CHAPTER 4.5 WYONG TOWN CENTRE

4.5.1 INTRODUCTION

4.5.1.1 Objectives of this Chapter

This Chapter aims to facilitate appropriate high quality development in the Wyong Town Centre by providing guidelines, particularly in relation to:

- The reinforcement and preservation of the existing heritage character of the Wyong Town Centre
- Urban design provisions which will provide a cohesive approach for development
- The appropriate scale and density with higher density development concentrated around the Wyong Town Centre
- The provisions which will facilitate mixed use and commercial development
- The car parking requirements for development in the Wyong Town Centre; and
- Special provisions for specific areas

4.5.1.2 Land to which this Chapter Applies

This chapter applies to all land within the Wyong Town Centre as shown in Figure 1 and covers a wide variety of land uses such as retail, commercial, mixed-use and residential. The Chapter should be read in conjunction with the provisions of the *Central Coast Local Environmental Plan (LEP) 2022*.

4.5.1.3 Relationship to other Chapters and Policies

This Chapter should be read in conjunction with other relevant Chapters of this Development Control Plan and other Policy Documents of Council, including but not limited to:

- Chapter 2.1: Dwelling Houses, Secondary Dwellings and Ancillary Development
- Chapter 2.2: Dual Occupancies and Multi-Dwelling Housing
- Chapter 2.3: Residential Flat Buildings and Shop-Top Housing
- Chapter 2.13: Transport and Parking
- Chapter 5.48: Northern Areas -Public Art
- Chapter 3.6: Heritage Conservation

Figure 1 Wyong Town Centre Area

4.5.2 DESIGN THEME

4.5.2.1 Vision for the Wyong Town Centre

The Tuggerah-Wyong area will perform vital economic, employment, civic, residential, social and cultural roles for the northern half of the Central Coast and support the Gosford Regional City. Council's and the Community's vision for Wyong is contained in the Wyong/Tuggerah Planning Strategy (2007) as revised. The Strategy's main visions for Wyong are to:

- Provide an important and attractive gateway for the Central Coast
- Become the cultural and heritage focus area and a culturally-based tourist destination for people visiting and living on the Central Coast
- Have strong links (physical, visual and cultural) between the Town Centre, Wyong River and the surrounding districts, including the valleys to the west and Tuggerah Straight to the south
- Provide a high quality public domain that complements the surrounding residential development and the town's heritage focus
- Provide a variety of housing, accommodation and lifestyle choices
- Develop a superior standard of urban and building design
- Make a strong statement as to the community identity through its people, built form and natural topography
- Perform a strong business and employment function as a central administrative and town-based commercial area
- Integrate a range of recreation, sporting, cultural, leisure and social activities within high quality spaces and places
- Concentrate higher density development around the Town Centre and key public areas including the Wyong River foreshore, Baker Park and the Wyong Town Park
- Enjoy a strong District retail component;
- Supply a regional transport node that integrates all transport functions
- Create a new system of pedestrian and bicycle paths to link existing and new residential areas, as well as cultural and tourism facilities

4.5.2.2 Heritage Theme

One of the main visions for the Wyong Town Centre is to become the cultural and heritage focus area and a culturally-based tourist destination for people visiting and living on the Central Coast. There is a relatively large concentration of heritage items in the Wyong Town Centre compared to other towns on the Central Coast Accordingly, a heritage theme has been adopted for the Wyong Town Centre to preserve and reinforce its historic character.

This section describes the significance of the Wyong Town Centre and identifies the general Heritage Character Areas for the purposes of providing a context for development in the Wyong Town Centre.

4.5.2.2.1 Aboriginal Heritage in the Wyong Town Centre

Council has adopted a Thematic History which provides some information on the Aboriginal heritage of the Wyong Town Centre. A copy of this history can be obtained by contacting Council. This history talks about Aboriginal Territories that may have been near the Wyong Town Centre, which include the Lower Wyong River and Jilliby Creek Valleys. Due to the Wyong Town Centre's proximity to the river, it can be expected that Aboriginal archaeological sites might appear in the Wyong Town Centre area. For these reasons reference to heritage in the Wyong Town Centre should include Aboriginal heritage as well.

OBJECTIVES

- To acknowledge Aboriginal people as the traditional custodians of the Central Coast
- To provide a reference to the Aboriginal heritage of Wyong in public art
- To preserve existing sites of significance to Aboriginal people in the Wyong Town Centre

REQUIREMENTS

a Public signage at Gateway locations is to provide appropriate reference to local Aboriginal heritage.

b Development that is required to have Public Art shall incorporate the work of a local Aboriginal artist to a value of at least 20% of the total budget for Public Art.

c Refer to Section 3.6.2 for assessment requirements relating to Aboriginal cultural heritage.

4.5.2.2.2 Built Heritage

Council has adopted a Thematic History which provides information on the built heritage of the Wyong Town Centre. A copy of this history can be obtained by contacting Council. The most significant drivers of development in the Wyong Town Centre were the Great Northern Railway (c. 1887) and the accompanying timber, farming and dairy industries. A photo of railway sleepers being loaded at Wyong Station is shown in Figure 2 below.

Figure 2 Photograph of Railway Sleepers being loaded at the Wyong Railway Yard c.1904

(Source: Stinson c1909)

In the 20th Century roads and transport changed the character to that of a service town. Some of the historic buildings typical of the period remain today, such as the Chapman stores, which are shown in Figure 3 below.

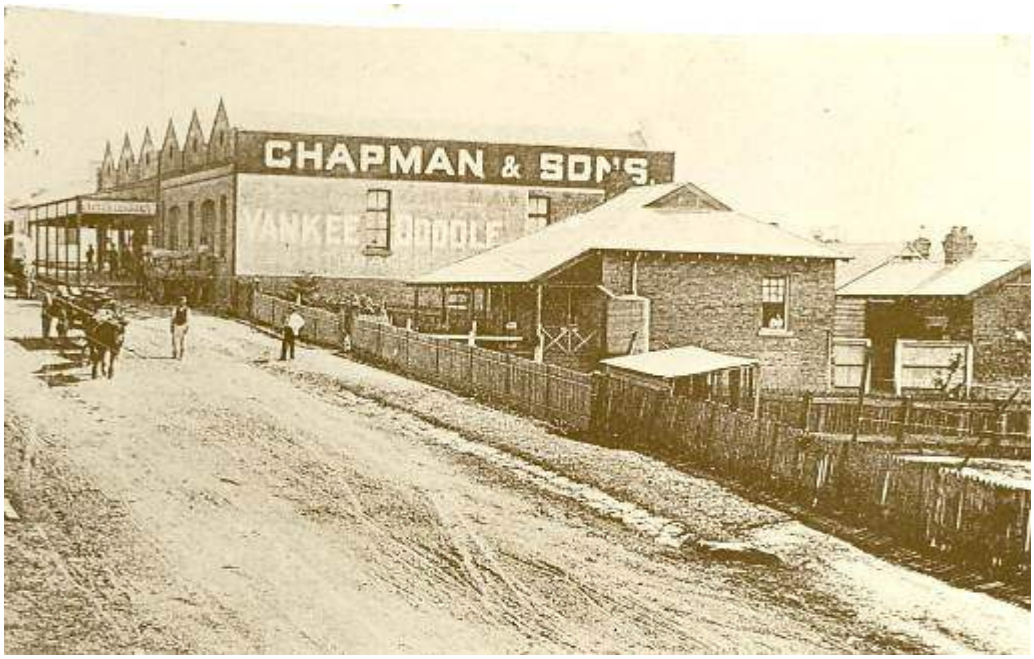


Figure 3 Photograph of the Chapman Stores c.1901

4.5.2.2.3 Heritage Items and Heritage Conservation Area

Heritage Items and the Heritage Conservation Area in the Wyong Town Centre are identified in the Central Coast LEP 2022. Photos of a selection of these heritage items are shown at Figure 5. For the current listing of heritage items refer to the Central Coast LEP 2022. Development provisions for heritage items are provided in Section 3.6.4; development provisions for heritage conservation areas are provided in Section 3.6.5.

"The following Statement of Significance has been prepared for the Wyong Town Centre Heritage Conservation Area:

"The Wyong Town Centre is a fine representative example of a town centre that retains good examples of civic, commercial, and residential development of high integrity, constructed in the period commencing with the railway in 1889 up until c.1945. It remains largely intact in terms of retaining its historical subdivision pattern, its natural prominence located above the River, its built fabric, avenue tree planting, and the prominence of the Railway and Station buildings. Collectively, the built environment, transport links and natural features of the town centre contributes to it being a unique precinct that captures the historical development of an important town, and one which retains its historical setting and character. The town centre retains examples of its historic development across a broad range of historic themes including Aboriginal heritage, European heritage, other cultural and social heritage, natural heritage, and themes such as transport, agriculture, commerce, education, health, government and law and order. Given its level of intactness and integrity, it comprises a rare sets of significant heritage items and contributory buildings and composite streetscapes and is of historic, aesthetic, technical and cultural significance."

OBJECTIVE

- To reinforce and preserve the existing heritage character of the Wyong Town Centre

REQUIREMENT

A Heritage Impact Statement will be required for new work to Heritage Items or new work on sites adjacent to Heritage items. In the example at Figure 4 below, a new development is proposed next to the Turton Heritage Building. The new development is adjacent to a heritage item, so will require a Heritage Impact Statement and need to adhere to the development provisions in Section 3.6.4 Heritage Items.

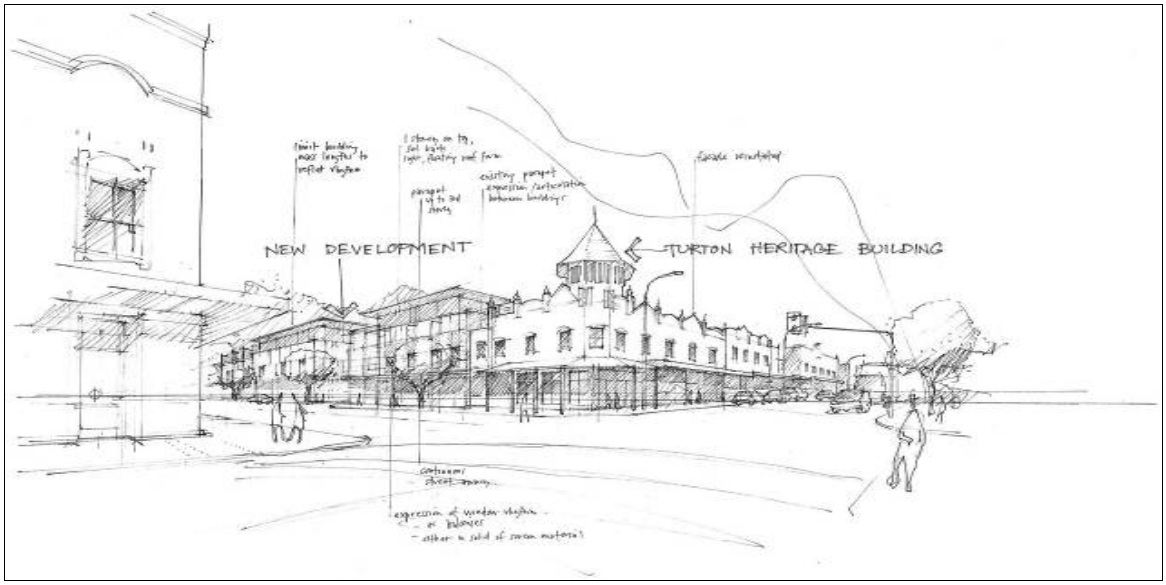


Figure 4 Example of new development requiring a Heritage Impact Statement

Dwelling

Alison Road

Former Court House

Alison Road

Police Station and Quarters

Alison Road

Retail Store

Alison Road

St Cecilia's Catholic Church Group, Byron Street

Former Public School

Church Street

World War I and II

Monument, Church Street

Shops

Corner Church Street and Pacific Highway

Dwelling

Hope Street

Dwelling

Hope Street

Dwelling

Hope Street

Brisbane Water Ambulance Station, Pacific Highway

Former Rural Bank

Pacific Highway

Shopping Complex

Pacific Highway

Wyong Railway Station

Pacific Highway

Former Methodist Church

Rankens Court

(recently burnt down)

Commercial Office

Building, Rankens Court

Council Building,

Corner Hely Street and Anzac Avenue

Figure 5 Photos of selected Wyong Town Centre heritage items

4.5.2.2.4 Heritage Character Areas

Within the Wyong Town Centre area there are six main building precincts of generally consistent architectural style and character:

1 Wyong Hill Community Area
2 Railway Station Area
3 Pacific Highway and Alison Road
4 Administration Area
5 West Wyong Residential
6 East Wyong Residential

These Heritage Character Areas have been identified on the map below at Figure 6.

OBJECTIVE

- To enable new development that respects the existing character that has been established and integrates successfully with existing development within the Heritage Character Area

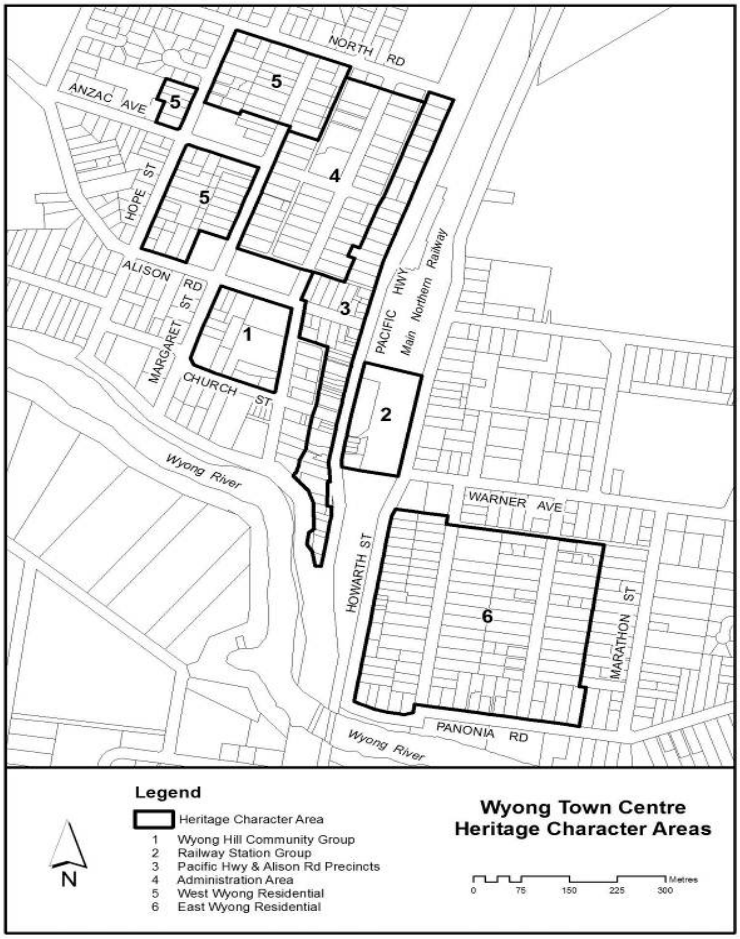


Figure 6 Heritage character areas in the Wyong Town Centre

Precinct 1 – Wyong Hill Community Area

The Wyong Hill Community Area is centred on Wyong Town Park. Within its area are significant public structures including the former Wyong Public School (the oldest surviving building in Wyong Town Centre), the former Court House, and the WW1 and WW2 Memorial. The area is of social, historical and aesthetic significance.

REQUIREMENTS

a Maintain the 'hill top' effect. Any development within the vicinity of Wyong Hill Community Area must consider the impact of building bulk and scale in relation to Wyong Hill to ensure that Wyong Hill retains its prominence as a high point in the Wyong Town Centre.

b Provide opportunities for viewing aspects of the Wyong Town Centre and maintain visual links to Alison Road and Rankens Court.

c Development must make provision for accessibility in order to ensure that the area becomes a focal point for open-air activities in the Wyong Town Centre.

Precinct 2 – Railway Station Area

The Railway Station Area includes late-Victorian style railway buildings (now much altered) and the 1920s Railway Square shops constructed by A.H. Warner in an inter-War Gothic Style. The buildings are of historic, social and architectural significance because of their roles in the growth of the Wyong Town Centre.

Figure 7 Historic photo of Wyong Railway Station built in 1887

(Source: Rod Howard Heritage Conservation, 1994)

REQUIREMENTS

a Development must retain heritage items located within the railway station area.

b New buildings must respect the existing heritage structures, and be sympathetic in form and visual relationship.

Precinct 3 – Pacific Highway and Alison Road

The Pacific Highway and Alison Road area incorporates buildings in a strip along the western edge of the Pacific Highway and up Alison Road to the Wyong Town Park Hill. It includes a range of commercial buildings such as hotels, cafes and shops. The architectural style of the area is dominated by a low-budget Modernist approach, often exemplified by the successive modernisations of street facades undertaken in the decades after World War 2.

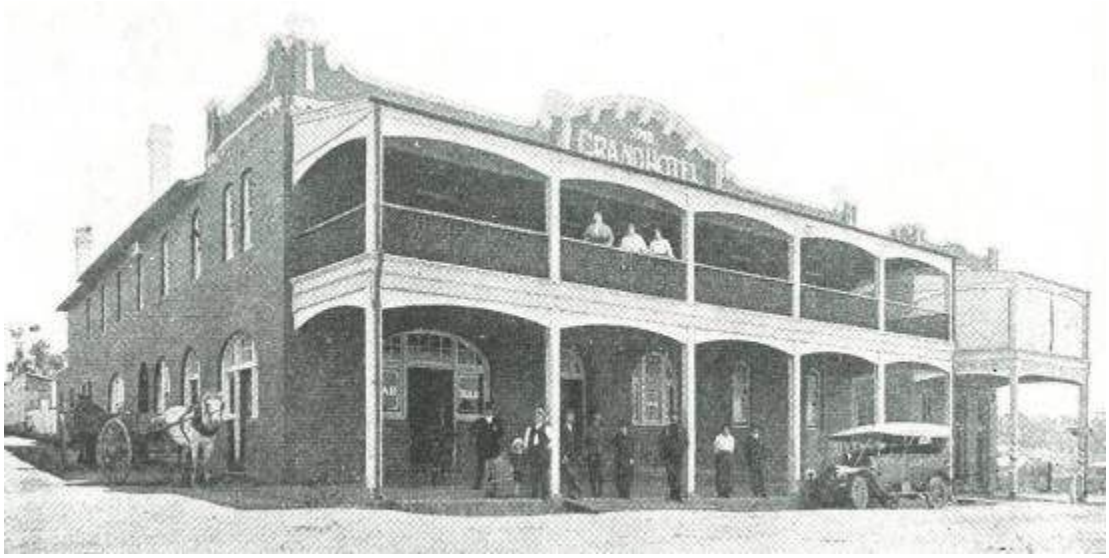


Figure 8 Historic photo of the Grand Hotel on the Pacific Highway

(Source: Stinson)

REQUIREMENTS

a New development should respect boundary setbacks of existing buildings.

b Ensure future development addresses the Wyong River on those sites with frontage to River Road.

c Ensure uses above ground level that complement existing uses at ground floor level.

d Ensure that new development is complementary to and consistent with the form, scale, height, and detail of the existing building stock in the vicinity. An example of new development that is compatible with the existing form, scale and height of an adjacent heritage building is provided below at Figure 9.

