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warnervale

district planning strategy

WOODS BAGOT

ARCHITECTURE
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STRATEGIC PLANNING

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A Vision of Community for the 21st Century

A generation from now, our nation's communities can be far better places to live and work in than they are today.

This document introduces you to the details of a vision for the Warnervale District worth striving for.

By 2050, our pioneering effort to apply principles of sustainable development within the Warnervale District has transformed the New South Wales' Central Coast and influenced urban development throughout Australia.

The potential disaster that the sprawling Sydney megacity posed to our Region's natural environment and the human spirit has been avoided. We have adopted, instead, urban forms built on livable, human-scale communities in balance with nature.

The old polarity that pitted development against the environment is obsolete. The new, widely accepted, ideal is to foster *sustainable community development* that will work over the long run because it benefits the economy, the environment, social equity, community life, and personal quality of life — all at the same time.

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- The Mayor, Councillors and officers of Wyong Shire Council
- Planning NSW (formerly NSW Department of Urban Affairs & Planning)
- Transport NSW (NSW Department of Transport)
- Landcom
- NSW Department of Community Services
- NSW Premier's Department
- Payne and Murray
- Leyshon Consulting
- Patterson Britton
- Residents, businesses and community groups of the Warnervale District

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EXECUTIVE SUMMARY

The Central Coast of New South Wales is growing. Wyong Shire's population is expected to grow from around 135,000 today to nearly 200,000 by 2021.

Planning to accommodate this growth has been underway for 30 years and today, the Warnervale District represents the last predominantly greenfield opportunity to accommodate new residents and supporting commercial, community and employment activities within the Wyong Shire.

The Warnervale District encompasses the suburbs of Warnervale, Hamlyn Terrace, Woongarra and Wallarah and includes a mix of new residential estates, an established residential village at Warnervale, rural areas, a rural/residential area within Bruce Crescent and commercial and health activities scattered along the Pacific Highway.

Importantly, the District is bisected by the Main Northern Railway line that links Sydney, Newcastle and the areas in between. The District is also bisected by Sparks Road that directly links the District with the F3 – Sydney to Newcastle Freeway and the Lakes and coast to the east. The presence of the Pacific Highway on the southern eastern edge of the District also provides access to local activities within the Central Coast.

In light of this excellent access and to support the growing population, a key component of the planning for the District has been the establishment of a new town centre within the District to provide services and activities that meet the needs of residents, visitors and workers of the District and beyond.

Correspondingly, Wyong Shire Council, Planning NSW (formerly known as the NSW Department of Urban Affairs and Planning), Transport NSW and other service organisations have been progressively undertaking detailed planning to provide services and facilities with the future presence of both new residents, employment and the new town centre in mind. In this regard, there are some major initiatives being proposed by Wyong Council and the NSW State Government for the District. They include:

- the proposed construction of a new railway station and associated public transport interchange to the north of the existing Warnervale Railway Station by 2007.
- the construction of new community facilities including an Aquatic Centre, library, aged person centre.

