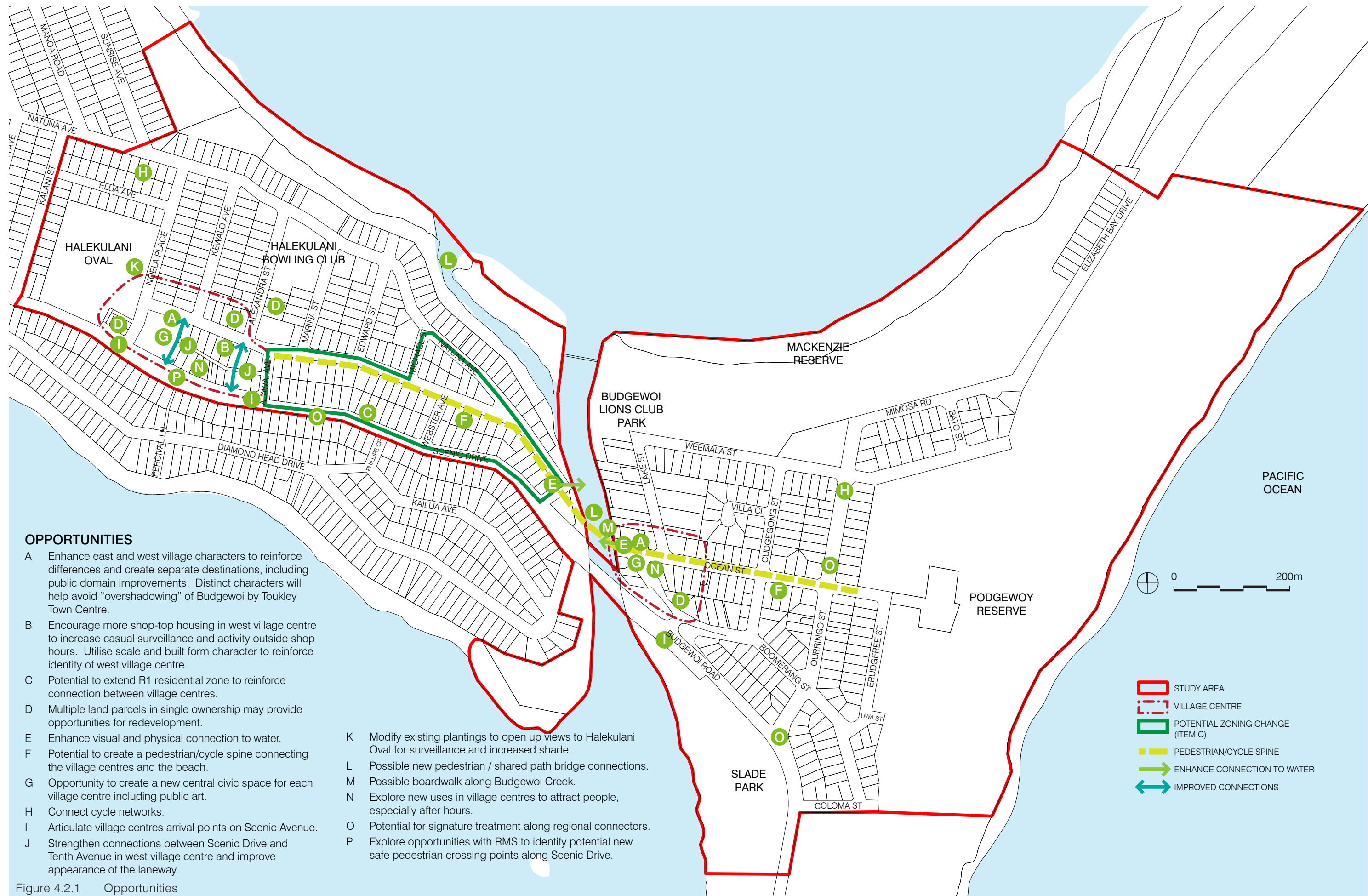
Various opportunities have been identified as a result of the preceding analysis, meetings with Council officers and the outcomes from Stakeholder Liaison Group Workshop 1.

General opportunities which are not location specific include:

- Consider the possibility of two public realm “layers” – Budgewoi for visitors / tourists and residents; and “hidden” Budgewoi for residents.
- Present history of Budgewoi.
- Consider development of Budgewoi as a disability tourism precinct – relatively flat topography supports this idea.
- Enhance opportunities to enjoy natural environment.
- Potential for Water Sensitive Urban Design initiatives, including on streets with no or partial kerb and guttering.
- Develop urban design principles and guidelines for building form and function, especially in village centres.
- Utilise landscape treatments to create distinct streetscape characters and increase biodiversity.
- Reinforce existing vegetation communities.
- Introduce new plantings of endemic species.
- Provide simple exercise equipment in public areas.
- Provide pedestrian / cyclist signage.

Opportunities which are location specific are identified in Figure 4.2.1.





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5.0 CONSULTATION

A series of Internal Workshops with Wyong Shire Council (WSC) staff and Stakeholder Liaison Group (SLG) Workshops were held to inform the masterplan process.

A summary of the workshops held, and dates, are listed below:

Inception meeting with Council– 12 December 2012;

Presentation to WSC – 23 January 2013;

SLG Workshop No. 1 – 6 March 2013;

Presentation to WSC – 28 March 2013;

SLG Workshop No. 2 – 10 April 2013;

Traffic Meeting with RMS – 28 May 2013;

SLG Workshop No. 3 - 18 June 2013; and

SLG Workshop No. 4 - 7 November 2013.

Minutes of all the SLG workshops prior to exhibition (Workshops 1-3) are included in Appendix A of this report.

An online consultation survey was also conducted by WSC, a summary of this is also included in Appendix A of this report.

Key stakeholders with an interest in the Budgewoi Masterplan include:

- Wyong Shire Council (WSC);
- Road and Maritime Services (RMS);
- Coles;
- Busways;
- NSW Police;
- Budgewoi Business Owners and Operators;
- Delta Electricity;
- Budgewoi Community Groups (including Budgewoi Buff Point Halekulani Precinct Committee; North Lakes Chamber of Commerce; Budgewoi Dune Care / Land Care Groups; Northern Disability Forum; Northern Lakes Tourism and Disability Precinct Committee; Central Coast Regional Development Corporation; Camp Quality); and
- Local Residents.

6.0 PUBLIC DOMAIN PLAN

The public domain includes public areas such as parks, streets, footpaths and also privately owned areas accessible to the public including building forecourts, arcades, shopping centres and car parks.

This Public Domain Plan proposes to enhance or create gathering places and connections that integrate with those already existing. Shared public areas should be accessible to all community members and visitors. As a setting for community life they need to be attractive, safe, interesting, comfortable, well defined and easily accessible.

6.1 VISION

A casual, relaxed lake and coastal village that is attractive, accessible and active with a focus on community, recreation, leisure and the natural environment.



6.2 THEMES

Through the consultation process described in Chapter 5.0, the matters of importance to the local community have been identified. These issues, together with the analysis work in this report which provides an understanding of the existing character of Budgewoi, led to the establishment of five key themes. These key themes, described below, capture Council and community aspirations for the future of Budgewoi and serve to guide the formulation of the public realm improvements presented in this chapter.

1. A relaxed coastal and lakeside village

A casual, low-key village that has a friendly, relaxed atmosphere reflected in the character and appearance of the place.



2. The natural environment

An ecological haven surrounded by lake, beach and forest which is valued, protected and promoted by the local community.



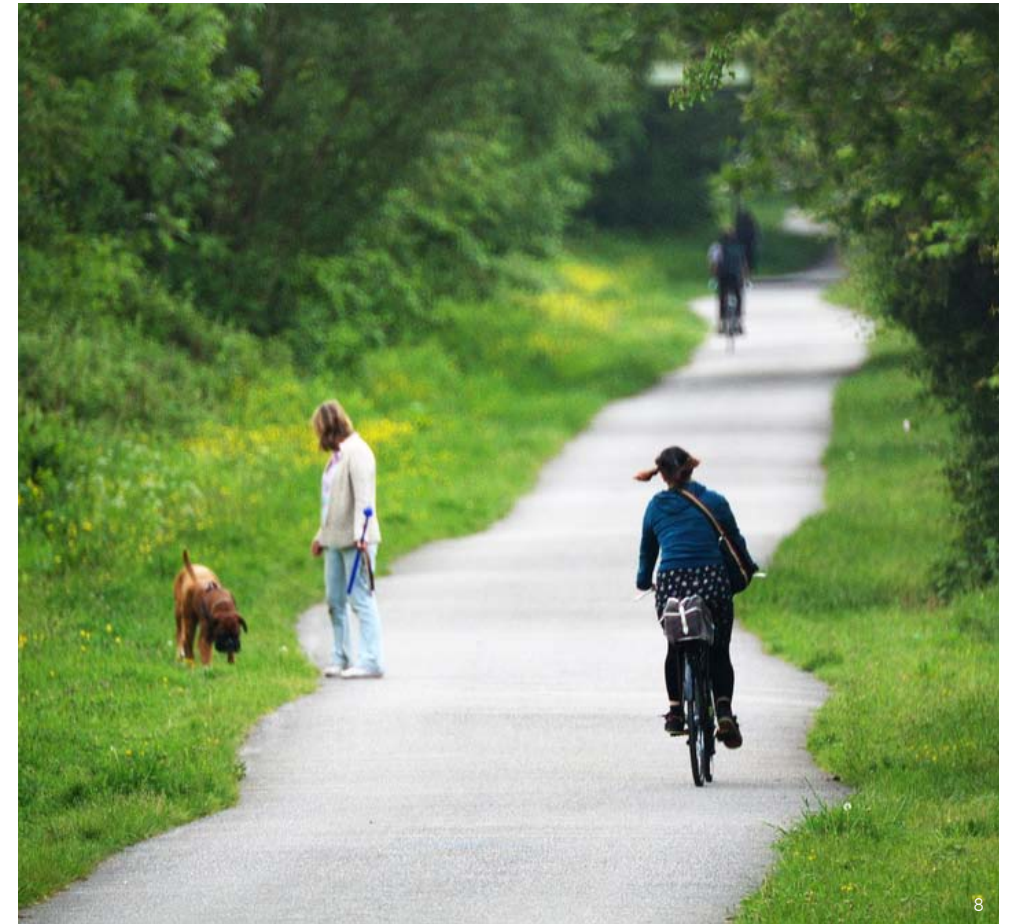
3. Community

A place with two distinctive multi-use village centres for the whole community, providing flexible and active civic space, supporting local commerce and offering opportunities for social interaction and gathering. Budgewoi will continue to be a friendly, welcoming place inclusive of a range of age groups, cultural backgrounds and incomes. It will encourage community involvement and interaction with activities such as weekend markets, historical displays, local art and environmental conservation.



4. Accessibility and connectivity

A place that is well connected and legible with linkages between the waterfront and village centres. A cycle and pedestrian friendly village that caters for the mobility impaired.



5. Recreation and leisure

Active participation in sport and recreation through open space, recreational and community facilities, including a network of cycle and pedestrian paths. Enhanced waterfront areas, public reserves and lakeside walking trails will offer the opportunity to enjoy the natural beauty of Budgewoi at a leisurely pace.



6.3 FRAMEWORK STRATEGIES AND ACTIONS

6.3.1 SIGNAGE

Objectives

- Provide clear entry markers to Budgewoi as a whole and the village centres, to assist orientation and identification.
- Provide strategically placed directional signage to facilitate way-finding.
- Provide a themed palette of robust materials, planting and form for all signage.
- Tell the story of Budgewoi in the public realm through interpretative and informational signage.
- Signage to be compliant and consistent with WSC Sign Manual.

Proposals

(A) TOWN CENTRE ENTRY SIGNAGE

The following two sites have been identified as the town centre entry points:

- On Scenic Drive, to the west of the West Village Centre at the roundabout at the intersection of Walu Avenue and Narambi Road.
- On Budgewoi Road, to the east of the East Village Centre at the intersection of Coloma Street.

Each of these two sites will have a ‘Welcome to Budgewoi’ sign of a scale visible from and suitable to the roadside location. The entry signage to the west of the West Village Centre is located at a unique location as it marks the intersection of three suburbs - Budgewoi, Halekulani and Buff Point. This entry signage will identify all three. Additional features at these locations such as vertical markers and landscape design will beautify and enhance the setting of each sign. The overall visual impression will serve to highlight and reinforce the character of Budgewoi. Planting on the roundabouts would soften and improve the appearance of each town entry.

(B) VILLAGE CENTRE ENTRY POINTS

The following locations have been identified for signage providing direction to the individual village centres:

- West Village Centre – two locations on Scenic Drive, prior to the intersection of Noela Place for eastbound traffic and at the intersection of Alawai Avenue for westbound traffic.
- East Village Centre – two locations on Budgewoi Road, both at the intersection of Norah Road for eastbound and westbound traffic.

These sites would consist of signage of a scale visible from and suitable to their roadside location. The signs and associated landscape design will create a sense of arrival for motorists. Please refer to Section 6.4.5 Landscape Proposals for further information.

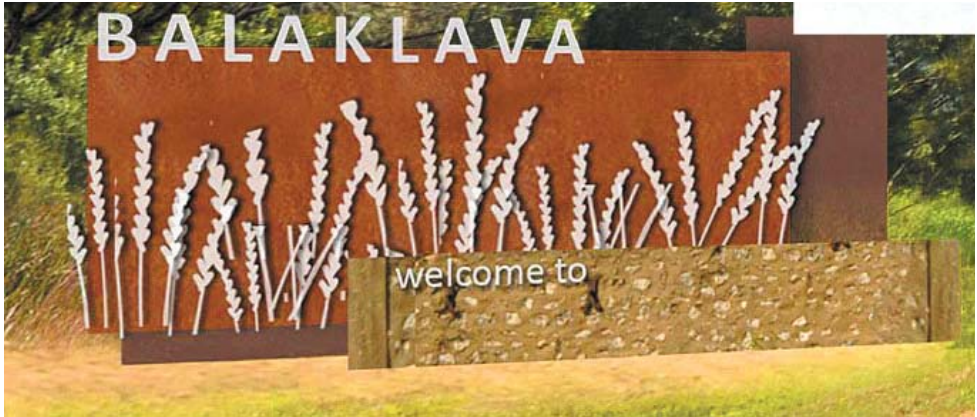
(C) DIRECTIONAL SIGNAGE

A network of directional signage will be developed for footpaths and cycleways to enable way-finding to local recreational and cultural facilities and open space, including destinations such as the East and West Village Centres, Halekulani Hall and Oval, Halekulani Bowling Club, Slade Park, Mackenzie Reserve, Lions Club Park and the beachfront. The signs will be consistent in their appearance, easy to read and provide destination names and distances in kilometres.

(D) INFORMATION SIGNAGE

Interpretational information signage is proposed for a key location in each village centre. The signs would typically contain information about the locale prior to European settlement, the history of the development of Budgewoi, noteworthy community buildings, significant local families and relevant cultural information. They may also incorporate community information and notifications. The signs will be consistent in their appearance, easy to read and include historical photos, maps and text.

Example Signage Palette



Example entry signage



Example directional signage



Example interpretative and information signage

PROPOSED ASSET NAME CHANGE

It is proposed that the names of the following Council assets be changed to reflect the suburb they are located within:

- ‘Halekulani Oval’ to become ‘Budgewoi Oval;’
- ‘Halekulani Park’ to become ‘Budgewoi Park;’ and
- ‘Halekulani Hall’ to become ‘Budgewoi Hall.’



6.3.2 PEDESTRIAN AND CYCLIST PATHS

Objectives

- Link public open spaces and cultural and recreation facilities with village centres by supplementing existing on-street paths to create an interconnected pedestrian and bicycle network.
- Create opportunities for walking and cycling along the lake foreshore and connecting safely with the street network.
- Create opportunities for casual overlooking and activity around the edges of open space, to promote perceptions of safety and security.
- Provide equitable access.

Proposals

Existing pedestrian and cyclist paths will be extended to enhance key pedestrian and cyclist routes and provide linkages between waterfront areas, public reserves and the village centres. Paved footpaths and shared ways will be added to these routes only, keeping other street verges soft landscaped and informal.

A pedestrian and cycle path along Scenic Drive is not proposed as part of this Council Masterplan. The topography and ground levels along Scenic Drive necessitate complicated and expensive retaining structures to build such a path. Scenic Drive is a State owned road and a future road upgrade may be able to incorporate this infrastructure. In light of this, in 2012 Council constructed a pathway along Tenth Avenue which provides the portion west of Budgewoi Creek the much needed link between the East and West Villages. This plan proposes to strengthen, enhance and extend this Village Link pathway and address accessibility issues.

(A) OFF-ROAD SHARED PATHS

An off-road shared path is proposed to create a strong Village Link between the East & West Village Centres and extending to the beach. It incorporates the existing concrete path along Tenth Avenue which is 2.5 metres wide and provides sufficient space for pedestrians and cyclists to pass safely. The extension from the East Village to the beach will have similar dimensions and design characteristics. The potential for conflicts between vehicles, pedestrians and cyclists will be minimised through the careful location of street crossings, and existing and new building entries and driveway crossings. Pedestrian crossings, refuges and kerb ramps will be required to optimise the functionality of the Village Link. Vehicle speeds through and around the Village Centres should be reduced to support a pedestrian and bicycle friendly environment. Initially, the footpath on the northern side of the existing road bridge over Budgewoi Creek will be used to connect the eastern and western portions of the Village Link. It is proposed that ultimately a new shared path bridge will be constructed over the creek. This new shared path will have similar dimensions and design characteristics to the Village Link. Refer to Section 6.4.1 for a full description of the Village Link project proposal and Section 6.4.6 for the proposed new shared path bridge.

A new off-road shared path is also recommended along Ourringo Street, Mimosa Road and Elizabeth Bay Drive. This will intersect with the Village Link and connect to the existing on-road cycle path on Budgewoi Road. It will also link to the new off-road shared path heading southwards to Toukley Golf Club. The intersection at Ourringo Street and Ocean Street is proposed to be upgraded with a raised intersection to improve safety and integrate with any future shared paths along both streets.

An extension of the Village Link westwards through Halekulani Oval will link the facilities at the oval to the West Village Centre. A shared path is also proposed to connect the existing path on the western side of Noela Place to Lake Munmorah.

(B) FORMAL FOOTPATH

Formal concrete footpaths are proposed along key streets to complete safe pedestrian access to the village centres from all directions and to connect recreational and public open spaces. Appropriately located pedestrian refuges, crossings and kerb ramps are an integral part of this footpath network. It is noted that the pedestrian link between Scifleet Lane and the West Village Centre across Scenic Drive is the only formed crossing in this stretch of road. This pedestrian refuge crossing is well used and there appears to be community concern about safety and the difficulty of crossing due to increased traffic on Scenic Drive. It has also been noted that there are accessibility issues surrounding this crossing, for example, it is not suitable for wheelchairs trying to cross. It is recommended that a traffic study be undertaken to investigate and consider a future upgrade of this crossing. Traffic speeds in quiet residential areas should be managed to maintain a safe environment for all transport modes.

(C) INFORMAL PATHS

An informal / recreational path is proposed along the edge of Lake Munmorah. This pathway is recommended to be composed of compacted and stabilised (5% cement) decomposed granite with timber edging. Exercise stations and rest stop seating could be located along the lake foreshore path to promote a healthy community lifestyle.

Beachfront paths will remain sand or be upgraded to board and chain or boardwalk structures. Boardwalk ramps can be designed to accommodate mobility impaired visitors. Additional rest stops and shaded look-outs at the top of the dunes overlooking the beach should be incorporated.

EQUITABLE ACCESS

Wyong Shire aims to be a destination attracting increasing numbers of mobility impaired visitor groups. In order to cater for this demand and distinguish Budgewoi from other areas, public realm development should consciously address the issue of accessibility. New pavements, pathways, parking, recreational facilities and the two Village Centre Plaza proposals should be designed to comfortably provide space and access to accommodate this growing tourist market.

Pavement Types



Potential pavement types

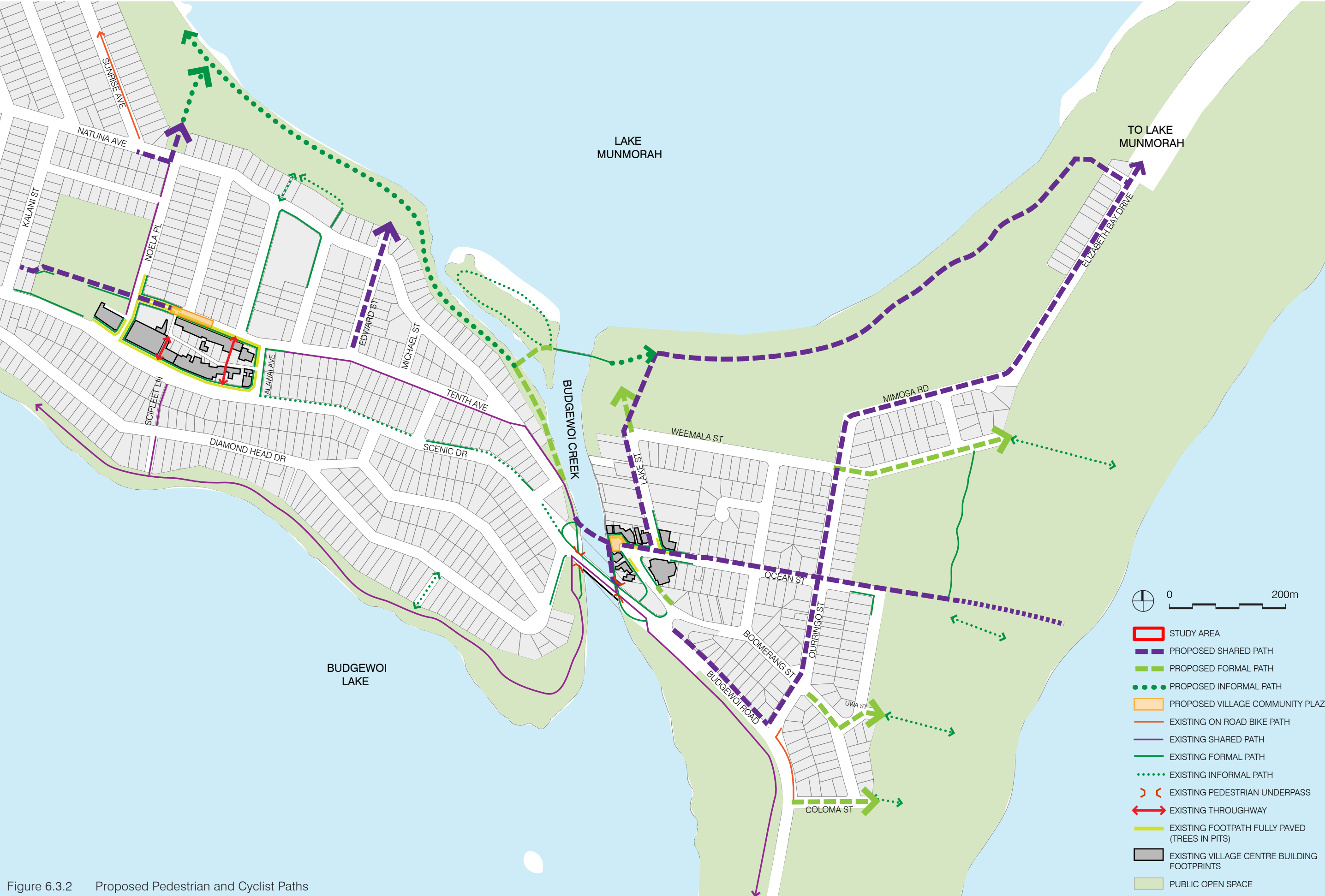


Information graphics recommended to inform and guide pedestrians and cyclists



Existing pavement types





6.3.3 STREET TREE AND PUBLIC OPEN SPACE PLANTING

Objectives

- Maintain and enhance the vegetated landscape character of Budgewoi’s streets and open spaces.
- Select plant species for the public realm which are generally endemic and preferably available from the local community nursery. This will emphasise local character, optimise resilience to site conditions and have benefits for biodiversity.
- Support and extend existing foreshore ecological communities by removing introduced species and planting endemic species.
- Utilise local environmental community groups / nursery to provide and install new plantings.
- Protect views across open spaces.
- Ensure all planting is robust, drought hardy, low maintenance and supportive of local habitat.