Example of Commercial Heritage Infill Development:

Figure 9 below shows an example of new development on Church Street adjacent to a prominent heritage building along the Pacific Highway. The new development is built to the boundary which is consistent with the existing zero setback in an urban street. The scale and form of new development respects that of the heritage building. Upper levels of the new development are setback behind the front façade and do not detract from the historic turret that is a landmark along the Pacific Highway.

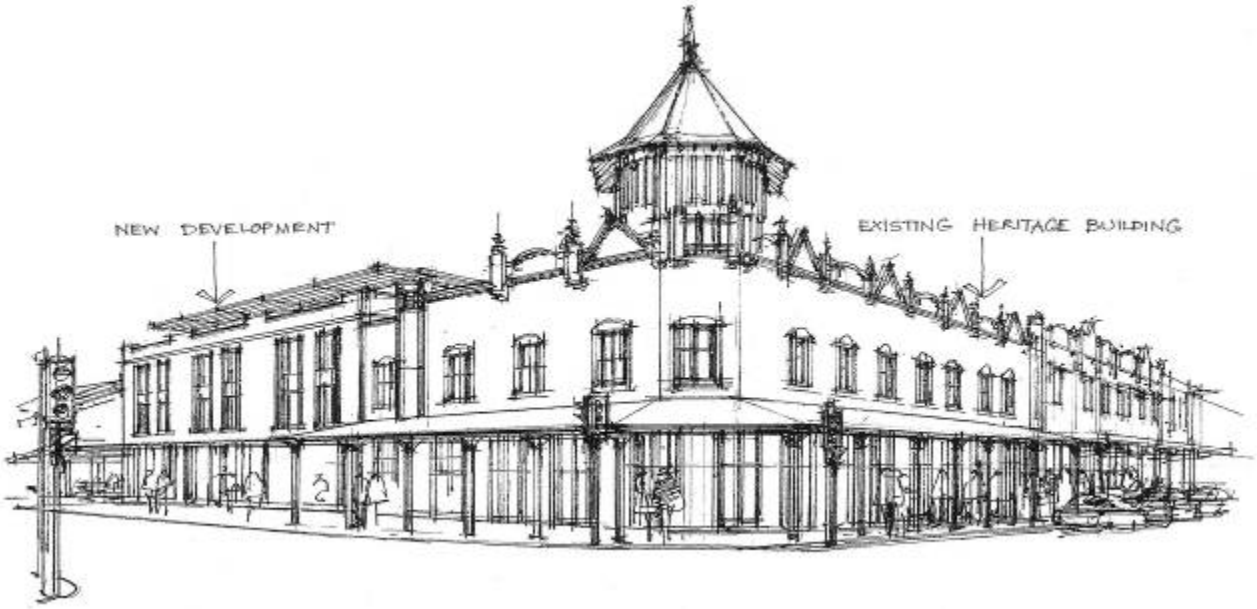


Figure 9 Example of new development compatible with the scale of an adjacent heritage building

Precinct 4 – Administration Area

The buildings along Hely Street, Anzac Avenue and Margaret Street are relatively large-scale free-standing, Modernist design government administrative and community buildings constructed at various times after World War 2. Within the Administration Area is the Council Chambers building (1959), the Wyong Fire Station (c.1960), and the Wyong Memorial Community Hall (1965). The buildings in the Administration Area contribute to the social and historic significance of Wyong as a centre of Government administration.

Figure 10 Solicitors' offices in an historic building on Margaret Street

(Source: Stinson)

REQUIREMENTS

a Ensure future developments are consistent with and complement the existing characteristics of this area.

b New development should respect boundary setbacks of existing buildings and maintain distinctive freestanding arrangement of buildings.

Precinct 5 – Residential Cottages

This area is characterised by its uniformity of freestanding single storey typically timber dwellings on large allotments of land on gentle hill-slopes. The dwellings are of modest proportions, with larger, more substantial and opulent buildings in select locations nearer the top of the hill and adjacent to the Wyong River. The houses in the Residential Cottages area are from all periods of the 20th century and are representative of the housing stock evident throughout the Wyong Town Centre. The houses are of aesthetic and cultural/historic significance for their potential to demonstrate the architectural styles, forms, scale and materials of residential living in the Wyong Town Centre.

REQUIREMENTS

a Design of new houses on existing allotments should complement, not imitate, nearby existing houses.

b The setback of new houses on existing allotments should match adjacent existing houses.

c Any infill development must be set back behind the existing stock.

d The form, bulk, scale and detailing of new houses on existing allotments should be consistent with nearby houses. An example of new development that is compatible with the existing form, bulk, scale and detailing of an adjacent heritage building is provided below at Figure 11.

Example of Residential Heritage Infill Development:

Figure 11 below shows a well-considered example of Residential Heritage Infill Development behind an existing heritage cottage on Hope Street. The new development is set back behind the existing heritage cottage. The width of the development mimics the scale of the cottage and the three storey height of the development is set down the hill from the cottage, so that the overall form does not overwhelm the existing cottage when viewed from the street. In addition, the change of materials on the façade further breaks up the apparent scale. The new development has a masonry base and the timber used as a highlight on the gable end reinterprets the timber used in the historic cottage.

Figure 11 Example of residential heritage infill development at Hope Street

4.5.2.2.5 Heritage Setbacks

OBJECTIVE

- To provide sufficient separation so that new development does not have a negative impact on heritage buildings and permits appreciation of the significant aspects of the adjoining heritage building

REQUIREMENTS

a Buildings adjacent to heritage buildings are to have a maximum height of four storeys stepping down to two storeys at street frontages.

b Buildings adjacent to heritage buildings are required to have sufficient appropriate setback from significant parts of the heritage item. This is especially important at the street address and should be in the order of 3-5 metres. The exception to this requirement is in urban commercial areas where zero lot setbacks are permitted and are part of the existing character of the streetscape.

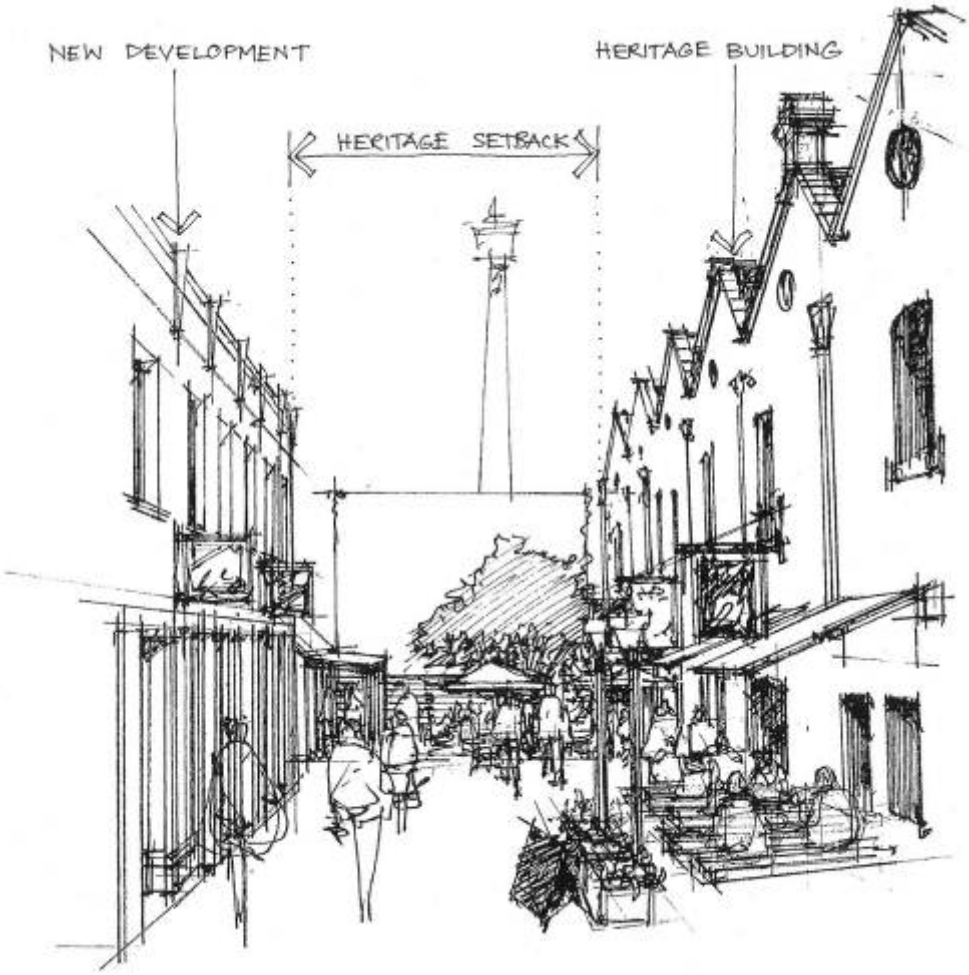


Figure 12 Example of separation between a heritage building and new development on Hely Street

4.5.2.2.6 Heritage Materials and Colours

In order to maintain the overall integrity of Heritage Buildings, any new work should incorporate the use of traditional materials and colours in the external façade where appropriate. Traditional materials and colours can also be used for detailing in new development in the Wyong Town Centre to support the Heritage Theme.

OBJECTIVE

To maintain a traditional materials and colour palette for heritage buildings and to incorporate some reference to traditional materials and colours into new buildings

REQUIREMENTS

a Refer to the requirements in Section 3.6.4 for new works to heritage items and Section 3.6.5 for new works in heritage conservation areas.

b For works in other areas of the Wyong Town Centre consider reinterpreting and incorporating some heritage materials into new buildings. Heritage materials that are characteristic of the Wyong Town Centre include sandstone, timber, brickwork and metal roofing as shown in Figure 13 below.

c For development that does not involve works to Heritage Buildings, consider incorporating some traditional heritage colours in certain areas. For example, colour can be used to highlight a repetitive building element that introduces a human scale to a contemporary design.

d Commercial ranges of 'heritage' colours from major paint suppliers and reference texts are available to assist selection. An example of a traditional range of paint colours is shown in Figure 15 below.

Metal Roofing Sandstone Brickwork Timber

Figure 13 Examples of traditional materials found in the Wyong Town Centre heritage buildings

Example of heritage materials in new Development:

An example of heritage materials used in a masonry base of a new development adjacent to a heritage building is shown at Figure 14.

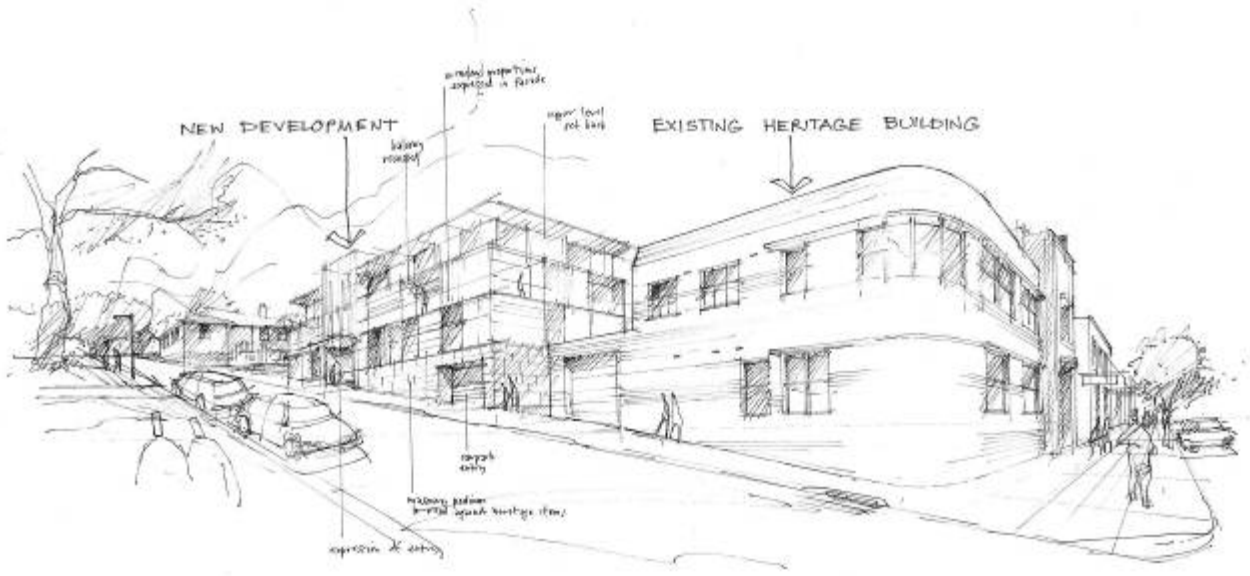


Figure 14 Example of heritage materials used in a masonry base of a heritage infill building

Figure 15 Example of heritage colours by Dulux

4.5.2.3 Streetscape and Public Areas

OBJECTIVES

- To provide a range of features which create an identifiable heritage character for the public realm of the Wyong Town Centre and the surrounding residential areas
- To provide street furniture in appropriate locations that is well designed, distinctive and will complement existing items, including the heritage theme
- To provide unique lighting for the public realm that is high quality, well designed, appropriate to the location, adds safety and liveliness to the town and is of a scale suited to pedestrian activity
- To ensure a practical and safe ground surface for the public realm which must meet specific criteria in terms of appearance, structural properties, cost, quality control and cleaning

REQUIREMENTS

4.5.2.3.1 Paving

a Provide street paving in front of new development in accordance with Figures 16 and 17 below.

b The individual character of special precincts or places should be identified and enhanced with lighting, planting, street furniture, public art, signage, and paving material provided that is consistent with the location.

c Heritage items or buildings of significance are to be highlighted and interpreted by the use of bronze plaques in the paving, which provide a brief history of the particular building. An example of a plaque is shown in Figure 21 of this Chapter. The content and the design of the plaque is to be approved by Council.

d Adjacent public and private owned outdoor spaces should be integrated through the choice of consistent paving materials and detailing.

Figure 16 Example of urban street paving in the Wyong Town Centre

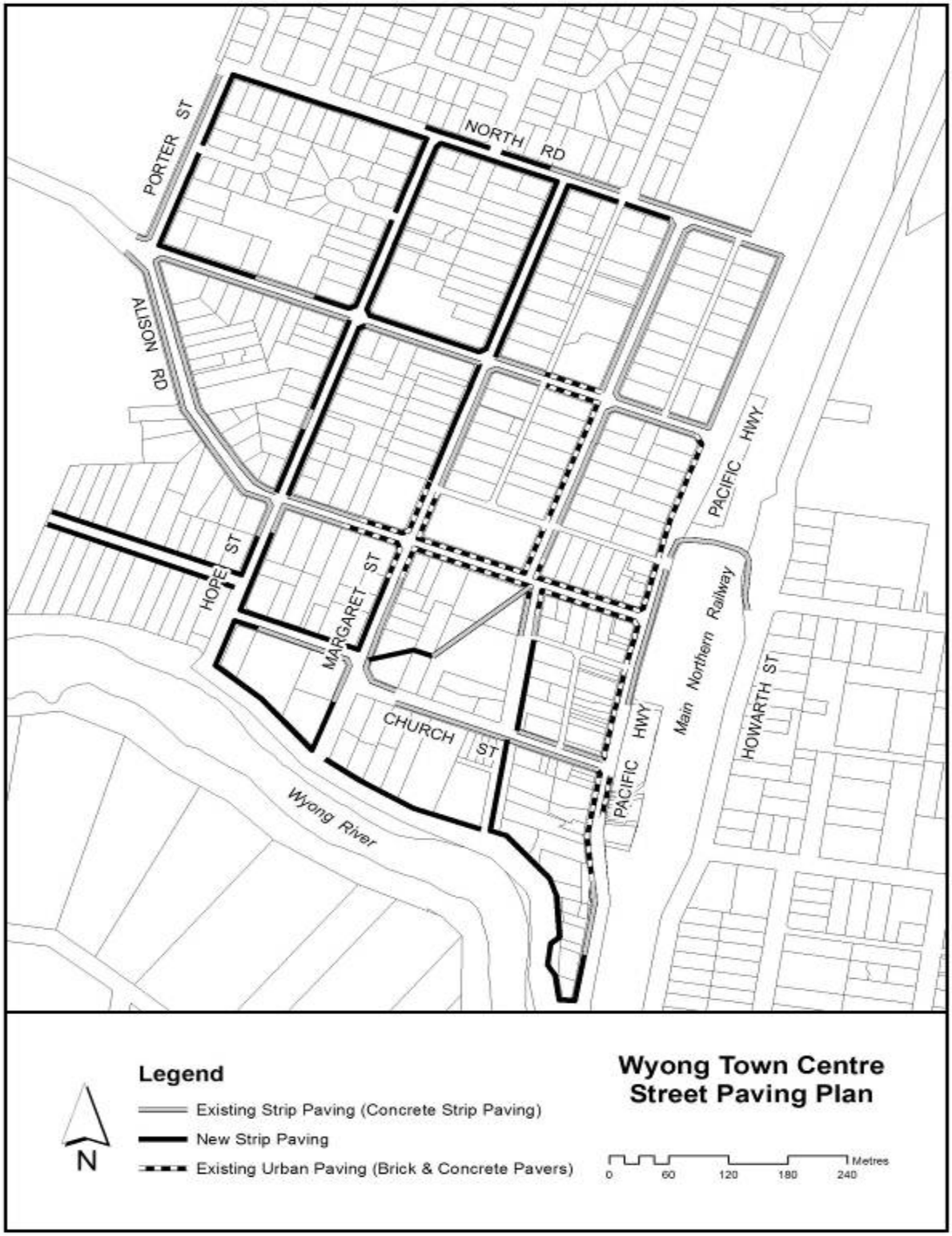


Figure 17 Street paving plan for the Wyong Town Centre

4.5.2.3.2 Lighting

a The public realm should be illuminated by high quality, well designed fittings appropriate to the location and of a scale suited to pedestrian activity.

b The materials, colours, finishes or detailing of lighting fixtures should provide a reference to the heritage town.

c Lighting for the public realm of the Wyong Town Centre should:

i accentuate the entrances and major gateways;

ii highlight special elements and features;

iii increase the understanding and navigation of the town at night by highlighting major streets, open spaces and single elements;

iv improve the attractiveness and appeal of the town at night.

v assist security

4.5.2.3.3 Street Furniture

REQUIREMENTS

a Provide street furniture that harmonises with the Heritage Theme for the Wyong Town Centre. Examples of existing street furniture in the Wyong Town Centre are shown in Figure 18.

b Seating should be ergonomically designed to provide comfort and ease of use (including for the elderly and very young). Materials should maximise comfort and amenity in relation to climate, safety and maintenance issues.

c The location of seating should be based on public need, especially considering the aged and parents with children.

d The form and structural strength of bollards should be adequate to meet function requirements. Removable and hinged bollards should be provided to meet the needs of service access.

e Bollards should be attractive in appearance, especially with regard to situations where a number of bollards are required.

f Rubbish bins should be located in a clear line-of-site to seating, public transport stops, or pedestrian routes.

g The form and strength of bin enclosures should be adequate to meet functional requirements. Bin enclosures should be aesthetically well designed with an obvious indication of purpose.

