

9. CONCLUSION: THE NEXT STEPS

9.1 INTRODUCTION

To achieve the Vision for the Warnervale District requires a number of actions to be implemented by Council, Planning NSW, Transport NSW, other State Government Agencies, and other stakeholders involved in the development of the area.

While many of the actions are physical, requiring the construction of new roads and infrastructure, some actions are political and administrative, requiring the preparation of new planning controls, policies and supporting strategies.

All actions will take some considerable time and are dependent on a number of other steps including, but not necessarily limited to:

- Further consultation with the community, government agencies and other stakeholders.
- Preparation of draft guidelines for development, development briefs and budgetary submissions.
- Preparation of studies and submissions to rezone land including public exhibition periods.
- Construction of infrastructure works such as roads, railway stations, sewers etc to support development.
- Preparation, negotiation and lodgement of development applications including public exhibition periods.

All actions are interrelated, but are also dependent on other, external influences, which in turn affects the staging and timing of new development.

9.2 REZONING

The existing 1 (c) "Rural Holding" zone prohibits urban development. Land within the District therefore needs to be rezoned to zones which will support urban development. Such zones include 2 (b) "Multiple Dwelling" to accommodate residential development and 3 (a) "Commercial" to accommodate commercial development. There are also a number of additional zones that would be adopted depending on the particular use for land identified in the Warnervale District Planning Strategy. In the new Town Centre, new zones may be created to accommodate the mix of uses proposed to be developed.

Wyong Shire Council will decide where and when land needs to be rezoned for urban development. This decision will be based upon a number of factors, all of equal importance:

- Market demand for (take up of) urban land.
- The implementation of major initiatives such as the Bus/Rail Interchange and community facilities which can act as catalysts for urban development.
- The ability of existing and/or proposed infrastructure (roads, sewers, water, energy etc.) to service development.

Following public exhibition, and possible modification, a proposed rezoning then needs the approval of the Minister for Urban Affairs and Planning, before the land is appropriately zoned.

This Strategy identifies a number of important steps in terms of rezoning:

- The rezoning of part of the Town Centre site to accommodate retail and community facilities, and the Bus/Rail Interchange in the short-term.
- The rezoning of the Warnervale Floodplain to protect it from development.
- The rezoning of the remaining areas of land within the District and Town Centre to accommodate urban development as and when determined as required.

9.3 INFRASTRUCTURE

The provision of infrastructure is one of the most critical elements of urban development. Development cannot proceed if there is insufficient infrastructure to service it, or if the provision of new infrastructure is so costly that it renders development unviable.

In the Warnervale District, the most costly and difficult infrastructure items to implement are new roads which require land to be acquired (often in multiple ownership) and land boundaries to be re-configured (disrupting existing land uses) and new sewers and stormwater systems which often require complete new system to cover catchments which are much larger than the area proposed to be developed in the short-term (thus requiring significant up front cost with only minor return from the sale of land).

In terms of the Warnervale District the provision of infrastructure can be distilled into a number of steps:

- The provision of new roads, sewers, water, power and stormwater systems to service the proposed retail and community facilities and Bus/Rail Interchange in the Town Centre in the short-term.
- The construction of the proposed Bus/Rail Interchange (it is proposed to construct the first stage of the interchange by 2007) and possible construction of the road bridge over the railway line to gain access to the western part of the Town Centre in the short to medium term.
- The construction of the sub-arterial road network to service the District as and when required.
- The construction of infrastructure (roads, sewers, water etc) to serve the other parts of the District. In this regard, the District's landform establish infrastructure catchments which, coupled with the existing provision of infrastructure, establish a logical sequence of development over time. In the District, the southern and eastern areas can be serviced in the short-term and the northern and western areas in the long-term and an indicative sequencing plan is presented herein.

9.4 SUPPORTING STRATEGIES

A number of supporting strategies have been identified which are required to be implemented to achieve the Vision for the District. They are as follows (but not limited to):

