

2.5 Three Dimensional Studies



Figure 68: Proposed development building envelopes

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2.6 Overshadowing

Figure 69: Summer Solstice

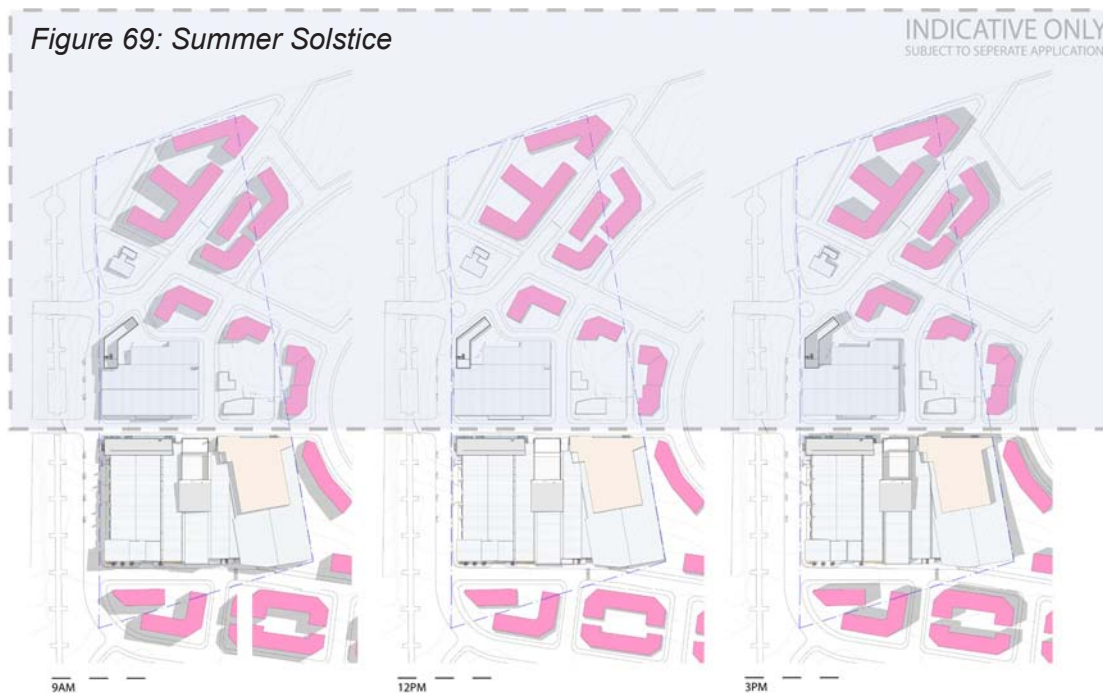


Figure 70: Winter Solstice



2.6.1 Overshadowing

The shadow analysis diagrams clearly show that the proposed development has little impact on surrounding land. In addition, the Main Street and the Civic Square enjoy substantial periods of sunlight with the majority of shading impacting the early morning winter solstice.

Figure 71: Equinoxes



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2.7 Infrastructure Design

2.7.3 Bus Layout Plan

Road W01 provides an important corridor for buses to link to an exchange at the proposed Warnervale Railway station. Significant consultation has been undertaken with Railcorp and Dept of Transport to optimise and agree on a layout for bus stops, bus layover, Kiss'n'Ride and taxi ranks at the rail concourse interface.