Figure 18 An example of street furniture in the Wyong Town Centre

4.5.2.4 Landscape Design

The history of Wyong as a timber and farming town has resulted in a mix of vegetation. Remnant native forest trees, salt marshes and coastal tree species dominate the town's canopy. Cultural planting of *Phoenix canariensis* (Date Palm) in the 1920s along the Pacific Highway gives a strong focal point to the town. Street trees should be provided wherever possible to improve the appearance and amenity of the Wyong Town Centre.

Figure 19 An example of a date palm along the Pacific Highway

OBJECTIVES

- To retain any existing landscaping that complements the existing buildings and the public realm generally
- To provide additional street trees and plantings wherever possible, that are consistent with the Street Tree Masterplan for the Wyong Town Centre, in order to improve the appearance and amenity of the public realm

REQUIREMENTS

a Council requires a high standard of landscaping fitting for a town centre, especially around Gateway sites therefore, landscape design should be prepared by a suitably qualified landscape professional.

b Development is to provide a structured and ordered landscape treatment within the Town Centre and Business/ Administration Precinct which reinforces and enhances the urban and civic character.

c The entry to Wyong at the Pacific Highway and River Road intersection is to be emphasised through the use of distinctive plant forms and colours.

d Landscape treatment is to express the transition from naturalistic and informal along the Wyong River to structured and formal within the Town Centre through the use of indigenous species in ordered layouts, clustered planting of single tree species and the use of a mix of indigenous and exotic species.

e Where possible and appropriate, native plant species, particularly those endemic to the locality should be used. In the Wyong Town Centre, some exotic species have been used or are suggested as they relate better to the adjoining built form.

f The planting of canopy trees at street level is encouraged to soften the visual impact of surrounding buildings.

g New development and landscaping is to have minimal impact on significant cultural plantings which form the setting of heritage buildings.

h Street tree planting should support the scale, hierarchy, continuity and amenity of streets.

i Major streets should use large urban trees and minor streets should use smaller clean-trunked trees. In some situations such as narrow lanes or adjacent to heritage buildings or special features, street trees should be omitted or used to frame the special features.

j The hierarchy of streets in the town should be reinforced by a selection of species appropriate to the scale and type of street. The Greening Wyong Strategy, prepared by Council's Landscape Architects, identifies appropriate street trees for the Wyong Town Centre. The Street Tree Masterplan that was current in May 2011 is shown in Figure 20.

NOTES

* Where existing trees are different to proposed, use new species when replacement is required.
* Final species to be approved prior to planting.

	STREET TREES LIST		STREETS
	Arbutus unedo	Irish Strawberry Tree	Margaret Street, Hely Street
	Lophostemon confertus	Brush Box	Warner Avenue
	Tristoniopsis laurina	Watergum	
	Magnolia grandiflora	Bull Bay Magnolia	Pacific Highway
	Pyrus calleryana	Callery's Pear	Alison Road
	Acmena smithi	Lillypilly	Margaret Street
	Pistachia chinensis	Chinese Pistachio	Anzac Avenue
	RIVERINE SPECIES		
	Eucalyptus maculate	Spotted Gum	River Road
	Eucalyptus tereticornis	Forest Red Gum	Hope Street
	Alphitonia excelsa	Red Ash	Howard Street
	Waterhousia floribunda	Weeping Lillypilly	Rose Street
	Acmena smithi	Lillypilly	North Road, Byron Street
	Ceratopetalum gummifenum	NSW Christmas Bush	Porter Street, Hope Street
	Glochidion ferdinandi	Cheese Tree	Leppington Street, Marathon Street
	Arrival planning of large trees in reserve areas, eg. *Eucalyptus tereticornis, Corymbia maculata*		

Figure 20 Street tree masterplan for the Wyong Town Centre as at May 2011

4.5.2.5 Public Art

The Wyong Town Centre has a long association with the arts and many local artists' groups currently have their facilities in buildings in the Town Centre area. If the Wyong Town Centre is to become a cultural and heritage focus for the Central Coast, it is important that some consideration be given to the provision of public art in new development.

OBJECTIVE

To physically express the cultural and heritage focus of the Wyong Town Centre through the provision of public art in new development

REQUIREMENTS

a Major developments valued at $5 million or greater must implement public art as part of the development in accordance with Chapter 5.48: Northern Areas -Public Art

b Developments valued between $1 million and $5 million are strongly encouraged to provide the opportunity for public art in new development.

c For developments under $5 million, public art could include an item of work commissioned by a local artist, a custom designed mural on an external surface, a heritage image superimposed onto an external structure, or a contribution made to the Heritage Walking Trail.

d The proposed Heritage Walking Trail takes in the major heritage sites in the Wyong Town Centre and is shown in Figure 22. A contribution to the Heritage Walking Trail could include the provision of paving around heritage or significant buildings or an indication of the significance of the item by providing a plaque as shown in Figure 21 below.

Figure 21 Heritage plaque laid in paving in front of the Turton Building on the Pacific Highway

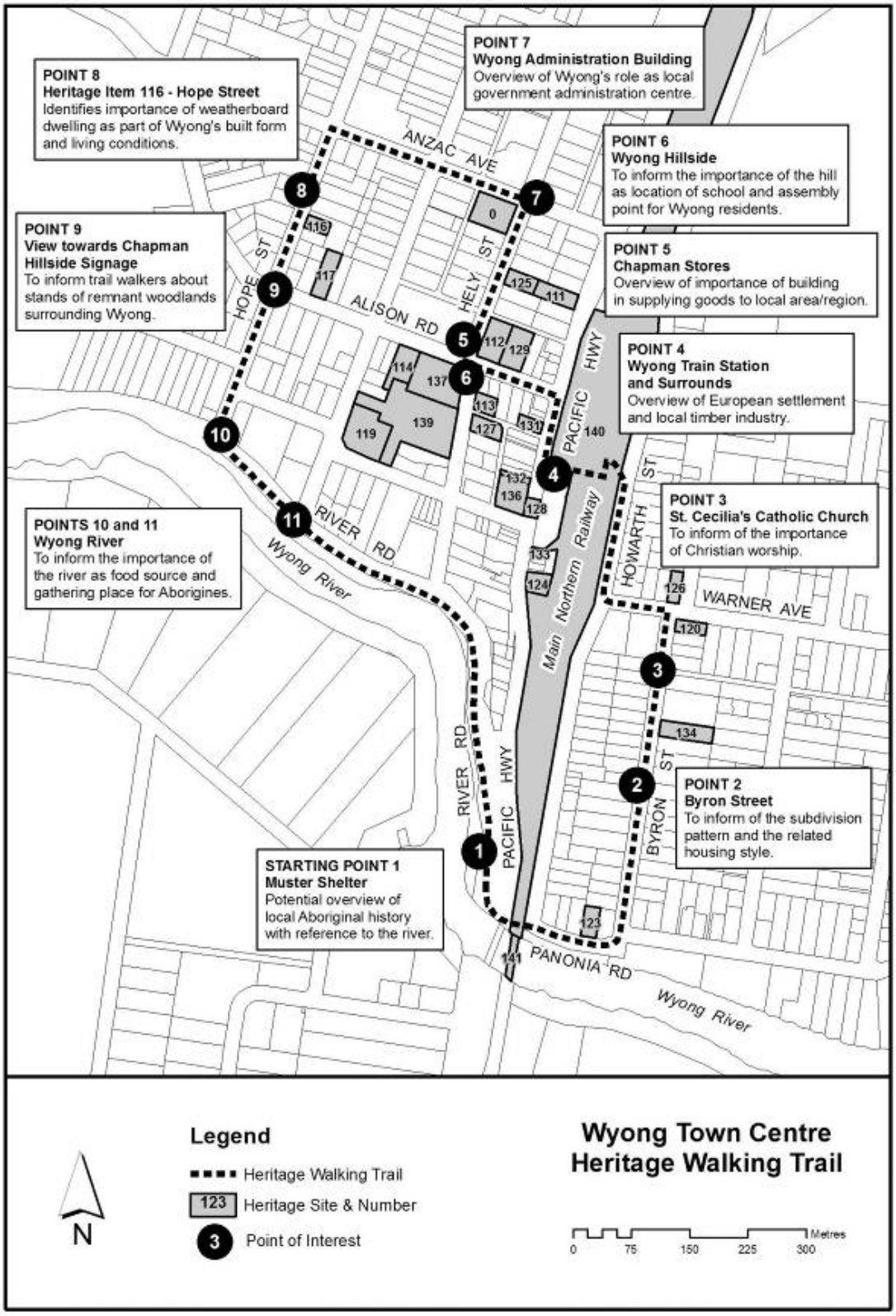


Figure 22 Proposed heritage walking trail for the Wyong Town Centre

4.5.3 SPECIAL PROVISIONS FOR SPECIFIC AREAS

4.5.3.1 Precincts

Six precincts, as shown below, have been identified in the Wyong Town Centre and are shown in Figure 23:

- Town Centre
- Business Administration
- Mixed Density
- Active River Foreshore
- Baker Park Precinct
- Parkland Cottages

OBJECTIVE

To enable new development that is consistent and compatible with the functions of the precincts and respects the existing features and character of the area

4.5.3.1.1 Town Centre

The Town Centre is a mixed-use precinct incorporating a range of retail, commercial and community functions. Several prominent heritage buildings and landscape elements are located in the Centre.

REQUIREMENTS

a Promote heritage buildings as a point of difference for retail and strengthen the heritage character of the precinct.

b Continuous awnings are to be provided along the Pacific Highway.

c Lots fronting the Pacific Highway and Anzac Avenue are to have noise attenuation and security measures provided to achieve adequate amenity.

d Buildings are to create a consistent edge to the Pacific Highway, Hely Street, Margaret Street, Alison Road, and Anzac Avenue.

e In order to maintain the heritage scale of the Wyong Town Centre, a stepped setback is required for selected sites on Alison Road and the Pacific Highway in accordance with Central Coast LEP 2022. An illustration of this setback is provided below in Figure 25.

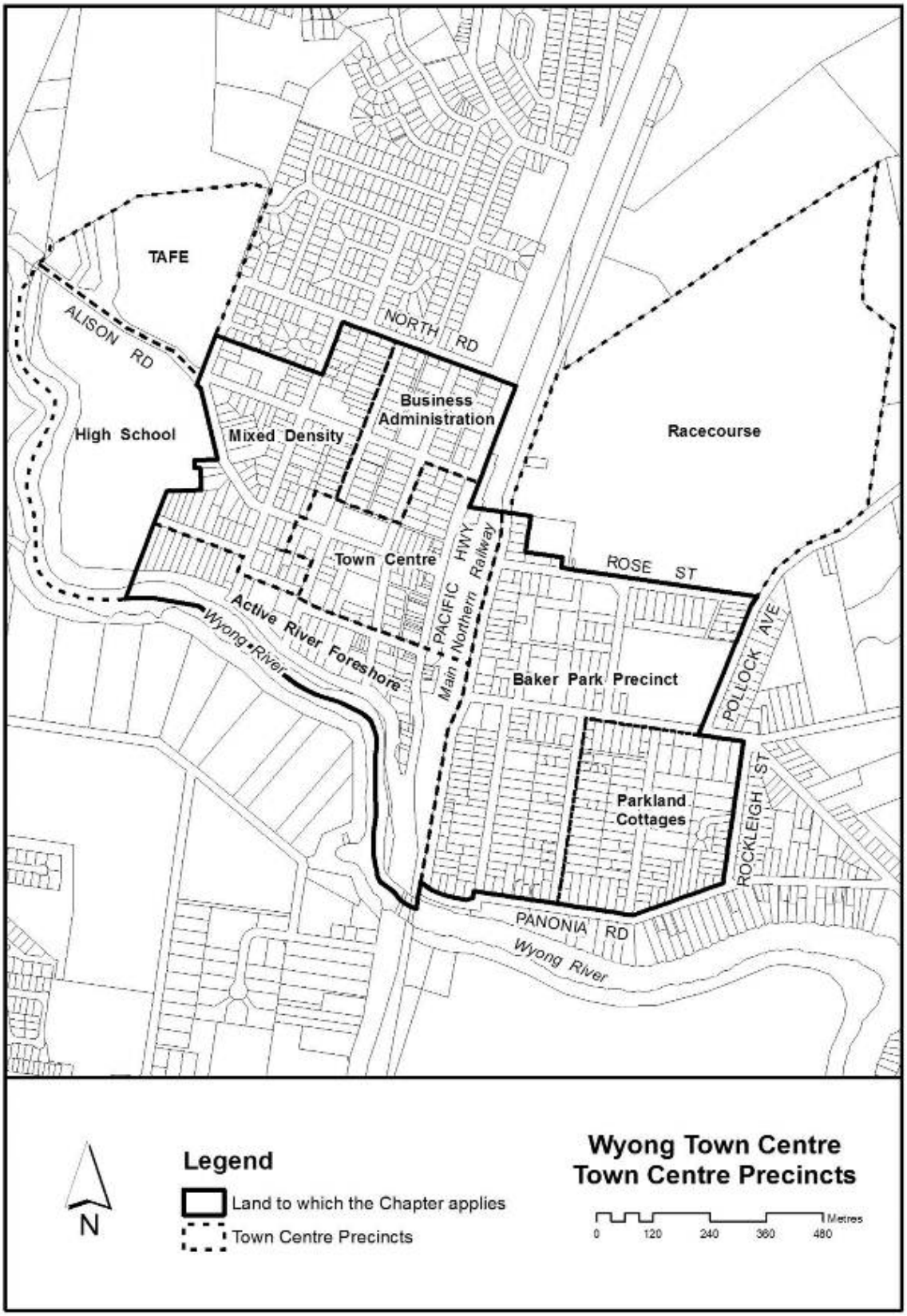


Figure 23 Wyong Town Centre Precincts

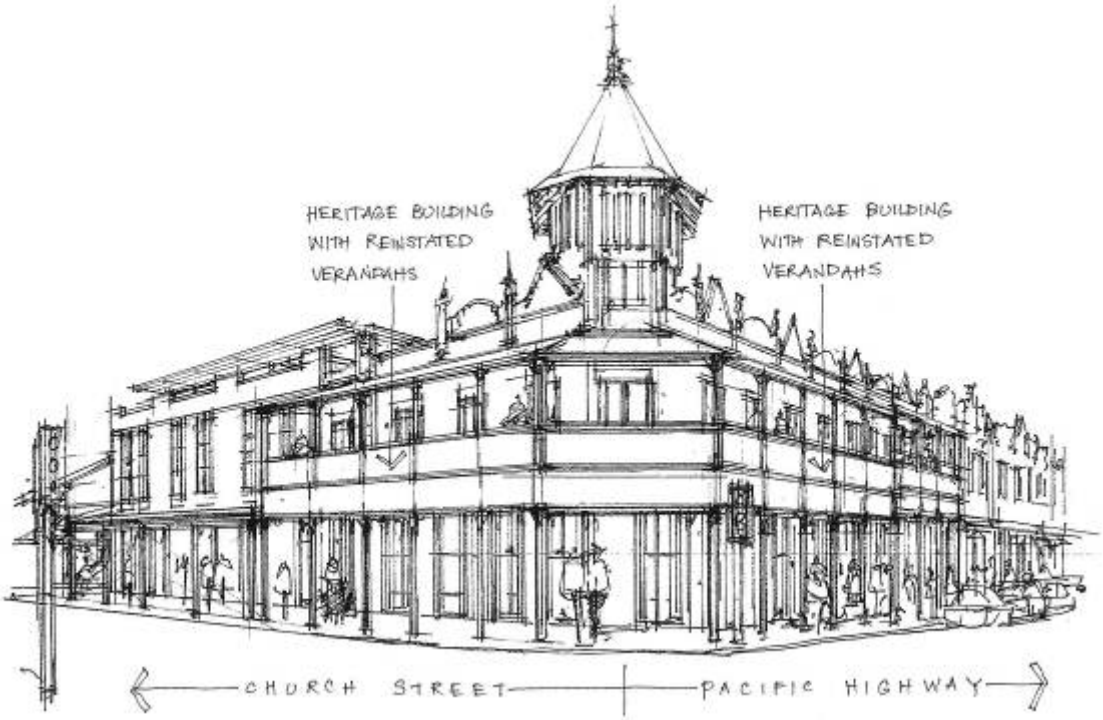


Figure 24 Example of reinstating verandahs to a heritage building to provide a continuous pedestrian awning along the Pacific Highway