Proposals

The street tree planting strategy should reflect Budgewoi’s identity as a relaxed coastal village. Landscaped areas can soften the dominance of buildings and provide shade, meeting places, resting areas and playgrounds. A clear hierarchy of species, heights and canopy size will help differentiate main routes, secondary roads and recreational waterfront spaces. This strategy supports way-finding between the two Village Centres and circulation around these community cores.

Tree species selection will consider the historical and cultural significance of the area. Tree locations will consider the presence of overhead power lines, street lighting, stormwater inlets, tree height, canopy spread, root zones and access requirements for large vehicles such as buses. The street tree planting strategy proposes specific species for the following locations:

(A) REGIONAL CONNECTORS (STREET TREES TYPE 1)

Scenic Drive and to a lesser extent Budgewoi Road are characterised by wide unformed verges with large mature eucalypts with tall trunks either individual or in groups creating a natural bushland feel, if somewhat remnant. General infill planting of native trees along Scenic Drive and Budgewoi Road in the study area will enhance the existing tree planting in the verge and reinforce the existing character. The possible future widening and upgrading of the corridor must be considered in the positioning of any new trees.

The Ourringo Street / Mimosa Road / Elizabeth Bay Drive corridor is also a Regional Connector. It will be planted with the same native trees as Scenic Drive.

(B) VILLAGE LINK (STREET TREES TYPE 2)

The trees along the Village Link route need to be unique and visually arresting. It is these trees that will create a distinctive coastal character for the village of Budgewoi. They will be planted to form an informal avenue and should be large with a wide canopy to provide shade for the shared path. Seasonal beauty may take the form of flowers and/or autumn colour.

The tree options selected for the Village Link are:

- Alphitonia Excelsa (Red Ash);
- Syzygium luehmannii ‘royal flame’ (Small-leaved Lillipilli); and
- Hibiscus tiliaceus (Native or Coastal Hibiscus).

The intersection corners and key areas adjacent to the Village Link shared pathway can be landscaped with garden beds incorporating low shrubs and ground covers.

The minimum vegetation clearances around power lines are outlined in the table below, extracted from the Ausgrid network Standard NS179 Vegetation Safety Clearances, dated December 2010. Other service providers have similar clearance requirements.

Conductor Type and Voltage	Minimum Vegetation Clearances	
Unscreened CC 11kV – 22kV inclusive	At support structure and 1/6th either side	Along middle 2/3 of span, of length < 100m
	1m	2m

This severely limits possible tree planting close to power lines. The recently constructed shared path on Tenth Avenue is directly below power lines and as such, tree planting alongside the path for shade and amenity needs to be carefully thought through. Refer to Section 6.4.1 Village Link for further detail.

(C) VILLAGE CENTRE ENTRY POINTS

The locations along Scenic Drive and Budgewoi Road that have been identified as requiring signage to identify the village entry points can be planted with native trees and plants to create a sense of identity and arrival for motorists. Please refer to Section 6.4.5 Landscape Interventions for further information. This planting combined with the signage will improve the general visual amenity of the locations where this signage occurs and clearly communicate to passing motorists that there is an interesting place to stop and explore. The feature tree selected for this location is:

- Elaeocarpus obovatus (Blueberry Ash).

(D) WATERFRONT WAYS (STREET TREES TYPE 3)

The trees along the streets that lead to waterfront recreational spaces and the beach should be species which are endemic to and characteristic of the lakeshore areas. The tree options selected for the waterfront ways are:

- Notelaea (Mock Olive); and
- Glochidon ferdinandi (Cheese Tree).

(E) LOCAL STREETS (STREET TREES TYPE 4)

The planting character of trees along local streets is looser and more informal and seeks to avoid the rigidity of avenue planting. Successful existing planting can be extended and infilled to create continuity along each street. The tree options selected for the local street are:

- Harpullia pendula (Tulipwood).

(F) VILLAGE CENTRES

The street trees in the East and West Village Centres will reinforce and enhance the character of their location. Any street tree and feature tree planting in the village centres should ensure the following:

- Tree placement does not obstruct access to parked cars.
- Roots will not damage underground service infrastructure.
- Trees do not damage private or public assets, such as buildings, signage, awnings or pavements.
- Soil zones are adequate for healthy tree establishment & growth.
- The mature size of trees is appropriate for the space and location.
- Planting must allow for casual surveillance and not inhibit clear sightlines for pedestrians, cyclists or motorists.
- Planting beds should be generous in size to ensure long-term sustainability.
- Infrastructure protection, such as root guards and root zone treatments, are included for any tree planting within paved or commercial areas.

The general approach is to retain any mature, healthy species and supplement them with the same species. The tree species selected for the Village Centre street trees are to match the existing:

- Cupaniopsis anacardioides (Tuckeroo).

Distinctive feature tree planting in each Village Community Plaza will add important visual and functional amenity – colour, texture, shade, and cooling of hard pavement areas. Refer to Section 6.4 Specific Projects for more detailed descriptions.

The feature tree species selected for the West Village Community Plaza is:

- Alloxyylon flammeum (Tree Waratah).

The feature tree species selected for the East Village Community Plaza is:

- Cupaniopsis anacardioides (Tuckeroo) (to match existing species).

(G) OPEN SPACE PLANTING

Additional or replacement trees and planting in recreational public spaces will serve to reinforce local ecological communities while enhancing public amenity. Existing planting that obstructs safe sightlines or has reached the end of its useful life will be removed. The historical and cultural significance of the area will be taken into account during the species selection process, for example, the value of the Melaleucas in the Budgewoi Lions Club Park and Budgewoi Holiday Park.

It is proposed to modify existing plantings along Noela Place to open up views of Halekulani Oval for increased casual surveillance and additional shade for sports spectators. The tree species selected for this location is:

- Angophora costata (Smooth-barked Apple).

Refer to 6.4.5 Landscape Proposals for a full description of each planting proposal.

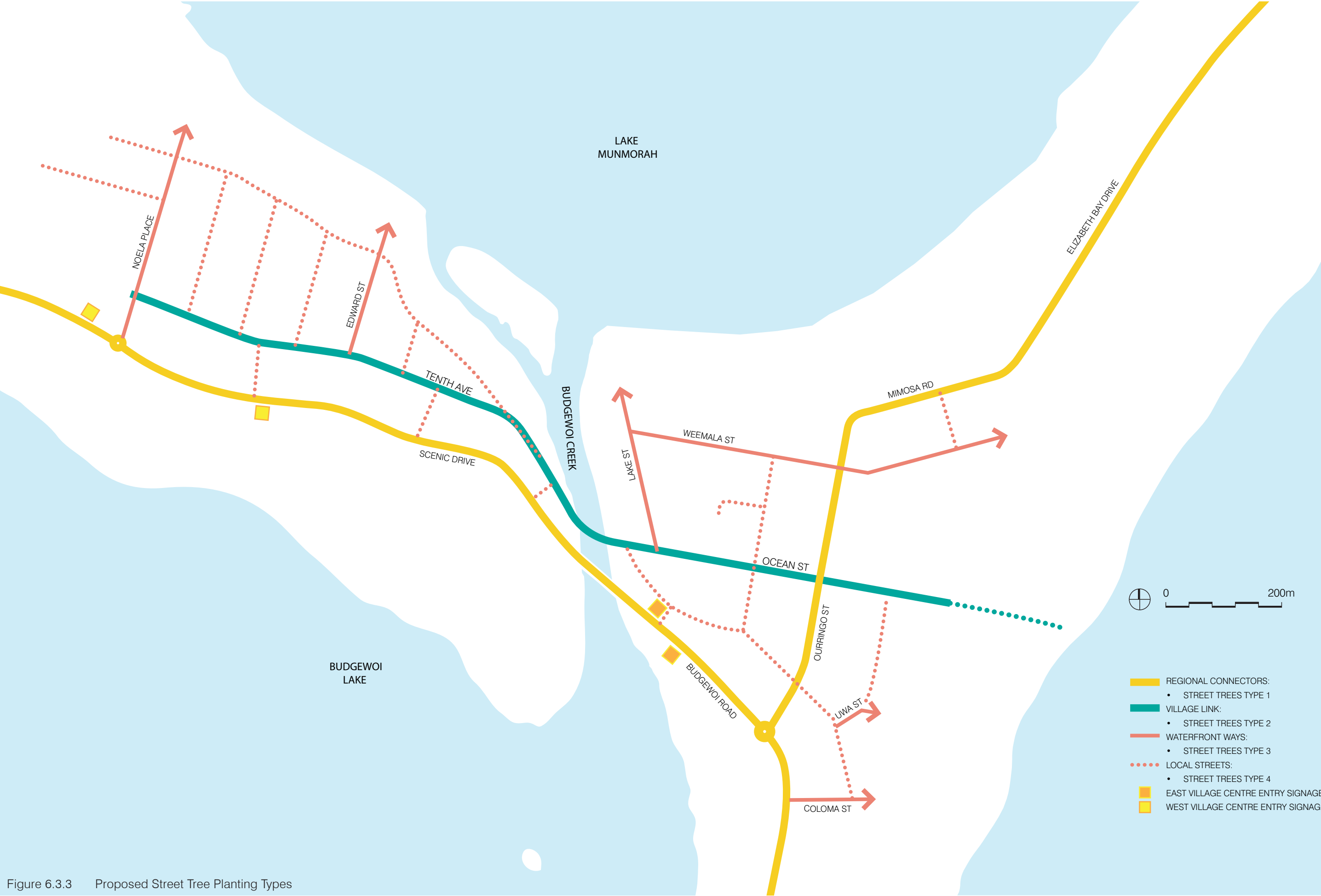


Figure 6.3.3 Proposed Street Tree Planting Types

Village Link

OPTION 1: ALPHITONIA EXCELSA (RED ASH)



OPTION 3: HIBISCUS TILIACEUS (NATIVE OR COASTAL HIBISCUS)



Waterfront Ways

OPTION1: NOTELAEA (MOCK OLIVE)



OPTION 2: SYZYGIIUM LUEHMANNII 'ROYAL FLAME' (SMALL-LEAVED LILLIPILLI)



Village Centre Entry Points

ELAEOCARPUS OBOVATUS (BLUEBERRY ASH)



OPTION2: GLOCHIDION FERDINANDI (CHEESE TREE)



Local Streets
HARPULLIA PENDULA (TULIPWOOD)



East Village Centre (Feature Tree)
CUPANIOPSIS ANACARDIOIDES (TUCKEROO)



West Village Centre (Feature Tree)
ALLOXYLON FLAMMEUM (TREE WARATAH)



Open Space (Halekulani Oval at Noela Pl)
ANGOPHORA COSTATA (SMOOTH-BARKED APPLE)



6.3.4 PUBLIC REALM LIGHTING, FURNITURE AND ART

Objectives

- Design the public realm in each of the two village centres to create a different character for each.
- Enhance the beauty and functionality of the public realm.
- Provide a safe, comfortable and site appropriate visual environment that corresponds with the desired public domain theme.
- Comply with minimum lighting levels and Australian Standards.

Proposals

The upgrading of the public realm answers the need for a higher level of pedestrian amenity and the desire to improve the quality and safety of the pedestrian environment at night. Street furniture contributes greatly to the definition and amenity of an area and therefore a suite of lighting and street furniture has been selected for the plazas, parks and laneways.

(A) LIGHTING

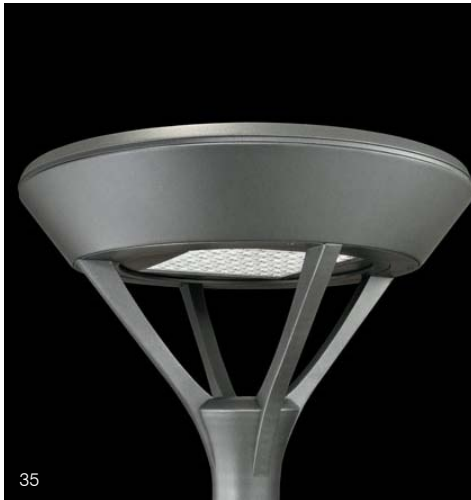
Adequate lighting levels are a key crime prevention measure, contributing to the reduction in crime and the increase in the public’s perception of safety. Skilful lighting design can reinforce the distinctiveness of significant spaces, buildings and streetscapes.

The proposed lighting intends to:

- Avoid wastage through unnecessary energy consumption.
- Minimise clutter through poor or uncoordinated lighting design.
- Provide precise light distribution which prevents light spill, associated glare and light pollution to residents and other surrounding properties.
- Nominate light sources that give a natural appearance to people and surroundings, with good colour rendition.
- Minimise requirements for street tree trimming.
- Highlight special elements and features.
- Use high quality, robust, well designed fittings appropriate to the location and of a scale suited to pedestrian activity.

Street lighting would retain the existing lights fitted to timber power poles with galvanised steel outreach arms. However, new lights could include pedestrian lights, flood lighting and feature lighting, but is subject to further detailed analysis.

Example Lighting Palette



Example energy efficient LED lighting





Figure 6.3.4 Proposed public realm lighting and furniture types

(B) STREET FURNITURE

Seating:

Benches and other forms of seating additional to existing will be installed to provide places for pedestrians to rest. They will take into account the needs of people with a disability or decreased mobility, that is, seats will have arm rests and not be too low. The materials will be robust, natural and they will maximise comfort and require minimal maintenance. The location of seating should be based on public need and activity.

Bollards:

Fixed bollards will be provided to prevent vehicular access to pedestrian areas and removable and hinged bollards will meet the needs of service access. The form and structural strength of bollards will be adequate to meet functional requirements. They will complement the suite of street furniture and be robust and attractive in appearance.

Rubbish Bins:

Rubbish bins are required to keep the public realm clean and tidy. Bins will be located in a clear line-of-site to seating, public transport stops and pedestrian routes. Bin enclosures will be based on Wyong Shire Council's standard design. It is recommended that the metal panels be perforated or treated with some sort of pattern or texture to discourage graffiti and vandalism.

In accordance with Wyong Shire Council's public art statement below, there is opportunity for custom design treatment on bin hutches and other street furniture to enhance the environment and address vandalism.

Open Space and Foreshore:

The furniture palette for open space, waterfront and recreational areas is one of simple forms and robust materials: steel and recycled plastic 'wood'.

East and West Villages:

The furniture palette for the East & West Villages is one of high quality refined materials: steel and timber. A bench seat, picnic table, bin and bollard form part of this range.

(C) PUBLIC ART

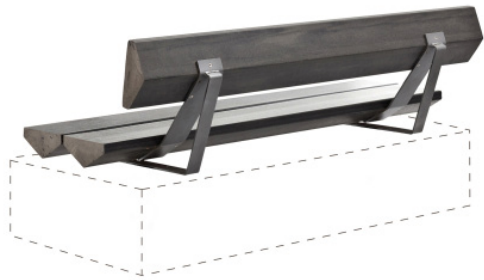
Public art can add value and community expression to a place. Any public art proposed is to be developed in accordance with Councils Public Art Policy. The sites have not been identified within the masterplan as they will be determined following detailed analysis and design of each of the precinct areas. Consultation with property owners, both public and private, can also help to identify appropriate opportunities and locations.

Example furniture palette

Open Space and Foreshore



Potential exercise stations



38



39



Potential picnic benches, tables and bollards for open space and foreshore areas



East and West Village Centres



43
Potential benches, tables, cycle parking, bin, drinking fountain and bollards for East and West Village Centres



47
Wyong Shire Council standard bin design - potential for metal panels to be enhanced with pattern or texture.



6.3.5 ROAD EDGE TREATMENTS

Objectives

- Maintain informal and soft landscaped character of Budgewoi streets which are not kerb and guttered.
- Identify streets / blocks where kerb and guttering should be completed to achieve visual consistency and implement Water Sensitive Urban Design (WSUD) strategies such as informal swales or raingardens elsewhere to manage stormwater runoff and help improve the water quality of surrounding lakes (where gradient of land permits).
- Improve verge condition along Scenic Drive.

Proposals

(A) LOCAL STREETS

(Refer to Figures 6.3.5, 6.3.6, 6.3.7 and 6.3.10).

On block-fronts where kerb and guttering are fragmented, the missing segments will be filled in with formal kerb and guttering to match adjacent properties. This will provide a visually consistent block-by-block streetscape appearance. Where short, isolated sections of kerb and guttering exist, they are to be removed and replaced with appropriate WSUD treatments.

On block-fronts where no kerb and guttering is present, existing grass verges will be retained and left as is or alternatively, edged with a flush kerb or dish drain (optional). The advantage of a flush kerb is that it enables stormwater to run over the edge of the road and into the ground while also providing a clean, distinct edge between the grassed verge and asphalt road.



Example vegetated swale with flush kerb



Example grassed swale with flush kerb



Example raingarden



Example vegetated bio-filtration swale with raised pit

For the verges between driveways where a stormwater pit exists, it is recommended that WSUD treatments be introduced. An example could be raingardens or vegetated swales. Swales limit the quantity of runoff entering the storm water system and clean and filter excess runoff before it enters the system. Planted with endemic sedge species, these vegetated swales not only have WSUD advantages, but will also improve the amenity and landscape character along the streets.

However, vegetated swales are only recommended for verges with a grade between 1% and 4%. As most of the land in Budgewoi has a grade less than 1%, vegetated swales may not be possible. Raingardens and concrete dish gutters as well as gross pollutant traps (GPT's) may be an option for verges with a grade less than 1%.

(B) SCENIC DRIVE

(Refer to Figures 6.3.8, 6.3.9 and 6.3.10).

In an effort to improve the verge condition along Scenic Drive and reduce the build-up of stagnant water, it is recommended that the infiltration capacity of the existing swales be increased by introducing pipe and fill swales topped with turf. With this type of swale, stormwater drains directly into the swale soil profile during low flow events, while stormwater overflows into the drainage pit at times of larger storm events. This proposal is subject to consultation and investigation by RMS.

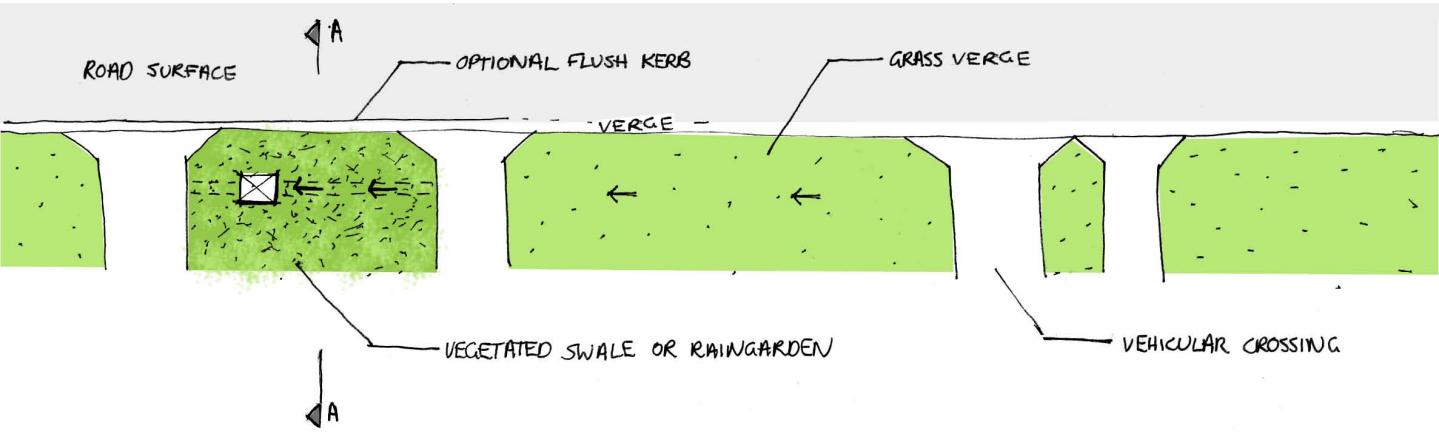


Figure 6.3.5 Indicative sketch plan of grassed and vegetated swales or raingarden at appropriate locations.