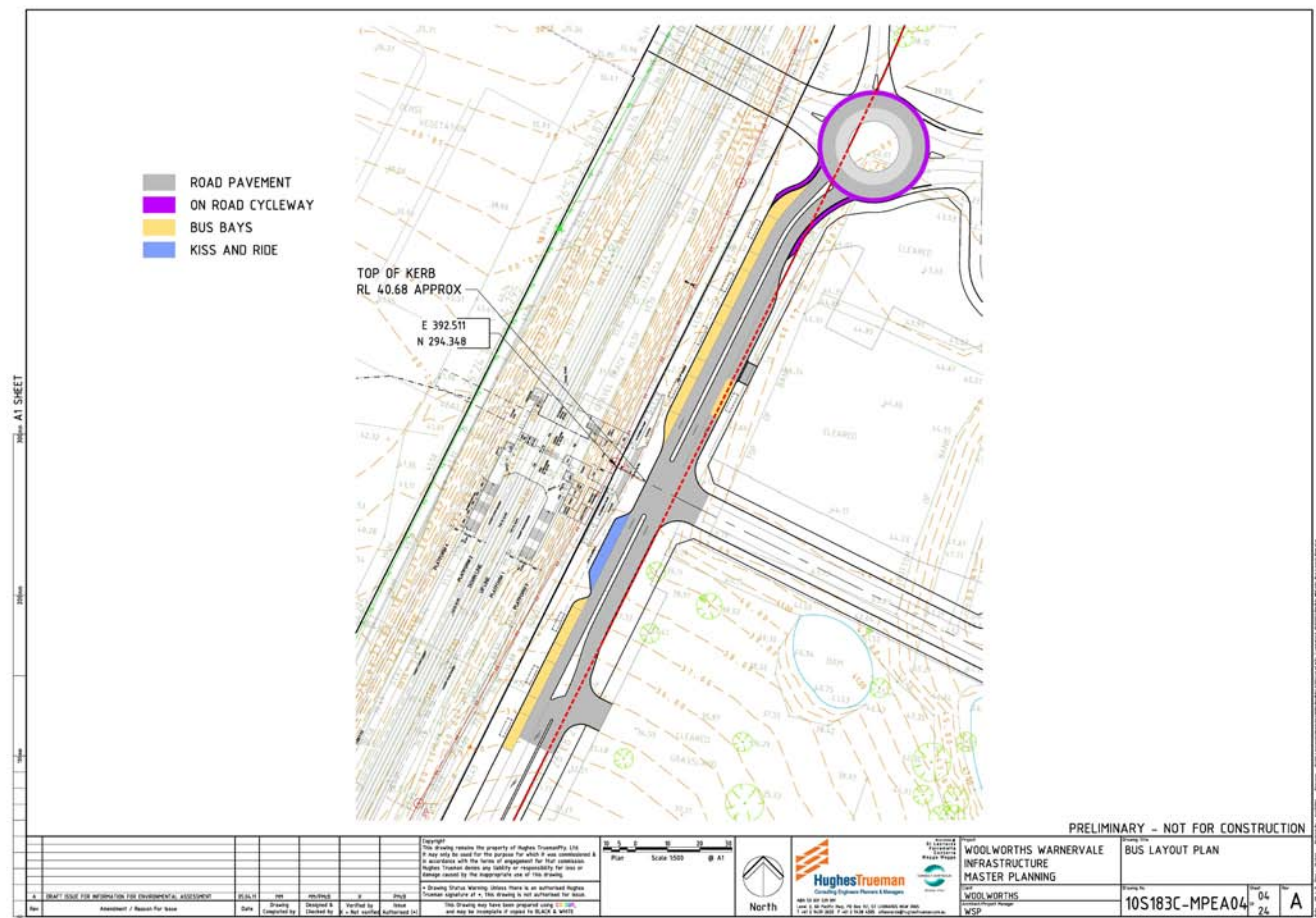


Figure 74:Bus layout plan

2.7.4 Stormwater Masterplan

The proposed catchment boundaries and subsequent direction of flow along the site's roads are indicated on the diagram below. As shown, more than half of the site will drain to the south towards the Landcom site, the remainder draining north towards Hakone Road. A piped system along each road will be designed to convey the minor rainfall event, while the roads will be designed to convey the major event as overland flow.

The initial development shall be in the south side of the catchment. A pipe system shall be designed to reticulate flows from the site through the Landcom estate to the south and then through the proposed open detention basin on the Landcom site.