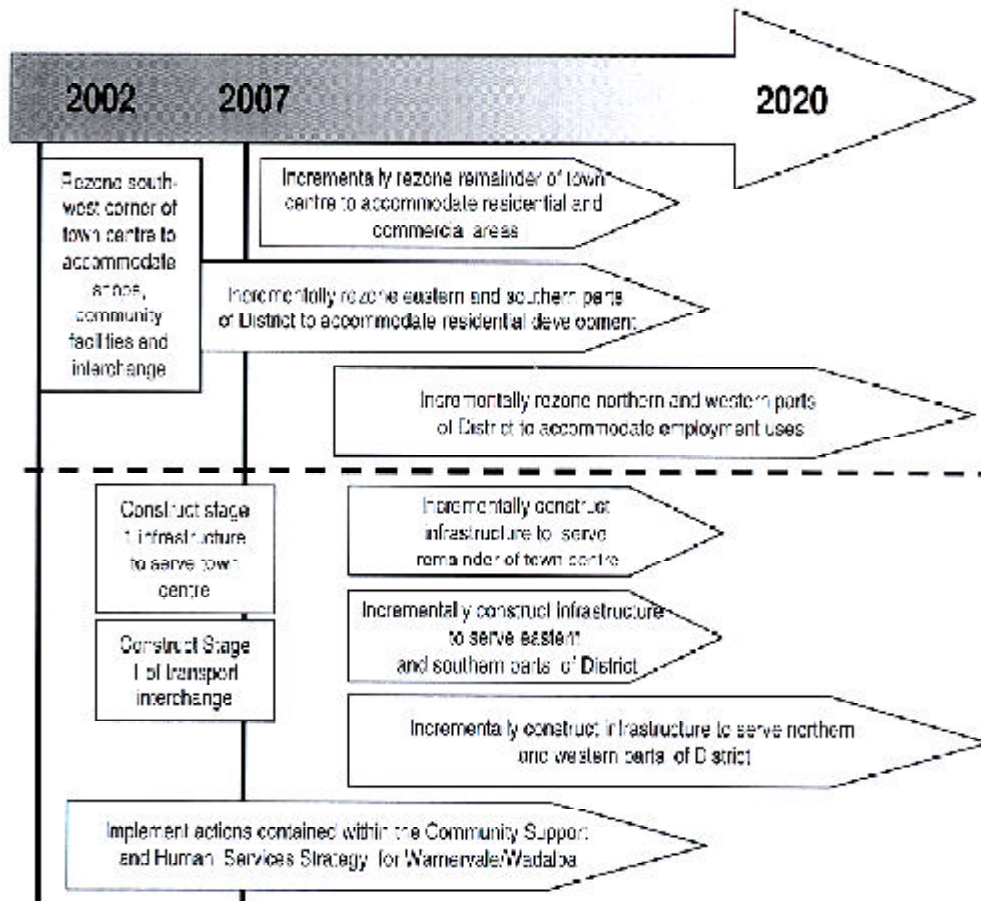
- The preparation of a Transport Management and Accessibility Plan (TMAP) to progress and review this Strategy and provide a greater level of detail on the transport and access framework within the District.
- The preparation of development control plans and design guidelines for development precincts, the Town Centre and neighbourhood villages to guide the form, scale and style of development.
- The adoption of a street furniture strategy for the Town Centre's public realm and public places.
- The preparation of a marketing plan to attract investment and land uses, particularly in terms of higher density and different forms of residential dwellings, and employment uses to the District. For residential development this may involve the construction of model villages to demonstrate the form and quality of housing that is desired.
- The initiation of a public art strategy for the Town Centre.
- The undertaking of design competitions for major/landmark buildings within the Town Centre such as the aquatic centre, retail plaza, transport interchange and cultural centre.
- The preparation of a stormwater management plan to regulate water quality and reduce downstream impacts on wetland ecosystems.
- The development of a Cycle/ Pedestrian Plan that provides more detail at a District level.
- The preparation of detailed landscape master plans and open space management plans.
- The preparation and adoption of a S.94 Contributions Plan under the Environmental Planning and Assessment Act. This Plan will provide the mechanism to obtain financial contribution from developers in the District to assist Council in the funding of the strategies above and the concepts and works identified in this document where the works and actions required have a direct relationship with, and are required to support, the development.