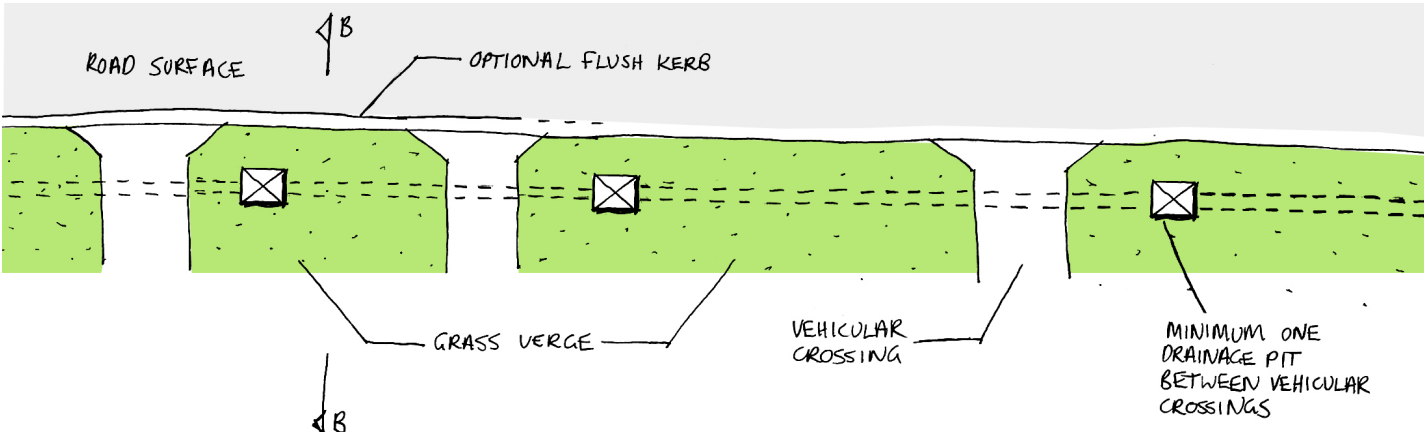


Figure 6.3.8 Indicative sketch plan of pipe and fill swales at appropriate locations along Scenic Drive.

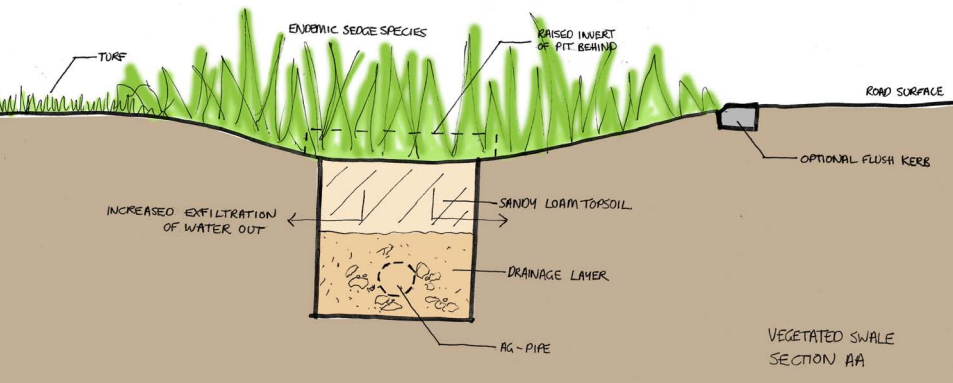


Figure 6.3.6 Indicative section sketch of a vegetated swale for verges with a grade between 1% and 4%

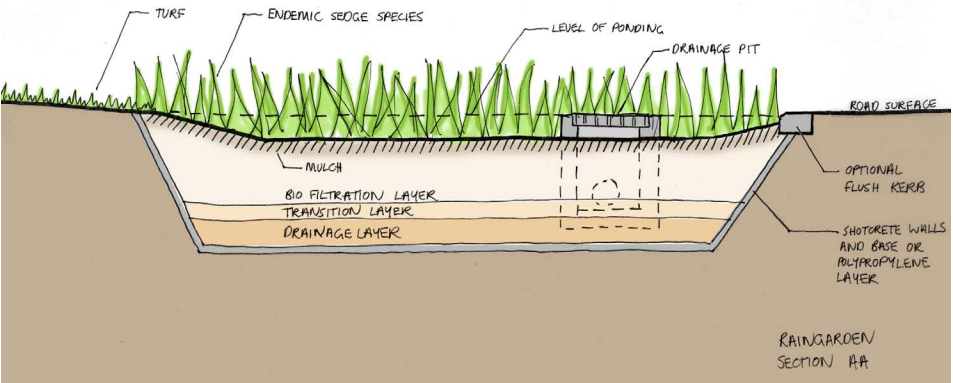


Figure 6.3.7 Indicative section sketch of a raingarden for verges with a grade less than 1%.

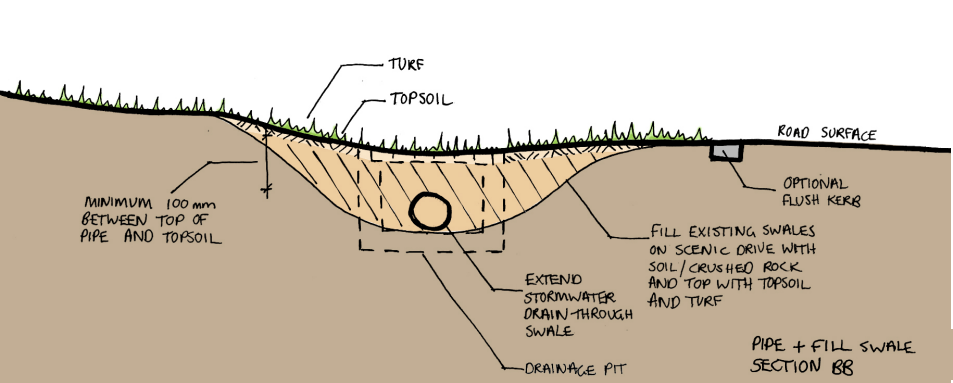


Figure 6.3.9 Indicative section sketch of a pipe and fill swale at appropriate locations along Scenic Drive.



Figure 6.3.10 Proposed Road Edge Treatments

6.4 SPECIFIC PROJECTS

6.4.1 VILLAGE LINK

Objectives

- Develop a strong pedestrian and cycle spine extending from the beach parking area via the two Village Centres to Halekulani Hall and Oval.
- Ensure there are direct and clear lines of sight and opportunities for casual surveillance.
- Create opportunities for walking and cycling.

Proposals

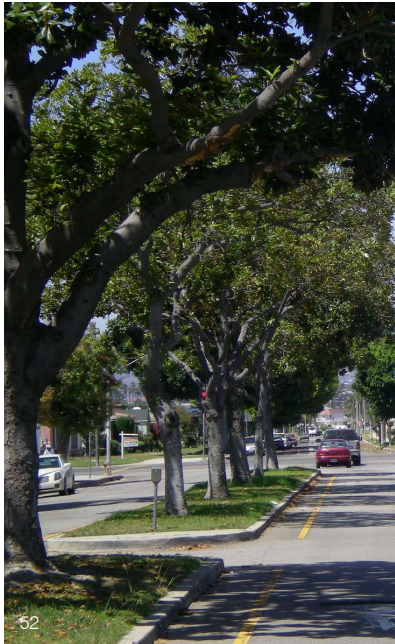
A pedestrian and cycle link will connect the two Village Centres with Halekulani Hall and Oval and the beach. (Refer to Figure 6.4.1). Physically removed from the busy traffic environment of Scenic Drive and Budgewoi Road, the Village Link will provide a quiet, safe path for the community to use with safe road crossings. It will also provide a pleasant, accessible and mostly level route for tourists and visitors to navigate easily between many of the places of interest within Budgewoi.

The design features which will work together to create an identifiable character for the Village Link include:

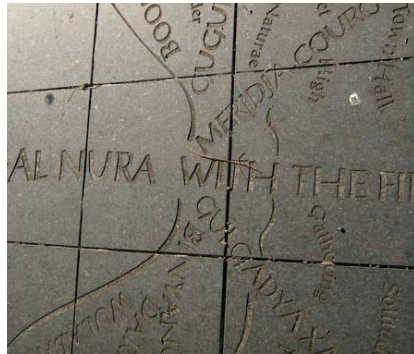
- A new pedestrian bridge over Budgewoi Creek to connect the eastern end of Tenth Avenue to the East Village Plaza. Until such time as funding is available for this bridge, the pedestrian route will continue to use the current footpath on the northern side of the road bridge. New ramps meeting current accessibility standards will be required either side of this bridge.
- Directional signage to draw attention to the beach, lakefront and parks which lie to either side of the Village Link.
- Simplifying and consolidating the wide variety of existing pavement materials to ensure a safe, level pathway.
- The path extension will match the recently constructed existing concrete path along Tenth Avenue. It is 2.5 metres wide and provides sufficient space for pedestrians and cyclists to pass safely. The intersection at Ourringo Street and Ocean Street is proposed to be upgraded with a raised intersection to integrate with the shared path and improve safety.
- Pedestrian lighting along the entire route.
- The potential for conflicts between vehicles, pedestrians and cyclists will be minimised through the careful location of street crossings, and junctions with building entries and driveway crossings.
- An avenue of street trees adjacent to the path to provide shade. These trees will be distinctive and used only for the Village Link to reinforce its unique identity and role.



Example central planted medians



Example on-street planting



Potential artwork or history imprinted in paving strips along shared path.



Potential planting - Small-leaved Lillipilli



Potential planting - Native or Coastal Hibiscus

The recently constructed shared path on Tenth Avenue is directly below power lines and as such, it may not be possible to plant within the existing narrow verge. Tenth Avenue is wider than required for two traffic lanes and parallel on-street parking on either side and this provides some opportunity for reconfiguration. Design options to accommodate the street tree planting include:

1. Provide planting blisters for trees that extend out into the roadway pavement between which on-street parking and driveway access can still occur. These trees will still be limited in height due to the proximity of the power lines.
2. Plant large street trees on the other side of the street, opposite to the shared path. The disadvantage of this option is that the trees will not provide shade for the shared path users. Smaller trees could still be located adjacent to the shared path.
3. Create a planted central median which can accommodate large trees.

The tree options selected for the Village Link are:

- Alphitonia Excelsa (Red Ash)
- Syzygium luehmannii 'royal flame' (Small-leaved Lillipilli)
- Hibiscus tiliaceus (Native or Coastal Hibiscus)

Proposed signage for the Link is described in Section 6.3.1, lighting in Section 6.3.4 and road edge treatments in Section 6.3.5.



Figure 6.4.1 Proposed Village Link

6.4.2 OPPORTUNITY SITE ONE - WEST VILLAGE COMMUNITY PLAZA

Objectives

- Provide a new ‘village square or plaza’ within the commercial centre of the West Village. Located for optimum amenity and accessibility, linked with and the focus of the pedestrian network, it will provide a place for people to meet and engage.
- Increase the visibility and accessibility of the Village for a wider range of users.
- Develop a distinct character for the West Village Precinct.
- Allow a range of opportunities for retail, commercial, residential, community and social uses.

Proposals

The West Village Community Plaza is intended to be a multi-use, dedicated civic space which will support and encourage existing and new community activities. (Refer to Figures 6.4.2, 6.4.3 and 6.4.4). It will provide a new form of gathering place in Budgewoi. Whilst intended for both residents and visitors, it is expected to function primarily as a place for the community.

To create this pedestrian plaza, a section of Tenth Avenue, between Republic Lane and Alexandra Street, is proposed to be closed off to traffic to create a flexible and active north facing public space for pedestrians. Vehicles will continue to be able to access Republic Lane. Other traffic modifications include transforming Kewalo Avenue into a cul-de-sac at its southern end, and altering the entrances to the two carpark on the northern side of Tenth Avenue. Restricting vehicular movements is necessary to create a pedestrian and bicycle friendly environment.

It is understood that changing vehicular circulation patterns on the north side of the West Village Centre is a concern for some members of the community. It is therefore recommended that a gradual conversion of roadway into public space be adopted. For example, the space could be closed off to vehicles with temporary bollards each weekend until it becomes appropriate to make the Plaza permanent. The success of the temporary closures can then be assessed before committing to any permanent closures. In addition to allowing assessment of the proposed vehicular circulation changes, regular temporary closures would confirm the value and utility of implementing the Plaza concept (Although it is noted that temporary closures would not achieve the same level of amenity as a permanent public space).

The West Village Community Plaza will be a key destination along the proposed Village Link (see Section 6.4.1 Village Link for a full description) with the Halekulani Hall as its western focal point. It is intended to act as the hub of the West Village Centre, connecting with the nearby range of facilities & services for recreation and relaxation, including the community hall, Bowling Club, sports oval, netball courts, skate park and lakefront walking trails. It will serve as a central meeting space and will offer the opportunity to host community activities such as weekend markets, outdoor performances and celebration gatherings.

It is understood that some community members are concerned about the impact of closing a portion of Tenth Avenue on the abutting retail uses. Temporary closures would assist in assessing these concerns. It is predicted that over time, an increase in the number of active ground floor uses, including café and dining establishments, will occur along the Tenth Avenue frontage to be converted to the Community Plaza. The shops leased to future tenants could include a portion of outdoor space out the front of each shop to allow for uses such as alfresco dining. The proposed location for the Plaza is considered optimal in that it is removed from high volume, high speed traffic and enjoys a northerly aspect.

Shop-top housing development up to three storeys will be encouraged in the West Village Centre (with the top floor set back) to support a vibrant and active centre with increased pedestrian activity. The mixed use development will create opportunities for 24 hour casual surveillance, which together with increased pedestrian use and activity, will improve safety and security in this area.

It is also recommended that the area to the north of the proposed community plaza be investigated as a site for potential rezoning to B2 Local Centre. Development under this zone may support a mix of uses such as retail, shop top housing, entertainment and office uses. The aim of encouraging such land uses in this area is to activate the north side of the proposed plaza, improve visual surveillance and contribute to the creation of a strong, centrally located civic space.

Plaza design features include:

- New pavement at the level of the existing footpaths will be added to create a flush surface across the space, increasing the useability and accessibility of the plaza for all pedestrians. The pavement selected will have a palette similar to the existing and should reflect Budgewoi’s identity as a relaxed coastal village. Permeable pavement is encouraged to reduce surface runoff and ponding. Differentiation through the pavement pattern is also recommended to break up the scale while defining separate uses. Paving is to meet all AS/NZ standards for abrasion resistance, strength, exposure, durability and slip resistance.
- Street furniture and fixtures will be provided and will be appropriately selected to create a distinct character for the West Village. The plaza is not just a place for people to meet and engage with public life, but is also a place to rest. For example, it may be a place to take a break from shopping, or a place to rest following a walk or bicycle ride. Cycle parking, water bottle refill stations and bench seating will be provided to serve those wanting to stop and relax.
- Integrated bench seating will also be installed to provide areas to sit in the shade during the day. These benches could form part of the outdoor seating areas for cafes and restaurants.

- Facilities for the community, such as play equipment and temporary shelter structures are encouraged to improve the amenity of the public space, while contributing to the relaxed coastal atmosphere.
- Soft landscaping with generous sized garden beds and feature trees is encouraged to enhance the appearance and character of the West Village Plaza. The landscaping will help to balance the hard surfaces of paving while providing areas of shade and places to gather.
- Pedestrian and feature lighting will also be incorporated to improve the general ambience and safety of the plaza into the night.
- In an effort to ‘tell the story of Budgewoi’, a historical interpretation display incorporating information about the history of the development of the area is proposed to be included.
- Way-finding signage is also to be installed at the entry / exit points at the Plaza.
- The feature tree proposed is Alloxyton Flammeum (Tree Waratah)
- The building to the south of Halekulani Hall is proposed to be removed and the playground relocated to a safer, centrally located position in the West Village Plaza. This land is proposed to be converted to a carpark which will open up views, visual surveillance and access to Halekulani Oval and the adjacent recreational facilities.
- An additional community playground is also proposed adjacent to the new multi-purpose courts. Refer to Section 6.4.23 Recreational Improvements for more detail.



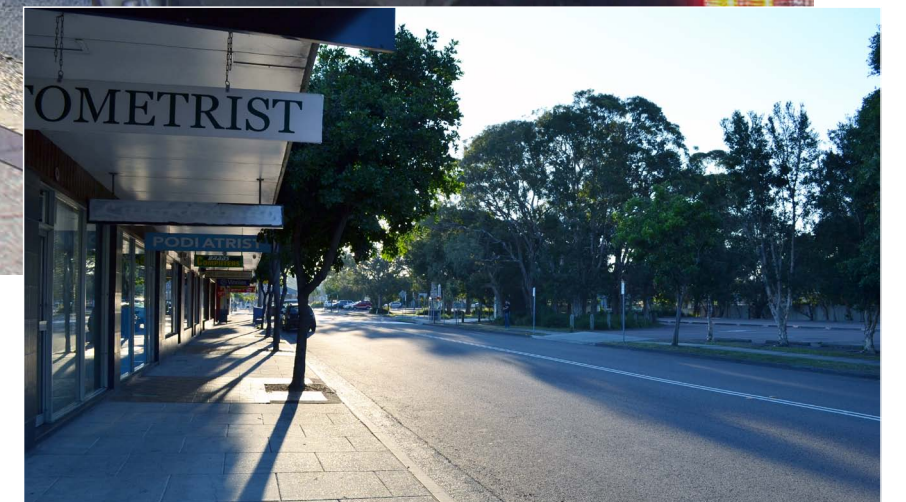
Example images of the potential look and feel of the plaza



Figure 6.4.2 Opportunity Site One - Proposed West Village Community Plaza



Figure 6.4.3 Artist's impression of the potential look and feel of the West Village Plaza



before



Figure 6.4.4 Artist's impression of the potential look and feel of the West Village Plaza



before

6.4.3 OPPORTUNITY SITE TWO - EAST VILLAGE COMMUNITY PLAZA

Objectives

- Provide a new waterfront ‘village square or plaza’ within the East Village Centre. Located for optimum amenity and accessibility, linked with and the focus of the pedestrian network, it will provide a place for people to meet and engage or simply rest.
- Develop a distinct character for the East Village Precinct.
- Encourage café and dining uses.
- Promote the East Village Centre as a focal space for community interaction and a destination for visitors.

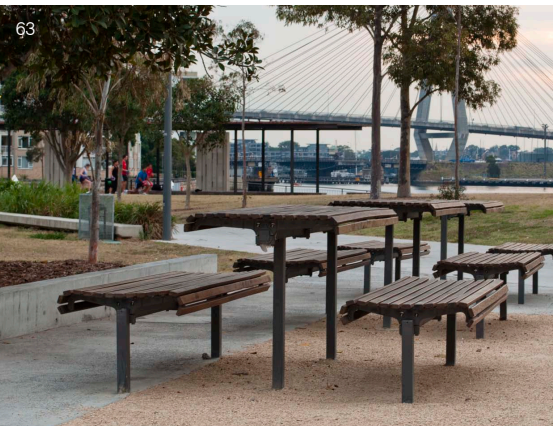
Proposals

The East Village Community Plaza is intended to be a dedicated civic space to support the existing retail food outlets and to provide a space for community interaction. (Refer to Figures 6.4.5 and 6.4.6). It will become a destination for sitting, strolling, relaxation, good food, and outdoor dining for locals and visitors alike. It will be a key destination along the proposed Village Link (see Section 6.4.1 Village Link for a full description) with the Budgewoi Creek water’s edge as its focal point and linking to a new pedestrian bridge (see Section 6.4.6 New Pedestrian / Cycle Bridge over Creek Channel for more information).

To create this Community Plaza, a larger area of the Ocean Street termination will be claimed to create an active pedestrian zone. The car parking area will be reduced and reconfigured to provide marked spaces accessed via a driveway style entry at the intersection of Norah Road and Ocean Street. However, this proposal will not reduce the number of existing car parking spaces. Rather, it will formalise and rationalise the car parking arrangement to achieve the same number of spaces. Shop owners along the northern edge of the Community Plaza will continue to be able to enter the existing laneway which provides access to their rear service entrances. A clearly formed and line-marked intersection will be created for vehicle turns between Norah Road and Ocean Street. The re-constructed vehicular movements support a pedestrian and bicycle friendly environment. The proposed road configuration needs to consider the turning requirements of vehicles towing the caravans and boats so popular in this coastal and holiday location. Parallel street parking will remain along Norah Road and Ocean Street, albeit slightly reconfigured.



Example images of the potential look and feel of the plaza



Design features include:

- New pavement at the level of the existing footpaths will be added to create a flush surface across the space, increasing the useability and accessibility of the plaza for all pedestrians. The pavement selected will reflect Budgewoi’s identity as a relaxed coastal village. Differentiation through a pavement pattern is also recommended to break up the scale of the space while defining separate uses from circulation space.
- A timber boardwalk structure along Budgewoi Creek will enhance the visual and physical connection to the water. See Section 6.4.12 Budgewoi Creek Boardwalk for a full description. This additional amenity would increase the recreational activities available to the community in the East Village Centre.
- A floating pontoon with a ramp up to the boardwalk and mooring points will allow people arriving by boat to temporarily stop and visit the East Village Centre.
- Street furniture and fixtures will be provided and be appropriately selected to create a distinct character for the East Village. The Plaza is intended to encourage outdoor eating for families and groups. Picnic benches will provide seating with a view of the water’s edge.
- The plaza is also a place to rest. Cycle parking, water bottle refill stations and bench seating will be provided to serve those wanting to stop and relax. For example, it may be a place to rest following a walk or bicycle ride.
- Soft landscaping with generous sized garden beds and feature trees are encouraged to enhance the appearance and character of the East Village Centre. The landscaping will help to balance hard paving surfaces while providing shade.
- Pedestrian and feature lighting will also be incorporated to improve the general ambience and safety of the Plaza into the night.
- In an effort to ‘tell the story of Budgewoi’, a historical interpretation display incorporating information about the history of the development of the area is proposed to be included.
- Way-finding signage is also to be installed at entries and exits to the Plaza.
- The two existing trees (Cupaniopsis anacardioides – Tuckeroo) at the water’s edge will be retained and additional feature trees of the same species will be included in the design to provide additional shade. Refer to Section 6.3.3 Street Tree and Public Open Space Planting for further details.