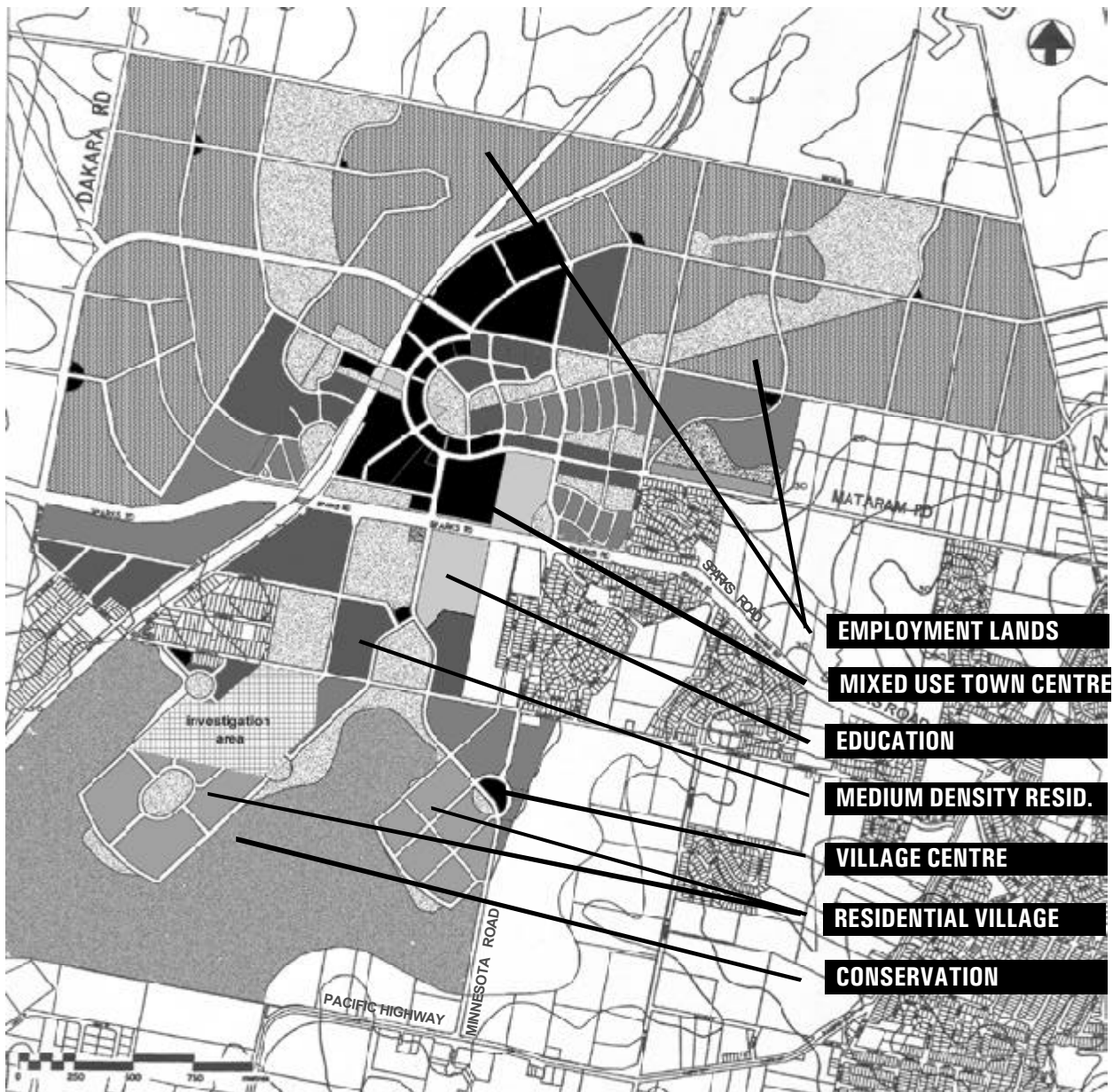
Furthermore, the presence of new residents generates demand for new retail, entertainment, recreation and employment facilities. The latter point is particularly important for the Wyong Shire, as there is a demonstrable shortfall in local employment opportunities within the Shire requiring residents to travel long distances for work.

Today, development of the Shire has reached a stage where the proposals noted above could act as a powerful catalyst to promote the development of the District and town centre.

The Plan that has been prepared for the District and new town centre responds to demands being placed upon the area by the growing population and the major initiatives being proposed by Wyong Shire Council and the NSW State Government.

Significantly, the Vision for the District adopts an approach to development that encourages the emergence of a vibrant, vital and active community within an urban environment that offers a mix of uses and a range of housing types to meet community needs, all focussed upon, and designed to reinforce the viability and hence level of service of, public transport available to residents.

The approach also recognises the importance of balancing development with a healthy natural environment and incorporates measures that may integrate urban development with the environment so that, in the long-term, the District is environmentally sustainable, contributing to the enhancement of the quality of the Shire's lakes, woodlands and wetlands.



The Structure Plan for the District advocates the development of the new town centre based around the new transport interchange at a point approximately 1.5 kilometres to the north of the existing Warnervale Station (which will remain open). The location of the transport interchange is comparatively fixed due to engineering constraints.

Surrounding the town centre future development areas to the north and west are designated as employment lands with the potential to accommodate a range of light and service industries and trades, and technology and commerce activities. The timing of the development of these areas is expected to be long-term (at least 10-20 years).

Land to the south and east of the Town Centre is designated as residential, based upon a neighbourhood village structure that supports public transport. It is intended to comprise a mix of housing types to meet broader community needs. The timing of the development of these areas is expected to be within 10 years.

A large area within the southern part of the District comprising the Warnervale Floodplain is intended to be kept free of urban development due to flooding constraints and its role in environmental enhancement within the Shire. Similarly, significant drainage paths through the District are kept free from development and designated as public open space to provide recreation space and opportunities for environmental enhancement through vegetation retention and incorporation of measures to improve downstream stormwater quality.

The Illustrative Concept for the town centre progresses from the broader District Structure Plan and presents a more detailed concept for the development of the Centre. The Concept is illustrative only and it is likely that the eventual development of the town centre may be different in many respects.

The transport interchange and a “main street” that traverses the town centre in an east-west direction along the edge of the higher ground anchor the Centre. The curvature of the main street responds to the difficult topography and slope.

Access to, through and within the District in the north is predicated on the long term extension of Hakone Road west and southward to link with a proposed new road to the west of the railway line that links Sparks Road with the Pacific Highway. Southern access is provided by a westward deviation of Minnesota Road to provide access to Sparks Road immediately to the south of the town centre.

Lining the main street are a mix of commercial and residential uses which will create interest and activity along the street as well as providing opportunities for meeting and greeting, promoting community development and well-being.