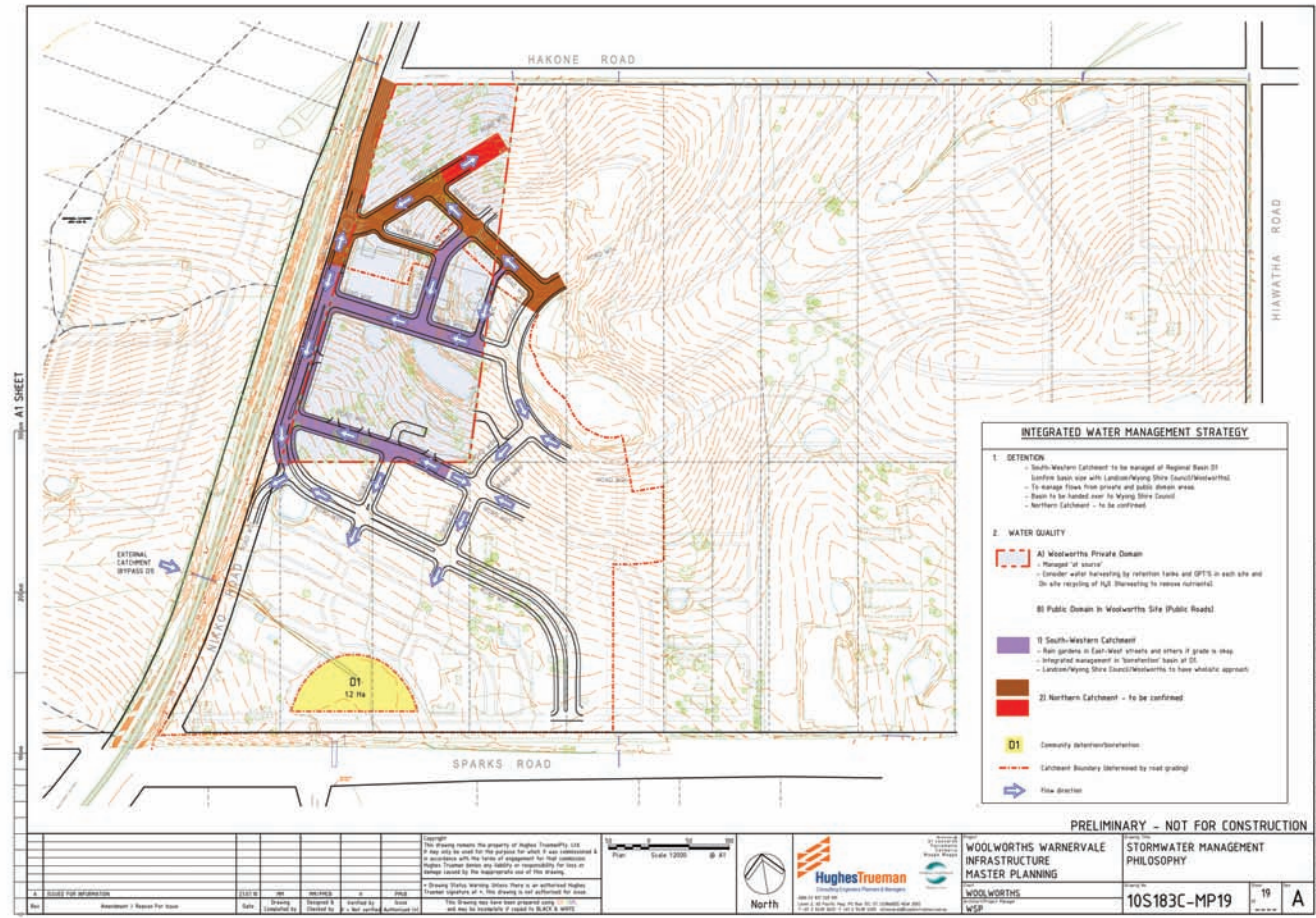
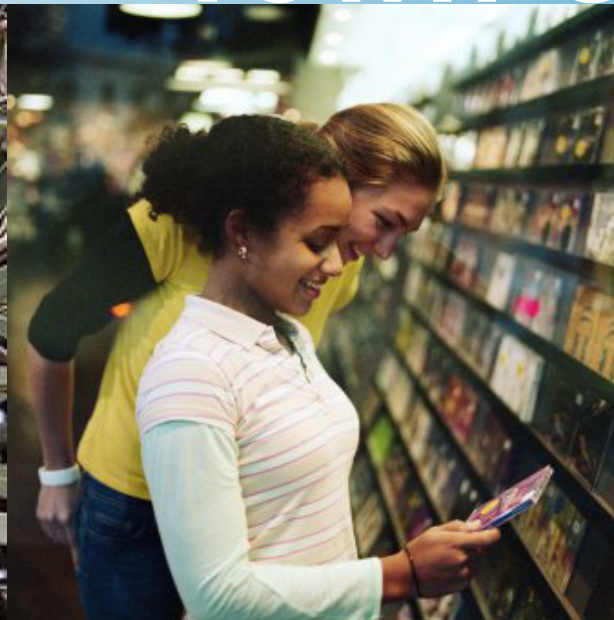