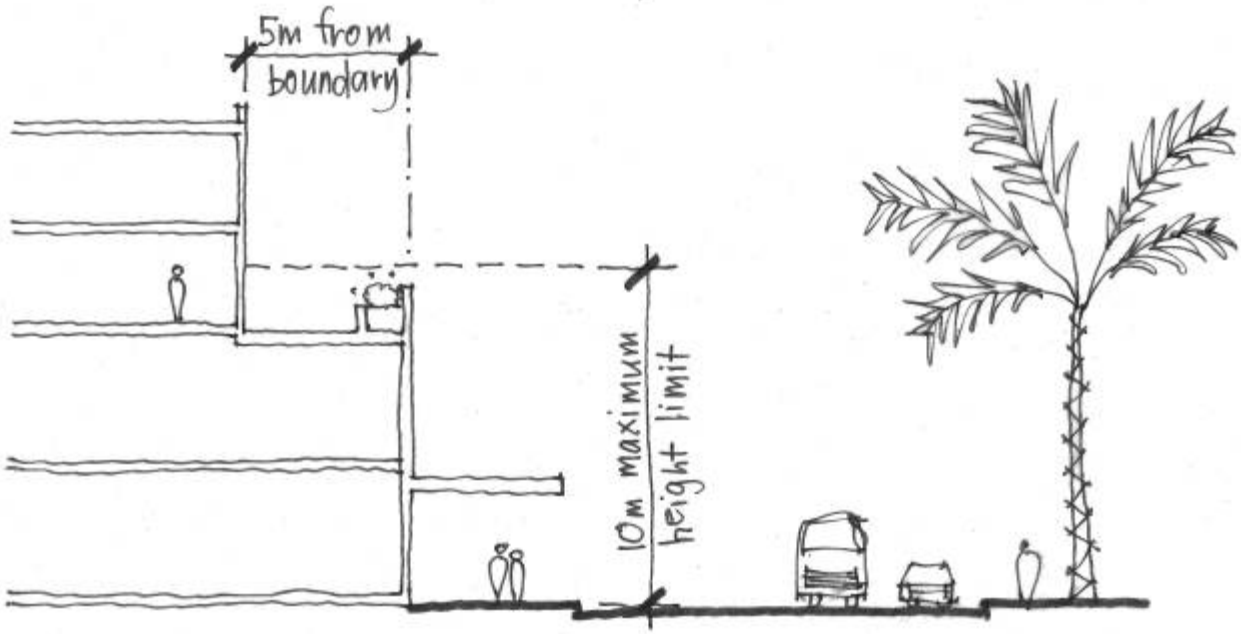


Figure 25 Heritage stepped setback

4.5.3.1.2 Business Administration

The Business / Administration precinct provides regional administrative and commercial functions. Civic functions include the Court House, Council offices, Civic Centre and Memorial Hall. This precinct has low-lying areas along an old creek line in the centre of the precinct.

REQUIREMENTS

a Extend existing streetscape improvements to reinforce the civic character of the precinct.

b Extend streetscape improvements along the Pacific Highway to upgrade the approach to the Town Centre.

c Upgrade existing laneways for pedestrian access.

d Provide connections from Hardware and Pauline Lanes to Hely and Margaret Streets adjacent to the public / special use lands.

e Buildings are to create a consistent edge to the Pacific Highway, Hely Street, Margaret Street, Anzac Avenue and North Road.

Figure 26 Example of buildings creating a consistent edge along the Pacific Highway

4.5.3.1.3 Mixed Density

This is a residential precinct predominantly comprised of detached dwellings with small areas of new medium density development consisting of single storey villa and two storey townhouses. The area is characterised by moderate to gentle slopes falling to a low-lying central zone.

REQUIREMENTS

a Buildings are to create a consistent edge to Margaret Street, Alison Road, Anzac Avenue and North Road.

b Ensure medium density buildings address the street and are not orientated to an access driveway running down a deep lot.

c Upgrade streetscapes through such measures as street tree planting and landscaped frontages to medium density residential buildings.

4.5.3.1.4 Active River Foreshore

The Active River Foreshore has a mix of commercial and retail uses along the Pacific Highway and commercial / residential areas adjacent to Wyong River.

REQUIREMENTS

a Buildings are to create a consistent edge to the Pacific Highway and Margaret Street.

b For further requirements for this precinct refer to Section 4.5.3.7 Local Area Masterplans in this Chapter.

4.5.3.1.5 Baker Park Precinct

A residential and sporting precinct incorporating extensive active recreation facilities including Baker Park oval, netball courts, tennis courts, public swimming pool, and the Wyong Racecourse.

REQUIREMENT

For requirements for this precinct refer to Section 4.5.3.7 Local Area Masterplans in this Chapter.

4.5.3.1.6 Parkland Cottages

A predominantly residential precinct comprised of single cottages as well as some single storey unit and villa developments.

REQUIREMENT

Upgrade streetscapes through such measures as street tree planting and landscaped frontages to residential buildings.

4.5.3.2 Gateways

Five (5) main 'gateway' locations to the Wyong Town Centre have been identified for special attention to establish attractive entrance features to the township. Three (3) minor entry points to the retail/commercial precinct have also been identified. Figure 27 is a map showing the sites adjacent to the 'gateways' in the Wyong Town Centre. Two of the main gateway locations are adjacent to previously identified Key Sites as indicated in Figure 32 of this Chapter.

OBJECTIVE

- To establish "gateway" locations to the Wyong Town Centre to ensure a favourable first impression which projects a sense of arrival and encourages visitors to stay and explore

REQUIREMENTS

a Development of Gateway Adjacent Sites is to be of particularly high quality to assist in creating a favourable first impression, project a sense of arrival and encourage visitors to stay and explore.

b A landscape assessment and design report prepared by a suitably qualified landscape professional is required to accompany applications for development at these critical locations. Council's Landscape Architect should be contacted to ascertain any specific landscaping requirements.

c Gateway Signage is to be located at strategic entrances, particularly those Gateways to the Town Centre. Such signage should be developed in consultation with the community.

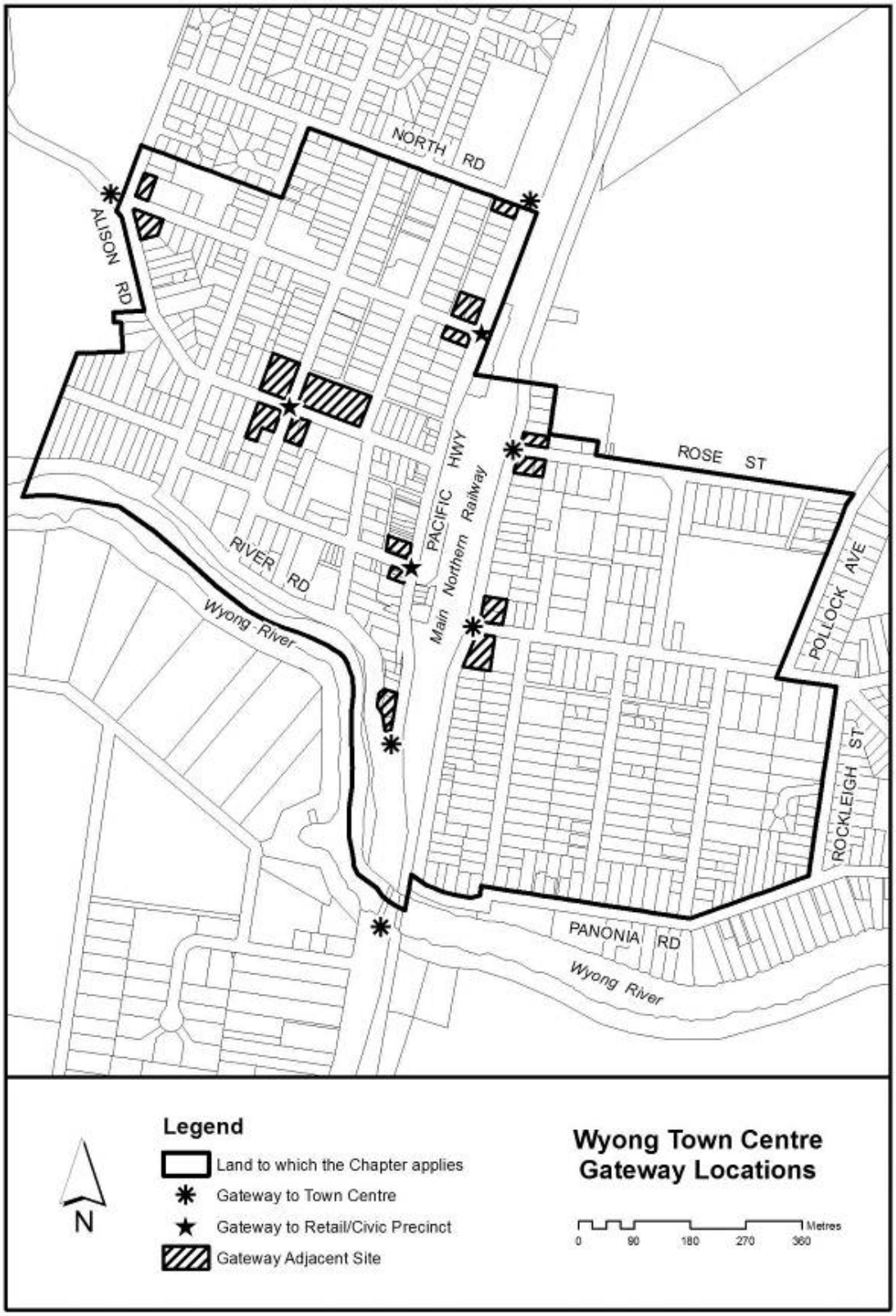


Figure 27 Map showing sites adjacent to gateways in the Wyong Town Centre

4.5.3.3 View Corridors

Looking towards The Entrance from Wyong Town Park Hill

Looking towards Chapman Hill from Wyong Town Park Hill

Looking down Hely Street from Wyong Town Park Hill

Looking towards Jilliby from Wyong Town Park Hill

Looking towards Wyong River from the Corner of Church and Margaret Streets

Looking towards Mardi from Wyong Town Park Hill

Figure 28 Examples of existing views in the Wyong Town Centre to be retained

OBJECTIVES

- To ensure that Wyong Park remains the dominant element in the townscape emphasising the hill and the landscape elements of the town
- To encourage development and allow for increased height while ensuring that existing significant view corridors are maintained

REQUIREMENTS

a View corridors are to be maintained from Town Park Hill west to Ourimbah State Forest, east and south to The Entrance, Tuggerah Lake, Long Jetty, Glenning Valley and Tumbi Umbi, north along Hely Street and north-west to Chapman's Hill.

b View corridors are to be maintained along Hely Street from Town Park Hill to Wyong Grove Primary School.

c View corridors are to be maintained across the Active River Foreshore precinct from Wyong Town Park Hill to McPhersons Road, south of Wyong River, and to Mardi and Kangy Angy Mountain.

d View corridors are to be maintained across the Baker Park precinct from Wyong Town Park Hill to Noraville and Toukley and The Entrance and Tuggerah Lake.

e Provide view corridors between buildings from Church Street to Wyong River.

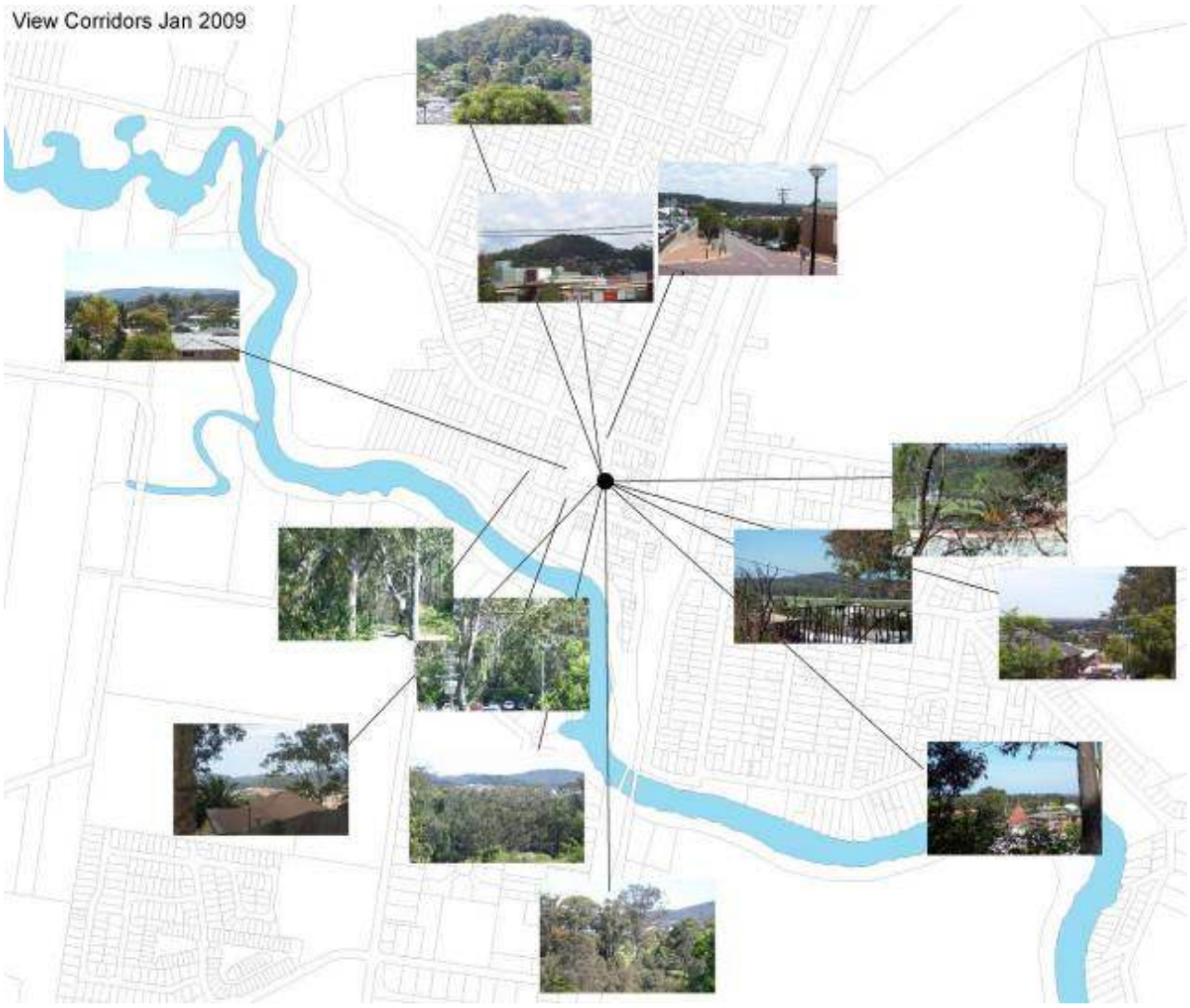


Figure 29 View corridors to be maintained in the Wyong Town Centre

4.5.3.4 Low-Lying Areas

Low-lying areas within the Wyong Town Centre may experience high ground water levels and/or potential acid sulphate soils due to the location of the town on the Wyong River.

OBJECTIVE

- To identify those sites at risk of high ground water levels, and/or potential acid sulphate soils, and assess their suitability for development

REQUIREMENT

a A geo-technical assessment is required for low-lying areas to assess the suitability of sub-strata to support development. A ground-water study is also required to be submitted for all development in these areas addressing the requirements contained in Section 5.2.5 Stormwater Management. In the Wyong Town Centre, low-lying areas are defined as those sites below 8 metres AHD and shown grey on Figure 30 below

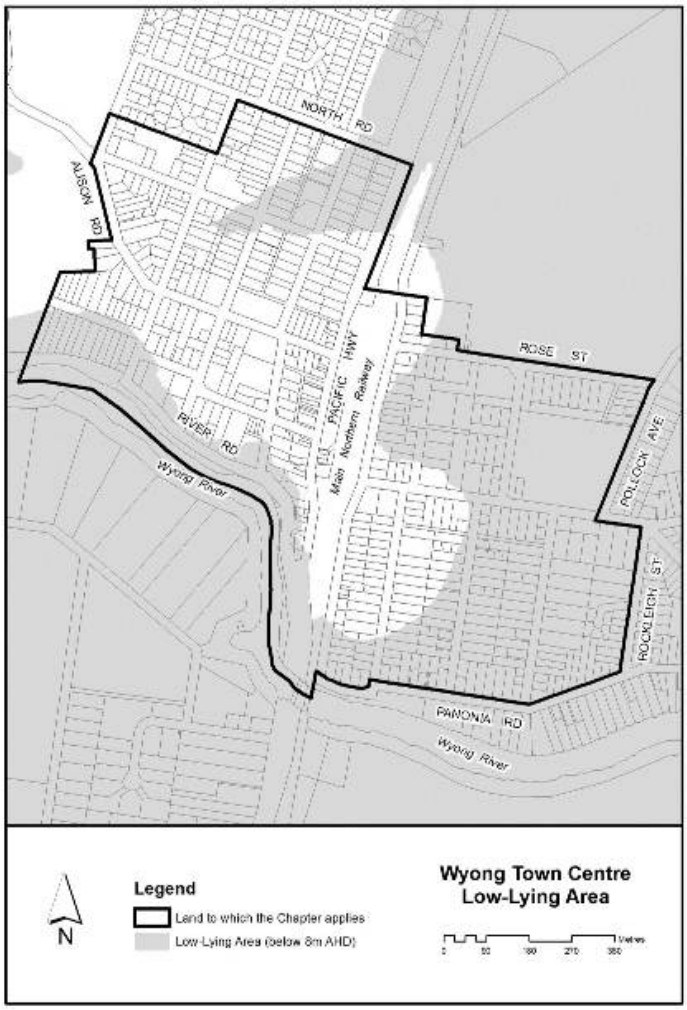


Figure 30 Map showing general location of the low-lying area (below 8m AHD)

4.5.3.5 Laneways

OBJECTIVE

- To create a pedestrian and bicycle focussed environment by enhancing or providing new pedestrian connections in the local area

REQUIREMENT

a New development on sites adjoining the laneways and pedestrian connections illustrated in Figure 31 below shall contribute to these works as directed by Council.