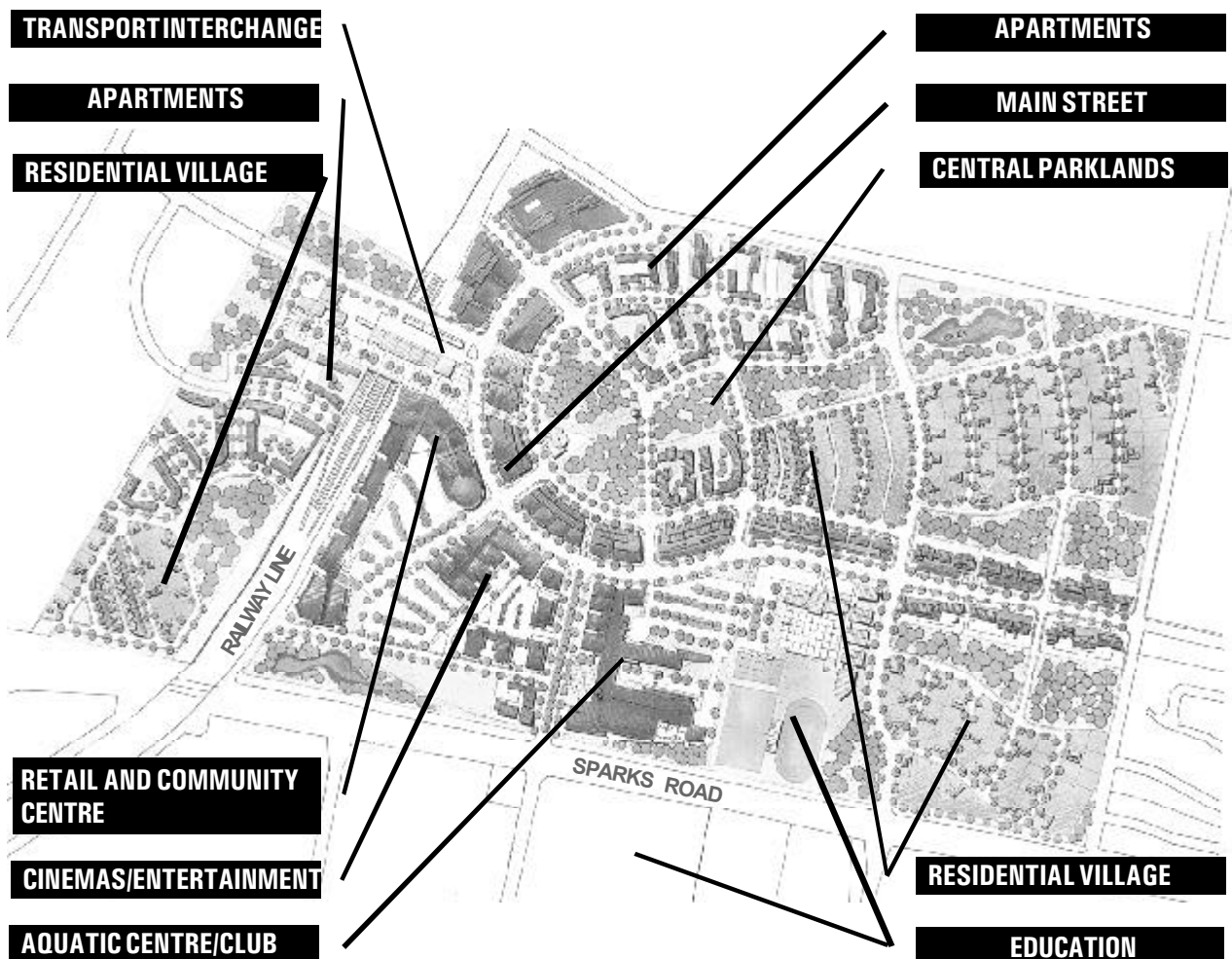
In terms of land uses, there is an emphasis within the town centre on the provision of a mix of community, higher density residential, leisure/entertainment and recreation/open space uses within comfortable walking distance of the transport interchange.

Bisecting the centre is a generous central parkland surrounded by residential apartments, while in the southern part of the centre are located retail, education, recreation and leisure/entertainment uses. Land uses are distributed across the site to respond to access, proximity to the transport interchange and main street, and landform.

With regard to leisure/entertainment, the town centre is viewed as the most appropriate location for a concentration of activities including the Aquatic Centre, licensed clubs, fast food restaurants and cinemas to serve residents in this part of the Wyong Shire and beyond.

In fact, the provision of these activities within the town centre is seen as vital in generating a centre that is not only the social and community heart of the District and beyond but also is economically viable.

The Warnervale District Planning Strategy is a concept only. The preparation of detailed Development Control Plans and the undertaking of land rezonings are the next steps which will resolve the details required to progress the development of the Warnervale District following the adoption of the Strategy by Wyong Shire Council and the NSW State Government.



The Town Centre Illustrative Concept