Figure 75: Stormwater masterplan

Town Centre Civic Precinct - WTC



3.0 Residential Land Use

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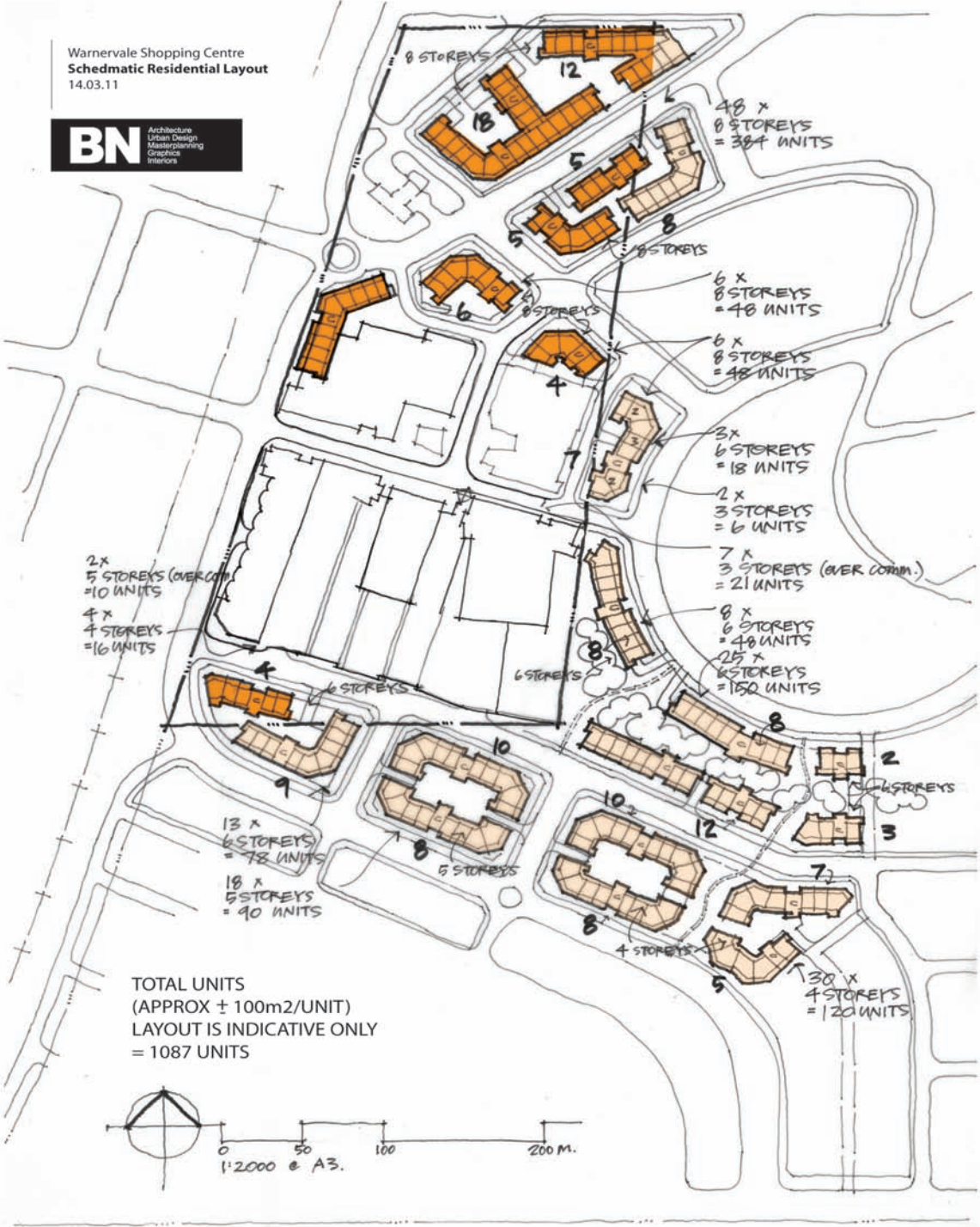


Figure 76: Schematic residential density layout

3.1 Residential Density

As per the discussion at section 1.5 of this EA the WTCDP nominates a requirement of 1,100 apartments within a defined area as per Figure 79, opposite. This residential density goes beyond the subject site with no specified yield associated with the Fabcot land.