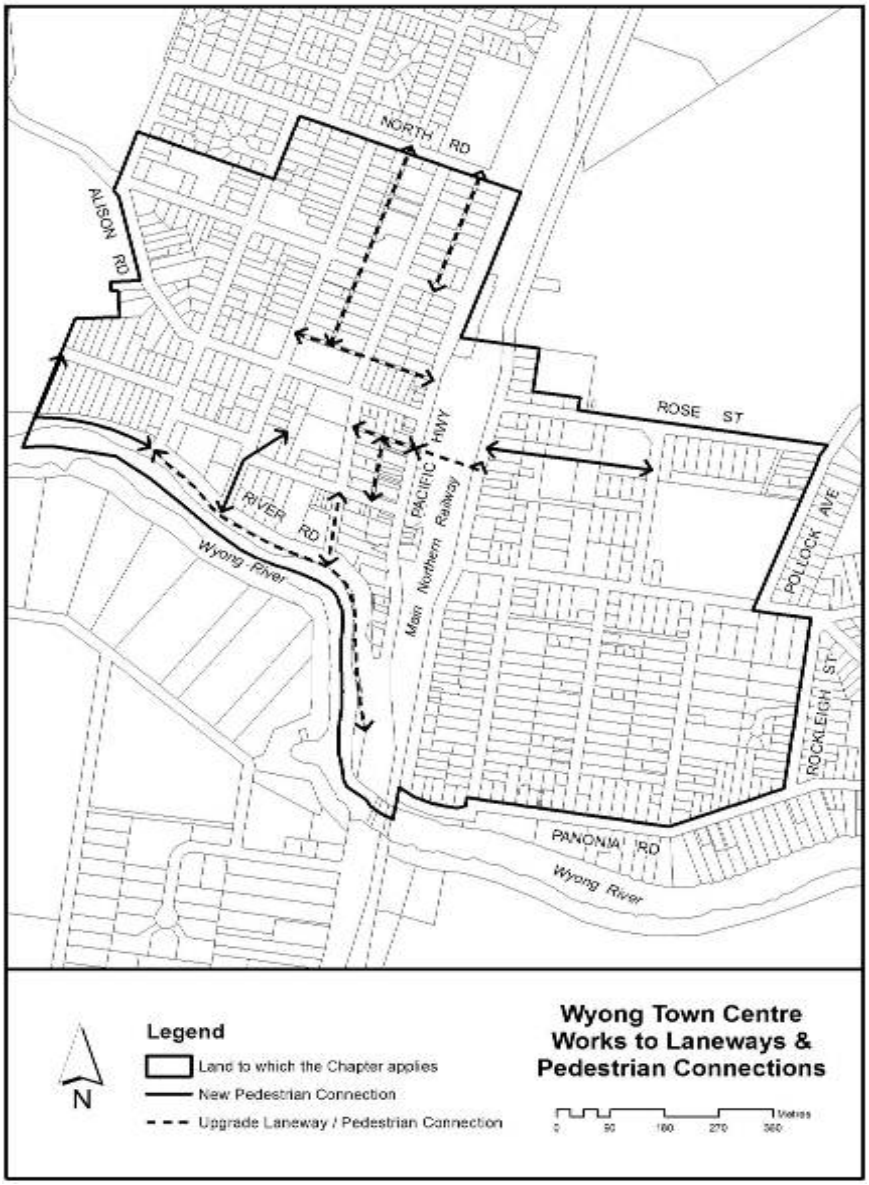


Figure 31 Map showing proposed new pedestrian connections and upgrades to laneways

4.5.3.6 Key Sites

Wyong LEP 2013 identified Key Sites that have the potential to be a catalyst for economic growth and development confidence. Several of these sites are within the Wyong Town Centre area and are identified in Figure 32. Applicants should verify the current status of the Key Sites with Council and if any sites relevant to their area have been added or subtracted.

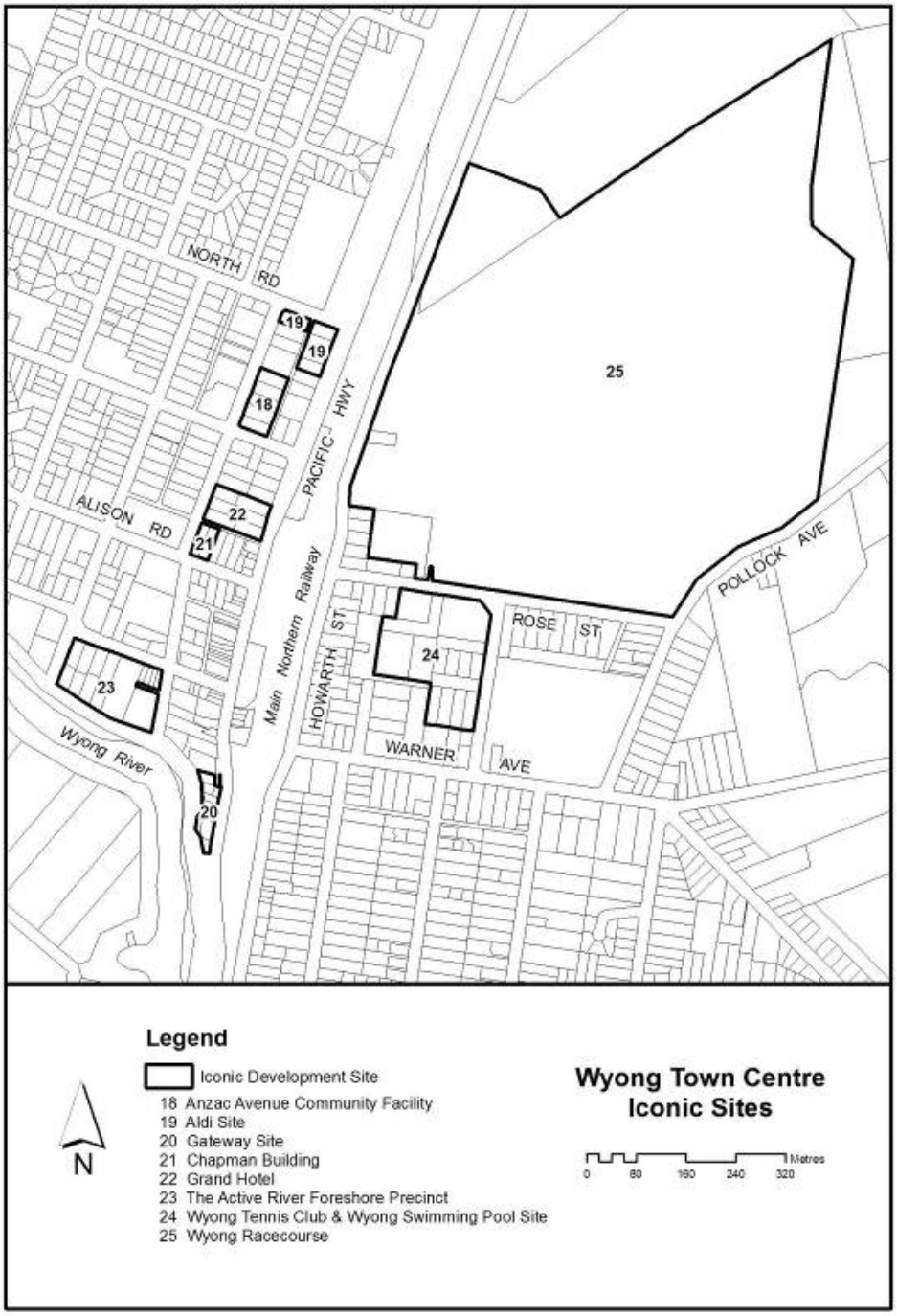


Figure 32 Map showing the location of key sites

OBJECTIVES

- To facilitate the economic growth by identifying sites within the various commercial/retail centres that would provide a significant economic benefit if they were developed to a suitable standard
- To ensure that any redevelopment of nominated Key Sites considers the existing heritage character of the Wyong Town Centre

REQUIREMENT

a For the requirements for development of Key Sites, applicants should refer to Chapter 5.49 Northern Are Key Sites where relevant.

b Figures 33 and 34 show two examples of the possible reuse and redevelopment of the Chapman Building Key Site. This site contains a heritage building fronting Alison Road that is to be considered by proponents when proposing to redevelop the subject site and other sites in this locality.

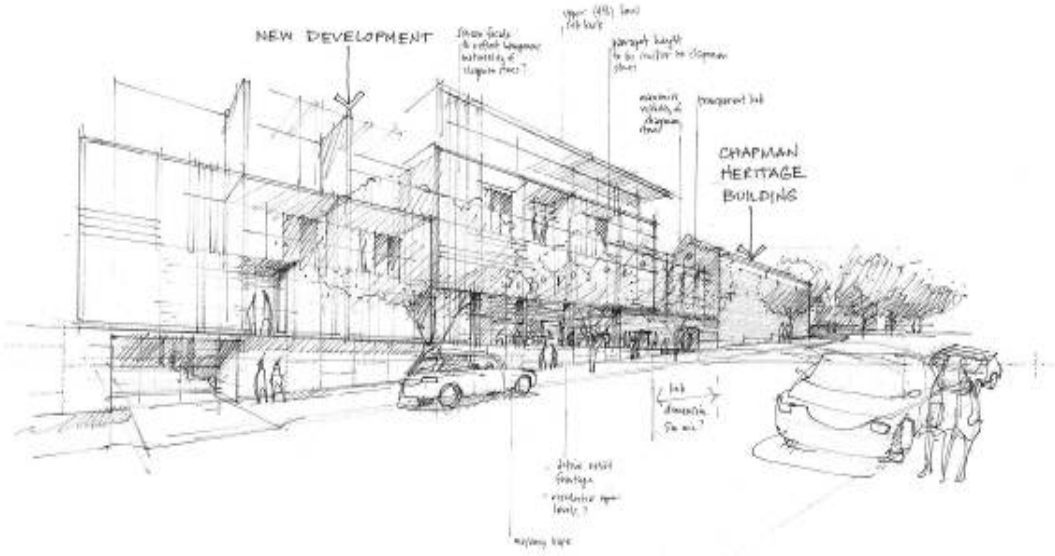


Figure 33 First example of the possible reuse and redevelopment of the Chapman Building Key Site viewed from Hely Street

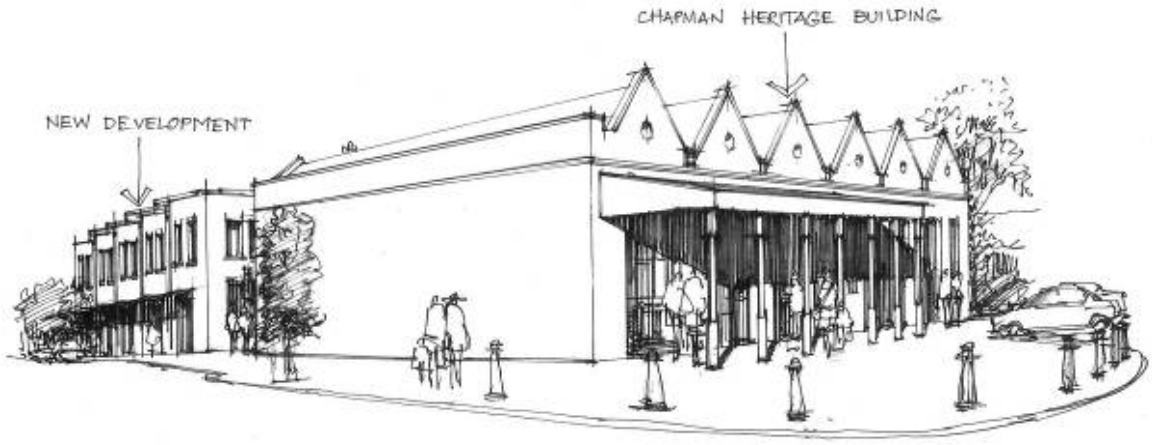


Figure 34 Second example of the possible reuse and redevelopment of the Chapman Building Key Site viewed from the corner of Hely Street and Alison Road

4.5.3.7 Local Area Masterplans

A Masterplan is a long term strategic planning document that describes visually and by narrative the desired future of an area. Masterplans seek to provide a general land use plan based upon the opportunities and constraints that exist. A Masterplan will generally focus on a smaller area and provide a higher level of detail compared to a local planning strategy, but will not provide the level of detail found in detailed design plans. They are not statutory documents but provide a detailed vision for an area which informs planning instruments such as Local Environmental Plans and Development Control Plans.

The following Local Area Masterplans apply to development within the Wyong Town Centre:

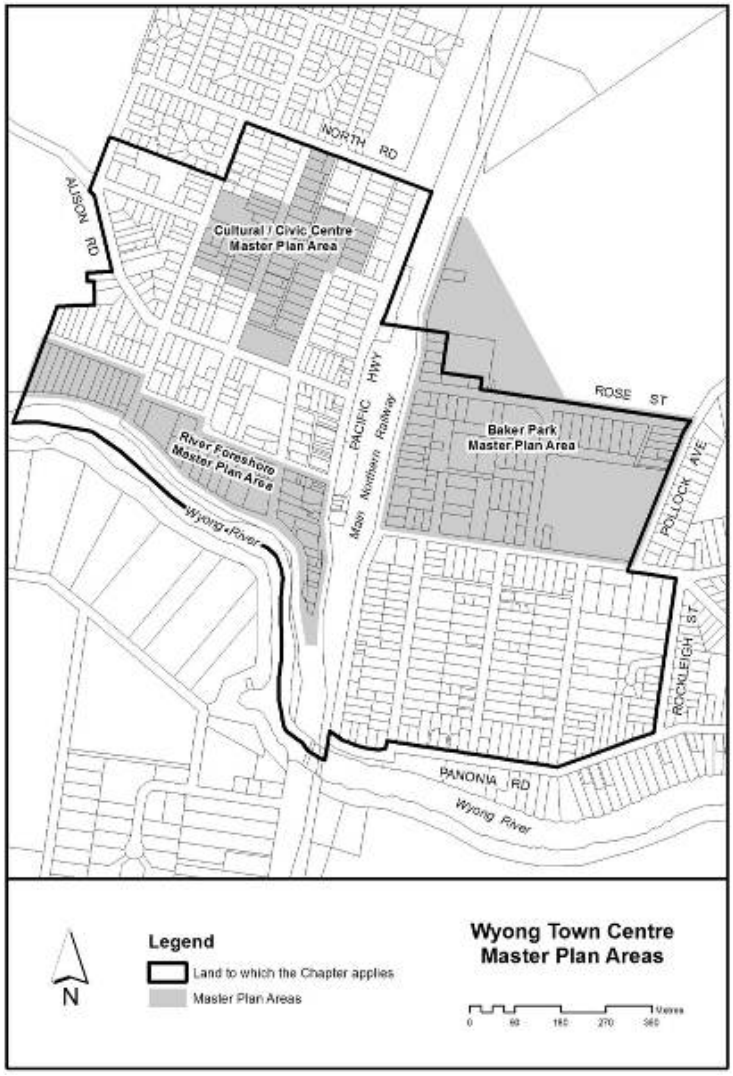
- Active River Foreshore Masterplan;
- Baker Park Masterplan; and
- Wyong Cultural and Civic Centre Masterplan
- 

Figure 35 Map showing the masterplan areas for the Baker Park, River Foreshore and Cultural / Civic Centre Areas

4.5.3.7.1 Wyong Cultural and Civic Centre Masterplan

The Wyong Cultural and Civic Precinct Masterplan forms part of the implementation program of the Wyong/Tuggerah Planning Strategy adopted in October 2007. The Masterplan seeks to provide a framework for the future cultural and civic precinct, based on a clear vision and a comprehensive set of design principles. The masterplan aims to aesthetically strengthen the area as the civic and cultural hub.

The adopted masterplan identifies particular key proposals that include significant public domain improvement works. These have been developed from the analysis of the opportunities and constraints in existence and how they could be applied. These projects include the Anzac Avenue Cultural Precinct, Frank Balance Park and also the Civic Plaza.

OBJECTIVE

To improve the urban fabric of the precinct in order to aesthetically strengthen the area as the civic and cultural hub

REQUIREMENTS

a Minimise development in the low–lying areas of Anzac Avenue to mitigate potential storm water issues.

b Development is to continue any new paving works commenced within the precinct in accordance with the principles outlined in the masterplan.

c Development on the corner of Margaret Street and Anzac Avenue shall provide public open space to enable pedestrian activity in the cultural hub.

d Development surrounding Frank Balance Park should relate to the scale of the park. Buildings should be set back from the boundary and step down towards the park.

e Development must not excessively overshadow Frank Balance Park.

f Development on sites on Anzac Avenue to the north of Frank Balance Park should have a minimum six metre setback to the boundary adjacent to Anzac Avenue.

g Development occurring immediately to the south of Frank Balance Park must visually address both the street and the park and provide passive surveillance opportunities. Long windowless or unarticulated walls will not be permitted along the park boundary.