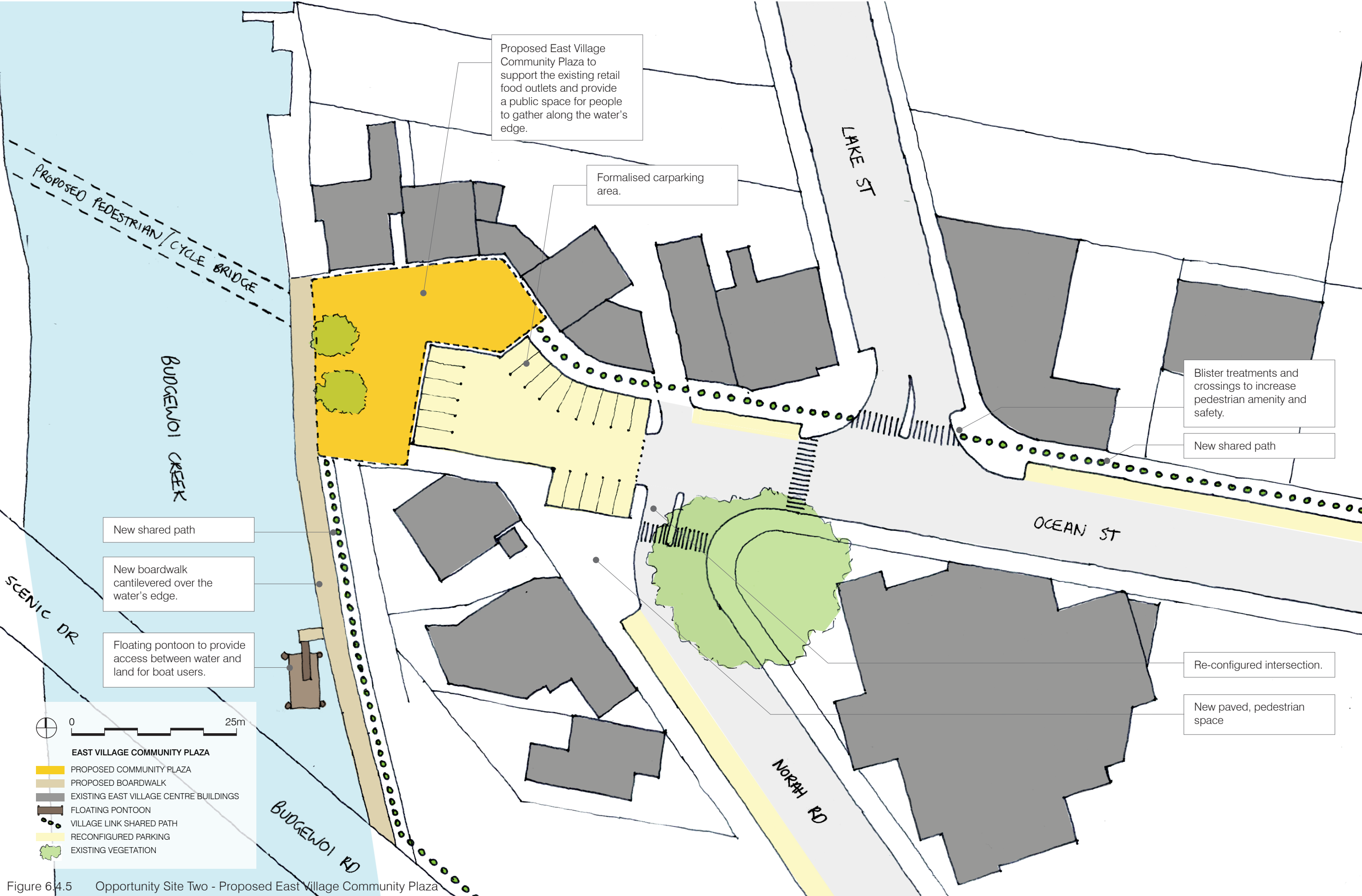


Figure 6.4.5 Opportunity Site Two - Proposed East Village Community Plaza



Figure 6.4.6 Artist's impression of the potential look and feel of the East Village Plaza



before

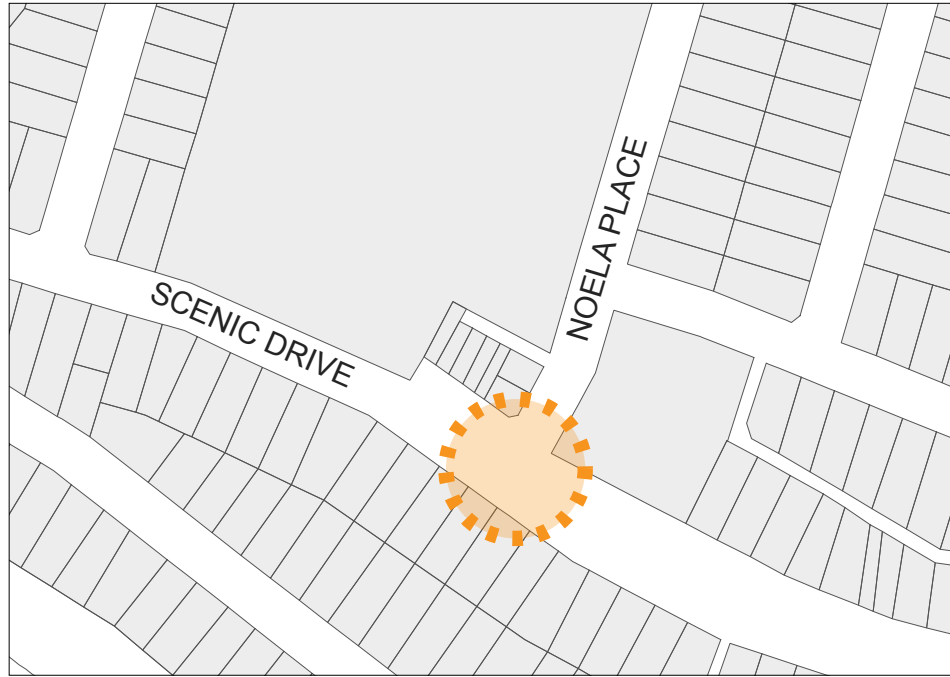


Figure 6.4.7 Investigate intersection at Scenic Dr and Noela Pl

6.4.4 INVESTIGATE INTERSECTION AT SCENIC DR AND NOELA PL

Objectives

- To address the traffic queuing problems at the Intersection of Scenic Drive and Noela Place.

Proposals

(Refer to Figure 6.4.7).

It has been identified that there can be significant delays at this intersection due to vehicles queuing to enter the carpark along Scenic Drive. Community members have also indicated that they believe it is a significant intersection, not just for vehicles, but also for pedestrians who need to cross Scenic Drive to get to and from the recreational and retail facilities safely. It is recommended that Council, together with RMS, assess the current traffic situation and develop proposals to mitigate the safety and traffic congestion issues. It is understood from RMS that current traffic volumes do not warrant a signalised intersection. Proposals could include, but are not limited to the following:

- Changing the road line-markings to reduce ambiguity for drivers.
- Installing additional pram ramps, traffic islands or pedestrian refuges.
- Moving the entrance of the carpark.
- Changing the direction of traffic flow through the carpark.
- Re-configuration of parking bays.

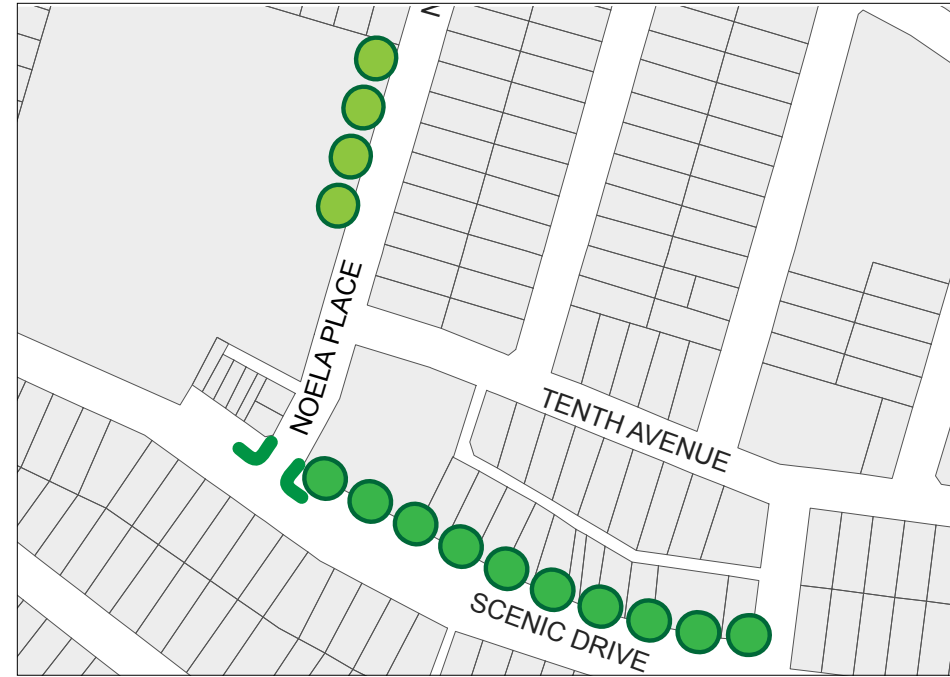


Figure 6.4.8 Landscape proposals at Scenic Drive and Halekulani Oval

6.4.5 LANDSCAPE PROPOSALS

Objectives

- To improve the visual amenity and 'greenness' of Budgewoi.

Proposals

(A) SCENIC DRIVE CARPARK PLANTING

It may be possible to supplement the landscaping along Scenic Drive out the front of the West Village Centre carpark to create a more effective buffer zone between the parked vehicles and Scenic Drive and to improve the general visual amenity. An investigation should be undertaken to see if parking can be reorganised so that the area currently dedicated to landscaping could be widened to support an increase in the planting of trees with clear trunks and tall, broad canopies along this zone. (Refer to Figure 6.4.8).

(B) HALEKULANI OVAL

It is proposed to modify existing plantings along the eastern side of Noela Place to open up views of Halekulani Oval for increased casual surveillance and additional shade for sports spectators. This can be achieved by clearing the understorey and replacing the existing shrubs with trees. The trees will have clear trunks and broad canopies to increase the area of shade on this side of the oval. The tree species selected for this location is *Angophora costata* (Smooth-barked Apple). (Refer to Figure 6.4.8).

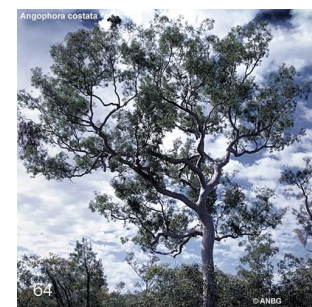


Figure 6.4.9 Landscape proposal at East Village Entry Point

(C) EAST VILLAGE CENTRE ENTRY POINT

Generous landscaping of the verges and bridge embankments should be undertaken at the intersection of Budgewoi Road and Norah Road. This planting will be designed in conjunction with the East Village Centre entry signage. (Refer to Figure 6.3.1 and 6.4.9). The existing weedy grass will be replaced by attractive low planting. The tall *Casuarina* trees will be retained and feature trees planted in front of them. This planting would improve the general visual amenity of the entry point and support the natural low-key character of Budgewoi. The proposals will need to comply with RMS road design guidelines and keep well clear of intersections to satisfy vehicle sightline requirements.

(D) WEST VILLAGE CENTRE ENTRY POINT

Generous feature planting is proposed at two locations on Scenic Drive: before the intersection of Noela Place and the intersection of Alawai Avenue. At both locations, the planting will be designed in conjunction with the West Village Centre entry signage (Refer to Figure 6.3.1). The condition of any existing trees and low planting will be assessed for retention. Additional planting and feature trees will improve the general visual amenity and support the natural low-key character of Budgewoi. The proposals will need to comply with RMS road design guidelines and keep well clear of intersections to satisfy vehicle sightline requirements.

(E) INTERSECTION ROUNDABOUT PLANTING

Planting in the hard-paved roundabouts along Scenic Drive, for example at the intersection of Ourringo Street, can help to soften and naturalise the road environment. Any planting will need to consider the turning ability of large vehicles such as trucks and buses which may currently drive directly over the roundabouts. Planting is also to be minimal to avoid obstructing sightlines for approaching motorists. A single, tall, centrally positioned feature tree along with smaller areas of very low surrounding planting (less than 200mm high) may be an option. Any proposals will need to comply with RMS road design and vehicle sightline guidelines.

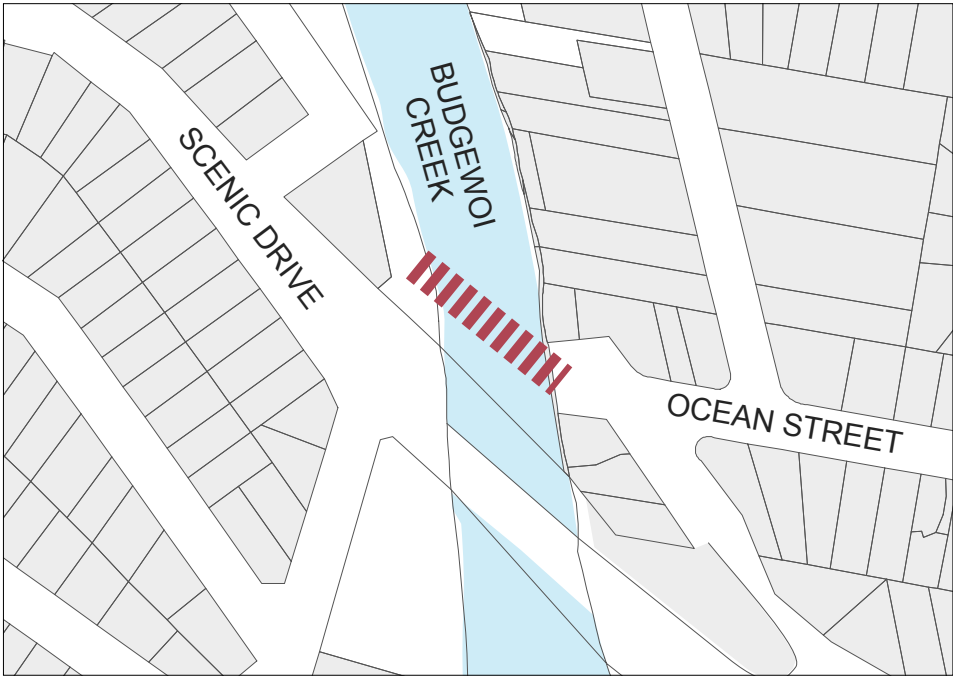


Figure 6.4.10 Proposed pedestrian / cycle bridge over creek channel

6.4.6 NEW PEDESTRIAN / CYCLE BRIDGE OVER CREEK CHANNEL

Objectives

- Provide a direct and pleasant pedestrian connection between the East Village Centre and Tenth Avenue, leading to the West Village Centre.
- Remove pedestrian activity from the busy traffic edge of Scenic Drive.

Proposals

(Refer to Figure 6.4.10).

As part of a long-term proposal to complete the Village Link from the East to the West Village Centres, a pedestrian bridge is proposed to cross the Budgewoi Creek channel in the location shown above. This bridge will be DDA compliant, and will be a shared path allowing both pedestrians and cyclists to use it safely and easily. The proposed bridge is located in the position of the first bridge that joined East to West Budgewoi. A historical reference will be identified in signage or artwork incorporated into the design of the new bridge.

As an immediate short-term proposal, it is recommended that the pedestrian path along the northern edge of the existing road bridge be continued down and around towards the creek on both sides as a DDA compliant pedestrian ramp. On the east side this ramp will link up with the proposed boardwalk and will lead into the East Village Plaza and back onto the Village Link. On the west side, the ramp will connect to the new shared path on Tenth Avenue.

Any further development of this proposal would need to investigate issues of bridge clearance allowances, DDA compliance and the assessment of space on each bank for bridge abutments and pathway ramps.

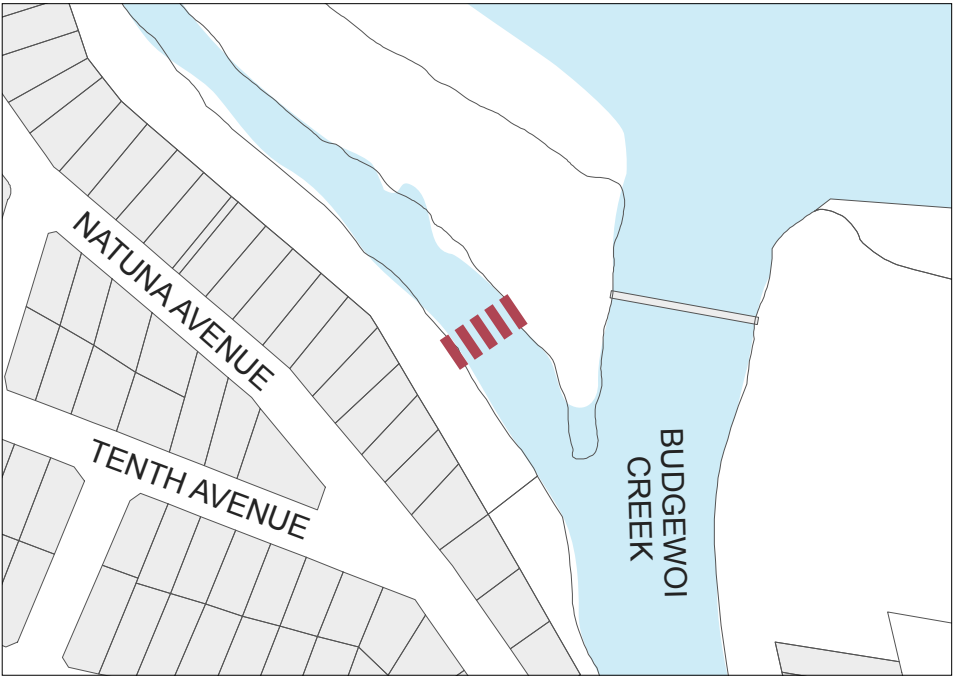


Figure 6.4.11 Proposed pedestrian / cycle bridge over original creek

6.4.7 NEW PEDESTRIAN / CYCLE BRIDGE OVER ORIGINAL CREEK

Objectives

- To extend the recreational walking routes along the foreshore of Lake Munmorah.
- To promote healthy living and provide an additional opportunity to enjoy the natural beauty of Budgewoi.

Proposal

(Refer to Figure 6.4.11).

The existing and proposed recreational walking trails along the foreshore of Lake Munmorah can be connected with the addition of a new bridge over the original Budgewoi Creek in the location shown in the diagram above – connecting Mackenzie Reserve to the western part of Budgewoi. This bridge would be DDA compliant and wide enough to allow both pedestrians and cyclists to use it comfortably.

The installation of this proposed bridge is subject to future investigation of bridge clearance allowances.

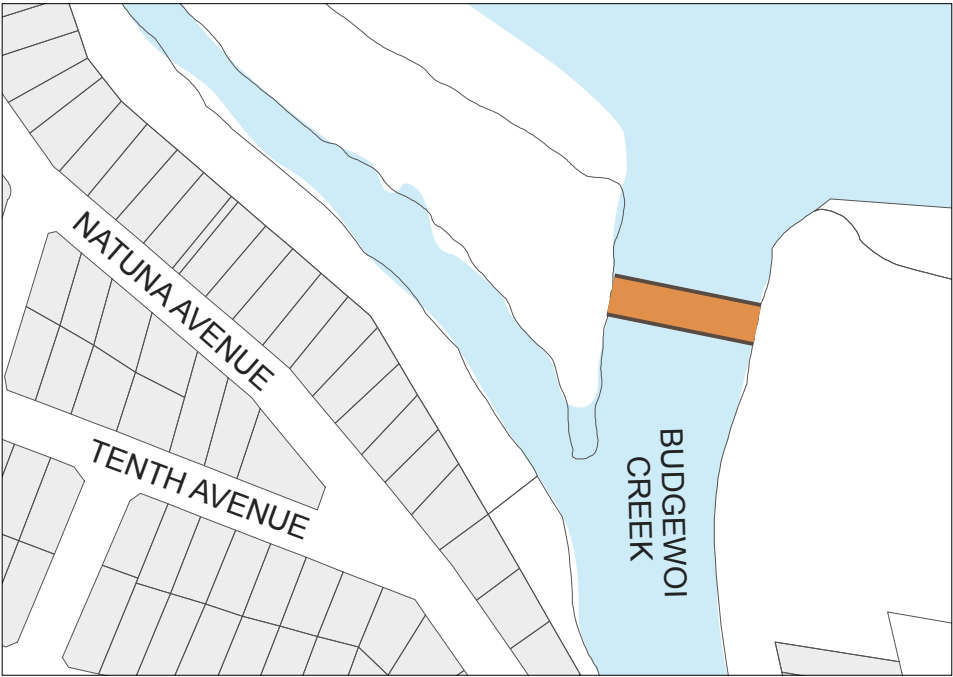


Figure 6.4.12 Maintain existing footbridge

6.4.8 MAINTAIN EXISTING FOOTBRIDGE

Objectives

- Ensure valued public facilities are safe for use.

Proposal

(Refer to Figure 6.4.12).

The existing footbridge adjoining the Lions Club Park is in a state of poor repair. It is essential that iconic community structures are not left to fate but maintained for safe and enjoyable public use.

It is recommended that the timber boards making up the walking platform be replaced with composite timber planks which are slip and fire resistant. Any other elements requiring attention should be repaired and finished to match existing to maintain the original appearance of the bridge.

Further investigation of the existing structure of the bridge, including the turpentine piers, will need to be undertaken to determine the extent of repair or replacement required.



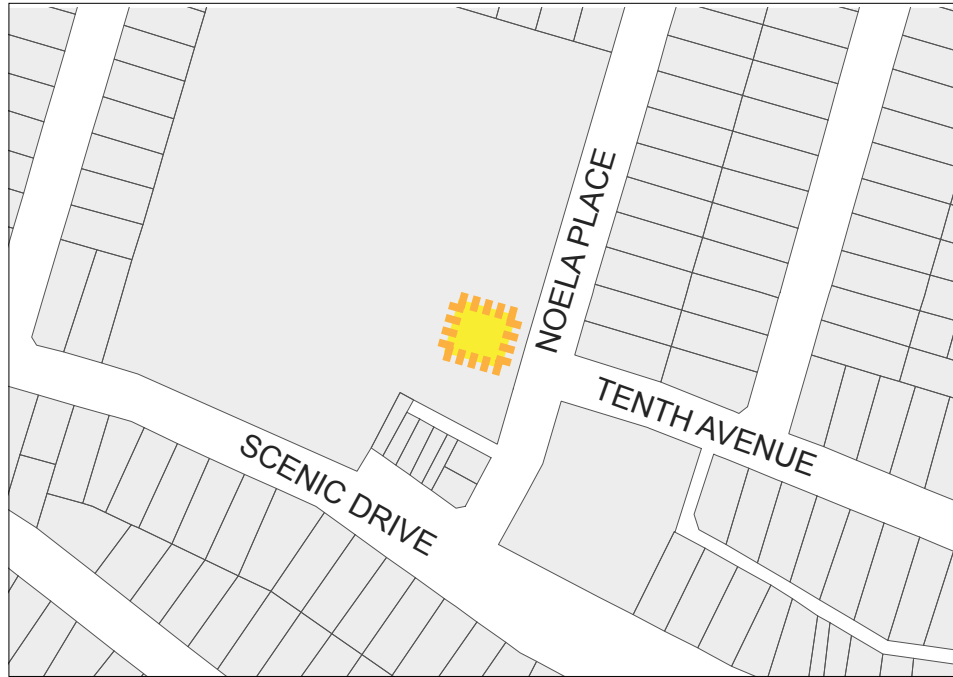


Figure 6.4.13 Proposed upgrade of Halekulani Hall

6.4.9 UPGRADE HALEKULANI HALL

Objectives

- Provide improved indoor facilities for community use.