9.5 STAGING AND TIMING

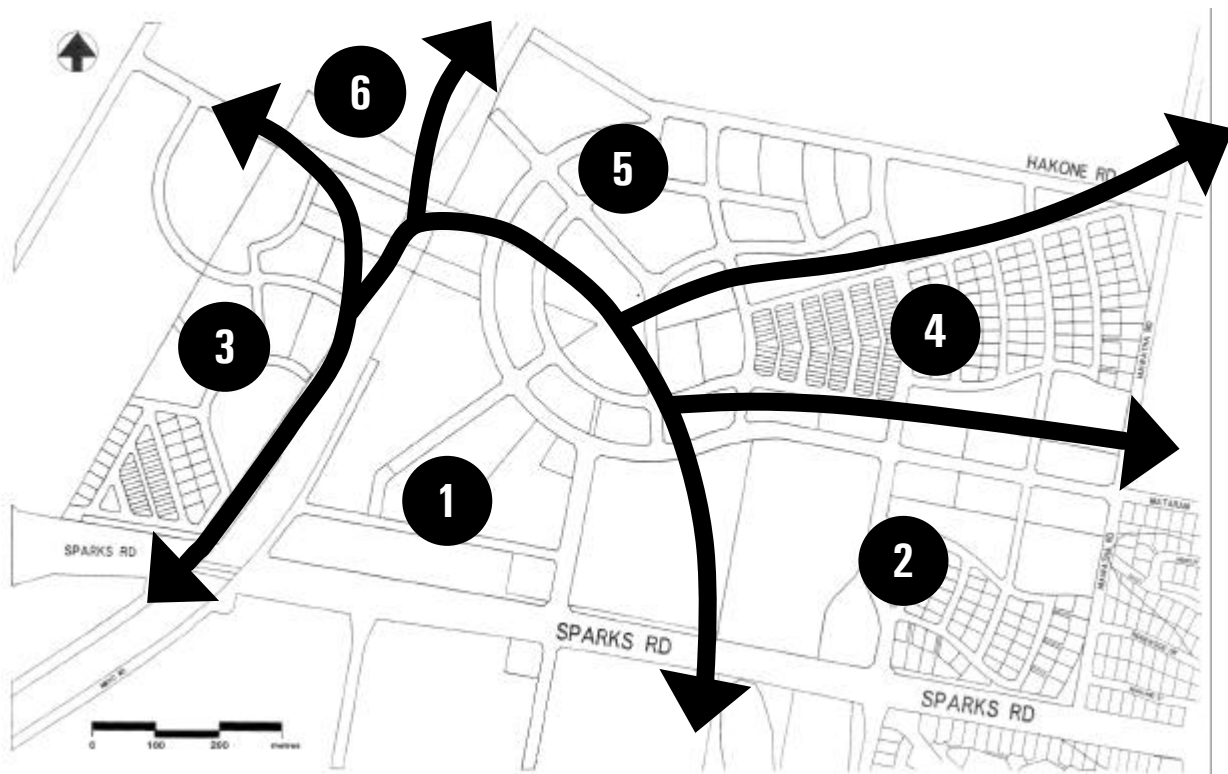
A notional staging and timing plan based on the provision of infrastructure is noted in the flow chart and accompanying plan.

Note, however, that:

- The notional staging and timing is based on expected timing of infrastructure provision only. The timing of the provision of infrastructure may be brought forward. Similarly it may be delayed. Timing and staging also does not take account of other factors, which are difficult to control or predict, such as the speed and ease or difficulty of land amalgamation, the significance of mining constraints and market demand.
- The ability to determine timing and staging beyond a 20-year timeframe is difficult and the flow chart indicates flexibility in terms of possible dates on this regard.



Possible Timeframe of Development



Possible Staging by Infrastructure Provision

9.6 COMMUNITY PRIORITIES AND ISSUES

The exhibition of the draft Strategy document between Monday 25th March and Friday 26th April 2002 highlighted a number of issues and matters raised by the community in submissions that will need to be addressed in the supporting strategies, investigation and plans in the next steps of the process. They include:

- Need for detailed heritage studies within the District;
- Need to address access to, and land uses within, the northern areas beyond the District as part of the TMAP;
- Ensure high amenity for residents to establish a “market niche” and point of difference for apartment living in the DCPs;
- Need to address environmental considerations (including habitat protection. Water conservation and quality, ESD, energy conservation, effluent treatment, landscape species selection, addressing wetland mosquitos and location, scale and linkages of open space, floodplain and conservation areas) in all documents;
- Detailed review of the location, height, scale and form of proposed town centre land uses in the DCP;
- Ensure subdivision size and the design of developments does not preclude long term town centre development and inclusion of mixed uses within development in the DCP;
- Timing of provision of community services, public transport and other facilities;
- The impact of slope on effective town centre form and function with a view to reviewing the location of the centre to better accommodate slope;
- Need to address comfort of walking/ cycling, provision of car parking and public transport provision and access in the TMAP to ensure that all support, rather than hinder each other.
- Address character and form of public domain, streets and laneways in the town centre in the DCP;
- Address railway noise impacts in the DCPs;
- Ensure effective, formal and structured consultation and participation of the local community and adjoining local authorities in the next steps of the process;
- Greater investigation and detail regarding issues, particularly slope, natural environment and flooding; and
- Extent, configuration, scale and form of employment versus residential versus floodplain versus environmental protection land uses in the District and confirmation of the boundaries of each area.