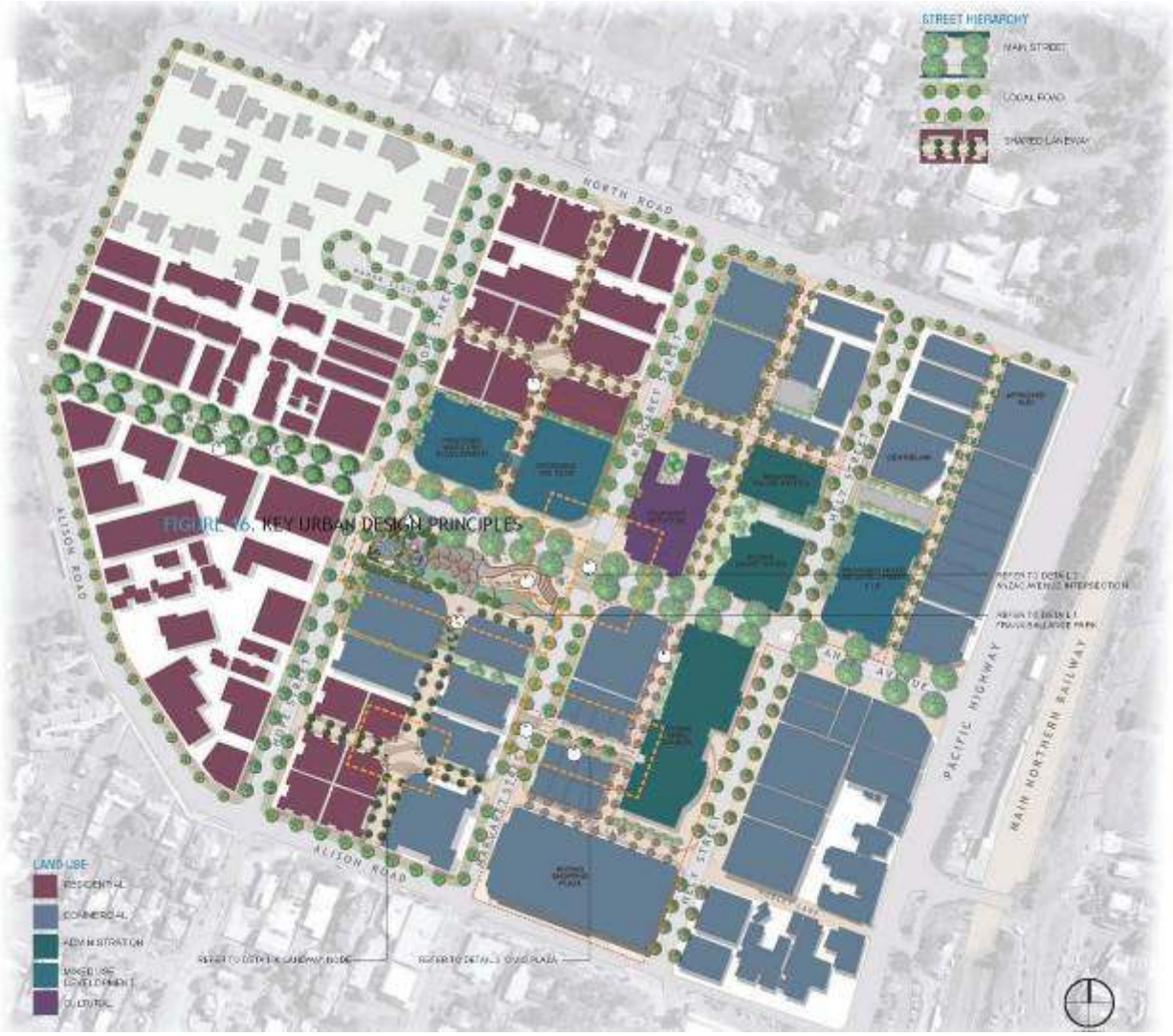


Figure 36 Wyong Cultural and Civic Centre Masterplan dated July 2011

4.5.3.7.2 Active River Foreshore Masterplan

The former Wyong Shire Council adopted the Active River Foreshore Masterplan in 2009. The intent of the Masterplan is to provide a long term vision with directions to sustainably manage the reactivation of the Wyong River Foreshore over the next 20 years. A copy of the Active River Foreshore Masterplan can be obtained by contacting Council or can be downloaded from Council's website at http://www.wyong.nsw.gov.au/building-and-development/planning-strategies/wyong-active-river-foreshore-and-baker-park-masterplans/

The Active River Foreshore Masterplan looks at reactivating the river frontage and creating a visual and physical link with the Wyong Town Centre. The focus is on residential development orientated to the river and commercial/civic development along the Pacific Highway and the Rankens Court laneway. A site plan of the preferred option for development on the Active River Foreshore precinct is provided in Figure 37. Some objectives and requirements for development in this area are also listed below.

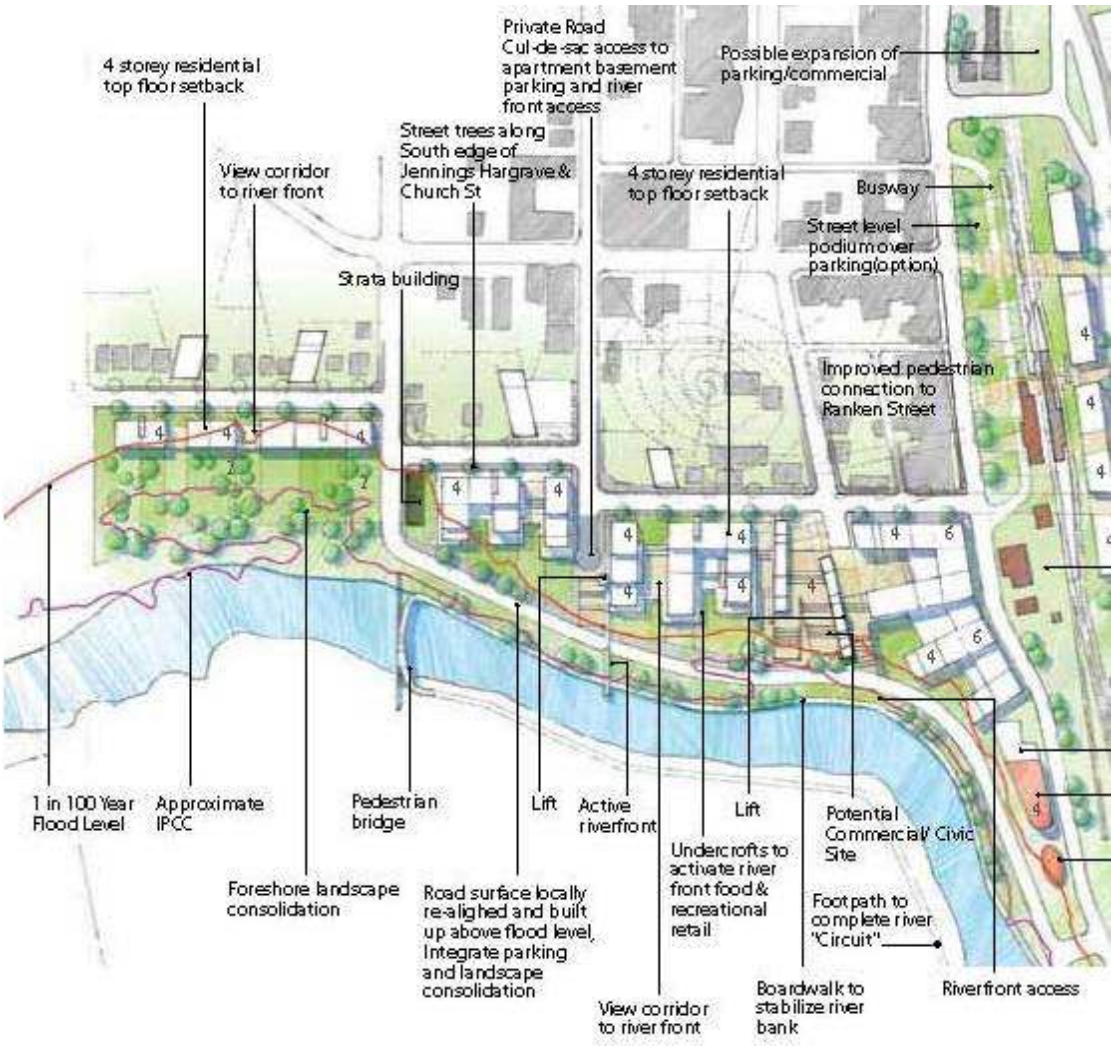


Figure 37 Site plan of the preferred masterplan option for the Active River Foreshore Area

OBJECTIVES

- To encourage amalgamation of smaller sites while retaining and promoting fine grain frontage to Hargrave Street and River Road as well as encouraging address to side access down to riverfront areas
- To activate a retail precinct to Church Street and Hargrave Street
- To allow an increase in residential uses and height in key sites where additional height can be demonstrated to have an overall positive effect upon the built form of the Precinct
- To ensure a consistent contemporary and modern architectural form and treatment
- To encourage a degree of unity in the built form through adherence to a typology that encourages a cohesive pattern with which buildings occupy the block and address the street
- To create an active frontage and definition of public domain
- To maintain and enhance where possible the amenity of the Active River Foreshore area

REQUIREMENTS

a Overland flow paths to be provided at four locations: adjacent to Hope Street, adjacent to Margaret Street, midway between Margaret Street and Rankens Court, and at the end of Rankens Court leading down to the River Foreshore.

b Development is to maintain or enhance view corridors looking towards Wyong River.

c View corridors along Rankens Court and Margaret Street are to be retained and building forms are to respond to view corridor vantage points.

d Development is to provide views between building forms and enable view sharing of the river to the south.

e Development to be elevated above the adopted flood level as per Council's requirements. Development must provide pedestrian egress to Church Street, Hargrave Street, Jennings Road or the Pacific Highway in the event of a flood.

f Development is to avoid extensively overshadowing Wyong River parkland.

g Building form and location is to minimise overshadowing of public open space, in particular along River Road. Applicants are to demonstrate the impacts of overshadowing on open space through different times of the year.

h Buildings are to formally address Church Street and River Road and provide an active frontage to both these streets.

i Buildings are to create a consistent edge and continuous awnings are to be provided along the Pacific Highway.

j Development is to activate the pedestrian connection from Rankens Court to Wyong River with retail and commercial uses. Investigate and consider opportunities to incorporate commercial activity along River Road, at street level, adjacent to the Rankens Court walkway.

k Development is to provide clear public domain areas to Rankens Court and Margaret Street and view corridors to the south looking over Wyong River.

l A continuous podium along Church Street and Hargrave Street to define the street frontage is encouraged.

m Development west of Hope Street along Jennings Road is to be lower scaled, consistent with the existing character of area.

n Differentiate and emphasise Gateway Sites through use of landmark buildings in particular at the Junction of River Road and Pacific Highway and at Rankens Court.

o Continuous awnings along Church Street and Hargrave Street should be provided.

p Housing choice and mix should be determined through consideration of the whole precinct, not just particular lots or street frontages.

q Development should provide for a mix of apartments, attached and semi-detached dwellings across the site. The housing mix should also relate to the topography of the site.

4.5.3.7.3 Baker Park Masterplan

The former Wyong Shire Council adopted the Baker Park Masterplan in 2009. The intent of the Masterplan is to provide a long term vision with directions to reinforce the role of the recreation precinct of Baker Park over the next 20 years. A copy of the Baker Park Masterplan can be obtained by contacting Council.

The Baker Park Masterplan looks at reinforcing the recreational precinct in the Wyong Town Centre. Commercial development and car parking is located to the west of Howarth Street and mixed use is encouraged to the east, and residential development surrounds the recreational facilities. There is the opportunity for northern orientation and visual links between the Town Centre and new development. A site plan of the preferred option for development in the Baker Park precinct is provided in Figure 38. Some objectives and requirements for development in this area are also listed below.

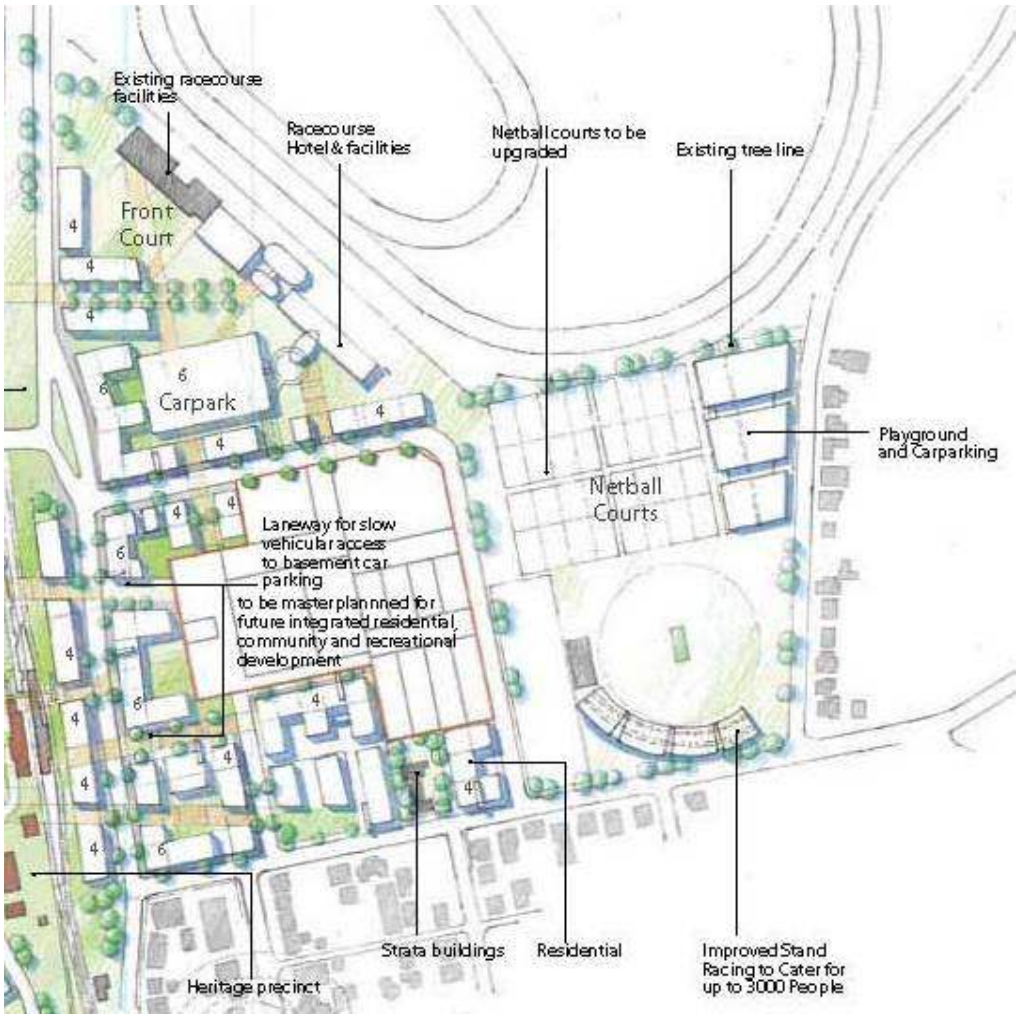


Figure 38 Site plan of the preferred masterplan option for the Baker Park Area

OBJECTIVES

- To create improved car parking opportunities that do not detract from the streetscape and quality of built form in the Precinct
- To promote the integration of basement car parking for all developable sites in particular residential apartment buildings
- To strengthen open space linkages to Wyong Town Centre by integration of open corridor extension from Alison Road over Railway Corridor through existing Tennis Courts and Wyong Pool
- To improve connectivity to Wyong Race Course at intersection with Rose Street and south to Warner Avenue
- To provide improved Open Space recreational facilities to Baker Park
- To promote the acquisition of private lots along Pollock Avenue
- To create stronger identity through built form differentiation and diversity
- To create residential opportunities through the provision of more floor space with higher density residential development ranging between four and six storeys
- To maintain and enhance where possible the amenity of the Baker Park area

REQUIREMENTS

a Maintain view corridors from the Wyong Town Centre to Baker Park Sports Fields and Wyong Pool.

b Promote view corridors to recreational open space at Baker Park Sporting Fields to the east of the site.

c Promote views looking north over Wyong Race Club.

d Maintain a view corridor from Alison Road looking east across Wyong Station to the Baker Park Precinct.

e Orientate apartment buildings to maximise northern aspect for sunlight into living areas whilst respecting the existing urban block form.

f Provide noise attenuation measures to achieve adequate amenity for lots fronting Howarth Street and the Main Northern Railway Line.

g Address the presence of existing high voltage power lines for development of lots fronting Howarth Street.

h Provide high density residential development with low level retail space at ground floor along Howarth Street on the eastern and western sides close to the railway line.

i Reinforce the existing urban grid and block structure between Warner Avenue and Rose Street.

j Ensure housing choice and mix is determined through a consideration of the whole precinct, not only particular lots or street frontages.

k Provide for a mix of apartments, and attached dwellings across the site. The housing mix should generally be promoted as having a high quality urban character.

4.5.4. CAR PARKING

The Wyong Town Centre currently has a relatively small number of public car parking areas. Most existing smaller developments provide car parking either formally or informally on-site. Some larger developments provide car parking on-site in basements and the remainder is currently taken up by on-street parking. It is envisaged that in the future, as development and demand increases, public car parking will be provided in formal parking stations. This section aims to provide guidance on car parking provisions that are unique to the Wyong Town Centre. For general car parking provisions, such as the number of required spaces, applicants should refer to Chapter 2.13: and Parking.

4.5.4.1 Public Car parking

Four sites have been identified by Council as having potential to be developed into public car parking locations. The public car parking locations are proposed to contain a mix of at-grade and multi-level car parking, and are expected to be developed as demand and development increases. The location of these sites is shown on the map at Figure 39.

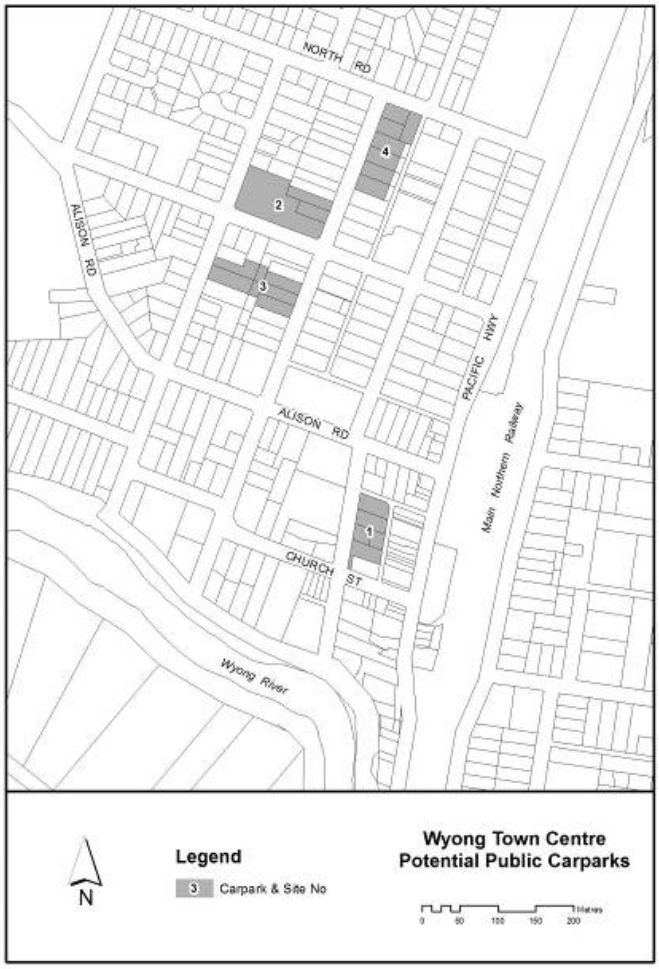


Figure 39 Wyong Town Centre potential public carpark locations

4.5.4.2 Commercial Development Car parking

OBJECTIVE

To provide provisions relating to car parking for commercial development in the Wyong Town Centre

REQUIREMENTS

a All car parking for commercial development must be provided on-site, where this is not possible, Council may accept developer contributions up to a maximum of 10% of the required car parking. Refer to the Wyong Town Centre Section 7.11 Contribution Plan for rates.

b For commercial development on sites within 400 metres of the railway station, concessions may be considered for the number of required car parking spaces if the proposal is accompanied by a Transport Management Plan. For further details of this concession refer to Chapter 2.13: Transport and Parking. This clause relates only to development on sites that have their main pedestrian entrance located within 400 metres of the railway station as shown in Figure 40 below.

c The above clause only applies to commercial development and does not apply to the residential component of mixed use development. Residential development will need to comply with the requirements of Chapter 2.13: Transport and Parking.