Proposals

(Refer to Figure 6.4.13).

Currently, Halekulani Hall caters to a wide range of local community groups. In its current form, the hall has limited space and facilities and is therefore inadequate to cater effectively for all community needs. It is proposed that the hall be upgraded and extended to provide for a wider diversity of needs, including youth facilities. It is to be a flexible, multi-functional space accommodating a range of uses. Any upgrades to the existing library could consider internet access / computer facilities.

It is recommended that the current location of the hall be retained. It terminates the view to the west along Tenth Avenue and is proximate to the existing recreational and retail facilities and the proposed Community Plaza.

Any additions / renovations to the hall should maintain its main entrance on Noela Place opposite Tenth Avenue, and provide an attractive facade.

The current low scale of the hall suits the character of Budgewoi so it is recommended that the height of the building not exceed two storeys. It may be preferable that the building footprint be expanded towards Halekulani Oval rather than increasing the height of the building, particularly if new facilities relate to the use of the oval.

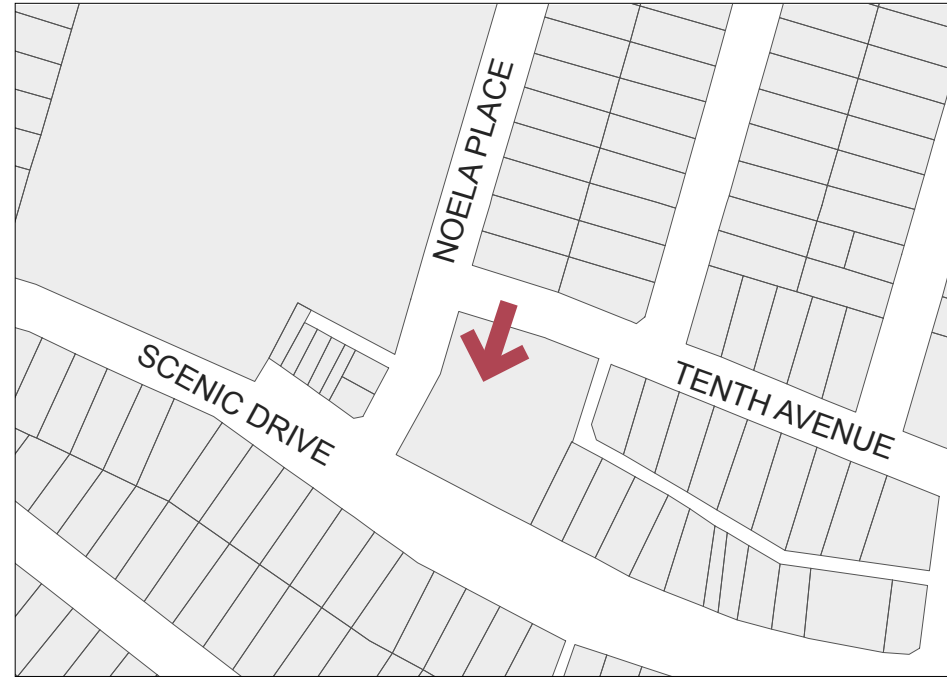


Figure 6.4.14 Proposed new entrance to supermarket

6.4.10 NEW ENTRANCE TO SUPERMARKET

Objectives

- Improve the pedestrian connection between the supermarket and its associated parking on Tenth Avenue.

Proposals

(Refer to Figure 6.4.14).

It is recommended that Coles be strongly encouraged to consider a rear entrance to the supermarket from its Tenth Avenue carpark to reduce the demand for parking on Scenic Drive and increase pedestrian activity on Tenth Avenue. This would be particularly advantageous once the portion of Tenth Avenue opposite Kewalo Avenue is converted into the proposed Community Plaza and there is an increase in the number of pedestrians in this area.

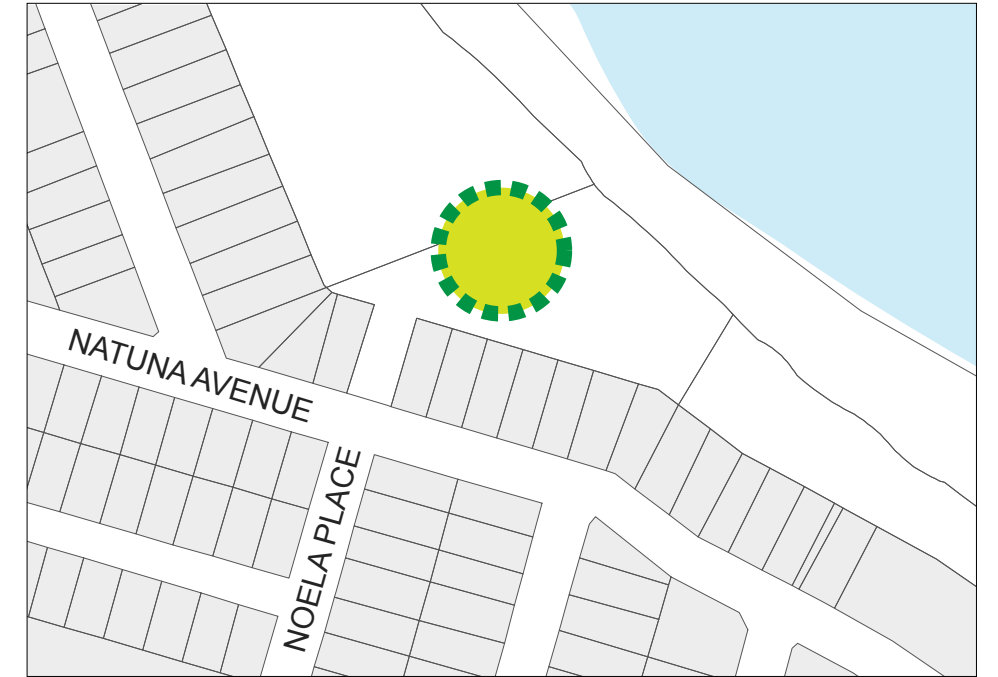


Figure 6.4.15 Proposed upgrade of Sailing Club

6.4.11 UPGRADE SAILING CLUB

Objectives

- To upgrade Budgewoi Sailing Club facilities.

Proposal

(Refer to Figure 6.4.15).

The Budgewoi Sailing Club is an important community asset, but it lacks the facilities that some other sports groups enjoy. Subject to detailed consultation with the Club, the most pressing need would seem to be for a clubhouse providing secure lock-up facilities for sailing boats and equipment. The upgraded facility might typically include a shed with roller doors that open out onto the lakes edge, allowing ease of access to and from the water, a workshop area with tools for undertaking maintenance / repair works, and a small kitchenette and restroom facilities for club members to use.



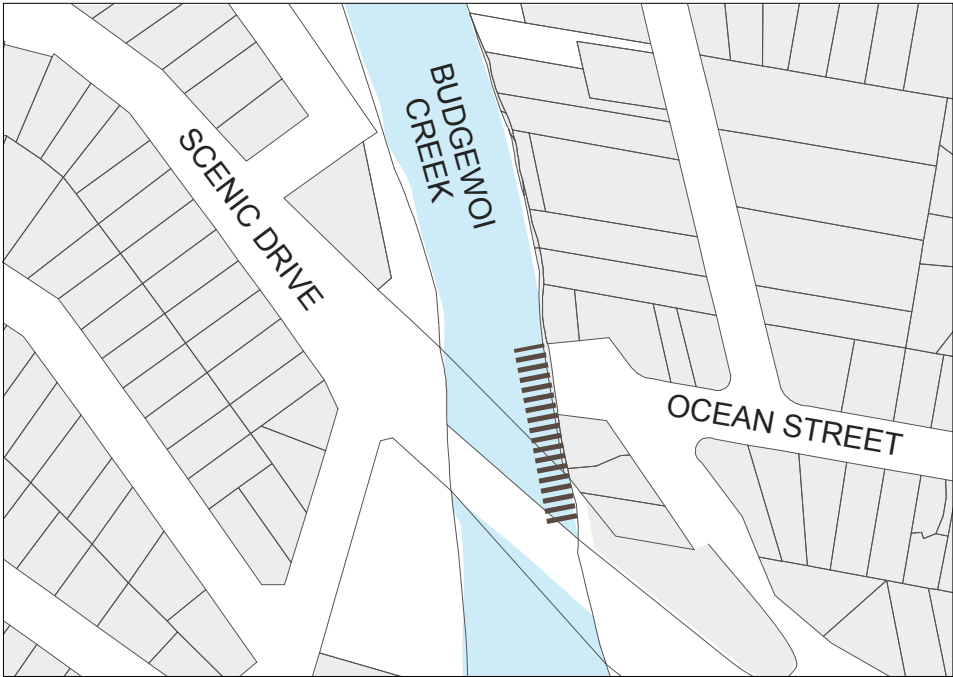


Figure 6.4.16 Proposed Budgewoi Creek boardwalk

6.4.12 BUDGEWOI CREEK BOARDWALK

Objectives

- Provide enhanced public access to the water’s edge along Budgewoi Creek and connected to the East Village Plaza.

Proposal

(Refer to Figure 6.4.16).

A wide boardwalk structure would extend from the proposed East Village Community Plaza south towards the existing road bridge to create a link with the proposed Village Link pedestrian / cycle ramp. The boardwalk would project out over the existing rock rip rap enabling access to the water’s edge. People could fish off the edge of the boardwalk, or just sit and relax on the edge or on the benches which would be provided as part of the project. Mooring points could also be provided so that people could temporarily tie up their boats while they visit the East Village Centre and its eateries.

The boardwalk will give a more defined edge to the creek, increase the general amenity of the area and provide a destination for locals and visitors alike.

This proposal would require consultation with relevant State Government departments such as Fisheries and Office of Environment and Heritage NSW.



Figure 6.4.17 Proposed floating pontoon at boardwalk

6.4.13 FLOATING PONTOON AT BOARDWALK

Objectives

- To facilitate access to the East Village Centre for people arriving by boat.

Proposal

(Refer to Figure 6.4.17).

A floating pontoon with a ramp up to the boardwalk will allow people arriving by boat to temporarily stop and visit the East Village Centre. An alternative option could be steps constructed parallel to the boardwalk with mooring points.

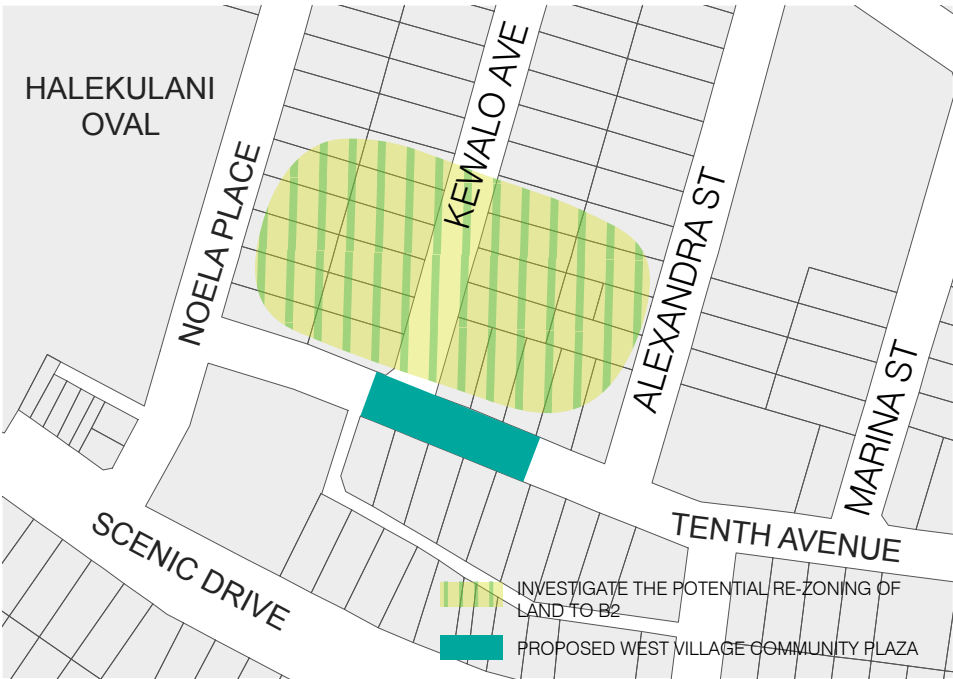


Figure 6.4.19 Potential re-zoning of land north of the proposed West Village Plaza

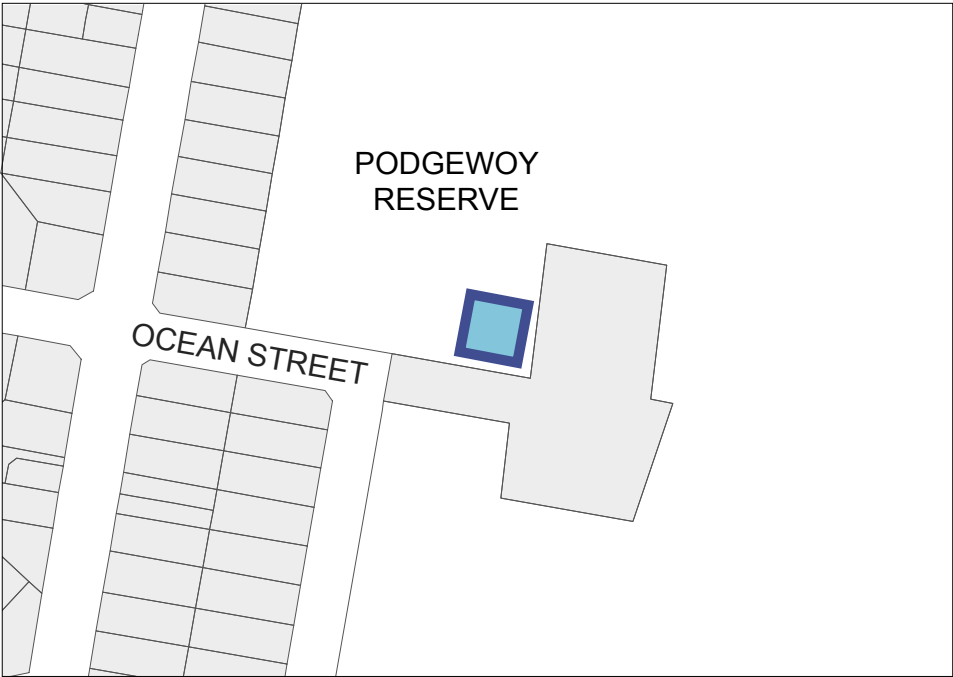


Figure 6.4.18 Proposed beach facilities at Podgewoy Reserve

6.4.14 BEACH FACILITIES (NEW TOILETS)

Objectives

- Provide new restroom facilities in a location with good visual surveillance adjacent to the existing carpark.

Proposal

(Refer to Figure 6.4.18).

New restroom facilities to comply with the Wyong Shire Council standard design and specifications. Generally, the new facilities are to be unisex, have a disabled toilet, and each cubicle is to be directly accessed from the front.

6.4.15 INVESTIGATE RE-ZONING OF LAND TO SUPPORT THE EXPANSION OF THE WEST VILLAGE CENTRE

Objective

- To increase activity in the West Village Centre.

Proposal

(Refer to Figure 6.4.19).

It has been identified that the land to the north of Tenth Avenue between Noela Place and Alexandra Street may be suitable for the expansion of the commercial centre and therefore it is recommended that this area be investigated for potential re-zoning. In order to allow any future commercial / mixed use development, the land would need to be re-zoned to B2 Local Centre.

The future development of the northern commercial area would add to the proposal for the community plaza (see 6.4.2 Opportunity Site One - West Village Community Plaza) by activating both sides of the plaza and potentially providing a central entry point to the plaza creating a strong central civic space.

The addition of the north commercial area may also improve the safety of pedestrians and the community by increasing visual surveillance and shifting the commercial centre parking focus to Tenth Avenue. This could also facilitate better control of vehicular movements on Scenic Drive, in particular at the intersection of Scenic Drive and Noela Place.

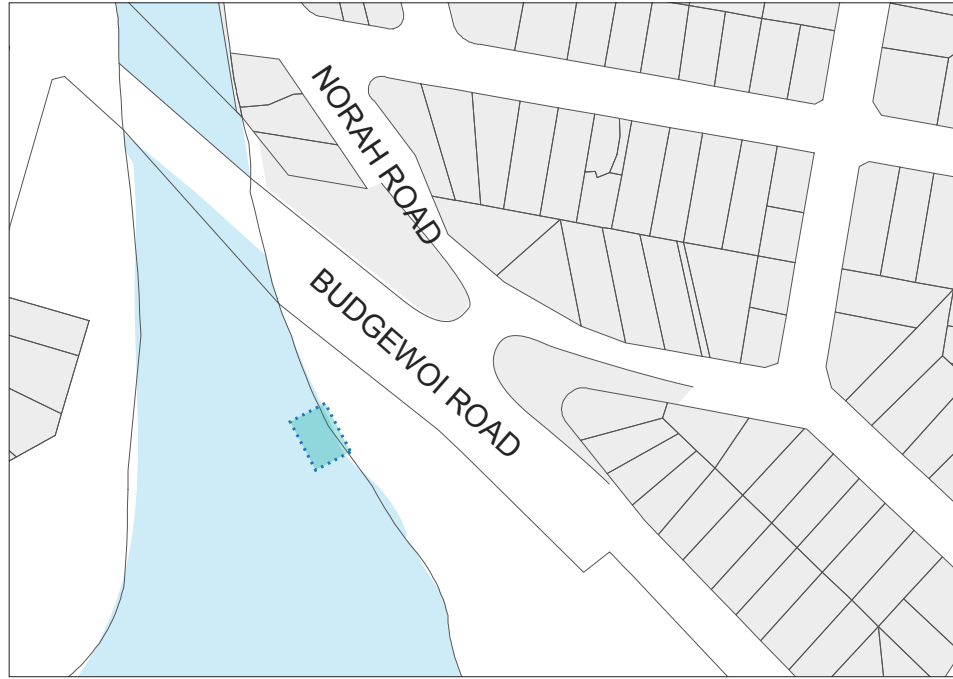


Figure 6.4.20 Proposed upgrade of boat ramp at Slade Park

6.4.16 UPGRADE AND RELOCATE BOAT RAMP AT SLADE PARK

Objectives

- Existing boat ramp to be upgraded and relocated to increase boat access to the lake.

Proposal

(Refer to Figure 6.4.20).

The existing boat ramp at the northern corner of Slade Park is proposed to be upgraded to a double boat ramp to cater for more boat users. It is recommended that an alternative location be investigated for the new boat ramp, as there are concerns that the existing carpark will be inadequate to cater for the predicted increase of cars with trailers. A location further south adjacent to the existing football club facilities in Slade Park is suggested.



Figure 6.4.21 Proposed new toilets at Slade Park

6.4.17 NEW TOILETS AT SLADE PARK

Objectives

- Provide new restroom facilities in Slade Park in a location with good visual surveillance.

Proposal

(Refer to Figure 6.4.21).

Remove existing restroom facilities and provide new facilities in a location with good visual surveillance. New facilities are to comply with the Wyong Shire Council standard design and specifications. Generally, the new facilities are to be unisex, have a disabled toilet, and each cubicle is to be directly accessed from the front.

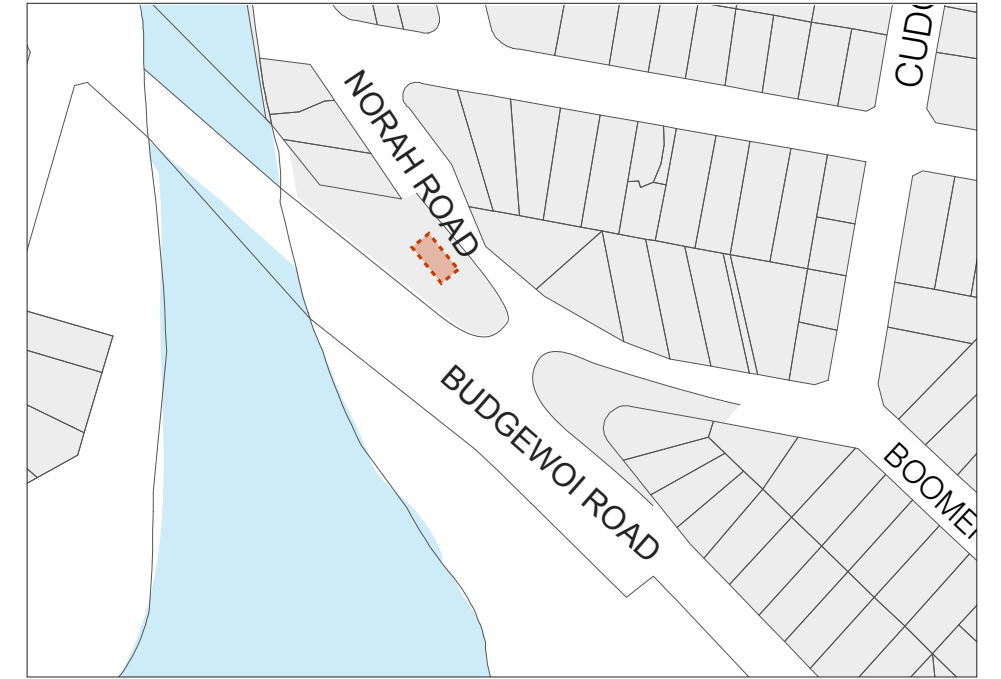


Figure 6.4.22 Proposed location of new toilets in East Village

6.4.18 NEW TOILETS IN EAST VILLAGE

Objectives

- To provide new restroom facilities for the East Village Centre.

Proposal

(Refer to Figure 6.4.22).

Provide new restroom facilities for the East Village Centre. New facilities are to comply with the Wyong Shire Council standard design and specifications. Generally, the new facilities are to be unisex, have a disabled toilet, and each cubicle is to be directly accessed from the front.

6.4.19 OPPORTUNITY SITE THREE - HALEKULANI OVAL RECREATIONAL IMPROVEMENTS

Objectives

- Improve the amenity of Halekulani Oval and recreational facilities.
- Upgrade or relocate identified recreational facilities to improve safety and casual surveillance while increasing usage.

Proposal

(Refer to Figure 6.4.23).

(A) MULTI-PURPOSE COURTS

Remove the existing tennis courts and replace with multi-purpose courts. Access to the new courts will not be restricted and their multi-use function will provide for a diverse range of groups. The proposed location for these new multi-purpose courts is indicated on the adjacent map.