In this regard, an analysis has been undertaken on the total area nominated in Figure 2.12 of the WTCDP to provide for 1,100 apartments. In this regard, the analysis is advisory only to assist with consideration of this Project Application. It does not apply or offer any impost on adjacent properties to deliver the residential product shown outside the boundaries of the subject site.

The analysis suggests a substantial amount of residential development can be provided to the north of the proposed development on the remaining portions of the Fabcot land. However, the yield would require a relaxing of the height limits nominated in the SEPP.

By nominating the northern portion of the site, the initial retail, commercial, community aspects of the Town Centre Civic Precinct will not be overburden by providing infrastructure for residential amenity that may be not utilised by the market until the medium to long term development of the overall WTC.

The style of residential product is apartment based which would become more desirable and therefore suitable when the future Railway Station becomes operational. At this time the market is looking for “House and Land” packages which is the approach being taken by Landcom on the land to the south of the subject site within the WTC.

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Chapter 4.0 Development Staging

4.0 Development Staging

4.1 Initial Stage

The proposed development has been designed to allow the town centre to develop in various phases responding to the level of infrastructure provided and market conditions. The extent and timing of each stage needs to be flexible and consistent with the provision of public infrastructure such as the Railway Station, Hill Top Park, wider road network, residential development and market condition.

The previous section 2.7 Infrastructure Design clearly sets out the extent of roads to be provided in the first stage and how these have been designed to integrate with surrounding property owners and with Railcorp.

This level of infrastructure provides the basis to initially deliver 21,960 square metres of retail premises. This will be predominantly located to the south side of Main Street together with some 1,380 car parking spaces.

The objective is to define Main Street and the Civic Square so as they are capable of integration with the future Railway Station and Hill Top Park. With encouragement from the retail market the aim would be to develop on the north side of Main Street at a subsequent stage in order to strengthen both Main Street and the Civic Square. This is highly dependent on the strength of the retail market.

In addition the development of the Hill Top Park by Wyong Shire Council would strengthen the pedestrian axis along Main Street and assist in defining the site as the core of the WTC.

There is logical incremental growth of the WTC with the proposed development indicated in the WTCDCP as the first stage of development. The proposed development to the north of Main Street including retail, residential and community mix will be dependent on the market. A focus will also be placed on entertainment facilities such as gyms and cinemas. While highly dependant on getting the right operators, allowance has been made to provide these at the upper levels of the building.

A project of this nature in particular the Railway Station and Sparks Road upgrade timing are indeed dependent on the market and external issues. The key infrastructure elements for the WTC are:

- the access road from Sparks Road;
- the construction of roads adjacent to the south of the proposed development giving entry to the car parks and loading facilities;
- the construction of Main Street;
- the construction of the future Railway Station; and
- the construction of the Hill Top Park.

Not all of these will come 'on line' at the same time. A logical growth pattern needs to emerge without hindering the potential for growth of future stages within the Town Centre Civic Precinct and wider WTC.

We are fortunate that a key party to the establishment of the proposed development is Australia's largest retailer. Woolworths is committing a number of their own businesses to kick start the "retail premises" within the Town Centre Civic Precinct. The development will grow naturally as infrastructure such as the Railway Station, additional roads, the Hill Top Park and community facilities are added.

However, implementation of major infrastructure elements such as the Railway Station will be essential to the success of the future WTC, as this will encourage residential and commercial growth and enable growth of other forms of public transport, along with community facilities. Market forces must dictate the growth rate of residential, commercial and retail components; however the Town Centre Civic Precinct needs a critical mass of retail in its embryonic form to enable the delivery of key infrastructure.

The critical mass of retail is still being finalised. It is likely to consist of all retail to the south of Main Street, while areas to the north are subject to expressions of interest from other key national retailers.