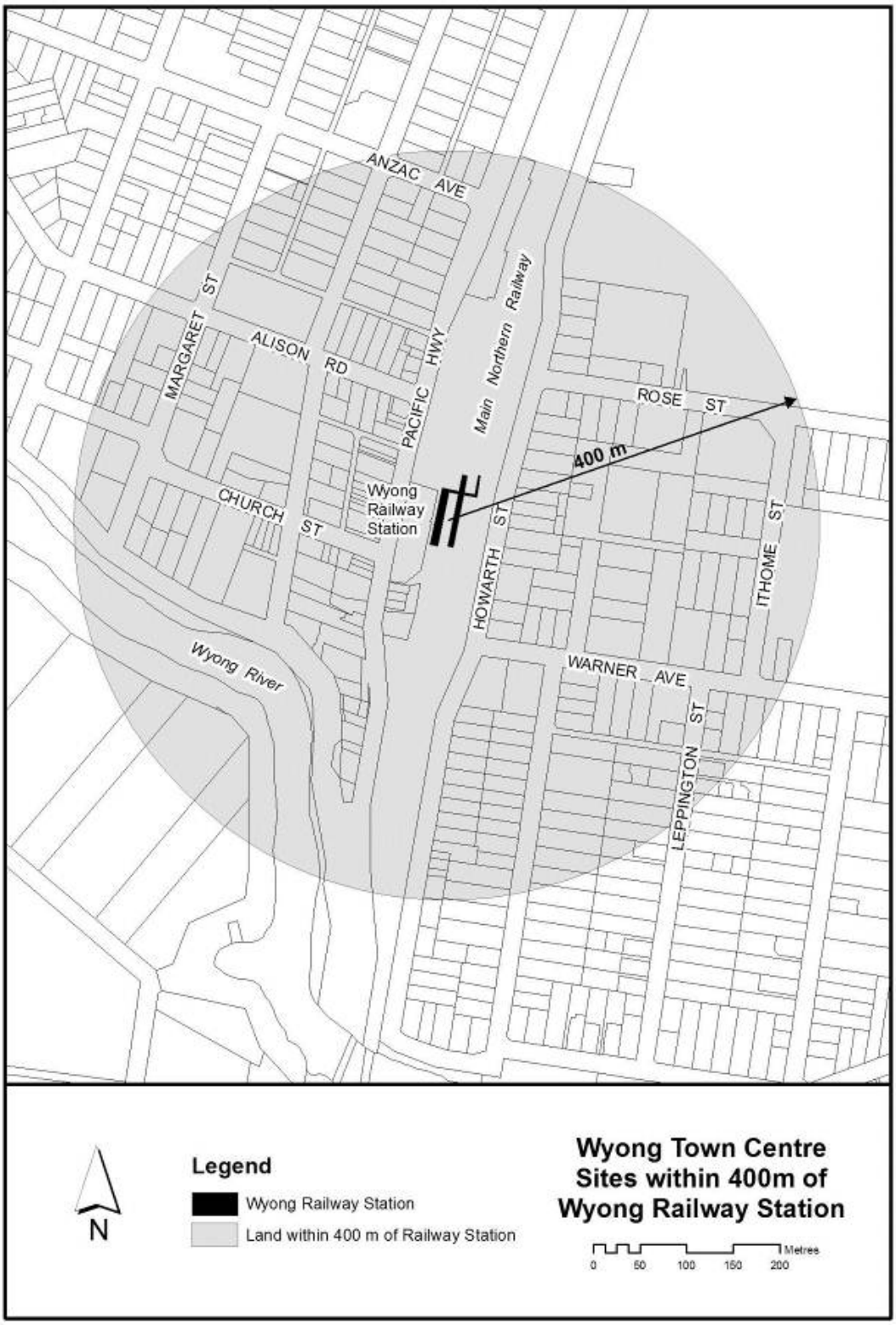


Figure 40 Sites within 400 metres of the Wyong Railway Station

4.5.4.3 Mixed Use Development Car parking

OBJECTIVE

- To provide provisions for car parking in mixed-use developments in the Wyong Town Centre

REQUIREMENTS

a For general car parking provisions for mixed-use development, refer to Chapter 2.13: Transport and Parking.

b For mixed-use developments that contain functions that are generally used at separate times, some dual use car parking spaces may be used to satisfy the number of required spaces. An example of this development type might be a mixed use development that contains offices and residential. The office parking is generally used during weekdays and the residential parking is generally used at nights and on weekends. Therefore, some spaces especially visitor spaces, could satisfy the requirements of both development types. Any application for dual use car parking spaces must be supported by a Transport Management Plan that addresses the requirements outlined in Chapter 2.13: Transport and Parking.

c Use security gates to all entrances to private areas, such as underground car parks and internal courtyards.

4.5.4.4 Basement Exclusion Zone

In most parts of the Wyong Town Centre, basement car parking is encouraged to improve the visual amenity of the streetscape. However, some areas of the town centre are unsuitable for basement car parking due to localised stormwater and drainage issues.

OBJECTIVE

- To exclude basement car parking on sites with localised stormwater and drainage issues

REQUIREMENT

Basement car parking is prohibited for developments on those sites located on Hardware Lane and shown on Figure 41.

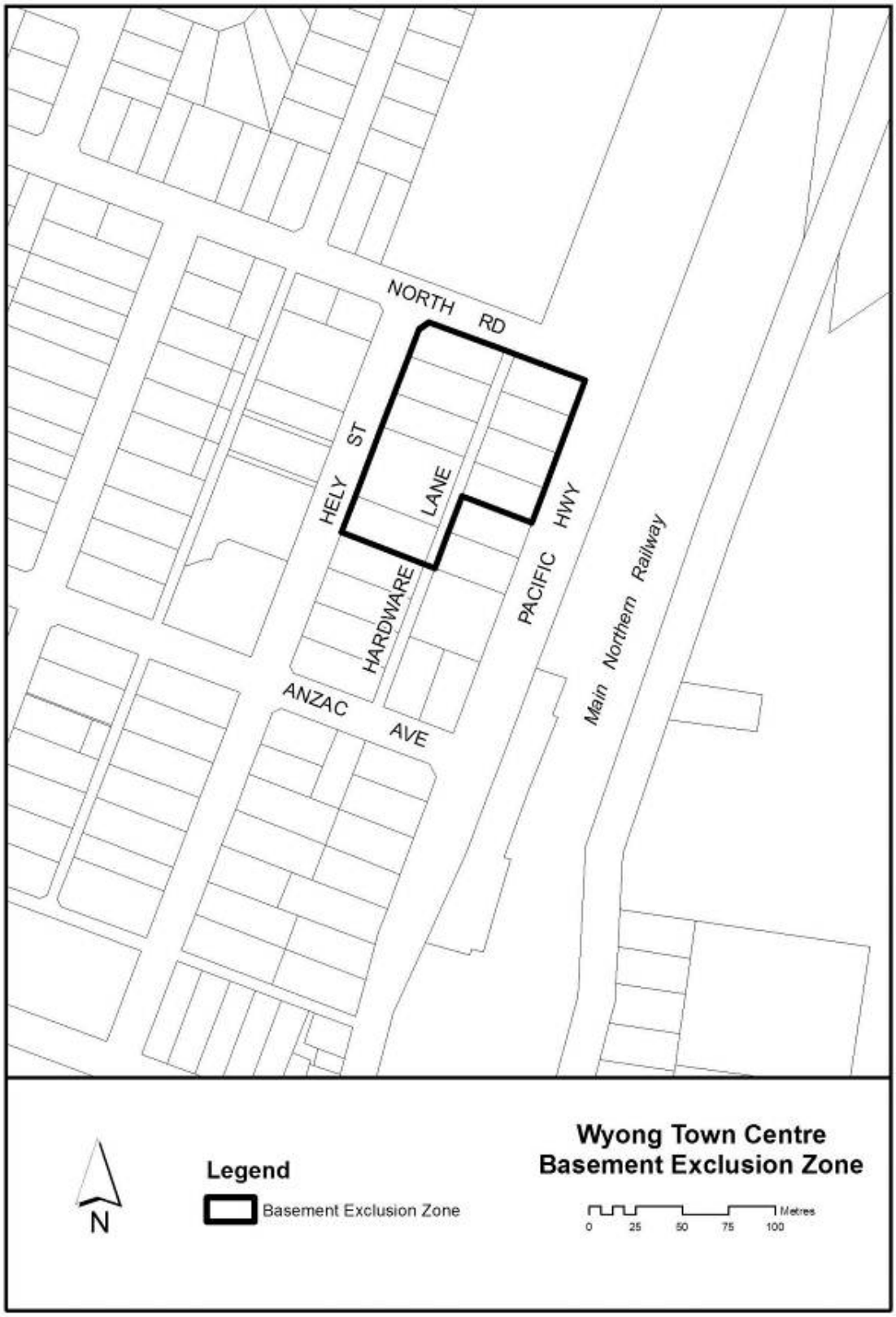


Figure 41 Wyong Town Centre basement exclusion zone

4.5.4.5 Rear Service Lane

In the Wyong Town Centre, there are several sites with frontage to the Pacific Highway and River Road. Some of these sites require vehicular access via the creation of a rear service lane off River Road. Part of this service lane has been constructed, however the remainder of the lane will need to be finalised.

OBJECTIVE

To complete the formalisation of a rear service access lane to those properties situated between the River Road reserve and the Pacific Highway. A photo of the formed and unformed parts of the rear service lane is shown below in Figure 42

Figure 42 Formed and unformed sections of the rear service lane

REQUIREMENTS

a Upon development of Lot B DP 308296, identified in Figure 43, Council will require the construction of a rear service lane in accordance with Council's Civil Works Specifications.

b Prior to determination of applications on Lot B DP 308296, Council will require a transfer in fee simple to Council of the land required for the rear service laneway at no cost to Council.

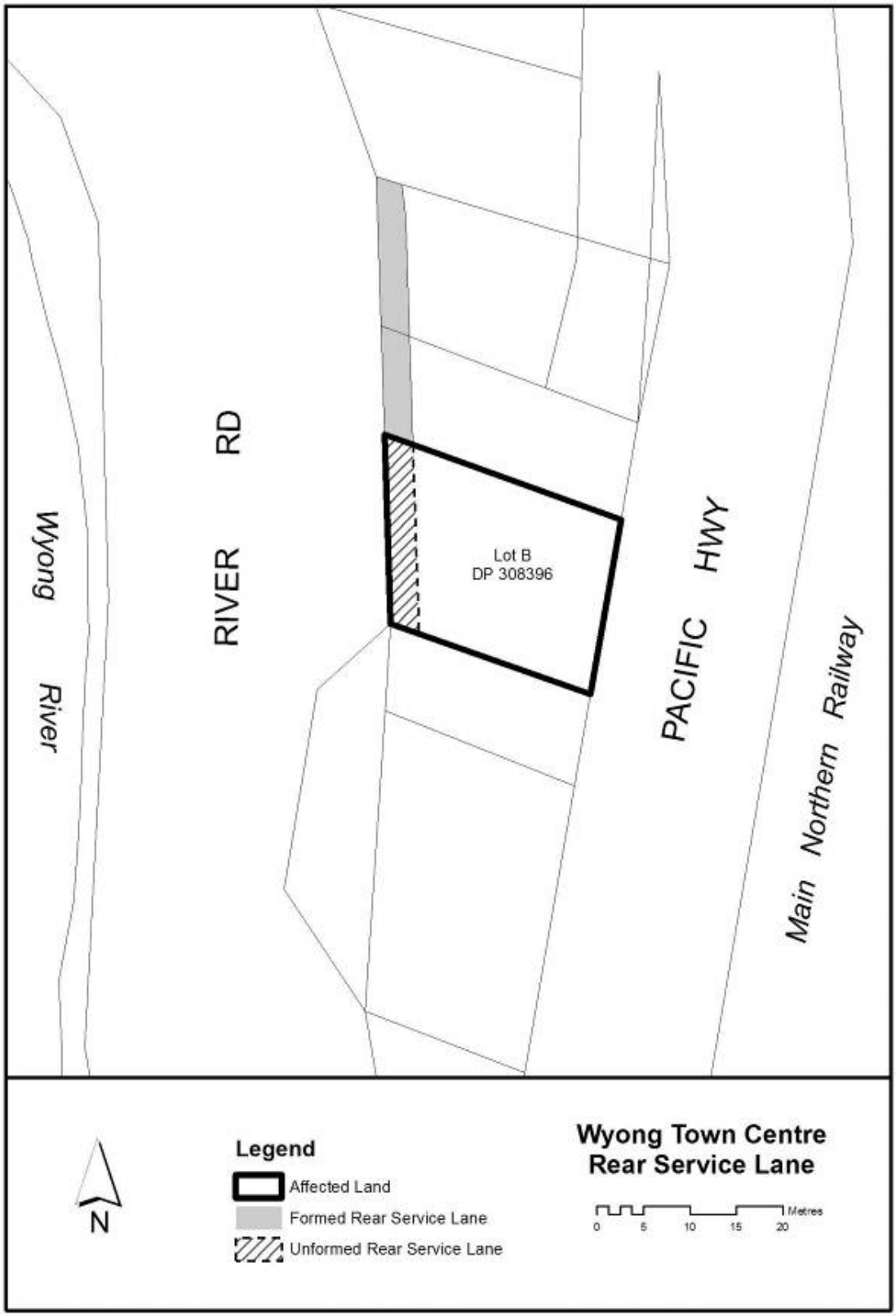


Figure 43 Rear service lane

4.5.5 MIXED-USE AND COMMERCIAL DEVELOPMENT

This section provides provisions for mixed-use and commercial development in the Wyong Town Centre. Commercial development is development that is used for business or commercial purposes. Mixed-use development is development that has a mix of uses on the one site and generally involves some combination of commercial space combined with residential units in an urban area. Mixed-use development can range from smaller scale "shop-top housing" to larger scale developments with shopping centres and apartment towers. For residential only development refer to the relevant Chapters within this DCP.

4.5.5.1 Scale

This section provides provisions for the scale of mixed-use and commercial development. For more scale provisions relating to zoning, height, bonuses and FSR in the Wyong Town Centre refer to the Central Coast LEP 2022.

4.5.5.1.1 Setbacks

OBJECTIVE

- To allow reduced building setbacks in urban areas for mixed-use and commercial development, and to avoid excessive overshadowing of neighbouring sites

REQUIREMENTS

a For commercial development in B3 Commercial Core and B4 Mixed Use zones, zero building setbacks to all boundaries are generally permitted except where a heritage setback is required or the development could cause excessive overshadowing to public places. Refer to Section 4.5.2.2.5 – Heritage Setbacks of this Chapter for requirements relating to setbacks of new development adjacent to heritage items.

b For mixed-use development in B3 Commercial Core and B4 Mixed Use zones, zero building setbacks for the first two storeys are generally permitted except where a heritage setback is required or the development could cause excessive overshadowing to public places.

c For mixed-use development above two storeys, a zero front boundary setback is permitted except where a heritage setback is required. A zero side setback is permitted for the front 50% of the side boundary above two storeys. For the rear 50% of any side boundary above two storeys and for any rear boundary above two storeys, the building line requirements of Chapter 2.3: Residential Flat Buildings and Shop-Top Housing will apply.

d For lots with a double frontage, at least 50% of the site must adhere to the minimum setback requirements of Chapter 2.3.

e The above setbacks are minimum requirements. Floor space ratio limits and other factors will have an additional effect on the possible building envelope achievable.

For example, six-storey mixed-use development is permitted to have zero building setback to all boundaries for the first two storeys. The upper storeys are residential and so a zero front boundary setback is permitted except where a heritage setback is required. Zero side boundary setbacks are permitted for the upper storeys for the first 50% of the side boundary except where a heritage setback is required. A 6 metre side setback is required for the rear 50% of the side boundary of the third and fourth storeys. A 9 metre side setback is required for the rear 50% of the side boundary of the fifth and sixth storeys. Finally a 6 metre rear setback is required for the third and fourth storeys, and a 9 metre rear setback is required for the fifth and sixth storeys of residential in accordance with the Building Setbacks section of Chapter 2.3: Residential Flat Buildings and Shop-Top Housing

The example above is illustrated in Figure 44 below.