(B) NEW COMMUNITY PLAYGROUND

Remove the existing playground from its current position south of Halekulani Hall and install new playground adjacent to the new multipurpose courts. The new community playground could incorporate exercise equipment catering to a diverse range of ages, such as for senior citizens.

(C) SKATE PARK

Remove existing skate park and construct a new skate park on the vacant land to the west of the existing netball courts at Halekulani Oval. The new location for the skate park is to have good surveillance and be highly visible from Scenic Drive.

(D) RECREATIONAL AMENITIES BLOCKS

Investigate the removal of any under utilised buildings surrounding Halekulani Hall to increase visual surveillance and access between the Oval and adjacent netball and multipurpose courts.



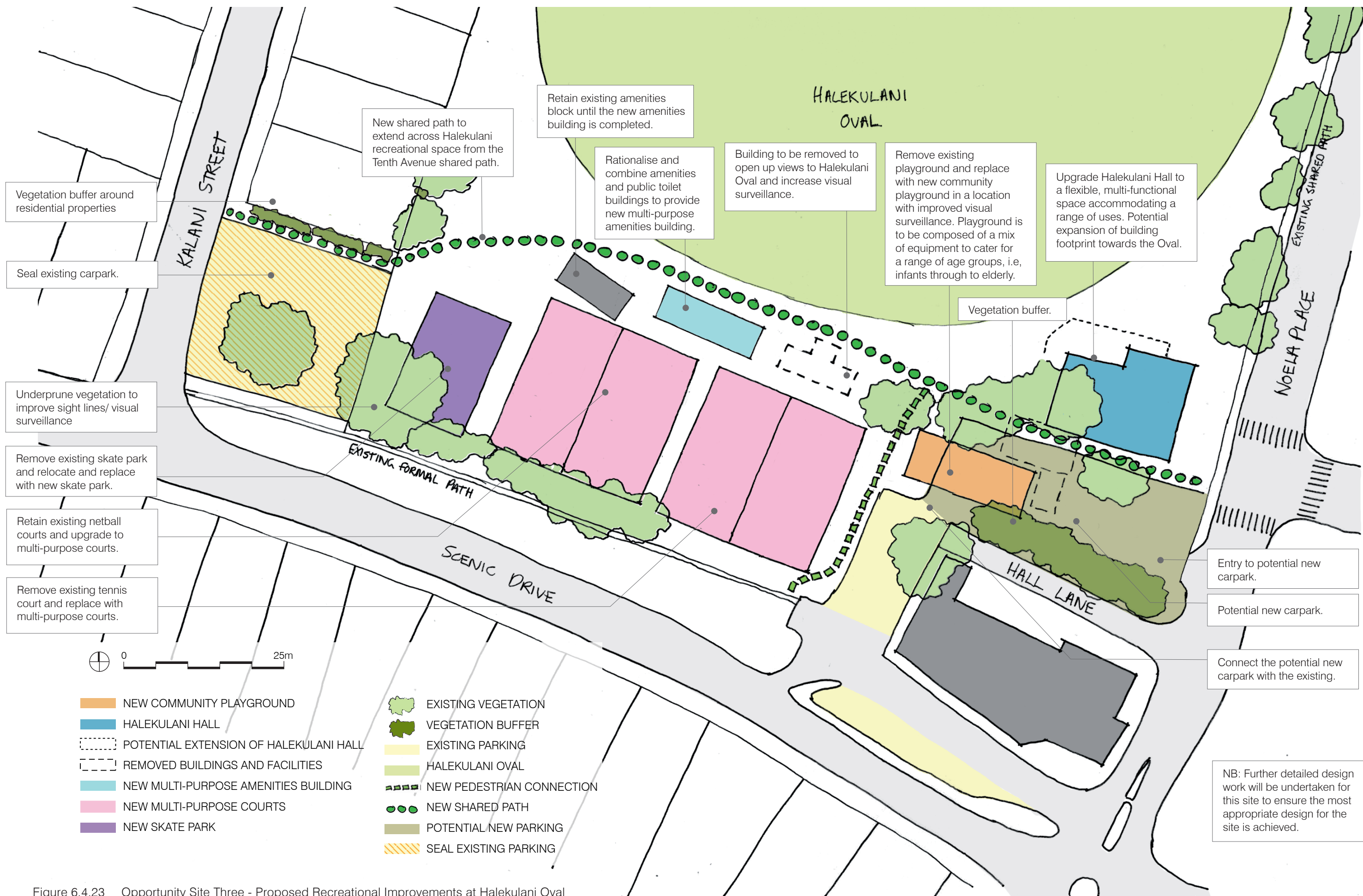


Figure 6.4.23 Opportunity Site Three - Proposed Recreational Improvements at Halekulani Oval

7.0 ZONING AND DEVELOPMENT CONTROLS

7.1 FUTURE LAND USE PLANNING

- Allow a range of opportunities for retail, commercial, community and residential uses in appropriate locations.
- Ensure that land uses support the vision for the desired future character of Budgewoi, including appropriate and accessible community facilities.
- Encourage café and dining uses around the waterside street space in the East Village Centre and the Tenth Avenue retail frontage in the West Village Centre.
- Support active ground floor uses in the East and West Village Centres.
- Particularly in the West Village Centre, encourage residential or commercial uses above ground floor level in new development up to 3 stories in height.
- Extend the R1 residential zone proposed under Council's Draft LEP 2012 from the West Village Centre to Budgewoi Creek between Scenic Drive and Tenth Avenue / Michael Street / Natuna Avenue. The primary purpose of this proposal is to encourage somewhat greater intensity of residential development along Tenth Avenue, which will provide a greater degree of visual surveillance and activity for the Village Link. (Refer to Figure 7.1.1).

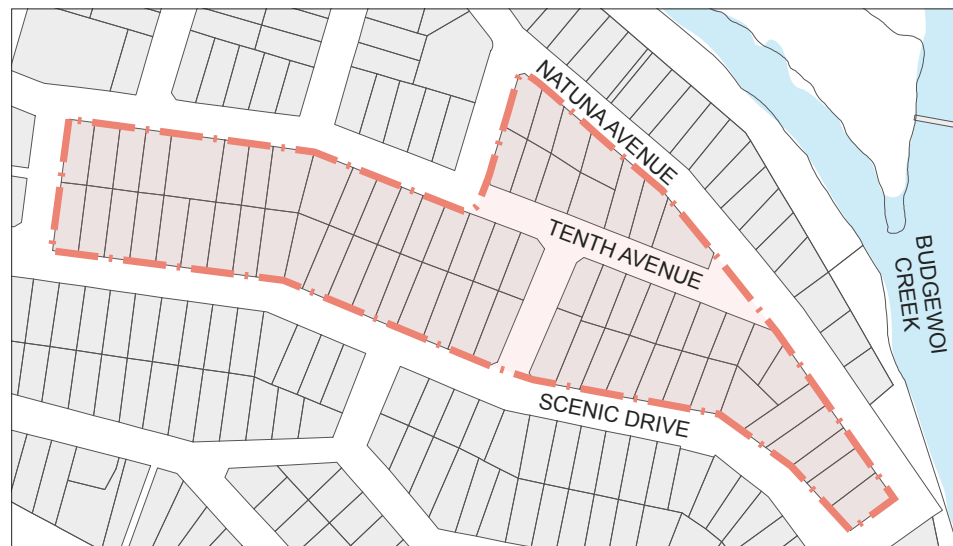


Figure 7.1.1 Proposed extension of R1 Residential zone

7.2 FUTURE BUILT FORM

(Refer to Figure's 7.1.2 and 7.1.3).

The urban design principles which have been developed as part of this Masterplan process include both the public and private domains, and build on the opportunities to enhance Budgewoi's character, structure and assets.

Looking to the future management of development in Budgewoi, two draft documents are of particular relevance:

- Draft Wyong LEP 2012; and
- Draft Wyong DCP 2012.

For the proposed residential and business zones in the Study Area (See Figure 3.2.1), the Draft LEP does not specify maximum Floor Space Ratios or Heights. Detailed controls are proposed in Draft Wyong DCP 2012. A detailed review has been undertaken of Chapter 2.1: Dwelling Houses and Ancillary Structures; Chapter 2.3: Dual Occupancy Development; and Chapter 2.4: Multiple Dwelling Residential Development. This review suggests that no additional or modified controls are necessary for the R1 and R2 residential zones to satisfy the urban design principles in this Masterplan.

Draft Wyong DCP 2012 contains specific controls for a number of retail centres in Wyong Shire, but these do not include Budgewoi.

Chapter 5.1 Retail Centres defines Budgewoi as a "Local Centre" and Council's proposed zones in Draft LEP 2012 are B1 Neighbourhood Centre for the East Village Centre and B2 Local Centre for the West Village Centre.

A new retail strategy has been adopted by Council on the 13th November, 2013, and will remove the restrictive floor space and timing restrictions from DCP Chapter 5.1.

Section 11.0 Design Guidelines has largely qualitative provisions relating to Streetscape, Architectural Character, Public Amenity, Car Parking and Servicing.

In order to support and compliment the Public Domain Plan in this Masterplan, the following additional controls are proposed for the Business Zones as a basis for new provisions to be inserted into a Draft DCP.

7.2.1 Site Amalgamation

Ensure that amalgamations can occur so that new developments including shoptop housing can be at a sufficient size to allow feasible design for on-site parking and residential plan layouts. No upper limit on the size of amalgamated lots is proposed -- the treatment of street scale proposed below will ensure that new developments of overwhelming scale do not occur.

7.2.2 Design of Mixed Use Developments

- Provide flexible layouts to enable a variety of uses and tenancies.
- Ensure minimum floor to ceiling heights of 3.3m for the ground floor and 2.7m for the floors above.
- Avoid blank walls to front and rear and along through block connections.
- Clearly distinguish residential entries from retail and commercial entries.
- Achieve acoustic privacy by separating uses where possible and buffering service areas (garbage and loading bays) from residential spaces.

7.2.3 Street Address

Active Frontages

- Encourage active uses which will enliven the street and discourage non-active uses (e.g office space, professional suites (these should be on upper levels).
- Provide entries to ground floor uses directly off the street.
- Ensure a minimum of 75% of the ground floor street wall is glazed.
- Provide awnings above ground floor extending full width of the lot.
- Require shop fronts to "turn the corner" into through block connections by providing glazing for at least the first 6.0m into the connection.
- To encourage café/dining uses, provide openable window areas to street.

Building Entries

- Provide ground floor retail entries no more than 10.0m apart.

Republic Lane

- Allow only a single vehicular entry point maximum 6.0m wide and pedestrian entry point maximum 2.0m wide for each lot.
- Provide a planting strip 2.0m wide along the lane boundary, except at the vehicular and any pedestrian entry points and plant hardy tree specimens at close centres.
- As far as possible, screen loading docks and garbage areas to minimise their visibility from the lane.

- Allow only shade structures adjoining the lane boundary. As below, require all buildings to be setback a minimum of 6.0m from the lane boundary.

7.2.4 Building Massing

Front Setbacks

- For ground and first floor levels, not less than 80% of the front building line shall be located on the street boundary. The remainder of the front building line, if any, shall be setback from the street boundary no more than 2.0m.
- For second floor level, the front (street) wall shall be set back a minimum of 4.0m.

Side Setbacks

- No side setback required for ground and first floor levels.
- For second floor level, minimum 3.0m side setback.

Rear Setbacks

- Minimum 6.0m rear setback.

Building Depth, Length and Separation

- For first floor level, maximum building depth of 18.0m glass line to glass line.
- For second floor level, maximum building depth of 14.0m glass line to glass line, and 20.0m overall.
- For second floor level, maximum building length of 24m.
- The separation distances in the SEPP65 Residential Flat Design Code apply (except for side walls built to boundary).

7.2.5 Architectural Character

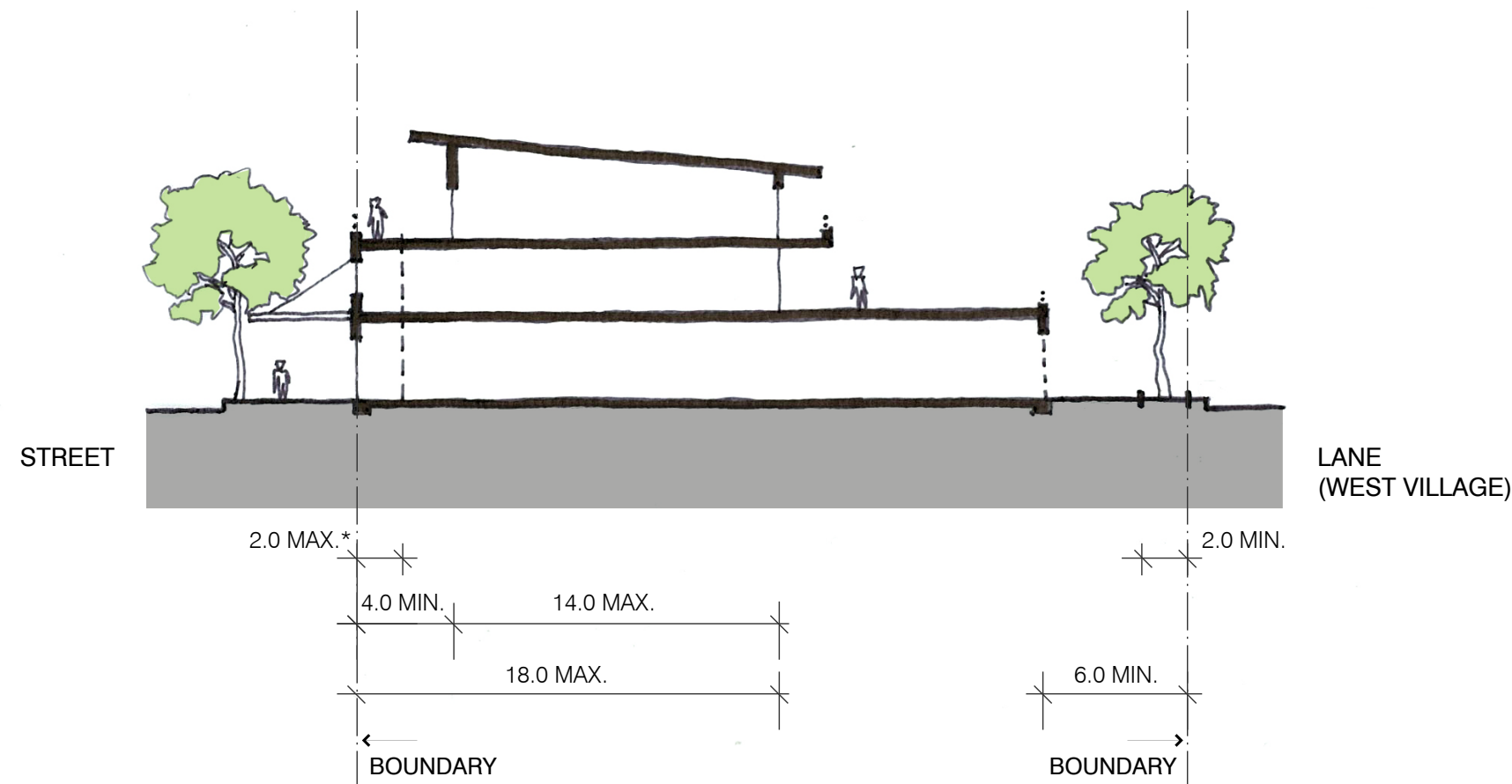
Relevant provisions of Council's DCP 2012 address design quality.

7.2.6 Amenity

Relevant provisions of Council's DCP 2012 address amenity.

7.2.7 Residential Component of Mixed-use Developments

In addition to the above controls, the residential component of a mixed-use development shall also comply with council's DCP 2012, Chapter 2.4 Multiple Dwelling Residential Development.



NOTE: *NOT GREATER THAN 20% OF FRONT BOUNDARY LENGTH

Figure 7.1.2 Proposed setback controls: Business Zones

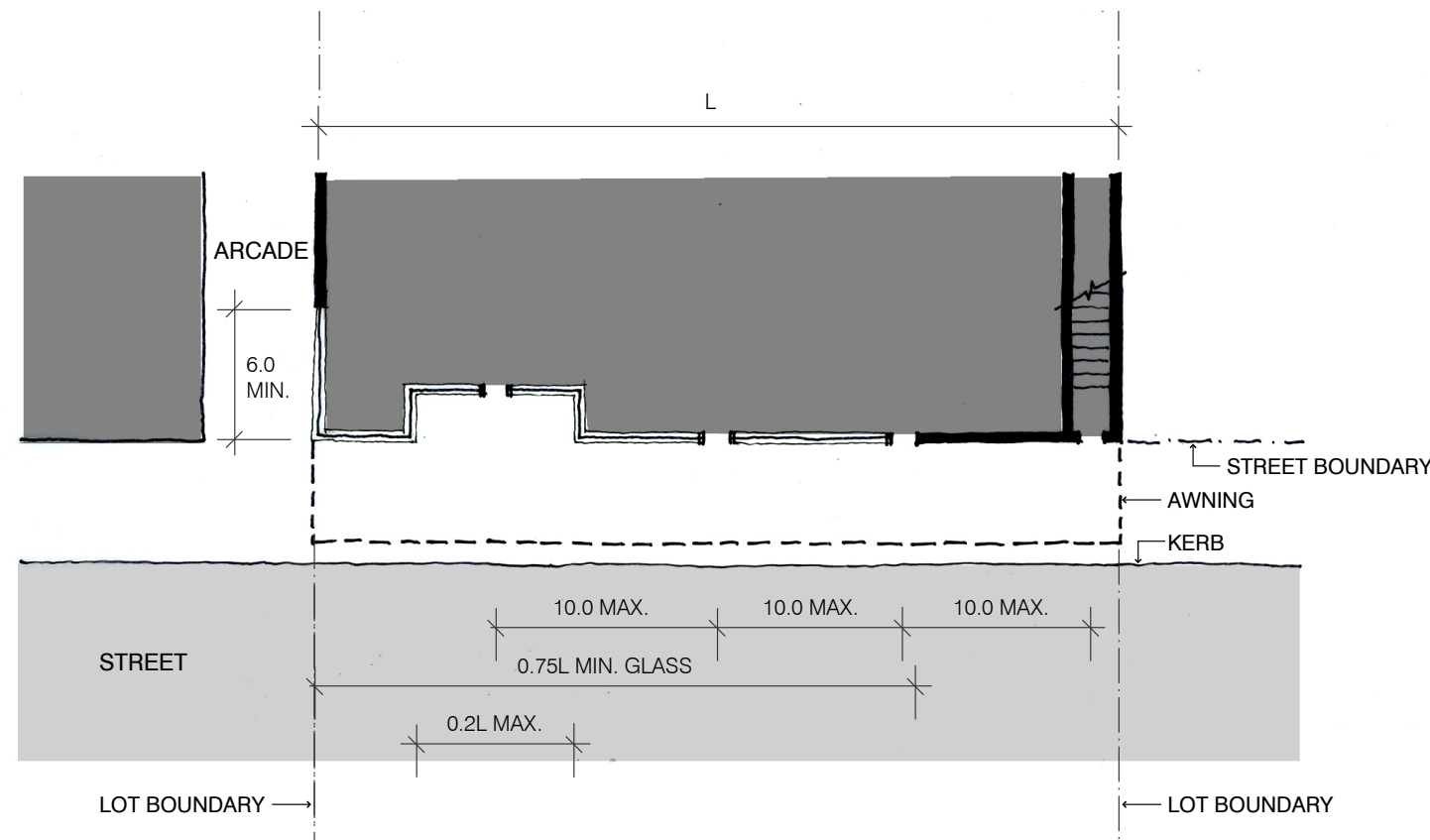


Figure 7.1.3 Proposed ground floor street front controls: Business Zones

7.3 UPGRADE WEST VILLAGE ARCADES

Objectives

- Improve the amenity and appearance of the existing arcades connecting Scenic Drive and Tenth Avenue in the West Village Centre.
- Encourage direct and clear lines of sight and opportunities for casual surveillance.

Proposals

(Refer to Figure 7.1.4).

The physical environment of the existing arcades, particularly the western arcade, is untidy and unattractive. As a result, they promote vandalism and crime. It is possible to improve the appearance and functionality of the arcades by providing better lighting, dedicated bin storage areas, improved pavement surfaces and walls. There are many examples in Australian cities and towns of successful arcade transformations. The arcades in the West Village are located on private property however, and there is no mechanism available to require the owners to improve them. It is proposed to add controls to Council's DCP to retain the arcade locations and meet appropriate design standards if the properties are redeveloped.

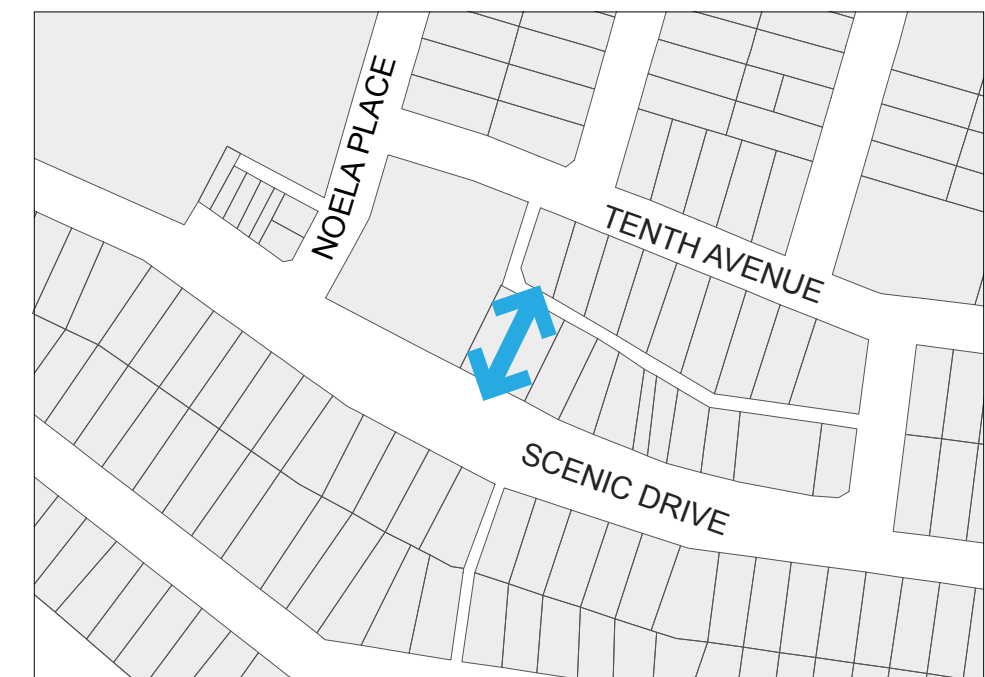


Figure 7.1.4 West Village Arcade

8.0 SUMMARY OF MASTERPLAN

The Budgewoi Masterplan has been developed as part of a collaborative process between Wyong Shire Council, the Consultant Project Manager and the Budgewoi community. The purpose of the Masterplan is to provide a vision, framework and proposed actions to ensure that the Study Area is appropriately planned for and developed in the medium to long term. (Refer to Figure 8.1.1 for a summary of the individual masterplan proposals).

