

REVIEW OF WARNERVALE TOWN CENTRE OPTIONS

SEPTEMBER 2006

Prepared by Peter Seamer
for the Department of Planning

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Introduction

The location of the proposed Warnervale Town Centre has been the subject of much discussion and many consultancies over many years. In July 2006 the Minister of Planning announced that Warnervale Town Centre is a potential Site of State Significance.

There are a number of statutory steps to be taken prior to listing this site under the major Projects SEPP and these are being undertaken at present with the input and assistance of Wyong Shire Council (WSC), staff from the Department of Planning (DoP), other Departments, landowners and other stakeholders.

However before this can proceed there has to be a decision on the location of the Town Centre within the Study area, as a matter of priority to allow the area to develop.

This report looks at the options that have been considered and recommends a location, which if adopted can be used for the finalisation of planning work which can then lead to Amendment to the SEPP which will establish the broad planning framework for the Centre.

Attachments

The site is shown on Att. 1. The key landholdings are shown on Att 2.

There have been three key options for the location of the centre and plans for each of these, as discussed below are shown in Atts 3, 4, and 5.

An analysis of the options is shown in Att. 6.

The Options

Firstly this report does not attempt to summarise all the work that has been undertaken over many years on the development of the site or to delve into all aspects of the broader site. It is an urban planning review of the options that have been considered, and seeks to recommend the best long term option for the site based on town planning and urban design principles taking into account relevant local issues and the economic feasibility of the options.

Three primary options have been considered during this review, and a further one has been looked at during the study. They relate to the location of the town centre and retail use locations in relation to their position on the hill to the east of the rail line, and the north of Sparks Road. The site for the proposed rail station is approximately 500m north of Sparks Road adjacent to the "Top of the Hill" site.

These are:

1a. Bottom of the Hill (BOH), Att 3.

This site is on land owned by Landcom, and the WSC. The concept design presented (by Stockland, working in conjunction with Landcom) is for a broadly spaced shopping centre in four quadrants around a central Main Street, on a site relatively distant from the rail line but close to Sparks Road.

1b. Bottom of the Hill: Compact (BOHC)

One of the concerns about option 1a was that it is spread over a larger area than other options with more of a car based feel. Therefore consideration was also given to a variation of the bottom of the hill option but on a more compact site. There has been no specific design undertaken for this option as part of this review.

2. Middle of the Hill (MOH), Att 4.

This site is closer to the rail line and somewhat further up the hill on land largely owned by Landcom. It is more compact than option 1a with a Main Street running diagonally to Sparks Road, attempting to follow the contours to give a flatter grade to the Main Street. However grades of roads running off the Main Road are steep. This is the option preferred by the Council in its decision of the 28 June 2006.

3. Top of the Hill (TOH), Att 5.

This option arose from a study requested by the Project Control Group set up by WSC, Landcom and the Premiers Department to investigate the most appropriate location for a town centre and subsequently whether a site at this location would be feasible. It is further to the north and west than the other options and immediately adjoins the proposed site of the rail station on the site of a disused plant nursery, on land owned by Fabcot Pty Ltd, which is associated with Woolworths.