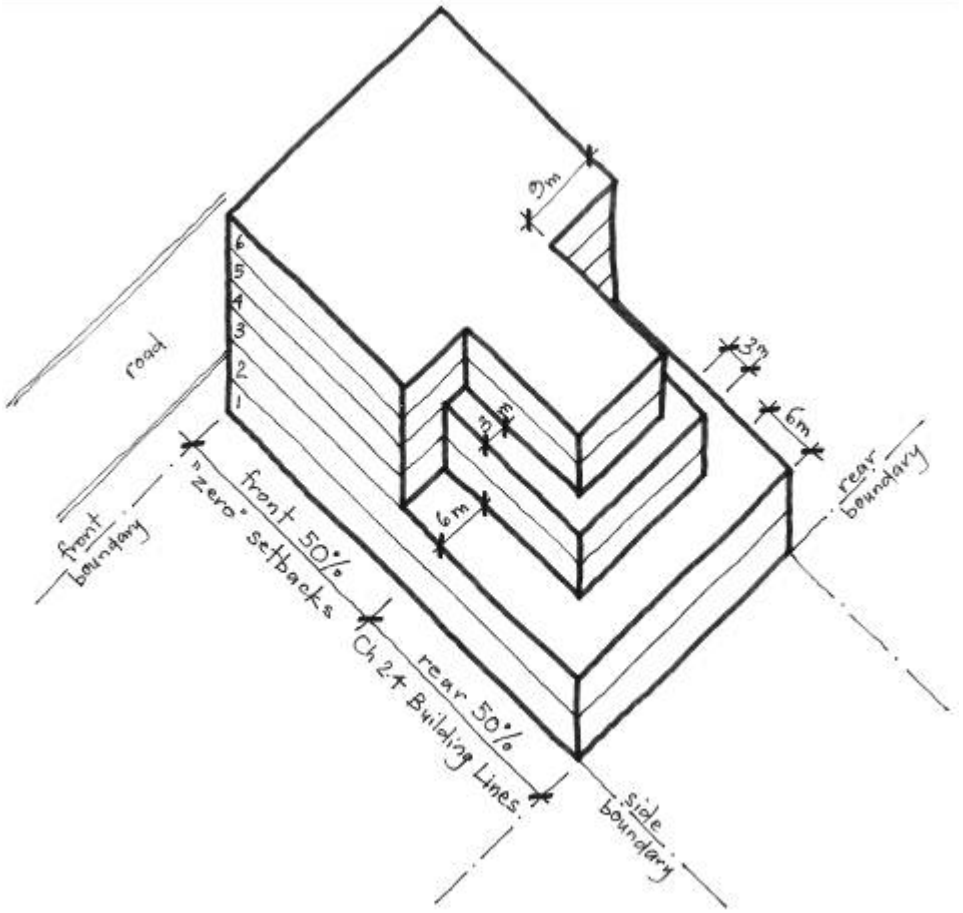


Figure 44 Example of setback requirements for a mixed use development or shop top housing above two storeys

f For building setbacks on corner blocks the front boundary is generally taken to be the street boundary that is shorter in length of the two street boundaries and/or that is facing the principal street.

g For mixed-use and commercial development with zero setbacks to boundaries, Council requires facades to be articulated in length and height. This clause particularly applies to those facades facing streets or laneways. Monotonous and unbroken lengths of wall exceeding 10 metres and two storeys in height will not be permitted. Textured facades or a mix of materials is encouraged. For development over two storeys, physical design elements shall be used to provide visual interest and articulation to the building. These can include balconies, screens, awnings, projecting windows, recessed entrances, and wall offsets.

h Note that on some lots fronting the Pacific Highway and Alison Road, a heritage height limit of 10 metres applies for the first 5m from the boundary addressing these roads. This applies to all types of development as required in the Central Coast LEP 2022.

4.5.5.1.2 Floor to Floor Heights

For economic reasons, most development is designed to the minimum requirements for a particular scheme. In commercial buildings floor to floor heights are generally required to be greater than in residential buildings. This means that in the future, commercial buildings can be converted to residential but the reverse is not always possible. This section aims to provide some guidance for appropriate floor to floor heights to allow buildings to be flexible.

OBJECTIVE

- To set minimum floor to floor heights for mixed-use and commercial development

REQUIREMENTS

a Mixed-use and commercial buildings are required to have a minimum floor to floor height of 3.6 metres for the ground floor and second storey, whether the use be retail, commercial or residential.

b Car parking and residential levels of a commercial or mixed-use development are required to have a minimum floor to floor height of 3.0 metres.

4.5.5.2 Building Design

4.5.5.2.1 Corner Sites

Corner sites are particularly suited to commercial and mixed-use development. Their two street frontages provide more potential exposure for ground floor retail development. They have access to daylight and views from two sides which provides greater amenity for apartments. Their address to two streets also means there is more opportunity for dual entrances, or to differentiate between entrances like pedestrian and vehicular.

OBJECTIVE

- To ensure that commercial and mixed-use development on corner sites are articulated appropriately considering the highly visible position

REQUIREMENT

Corner buildings must address both streets and should provide some architectural distinction on the corner.

4.5.5.2.1 Streetscape

OBJECTIVE

- To ensure that the appearance of the development is in keeping with the surrounding streetscape in mixed-use and commercial development

REQUIREMENTS

a Mixed-use development must be in keeping with the existing heritage and administrative character of the Wyong Town Centre. The ground floor of any mixed-use development facing the street must be retail or commercial development. The second storey of any mixed-use development should be retail or commercial or able to be adapted to retail or commercial by complying with the minimum floor to floor heights provided in Section 4.5.5.1.2 above.

b Entry doors are to be clearly visible from the street and recessed or covered to provide weather protection.

4.5.5.2.2 Pedestrian Access

OBJECTIVE

- To ensure that pedestrian access in mixed-use and commercial development is of a high standard

REQUIREMENTS

a In mixed-use development, each vertical use must have a distinct and separate pedestrian entrance from the ground floor use. For example, residential development on the second storey must have a ground floor pedestrian entrance that is separate from the commercial or retail development that is also on the ground floor.

b Locate all entrances directly off the public street, ensuring adequate lighting and good surveillance from the surrounding area.

c Entry doors are to be clearly visible from the street and recessed or covered to provide weather protection.

4.5.5.2.3 Car parking

General car parking provisions that apply in the Wyong Town Centre are contained in Section 4.5.4.0 Car parking of this Chapter. For parking rates refer to Chapter 2.13: Transport and Parking.

4.5.5.2.4 Sustainability

Mixed use and commercial development are required to have regard for sustainable design principles. Commercial development is currently required to comply with Part J of the *Building Code of Australia*. Residential components of mixed-use development are currently required to obtain a BASIX certificate. The commercial component of mixed-use development is also subject to Part J of the *Building Code of Australia*.

4.5.5.2.5 Stormwater Management

This section provides provisions on stormwater management for mixed-use and commercial development.

OBJECTIVE

- To ensure that land can be adequately drained, and that the development does not result in any impact, including any cumulative impact, to drainage or flooding elsewhere

REQUIREMENTS

a A stormwater management plan is to be submitted with the development application, incorporating one of the following:

  i the provision of on-site stormwater detention with delayed release into the stormwater system; or

  ii site design to minimise impervious areas and maximise on-site infiltration so increased run-off does not reach the stormwater system; or

  iii a combination of both; due consideration will be given to the location of the development and the impacts a detention system will have on the drainage catchment.

b Site works are not to obstruct or divert overland flows from upstream properties.

c All excess stormwater runoff from roof and paved areas shall be directed into inter-allotment or street stormwater drainage systems.

d Where possible, use vegetated buffers to treat and minimise stormwater runoff from parking areas and streets.

e Where easements over downstream properties are required, evidence of agreement with the relevant property owners is to be submitted with the development application.

f For developments incorporating basement car parking in low-lying areas as identified in Section 4.5.3.5 Low-lying Areas in this Chapter, a groundwater study is to be submitted, addressing the following:

  i draw down effects;

  ii potential for water mounding;

  iii Acid Sulphate Soils;

  iv water quality;

  v impacts on the proposed development and on adjoining properties;

  vi construction methodology.

4.5.5.2.6 Waste Management

The garbage and recycling systems installed in commercial developments will vary depending on the types and quantities of waste and recyclables generated. In mixed-use developments, there are often operational problems caused by commercial and residential tenants using each other's garbage and recycling systems. The areas set aside for waste management in commercial and mixed-use development need to be carefully designed to allow for flexibility with the use of the building, and to provide separate waste areas that can be maintained by the individual user groups or tenants.

OBJECTIVES

- To avoid the generation of waste through design, material selection and building practices
- To plan for the types, amount and disposal of waste to be generated during demolition, excavation and construction of development
- To encourage waste minimisation, including material separation, reuse and recycling
- To ensure efficient storage and collection of waste and quality design of facilities

REQUIREMENTS

a Development applications shall include details of an appropriate means of waste disposal, demonstrating compliance with Chapter 2.13: Waste Management, Council's 'Waste Management Guidelines', as well as the requirements of this Chapter.

b Waste management systems for the residential component of mixed-use development are to be provided in accordance with the provisions contained in Chapter 2.3: Residential Flat Buildings and Shop-Top Housing.

c Waste management systems for the commercial component of mixed-use development and for commercial only development is to be provided in accordance with the provisions contained in Council's Waste Management Guidelines that accompany Chapter 2.13: Waste Management.

d Waste management areas for commercial and residential tenants are to be separated in mixed-use development.

e Regardless of which waste management system is proposed, it is important to establish and assign responsibility for the following ongoing management tasks.

  i transporting bins between the storage area and collection point on collection day and returning bins promptly to the storage area following collection:

  ii washing the bins and the storage area regularly;

  iii monitoring and maintaining the chute system, where proposed;

  iv maintaining the development free of litter and dumped rubbish; and

  v ensuring communication of waste management issues to residents;

f ongoing management must be addressed in the Waste Management Plan submitted with the development application.

4.5.5.3 Solar Access and Overshadowing

Solar access and overshadowing can present more problems in the Wyong Town Centre due to the east-west orientation of many of the lots. Accordingly, special provisions for mixed-use and commercial buildings have been developed to offer some concessions for solar access in accordance with the Apartment Design Guide (ADG) while also preventing excessive overshadowing to sites to the south of proposed development. These provisions are particularly critical to enable successful mixed-use development in the town centre.

OBJECTIVES

- To provide special provisions for mixed-use and commercial development in the Wyong Town Centre to prevent excessive overshadowing
- To provide some concessions for solar access in mixed-use development appropriate to urban areas and in accordance with the ADG
- To provide adequate natural lighting and minimise the need for artificial lighting during daylight hours

REQUIREMENTS

a In accordance with recommendations for residential (and mixed-use) development contained in the ADG for Daylight Access: Living rooms and private open spaces for at least 70% of apartments in a development should receive a minimum of 3 hours direct sunlight between 9.00am and 3.00pm in mid-winter.

b Also in accordance with the ADG: Limit the number of single-aspect apartments with a southerly aspect (SW-SE) to a maximum of 10% of the total units proposed. Developments which seek to vary from the minimum standards must demonstrate how site constraints and orientation prohibit the achievement of these standards and how energy efficiency is addressed.

c Commercial and mixed-use development shall provide setbacks to boundaries to enable solar access in accordance with Section 4.5.5.1.1 Setbacks of this Chapter. In addition to providing setbacks, overshadowing of adjacent sites can be reduced by allowing some separation or modulation of buildings. Building modulation can occur by stepping the façade in plan and by varying the building in height. The diagram shows the effects of building modulation on overshadowing.

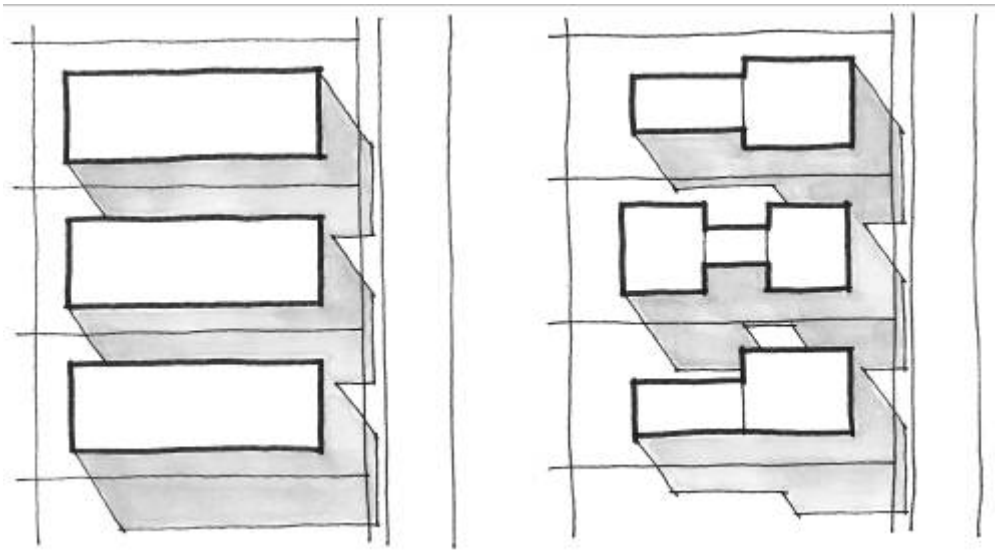


Figure 45 Effects of Building Modulation on Overshadowing

d Developments of two storeys height and above shall provide shadow diagrams based on a survey of the site and adjoining development, showing shadow casting at 9.00am, 12.00noon and 3.00pm on June 21 (winter solstice). The shadow diagrams must show the impact on the proposed development and surrounding areas of the shadows cast by the proposed development, and the surrounding existing development, the area's natural topography, fencing, and any cut and fill.

e In assessing the impact of shadow on an adjoining property, Council shall have regard for the standards stated above in Section 4.5.5.3 Solar Access and Overshadowing of this Chapter and also for the setback requirements for the particular development type.

f Where a development does not comply with the required solar access requirements under s.4.5.5.3, additional information in the form of elevational shadow diagrams shall be submitted to show the impact of the shadowing on affected properties.

4.5.5.4 Amenity

Good design provides amenity through the physical, spatial and environmental quality of a development. Optimising amenity requires appropriate room dimensions and shapes, access to sunlight, natural ventilation, visual and acoustic privacy, storage, indoor and outdoor space, efficient layouts and service areas, outlook and ease of access for all age groups and degrees of mobility.

4.5.5.4.1 Private and Communal Open Space

The requirements for private and communal open space in mixed-use development are provided in Chapter 2.3.

4.5.5.4.2 Acoustic Privacy

OBJECTIVE

- To avoid potential conflict between different uses by designing for acoustic privacy between residential and other uses in mixed-use development

REQUIREMENTS

a Separate residential uses from ground floor leisure or retail uses by an intermediate quiet use, such as offices. Alternatively, provide increased acoustic insulation between residential and those uses that are likely to generate noise.

b Design for acoustic privacy from the beginning of a project to avoid potential conflicts between residential and other uses. For example, noise associated with plant such as air conditioning or extractor fans should be contained within an acoustically insulated part of the development or located away from residential uses. These items should not be an add-on solution to roofs that are beneath residential balconies and units.

c Pedestrian entrances and exits, and roller doors for vehicles, should not be located near the bedrooms of residences.

4.5.5.4.3 Visual Privacy

OBJECTIVE

- To ensure visual privacy between different uses in mixed-use development

REQUIREMENTS

a Buildings are to be sited and designed to ensure visual privacy between dwellings.

b Effective location of windows and balconies to avoid overlooking is preferred to the use of screening devices, high sills or obscured glass.

4.5.5.5 Landscape Design

This part provides provisions for landscape design that are relevant to mixed-use and commercial development. For general landscape design provisions relating to the Wyong Town Centre refer to Section 4.5.2.4 Landscape Design of this Chapter.

OBJECTIVE

- To ensure appropriate landscape design is provided for in mixed-use and commercial development

REQUIREMENTS

4.5.5.5.1 Planting on Structures

A common scenario in urban areas is the establishment of landscape areas on top of basement car parks, podiums or roofs. High quality landscape design and open space amenity relies in part on the quality and health of plants. The plants in these areas are grown in total containment with artificial soils, drainage and irrigation. Plants grown in such situations are subject to a range of environmental stresses that affect the health and survival of the plants.

a Design for optimum conditions for plant growth by:

i providing soil depth, volume and area appropriate to the mature size of proposed plantings;

ii providing appropriate soil conditions and irrigation methods;

iii providing appropriate drainage.

b Design planters to support the appropriate soil depth and plant selection by:

i ensuring planter proportions accommodate the largest volume of soil possible. Minimum soil depths will vary depending on the size of the plant however, soil depths less than 1.5 metres are unlikely to have any benefits for tree growth;

ii providing square or circular planting areas rather than long, narrow linear areas to promote balanced root development and robust plant structure.

c Increase minimum soil depths in accordance with:

i the mix of plants;

ii the level of landscape management, particularly the frequency of irrigation;

iii anchorage requirements of large and medium trees;

iv soil type and quality.

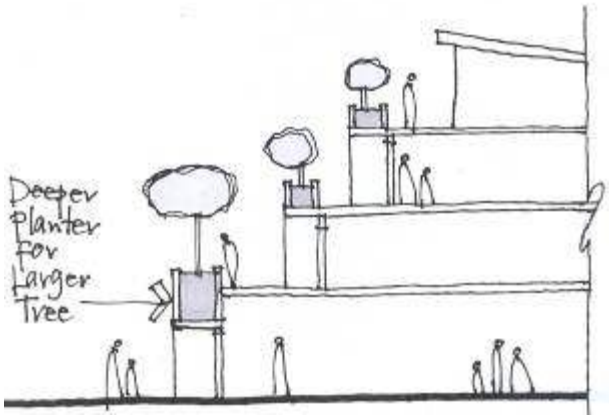


Figure 46 Example of suitable planting on structures

4.5.5.5.2 Street Trees

All mixed-use and commercial development shall incorporate street tree plantings at a rate of at least two semi-advanced trees per 15 metres of frontage. The tree species that have been selected for the Wyong Town Centre are shown in the Street Tree Masterplan in Section 4.5.2.4 Landscape Design of this Chapter.

Details of the proposed street tree planting including species and locations shall be submitted with the development application. Street trees are to be maintained and nurtured until established.

A street tree planting plan shall be included as part of the landscape design report, except in circumstances where it is demonstrably impractical to provide street trees.

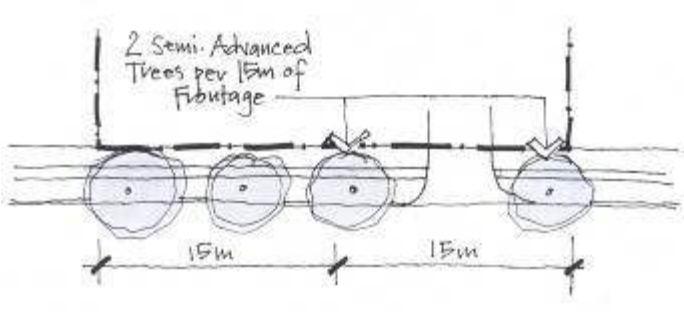


Figure 47 Example of street tree planting