The overall project aim, as stated by WSC, is to:

Promote Budgewoi Village as an attractive, accessible and active village precinct.

The Masterplan addresses existing planning and urban design issues within the Study Area and offers opportunities for future public and private domain improvements. There are approximately 33 potential initiatives proposed in the Masterplan, many of which are interrelated. They are identified as either framework strategies and actions and / or specific projects.

The Masterplan is subject to a review period of approximately two years by Wyong Shire Council, and there are some proposals that require further study and analysis before they can be adopted.



before



Artist's impression of the potential future look and feel of the West Village Plaza



before



Artist's impression of the potential future look and feel of the West Village Plaza



before



Artist's impression of the potential future look and feel of the East Village Plaza



9.0 IMPLEMENTATION

This chapter provides a guide to the implementation of the Public Domain Plan presented in Chapter 6.0. The proposed schedule of works will ensure the staging and implementation of the recommendations made within the Plan in accordance with Council’s and the community’s priorities.

9.1 INTRODUCTION

The guiding visions and projects contained within the Public Domain Plan form a basis from which detail design work, public consultation, sponsoring/partnering arrangements and funding sources may be established for the realisation of the proposed public domain improvements.

Achievement of the objectives and measures identified in the Plan will require a coordinated management approach by Wyong Shire Council, including on-going commitment to a program of design, trialing, construction, maintenance and review.

The proposed implementation of public domain improvements is scheduled in Table 8.1.1

Factors influencing the staging and implementation of proposed works include:

- Availability and allocation of Council funding;
- Potential formation of partnerships with local community groups, representatives from local businesses / the corporate sector and/or state and federal government organisations;
- Community expectations and engagement
- Political and socio-economic issues within government;
- Council priorities, for example, the need to address risks and liabilities such as the condition of the existing pedestrian bridge over Budgewoi Creek;
- Road modifications and/or re-construction works, including RMS stewardship of Scenic Drive.

9.2 STAGING

The proposed staging of public domain improvements is scheduled in Table 8.1. Proposed projects are categorised as short-term, medium term or long-term, on the basis of Council and community inputs, funding requirements and availability, and in some cases sequencing to achieve efficiency and cost benefits.

Short-term (1-5 years)*

It is envisaged that short-term measures will address immediate priorities and form a basis for on-going or future works.

Medium term (5-10 years)*

Long-term (10+ years)*

*Proposed time frames and years allocated are estimates only and are subject to change following detailed analysis and other constraints such as available funding.

Table 8.1.1 Implementation of public domain improvements

Project Code: Individual number assigned to a project able to be implemented independently
Reference Number: Section within the Masterplan Report where a full description of the project can be found
Budget / Cost: Estimated cost range - Low \$ = <100,000, Medium \$\$ = 100,000 - 500,000, High \$\$\$= >500,000
Priority level: High, Medium or Low
Staging: Short term, Medium term, Long term
Lead: Proposed authority / group leading the implementation of the strategy, and any associated stakeholders

Project Code Reference Number	Project Name Brief Description	Budget / Cost	Priority	Staging	Lead / Partners
SIGNAGE					
P1.1 6.3.1(a)	Town Entry Signage Provide town entry signage with associated landscape design at two locations.	\$\$	High	Short Term	WSC, RMS, Budgewoi Buff Point Halekulani Precinct Committee and Dunecare
P1.2 6.3.1(b)	Village Centre Entry Signage Provide village centre entry signage and associated landscaping at the four locations.	\$\$	High	Short Term	WSC, RMS
P1.3 6.3.1(c)	Directional Signage Provide a network of 20 directional signs to assist way-finding to local recreational routes, open space and cultural destinations.	\$	Medium	Medium Term	WSC
P1.4 6.3.1(d)	Information Signage Provide a series of 2 information signs in key locations in each village centre (4 signs in total).	\$	Medium	Medium Term	WSC
P1.5	Upgrade signage to reflect name change of WSC assets (Halekulani Hall, Oval and Park)	\$	High	Short Term	WSC
PEDESTRIAN AND CYCLIST PATHS					
P2.1 6.3.2(a)	Shared Path Provide shared pathways along the identified key streets (excluding the Village Link). Includes some pedestrian refuges, crossings and kerb ramps.	\$\$	Medium	Medium Term	WSC, RMS
P2.2 6.3.2(b)	Formal Concrete Footpaths Provide formal concrete footpaths along the identified key streets. Includes some pedestrian refuges, crossings and kerb ramps.	\$\$	Medium	Medium Term	WSC
P2.3 6.3.2(b)	Upgrade Pedestrian Refuge Crossing Undertake traffic study to investigate and consider future upgrade of pedestrian crossing of Scenic Drive at Scifleet Lane and the West Village Centre.	\$\$	High	Short Term	WSC, RMS
P2.4 6.3.2(c)	Recreational Paths Provide informal paths along identified recreational and public open space routes such as the lakefront and beach.	\$	Medium	Medium Term	WSC
STREET TREE PLANTING (WITH COMMUNITY PARTICIPATION)					
P3.1 6.3.3(b)	Supplementary planting along the Village Link Landscape intersection corners and key areas adjacent to the Village Link shared pathway (excludes Village Link Trees)	\$	Medium	Medium Term	WSC
P3.2 6.3.3(a)	Supplementary planting along Scenic Drive Infill existing Scenic Drive verge plantings.	\$	Medium	Medium Term	WSC, RMS

Project Code Reference Number	Project Name Brief Description	Budget / Cost	Priority	Staging	Lead / Partners
P3.3 6.3.3(d)	Street Trees along Waterfront Ways Introduce street tree planting along the identified waterfront ways.	\$	High	Medium Term	WSC
P3.4 6.3.3(e)	Street Trees along Local Streets Extend and infill existing plantings along the identified local streets.	\$	Medium	Medium Term	WSC
PUBLIC REALM LIGHTING AND FURNITURE					
P4.1 6.3.4(a)	Introduce LED Street Lighting Investigate and consider the replacement of existing street lights along Scenic Drive and Ourringa Street/Mimosa Road, with new LED energy efficient lighting.	\$\$\$	Low	Long Term	WSC, RMS
P4.2 6.3.4(b)	Street Furniture for Recreation Areas New bench seating, picnic tables, bollards and fitness trail exercise stations for recreational areas.	\$\$	High	Short Term	WSC
P4.3 6.3.4(b)	Bus Shelters Upgrade existing bus shelters.	\$	Medium	Medium Term	WSC, Busways
ROAD EDGE TREATMENTS					
P5.1 6.3.5(a)	Infill kerb and guttering Infill kerb and guttering along identified local streets.	\$\$	Medium	Medium Term	WSC
P5.2 6.3.5(a)	Infill flush kerb Edge verge with a flush kerb along identified local streets.	\$\$	Low	Medium Term	WSC
P5.3 6.3.5(a)	Vegetated Swales on Local Streets Provide vegetated swales in verges where stormwater pits exist.	\$\$	Medium	Short Term	WSC
P5.4 6.3.5(b)	Vegetated Swales on Scenic Drive Provide vegetated swales along Scenic Drive.	\$\$	Low	Long Term	RMS
VILLAGE LINK					
P6.1 6.4.1	Village Link Shared Pathway Provide a pedestrian and cycle link to connect the two village centres with Budgewoi's sports facilities and the beach. Includes pathway, central median, street trees, lighting & road adjustments.	\$\$\$	High	Short Term	WSC
P6.2 6.4.1 and 6.3.3(b)	Planted Central Median Provide a planted central median which can accommodate large trees	\$\$\$	Low	Long Term	WSC
P6.3 6.4.1 and 6.4.6	New pedestrian ramp at existing bridge Provide DDA compliant pedestrian ramp to both sides of the northern edge of the existing road bridge.	\$\$	High	Short Term	WSC, RMS
P6.4 6.4.1 and 6.4.6	New Bridge over Budgewoi Creek Channel Provide a new shared pedestrian and cycle bridge across Budgewoi Creek to connect the two Village Centres along the Village Link.	\$\$\$	High	Long Term	WSC, Govt. Authorities

Project Code Reference Number	Project Name Brief Description	Budget / Cost	Priority	Staging	Lead /Partners
WEST VILLAGE CENTRE					
P7.1 6.4.2	Traffic Study Conduct traffic study to assess Scenic Drive and Noela Place intersection and the impact of Tenth Avenue closure to the surrounding road network.	\$	High	Short Term	WSC, RMS
P7.2 6.4.2	Trial closure of Tenth Avenue Road closure of Tenth Avenue on weekends. Includes removable bollards at 3 locations and temporary seating, tables and market stalls.	\$	High	Short Term	WSC, RMS, Chamber of Commerce
P7.3 6.4.2	West Village Community Plaza Construct road modifications, carpark entry modifications and pavements. Install lighting, planting, feature trees & street furniture.	\$\$\$	High	Medium Term	WSC, RMS, potential State or Federal grant, Section 94 contributions for new development.
EAST VILLAGE CENTRE					
P8.1 6.4.3	East Village Community Plaza Construct carpark, road modifications, pavements. Install lighting, planting, feature trees & street furniture.	\$\$\$	High	Short Term	WSC, potential State or Federal grant, Section 94 contributions for new development.
P8.2 6.4.3 and 6.4.12	Boardwalk Construct boardwalk structure alongside Budgewoi Creek at the East Village Community Plaza.	\$\$\$	High	Short Term	WSC, Govt. Authorities
P8.3 6.4.3 and 6.4.13	Floating Pontoon Construct floating pontoon and ramp to connect to the proposed boardwalk.	\$\$	Medium	Medium Term	WSC, Govt. Authorities
LANDSCAPE PROPOSALS					
P9.1 6.4.5(a)	Planting along Scenic Drive at the West Village Centre Widen the landscaping strip along Scenic Drive at the West Village Centre and provide supplementary vegetation.	\$\$	Medium	Medium Term	WSC, RMS
P9.2 6.4.5(b)	Halekulani Oval Modify the existing plantings along Noela Place to open up views of Halekulani Oval.	\$	Medium	Short Term	WSC, Budgewoi Buff Point Halekulani Precinct Committee and Dunecare
P9.3 6.4.5(e)	Roundabout Planting Soften the hard-paved roundabouts along Scenic Drive with planting.	\$	Low	Medium Term	WSC, RMS, Budgewoi Buff Point Halekulani Precinct Committee and Dunecare

Project Code Reference Number	Project Name Brief Description	Budget / Cost	Priority	Staging	Lead / Partners
PEDESTRIAN ACCESS IMPROVEMENTS					
P10.1 6.4.7	New Pedestrian / Cycle Bridge over Original Channel Provide a new shared pedestrian and cycle bridge across the original Budgewoi Creek channel.	\$\$\$	Low	Long Term	WSC, Govt. Authorities
P10.2 6.4.8	Existing Footbridge Investigate and complete the required repairs and/or replacement of structural elements.	\$\$	High	Short Term	WSC, Govt. Authorities
P10.3 6.4.10	Coles Encourage Coles to consider a rear entrance to the supermarket from the carpark.	\$\$	High	Short Term	Coles, WSC
COMMUNITY FACILITY IMPROVEMENTS					
P11.1 6.4.9	Halekulani Hall Develop a detailed brief/study for the upgrade of Halekulani Hall, as a community hub catering to a wider diversity of needs.	\$\$\$	Medium	Long Term	WSC
P11.2 6.4.11	Sailing Club Develop a detailed brief/study for the upgrade of Budgewoi Sailing Club facilities.	\$\$	Low	Long Term	WSC
P11.3 6.4.14	Beach Facilities (New Toilets) Provide new restroom facilities at the edge of the existing beach carpark.	\$\$	Low	Medium Term	WSC
P11.4 6.4.15	Upgrade boat ramp Upgrade existing boat ramp to double boat ramp	\$\$	Low	Medium Term	WSC, Govt. Authorities
P11.5 6.4.14	New Toilets at Slade Park Remove existing and provide new restroom facilities	\$\$	Medium	Medium Term	WSC
P11.6 6.4.19	Recreational Improvements Upgrade / relocate identified recreational facilities at Halekulani Oval - new skatepark, new multipurpose courts, new playground, upgrade existing netball courts, new amenities/toilet building, seal carpark, tree underclearing and removal of some existing structures.	\$\$\$	High	Short - Medium Term	WSC
P11.7 6.4.18	New Toilets for East Village Centre Provide new restroom facilities.	\$\$	Medium	Medium Term	WSC

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10.0 GENERAL COMPLIANCE WITH COUNCIL OBJECTIVES

The table below provides a summary of how Council's stated objectives are being met in the Budgewoi Masterplan. Although not all are necessarily listed in this table, the vision, themes, framework and projects proposed in the Masterplan have been developed from these initial Council objectives.

Objective	Reference	Comments	Objective met
<ul style="list-style-type: none">Produce a masterplan in close consultation with the community which promotes Budgewoi as a casual, low-key waterfront village that is attractive, accessible and active with a focus on recreation, leisure and the natural environment.	<ul style="list-style-type: none">5.0 Consultation6.1 Vision6.2 ThemesAppendix A	A series of internal Stakeholder Liasion Group workshops and an online consultation survey were held to help inform the masterplan. The vision and themes developed capture Council and community aspirations for the future of Budgewoi and drive the public realm improvements proposed in the masterplan.	✓
<ul style="list-style-type: none">Promote the significant natural features, including waterfront areas and public reserves and identify potential linkages between these areas and the village centre.	<ul style="list-style-type: none">6.1 Vision6.2 Themes6.3.1 Signage6.3.2 Pedestrian and Cyclist Paths6.3.4 Public Realm Lighting and Furniture6.4.1 Village Link6.4.6 New Ped / Cycle Bridge6.4.7 New Ped / Cycle Bridge6.4.8 Repair Existing Footbridge	The new paths and linkages proposed, including new and repaired pedestrian / cycles bridges and boardwalks, will increase public access between Budgewoi's significant natural assets and the village centres. Furniture proposed for open space and foreshore areas offer an opportunity to increase recreational use and enjoyment of the highly valued natural environment. Information and directional signage will assist way finding around Budgewoi's natural assets.	✓
<ul style="list-style-type: none">Enhance the distinctive character and urban form of the village through a public domain plan and urban design guidelines.	<ul style="list-style-type: none">6.0 Public Domain Plan7.0 Zoning and Development Controls	The objectives and proposals developed in the Public Domain Plan and DCP and Zoning controls of the masterplan aim to enhance the distinctive casual, relaxed lake and coastal village character and urban form of Budgewoi.	✓
<ul style="list-style-type: none">Identify 'character' precincts and development types that compliment current zoning, encourage activity and connectivity and which improve the viability of the village centre.	<ul style="list-style-type: none">6.4.1 Village Link6.4.2 West Village Community Plaza6.4.3 East Village Community Plaza7.0 Zoning and Development Controls	Enhanced community facilities and retail activity in the Village Centres are connected to surrounding residential areas and natural amenities by strengthened and new links.	✓
<ul style="list-style-type: none">Enhance social interaction through careful placement of social facilities and infrastructure.	<ul style="list-style-type: none">6.4.2 West Village Community Plaza6.4.3 East Village Community Plaza6.4.9 Upgrade Halekulani Hall6.4.11 Upgrade Sailing Club6.4.14 Recreational Improvements	Various upgrades to community facilities and infrastructure, such as Halekulani Hall and Sailing Club and new community spaces in both Village Centres, are proposed to provide facilities which cater for community activities and interaction.	✓
<ul style="list-style-type: none">Investigate the provision of a dedicated civic space to support existing community activities (such as weekend markets) and encourage new activities.	<ul style="list-style-type: none">6.4.2 West Village Community Plaza6.4.3 East Village Community Plaza	The proposed West and East Village Community Plaza's will create dedicated civic space which are integral to the existing retail and commerical village centres of Budgewoi. The plazas will encourage community involvement and activities and support local commerce.	✓
<ul style="list-style-type: none">Encourage multi-use destinations using a place-making approach which function as a focal point of civic pride and social interaction for all age groups, ethnicity types and income groups.	<ul style="list-style-type: none">6.4.2 West Village Community Plaza6.4.3 East Village Community Plaza6.4.9 Upgrade Halekulani Hall	Both outdoor and indoor multi-use destinations are proposed to cater for a diverse community accommodating different needs. Each are suitably located at the existing village centres of Budgewoi, providing a central meeting place of activity for the community.	✓
<ul style="list-style-type: none">Identify opportunities to encourage active participation in sport and recreation by enhancing existing open space and recreational areas and community facilities.	<ul style="list-style-type: none">6.3.2 Pedestrian and Cyclist Paths6.3.4 Public Realm Lighting and Furniture6.4.4 Upgrade Halekulani Oval6.4.11 Upgrade Sailing Club6.4.14 Recreational Improvements	Opportunities have been identified to improve the quality, safety and amenity of existing and new recreational facilities in Budgewoi.	✓

A.1 STAKEHOLDER LIAISON GROUP WORKSHOP ONE
WORKSHOP AGENDA

Meeting Objective

The Budgewoi Masterplan is a means to ensure that the village character is retained and enhanced, and will provide an opportunity for local residents, businesses and community groups to work collaboratively to identify the issues and opportunities in the area, including opportunities to promote Budgewoi village as an attractive, accessible and active village precinct.

Items

- 1) Introduction (Council):
 - » The Study;
 - » Council Contacts; and
 - » The Consultants.
- 2) The Study Area (HBO+EMTB).
- 3) The Study Scope (HBO+EMTB).
- 4) Developing an Understanding of Budgewoi:
 - » Study Area Analysis to Date (HBO+EMTB); and
 - » Further Inputs (SLG).
- 5) Likes and Dislikes (SLG):
 - » What I like about Budgewoi; and
 - » What I dislike about Budgewoi.
- 6) What Budgewoi Needs - Opportunities (SLG).
- 7) Desired Future Character - a Vision Statement for Budgewoi (All).
- 8) Next Steps (HBO+EMTB).

WORKSHOP OUTCOMES

In general discussion the following items were noted:

- It was noted that the Study boundary did not cover the whole of Budgewoi – it was explained by Council that the Study was to focus on the Commercial areas in particular due to budgetary constraints.
- Signage on the entries and exits to Budgewoi is required.
- Scenic Drive is an issue.
- LEP Zoning is draft.
- Carparks are in the process of being re-named from Carpark 1 etc to give better place recognition – note unable to use indigenous names as have been told their use would be culturally inappropriate.
- Sailing Club requires naming and revitalisation.
- Dunk Island Bridge Issues – dilapidated and has a safety issue but a local icon with cultural significance. Adamant that it be retained.
- Budgewoi Creek is to the left of the island only – the area on the diagrams noted as the creek is a man-made inlet.
- 50 years ago there was a continuous path around Lake Munmorah.
- There is a wheelchair accessibility issue on Tenth Avenue at the thresholds, especially for access to new public toilets.
- There is a traffic speeding issue on Tenth Avenue. It is considered dangerous and there has been a meeting recently to discuss this with local member of state parliament.
- There is a lack of signage to the current paths and cycleways explaining where the pathways go to.
- Pedestrians and cyclists avoid Scenic Drive due to lack of adequate pathways.
- The RMS has reserved corridor on Scenic Drive for future widening to a 6 lane roadway however the RMS Representative noted that there is no current funding in the program for this.
- The round-about at the corner of Scenic Drive and Noela Place is a problem as there is a significant buildup of traffic due to volumes and the access to the carpark along Scenic Drive also being located here.
- A commercial property owner noted the following issues:
 - » Has an issue with trees on the edge of pavements as they obstruct access from cars;
 - » Has an issue with trees under awnings as it is not the right place for trees;
 - » Concerned about fires in garbage bins.
- Tenth Avenue tree species is inappropriate as they cause damage to vehicles.
- Require a Welcome to Budgewoi sign at Slade Park.
- Problems with anti-social behavior.
- Issues with disabled accessibility – pavements etc need to comply with the Disability Standard not just the Australian Standards – the SLG wants to market itself as disabled accessible to distinguish from other areas.
- It was noted that originally there were much larger sand dunes that separated the beach from the town.

- The Precinct Committee tabled a document that listed their requests (refer to following page)

SLG - Further Analysis Inputs were as follows:

- Caravan Park site is original Budgewoi settlement area; and
- No community group to organise events.

SLG - What I like about Budgewoi

- Surrounded by water.
- Village feel.
- Small friendly atmosphere.
- Trees and bird life.
- No high rise.
- 2-3 storey scale.
- Opportunity to enjoy the natural environment.
- Access to ocean and lakes.
- From the beach you “can’t see the hand of man.”
- Various activities – walking, fishing, kite flying.
- Coastline free of weeds.
- History of Budgewoi is of huge sand dunes.
- Hidden assets known to locals as not immediately apparent/visible.
- Two lakes, a creek and an ocean – no other place can boast that.
- Good open active recreation space.
- Two village centres of different characters.
- Shared pathways linking San Remo to Toukley and beyond.
- Beach Access not crowded out.
- Strong environmental protection zones on beaches.
- Ephemeral wetlands.
- Paperbark Forest.
- Sporting activities.
- Strong community volunteers.

SLG - What I dislike about Budgewoi

- Water quality of lakes.
- Vandalism and anti-social behaviour.
- No central location for community cultural activities eg. Amphitheatre, market place.
- Privately owned laneway in Scenic Drive shopping precinct.
- Shops are run down in Scenic Drive shopping precinct.
- Roundabout at Scenic Drive/ Noela Place.
- Hard paved roundabouts at entries.
- Both sides of Scenic Drive have no formal footpaths.

SLG - What Budgewoi Needs

- Note refer to list provided by Precinct Committee (refer to following page).
- Tenth Ave.
- Town Entry Beautification .
- Roundabout treatments – not concrete.
- Planting with appropriate species.
- Pathway connections.
- Dunk Island Bridge.
- Extend alcohol free zones as expiring and signage; maps inside liquor stores/ pub.
- Rangers to be actively involved and monitoring CCTV – vandal trap app.
- Ocean Street toilet facility.