Much consideration has gone into the integration of surrounding infrastructure. A primary determining factor in the design has been the railway concourse and how Main Street can integrate and link the Railway Station with the Hill Top Park while achieving a suitable gradient for pedestrians.



5.0 Concept Imagery



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Architecture
Urban Design
Masterplanning
Graphics
Interiors

gof

TOWN PLANNING
AND URBAN DESIGN

Town Centre Civic Precinct - WTC



Chapter 5.0 Conclusion

6.0 CONCLUSION

The need for the proposed development within the WTC was identified as part of the strategic planning for the region over a significant period of time and more recently this was consolidated into the work completed by the Department of Planning with the declaration of a SSS in 2008.

The SSS study dated January 2008, identified a number of reasons for the WTC listing as a SSS, as follows:

This Study recommends that the Site be listed as a SSS, for the following reasons:

- o its strategic location adjacent to the proposed Warnervale train station;*
- o proximity to the proposed Wyong Employment Zone;*
- o ability to deliver the capacity targets of the draft Central Coast Regional Strategy for new dwelling and employment land supply;*
- o capacity for efficient use of land and public infrastructure;*
- o ecological constraints, including flora and fauna and riparian corridors; and*
- o potential for conflict in the roles of Wyong Council as landowner and consent authority;*
- o potential disagreement amongst landholders about development of the Site.*

This report recommends the Site's listing as an SSS to facilitate the town centre development and the establishment of a new planning regime, across the site.

It is concluded that the Warnervale Town Centre proposal is important in achieving regional and state economic and social objectives. These objectives will need to be balanced with the environmental sensitivities and constraints of the Site. It is considered that this can be facilitated through the proposed zoning and development controls, detailed DCP controls, long term management and mitigation measures, and additional requirements at the development stage. On balance, it is recommended that the Site be rezoned and listed as an SSS.

The State Significant Site study indicated that the Warnervale Town Centre would comprise the following:

The WTC proposal comprises:

- A mixed use town centre containing 25 000 square metres of retail space, 8 000 square metres of commercial space and 8 000 square metres for bulky goods,*
- A variety of housing types to cater for different household types and demographics with a residential target of 1,700 dwellings to house between 4, 000 and 5,000 people;*
- Public open space, comprising approximately 12 ha or 10% of the site and conservation land, comprising approximately 14ha or 12% of the site;*
- A mix of human services and facilities including an aquatic recreation centre, library/ knowledge centre/arts and cultural facility, integrated child/family centre medical centre and youth space; and*
- Public domain, including parks, streets and pedestrian connections.*

The proposed development offers residential opportunities for new residents in the medium to long term, who will seek a lifestyle of work and transport opportunities close to home in an area with high natural values.

The provision of a retail premises and ancillary development in this project as a component of the Warnervale Town Centre is identified within the Warnervale Town Centre Development Control Plan 2008. It should be noted that the proponent does not control all of the land identified in the "Town Centre Civic Precinct" but will provide for a retail and employment centre as envisaged under the Warnervale Town Centre Development Control Plan 2008 which will be the catalyst for the Town Centre.

The proposal will implement the Main Street link to the future Railway Station, the provision of the Civic Square and building frontages seeking to provide opportunities for street activating uses.

This retail offering has the capacity in terms of its floor areas to provide complementary facilities and services for the existing and growing community which would reduce trip times for residents, customers and employees in the locality.

This Project Application for a retail premises and ancillary development as part of the Town Centre Civic Precinct within the WTC is submitted in the context of the DGEARs and has addressed each of the matters identified. It is requested that the Minister for Planning grant approval to this project application under Section 75J of the *EP&A Act*.

This EA provides a broad assessment of the proposed development and includes investigations regarding a number of environmental issues. The technical investigations undertaken and which form part of this assessment, demonstrate that the land is capable of urban development to the intensity in the site location as proposed. Based on these investigations and the assessment, it is considered that the impacts of the development can be satisfactorily managed and mitigated such that the proposal is capable of being approved subject to conditions.

Based on the outcomes of these investigations for the proposed development, it is considered that the proposal can be supported by the Minister for Planning. We support the application and recommend its approval by the Minister.