- Cantilevered walkway along canal.
- Tennis Court upgrade.
- Signage to walkways.
- Increase disability access.
- Public exercise areas.
- Tourism precinct – Budgewoi Caravan Park has disability accommodation – make rest of Budgewoi more disabled accessible – disability tourism precinct.
- Focal point for youth eg. Community centre.
- Events – eg. Markets, bridge to bridge race etc.
- Mackenzie Park has held events in the past.

SLG - A Vision Statement for Budgewoi

- It was agreed that any inputs that people would like to make to the process will be sent in to Wyong Shire Council.

Other Issues

- Question to WSC about what the budget for works over the next 4 years actually is?

- Tenth Ave to be made in to pedestrian landscaped area with tree beautification and seating. Tenth Ave to remain 10 klms shared pathway with a 2 lane road limiting parking to the shop side only allowing for landscaping and seating to enhance the area with the potential for coffee shops and community space.
- Town entry Beatification with community input in planning and planting of native landscaping.
- Improve roundabouts with appropriate native plants (replacing concrete) Community input in planting with appropriate plants.
- Entry Sign to depict history at Budgewoi town Entry, to be incorporated in town entry beautification of roundabouts and tree planting along Ourringo Street.
- Ourringo Street Tree Planting and beautification with community input in planning and planting. The area to include from Budgewoi Road to the Budgewoi tourist Caravan Park.
- Walkway from Caravan Park to Budgewoi Road to complement the local pathways in the town giving connectivity from Budgewoi Tourism Caravan Park to the Lake and the Lakes Beach.
- Dunk Island Bridge Upgrade as a local tourism and historic icon. Placement on heritage register ASAP.
- Alcohol Free Zones extended in East Budgewoi with Clear Signage in all AFZ with maps in Liquor outlets to inform the public and to assist with enforcement of the ARZ.
- Involvement of WSC rangers into CCTV units installed & Vandal Trak app for graffiti throughout precinct.
- Toilets Ocean Street Beach access to meet the needs of the growing usage of this beach access.
- Counter Lever Walkway on Budgewoi Creek at rear of shops for tourism and public access to waterways for recreational usage
- Mosaics as community project to brighten entries with these incorporated in the town entries and other town projects.
- Tennis court upgrade to enhance safety and usage.
- Amphitheatre or grandstand for audience for public performance and community entertainment placed in the park adjacent to the Public Hall.
- Signage to the walkways in and around the townships and the lakes. To enhance local usage and tourism..
- All enhancements in the local area to meet the needs of the Disability Precinct Project. This will both assist the local disabled and aging population while enhancing the potential for a specialised tourism potential for the local community.
- Public exercise machines placed strategically along the lake edge walkways to encourage and enhance the community use of this recreational facility

List of Requests from Precinct Committee:

A.2 STAKEHOLDER LIAISON GROUP WORKSHOP TWO

WORKSHOP AGENDA

Items

- 1) Welcome.
- 2) Review outcomes of SLG Workshop 2.
- 3) Present and Discuss Vision and Themes.
- 4) Present and discuss framework Strategies and Actions.
- 5) Present and Discuss Specific Projects.
- 6) Questions.

WORKSHOP OUTCOMES

In general discussion about the identified issues around Budgewoi the following items were noted:

- Laneway between shops in West Village is privately owned and in the last 25 years nothing has been done to improve or maintain it. Suggested that WSC look into how they may instigate change in the management of this laneway. The provision of upgraded laneways could be a condition of new development in development controls.
- It was noted that the 'Gateways Project,' involving the upgrade of entry ways into towns in WSC was commenced 6 weeks ago. However, Council believes Budgewoi is not on the list of selected towns, but is trying to get it included.
- The original entry sign at Slade Park has a good description of the history of Budgewoi. This sign has been removed but has been kept, and it was recommended that the history written on the sign be used as a source for future signage.
- Recommended northern location for welcome signage to Budgewoi is located outside the extents of the masterplan boundary. However, suggested that the proposed location still be indicated in the masterplan.
- It was agreed that there is some anti-social behaviour in the West Village, but concerns were also expressed for anti-social behavior on the eastern side of Budgewoi along the beachside.
- It was confirmed that finance has been allocated for the installation of CCTV cameras at Halekulani Hall and Tenth Avenue. Hoping to get further funding for Ocean Street at each end.
- Verge condition along Scenic Drive poor. There are culverts that fill up with rubbish, water and can look polluted.
- Issue previously raised that there are inadequate play facilities for young children. However, it was agreed that the Mackenzie playground is in good condition, very well used and well known. The playground next to Halekulani Hall should be enhanced or relocated rather than totally removed.
- There is a lack of good meeting space for groups. For example, there is no youth centre or counseling facilities.
- Question raised about Council's policy in relation to minimum floor level height for new development in flood prone areas. Community has been told 3.6m which is impacting on the re-sale and development of properties in the identified areas. However, the issue of flooding and sea level rise is not being directly addressed in this master plan.

In general discussion about the identified opportunities around Budgewoi, the following items were noted:

- Accessibility to Lakes Beach is currently being addressed with plans to construct a disabled ramp over the dunes to the beach. Included in this will be shaded areas of decking at the top of the dunes overlooking the beach.
- Businesses within Budgewoi are also being encouraged to be disabled friendly.
- Areas zoned three storeys in East Budgewoi to be confirmed.
- Recommended that Tenth Avenue be 'greenscaped', not just with street trees but also low shrubs and gardens.
- Final section of missing shared path along Lake Budgewoi has just been completed.

In general discussion about the Consultant's proposed framework for Budgewoi, the following items were noted:

- Existing pedestrian bridge over channel restricts taller boats from passing beneath, and as a result these boats use the original channel. However, this channel is very shallow due to fallen trees and other plant waste falling into the creek. In relation to the proposal to construct a new shared path bridge between east of Natuna Avenue and the East Village, there was discussion as to whether any new bridge should maintain the existing concrete road bridge clearance height of 6.1m.
- The old (demolished) bridge across Budgewoi Creek was located in the position of the proposed new shared path bridge.
- Following the construction of the Lake Munmorah power station, the dredging of the creek was completed.
- Selecting species of trees for planting should not only consider the historical and cultural significance of the area, but also requirements for large vehicles, for example buses. Large trees often impact on the movements of large vehicles influencing them to change routes.
- Planting of culturally significant and local indigenous trees, i.e. Melaleukas has commenced in the Budgewoi Holiday Park.
- The link between Budgewoi Lake and the West Village shops (Percival and Scifleet Lanes) is very popular and highly used but needs to be addressed at the crossing point of Scenic Drive.
- It was previously suggested that the smaller building adjacent to the amenities block at Halekulani Oval be removed as it is under-utilised and attracts anti-social behavior after hours. However the community representatives confirmed that this building is used by the local football club as a change room. It was also suggested to relocate the skateboard facilities to an area with increased visual surveillance. However, they also did not believe this to be an issue.
- A question about inclusion of an amphitheatre at Halekulani Oval was raised. This was considered by the Consultants and Council officers but due to various reasons such as the flat topography of the area and likely limited use, it was decided that this would not be pursued.
- Concerns were expressed over the land available for the proposed informal path along Lake Munmorah opposite the island. HBO+EMTB to check property boundaries. (Subsequently confirmed that land along the water's edge in this location is public).
- Proposed location of boardwalk cantilevered over water along Budgewoi Creek likely not feasible (private lots extend to water's edge) but suggested it run the other direction from Budgewoi Circle south to the road bridge.
- Examples where a similar intervention has occurred include Warners Bay and Toronto at Lake Macquarie.
- It was noted that the existing informal paths marked on the Consultant's plan between Diamond Head Drive and Budgewoi Lake have been blocked by the neighbouring residents and cannot be used by the locals or visitors.

In general discussion about the West Village proposal, the following items were noted:

- Concerns expressed that closing off a portion of Tenth Avenue to traffic will affect the small businesses that rely on the passing trade. However it was noted that the two carpark opposite and the adjacent Coles carpark will be retained meaning it is only a short walk from the car to the shops.
- Other concerns include, that it may increase vehicular traffic on Republic Lane, and may be too far for the elderly to walk from the carpark to the shops.
- Other comments positive, and supportive of the potential for change: agreeing that the concept could improve the area, prioritize the pedestrian, create areas for community gathering and interaction and help give the West Village a sense of identity.
- Point made that the conversion of this section of road to plaza area can be trialed at the beginning and only temporarily. Temporary bollards and signage could be installed on the weekend to test the functioning and success of the space with events such as weekend markets.
- It was questioned if the current shop owners will be consulted about this proposal. WSC confirmed that the masterplan will be put on public exhibition open for comment.
- Coles delivery trucks currently use the width of Tenth Avenue to turn left from Republic Lane after leaving the Coles loading dock, therefore there are concerns that narrowing Tenth Avenue here will result in insufficient space for them to exit the loading dock. The trucks make deliveries between 6am and 9pm each day.
- Future widening of Scenic Drive was questioned and whether the carpark at the front of Coles will be removed as a result of this. This has not been confirmed, and the future upgrade may not even be along the same alignment.

In general discussion about the East Village proposal, the following items were noted:

- Concerns the proposed pedestrian blisters (footpath widenings at corners will limit ability for holiday cars with caravans to turn into Lake Street.
- Local shop owners view the existing tree on the corner of Ocean St and Norah Road as a problem, with the roots impacting these properties.

A.3 STAKEHOLDER LIAISON GROUP WORKSHOP THREE
WORKSHOP AGENDA

Meeting Objective

To review constraints and opportunities and initiate discussions of possible design solutions for Budgewoi Village.

Items

- 1) Review outcomes of SLG Workshop 1.
- 2) Review revised lists of Issues and Opportunities and amend as necessary.
- 3) Present and discuss framework and actions diagrams.
- 4) Questions.

WORKSHOP OUTCOMES

In general discussion about the presentation of the draft Framework Strategies and Actions the following items were noted:

Entry Signage

- Community members concerned the gateway sign project to the west of the village is not being progressed and is not included in the Masterplan.
- A representative from the Precinct Committee indicated their preference to be fully involved in the project and ensure involvement of the broader community with the concept, design and construction of a gateway sign and planting. They do not want the existing Budgewoi Sign relocated.
- WSC advised Consultants to revise draft Masterplan to recommend town entry signage be a project that the community is involved with including implementation of the entry signage and area surrounding.
- The Lions Club sign in Slade Park that was vandalised contained content on the history of Budgewoi which the community would like to reuse in the study area.

Paths

- Community member stressed importance of equitable access through Budgewoi. Consultants advised that there is a section in the report under Paths that covers this.

Street Trees

- Community member advised that the tree species, “Eucalyptus tereticornis” (Forest Red Gum) or “Eucalyptus propinqua” (Grey Gum) is one of the endemic tree species and grows very well in the area. It is recommended that this be the suggested tree species for infill planting along Scenic Drive / Budgewoi Road.
- Suggested that the growing habits for each of the selected tree species be included in the masterplan report.
- WSC advised that the draft list of tree species put together by the Consultants has been referred to the landscape team within Council for their review.
- Following Council review and comment, it is recommended the list be passed onto those from the community with an interest for their comment before the proposed species are placed on exhibition.
- Recommended by member of community that species that are endemic and unique to the area be considered, as well as species that are not all canopy trees but are smaller, (for example 2-3 metres in height with a less intrusive root system). Consultant notes that use of such species must be considered in relation to safety and security concerns (potential to block sightlines).
- Tuckeroos have significant meaning and importance to the area.
- There are five different species of Lillipilli in the area.
- There was some support for the Cheese Tree and Tuckeroo (East Village) tree selection, but not the Beach Birds Eye or Hairy Birds Eye.

Lighting and Public Realm Furniture

- It was suggested that on/off sensor control of lighting be considered for local streets but not where CCTV cameras are located.
- It was also suggested that water stations complete with tap for dog bowls be considered.

Road Edge Treatments

- It was agreed that due to the low-lying topography of area, water sensitive urban design as suggested in the Draft Masterplan for the edge treatments is important.

In general discussion about the presentation of the draft Specific Projects proposals the following items were noted:

Village Link

- Community concerns that Tenth Avenue is not wide enough to support the option of a central median down the street. WSC advised that if this was to be implemented, Council would be responsible for maintaining it, so feasibility of this proposal will be subject to their commitment to it.

West Village Centre

- Some attendees at the Workshop opposed or expressed strong concern about the implications of the proposed West Village Plaza to the adjacent businesses on Tenth Avenue and traffic.
- Participant suggested rather than closing Tenth Avenue, extend the footpath area out further similar to The Entrance.
- Some believe the idea is impractical and will lead to the closure of businesses fronting the proposed plaza.
- Some were also of the opinion that Republic Lane is already insufficient to cater for the current traffic loads that use it. Concerns that the closure of Tenth Avenue to traffic will increase traffic along Republic Lane. It was also noted that Coles delivery trucks currently use Tenth Avenue at the location of the proposed plaza.
- The consultants assured the meeting that the Draft Masterplan recommends that any proposed change to traffic movements should be subject to a detailed traffic analysis first.
- There were initial concerns that direct vehicular access to medical facilities along this road would be impacted, but it was confirmed that these facilities are outside the proposed plaza area.

East Village Centre

- Some community concerns that adjacent shop owners may disapprove of the proposal due to removal of the carpark. However, it was confirmed that carparking is just being formalized rather than removed. The benefit is more pedestrian space along the water’s edge and in front of shops which currently sell food.

Laneway at West Village Centre

- Concerns about the poor quality of the existing pedestrian link between Scenic Drive and Republic Lane were raised.
- It was noted that this laneway is privately owned. However, the Consultants advised that there is a section in the Masterplan document that outlines private domain development controls. In this section, it is recommended that the provision of upgraded pedestrian links/arcades be a condition of new development on sites where they currently exist.

Roundabout at intersection of Scenic Drive and Noela Place

- Consultants advised that they had a traffic meeting with RMS and Council traffic engineers to discuss the issues surrounding this intersection. It is understood that there are no known issues concerning the capacity of the existing roundabout, but problems at this roundabout are likely due to poor lane markings causing confusion, in particular for drivers attempting to enter the roundabout, but not entering the existing parking in front of the shops along Scenic Drive.
- It was suggested by a workshop attendee that if the ability to make a U-turn into the carpark along Scenic Drive was removed and if cars came in from the other direction (Alawai Avenue) this could remove some of the issues.
- It was agreed that if there was a rear pedestrian entrance to Coles this would encourage use of the Coles carpark on Tenth Avenue and reduce the number of cars parking at the “front” carpark on Scenic Avenue.

Existing Footbridge

- It was recommended by a member of the community that the existing footbridge over Budgewoi Creek be included as an item on Council's heritage register.
- Community members concerned the bridge was not being adequately maintained and service requests had been lodged with Council.

Public Toilets at the Beach

- Concerns were expressed that the location for the proposed public toilets does not have enough casual surveillance. However, it was confirmed that a CCTV camera has just been installed in this area, and that this is the major beach access from Budgewoi, therefore it is widely used. It is also the emergency access point to the beach.
- WSC advised that Council has a new standard design for public and disabled toilets. It meets all current disability standards and requirements. Access to each of the toilets is directly from the outside which improves safety and security for people using them.
- The Dunecare group has been fully involved with all the upgrade works around this beach access point, including the boardwalk, and therefore would like to continue to be involved with the implementation of the new toilet block.

NEXT STEPS

- The draft Masterplan is proposed to go on public exhibition early September 2013, which will provide an opportunity for the community to make comments.
- A question was asked whether Council will indicate their commitment to each of the proposals in the Masterplan document. It was confirmed that there will be an implementation plan in the document which will indicate the proposed staging / priorities of the projects, but WSC emphasized that the implementation of any of the proposed projects will also depend on Council's allocated budget for each financial year and other factors.

A.4 ONLINE COMMUNITY SURVEY

SUMMARY OF COMMENTS

- Public spaces to meet/gather, Improved lake access, Improved beach access, Improved connection between Scenic Drive Shops and Budgewoi Circle, Pathways/cycleway, Tourism, Recreational facilities, Youth facilities, Retail development, Improved safety, Street tree planting.
- Improved pedestrian access to Budgewoi lake pathway when crossing scenic drive from residential areas by foot (particularly at huene st). Also better park facilities for young children, ie similar to park at canton beach.
- More policing of the areas around the oval/community centre and the sailing club - both in Noela Place and both hotspots for night time antisocial activity - including drug sales. We can all hear the gunshots/fireworks late at night that signal another drug delivery is in. Sunrise Ave is a speedway for hoons on motor bikes and in cars, and it is only a matter of time before someone is injured. Consider some traffic calming please - not a lot, so it inconveniences the resident, just enough to make car racing impossible. A bit of occasional police presence would be nice. I have mentioned the lakes elsewhere, but until they are cleaned up and again able to draw the tourists, nothing else will thrive in Budgewoi.
- From a resident's perspective, I would like to see more activities and youth facilities for Budgewoi, perhaps a community/neighbourhood centre similar to the one at Blue Haven. The flow of the traffic on Scenic Drive shops needs improvement to avoid bottleneck on roundabout. Areas around sporting fields needs some TLC, shops definitely need cosmetic enhancement(for minimal costs such as paint touch ups etc). The laneway between the shops needs a makeover!!! And to improve tourism, the lake needs to be dredged to prevent the atrocious smell at present. An perhaps Budgewoi could then have a sculpture trail/exhibition similar to 'Sculpture on the Greens' at Kooindah Waters Estate. This would certainly attract a diverse range of people. Perhaps a half yearly markets similar to ART BAZZAAR in Newcastle would also attract tourists.
- Close Budgewoi Circle to traffic & turn it into a pedestrian zone with alfresco dining - that will bring the tourists & employment. This area is adjacent to the lake & has so many possibilities. Of course more parking would have to be provided. Once it's properly established people will want to come to partake of the facilities.
- Linked pathways between residential, lakeside and retail/commercial areas would give Budgewoi a connectivity and flow. Street and road beautification by creating native plant gardens on verges in retail and residential areas. Native garden beds on centres of roundabouts. Signage in various locations describing the history of the area, plus entry and exit road signs to the area.
- A new children's park/play area at the Footbridge reserve. We have to drive to Speer's Point to enjoy a modern, clean and safe park.
- The opportunities are endless because there is nothing here we have 2 halls in the area a small skate ramp which kids would love larger, next to a netball courts that the girls complain about the boys skate ramp being to close and uncomfortable about that. The jnr football club would like a club house an want the hall The Jnr football club I have been told also acts as a counselling service for the kids. The library needs more space and some where should have public access to internet. Also the senior citizens who use the hall and meals on wheels the day care centre is very small as well Its also been suggested to myself that

the sailing club is under utilized as well scouts and guides halls have their plans already laid out but need to be in the mix as well. The opportunities are large but council need to broaden its understand all the groups you also have the meeting places of the bowling club the soccer clubs the rugby union and league clubs dune care and the Business and the primary school and talk to them.

- Safer crossings to and from sporting facilities and shopping precinct. There is no safe crossing along Scenic Highway.
- More seating for elderly.
- A universal planting that's unique to Budgewoi. A planting scheme which uses particular varieties not used in other town streetscapes across the shire there by giving Budgewoi its own identity, focusing on uniformity, native flora and giving compliment to the coastal location.
- Clean up the graffiti in Halekulani shopping centre and environs. More street lighting in residential streets. Congratulations on the amusing painting on the back of the unattractive toilet block on the lake at the end of Noela Place.-- now we need that awful lane between Coles and the other shops cleaned up- it's a disgrace. A back entry into Coles from the car park would be nice - keep us dry in wet weather.
- General tidy up along the creek on the west side of the bridge, with picnic tables or bench seats. Some of the streets just need a bit of TLC and perhaps a few trees here and there, or plant things that have very low maintenance rather than grass that grows out of control.
- More parking. More Garbage bins.
- Sort out the parking in front of the Scenic Drive shops. Perhaps make Noela Place one way into it up until it hits 10th Avenue, where it could then revert to two way. Make Alawai Avenue one way from 10th Avenue to Scenic Drive. Widen Scenic Drive. Plant trees that are more suitable than those used in the past. ie. Trees that don't grow up into the awnings attached to most of the businesses, as they have in the past.
- Improved drainage, complete cycleway/footpath plans, improved lighting and traffic calming devices at entry to suburban areas to slow through traffic.
- Design the Village shops around the community, not around Coles.
- Upgrade of shopfronts, to give a 'classier' appearance. I think if we have a shopping centre that is more attractive, it will appeal more to visitors. And if the community see that there are changes happening 'for the better', they will take more pride in themselves.
- Kerbing and guttering. We look like a third world country right now.
- Improved recreational facilities/area for youth activities in an effort to reduce vandalism activities. A central public place, a hub, for events and cultural activities.Promotion of outdoor sports and activities, such as outdoor fitness equipment, to promote health. Information related to health and environment could be installed at central hub area.
- Keep Budgewoi as a special unspoilt place do not allow it to be overdeveloped, there are other places in Wyong Council area that can be further developed such as The Entrance, no need for that in Budgewoi.

- I would like to see Kewalo Avenue be a closed the street space between the 2 car parks be used as a small children's play ground with seats and tables for people to meet. With a large chess board square and with 4 small tables with chessboards for public private use like in Hyde Park Sydney. large chessboards pieces provided at The community Hall open for public use from 10 in the morning till 1 in the afternoon. This area could also be used as a stage for public bands or community events. shaded and with the beautiful trees it would be a wonderful community area Also I feel the large size of Tenth Avenue would give space on the shopping sides for tables and chairs for people also to meet and enjoy the space. like the Entrance and would help a restaurant culture build. with a band playing in the park as people dine or have lunch once a month.
- I do not want to see Budgewoi developed and expanded - just well maintained at its present size.
- Budgewoi has the beauty of both lakes and beaches as well as an interesting and diverse history, with many long-term residents who are passionate about the area. It is a central village in the northern part of the Tuggerah Lakes system and would greatly benefit - socially, economically and environmentally - from some improvements in physical connectivity and community-oriented changes to uplift the area into the future.
- In Budgewoi circle there is a small jetty near the 2 fish shops but owned privately and always locked up - it would be lovely if the public could walk from the fish shop over to Budgewoi Lions Club Park via the water...in addition, water quality in Lake Munmorah is terrible, the stink that comes from it puts you off your food and when swimming (particularly northern part of Lake Munmorah) you get viciously attacked by Pelican Itch.
- Please keep the original bridge access from Woodland parkway cul de sac to the park. This bridge is used regularly by residents at the eastern end of Woodland Parkway and also provides alternate path access to continue long foreshore when the low lying pathway is underwater. Residential consultation would be greatly appreciated regarding planning and options with the bridges future.

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