LAKE MACQUARIE TOWN CENTRE STREETSCAPE MASTER PLANS

The 2008/2009 Management Plan and Budget identified the need to provide high quality public domains and a city identity. The Streetscape Master Plans provide a document that identifies this vision and provides a plan for its implementation. The Streetscape Master Plans are intended to improve the aesthetic appearance of the town centres, promote the areas personality, increase opportunity, accessibility, functionality, economic effect and provide a modern easily maintainable public domain.

The Streetscape Master Plans ensure a unified approach to undertaking public domain works by Council, developers and the community. It also assists in directing public and private investments and will inform the Chamber of Commerce in the preparation of strategic plans.

The Streetscape Master Plans are substantially focused on the areas subject to Area Plans under Lake Macquarie LEP 2014. These are the areas of each of the town centres where the majority of commercial activity will occur. These areas are also the most likely to undergo change in the future.

The consideration and collation of all relevant issues resulted in this overall priority order for the Streetscape Master Plans:

1. Charlestown – completed and adopted by Council
2. Cardiff – completed and adopted by Council
3. Belmont – completed and adopted by Council
4. Toronto – completed and adopted by Council
5. Morisset – completed and adopted by Council
6. Warners Bay – completed and adopted by Council
7. Swansea
8. Mount Hutton
9. Glendale

The priority order adopted by Council has been adjusted for the 2014/2015 financial year to prioritise Mount Hutton ahead of Glendale (as shown above) due to the impact of the Lake Macquarie Transport interchange on the Glendale Town Centre.

OBJECTIVES OF TOWN CENTRE STREETSCAPE MASTER PLANS

- To provide a clear vision and identity for each town centre
- To provide a clear guide for Council, the community and developers
- To create vibrant active town centres
- To provide consistencies within Lake Macquarie
- To preserve and enhance the uniqueness of Lake Macquarie’s town centres
- To ensure high quality outcomes
- To reduce asset maintenance costs

EXTENT OF THE WARNERS BAY STREETSCAPE MASTER PLANS

Generally aligned with the Warners Bay Area Plan, the areas covered by the Streetscape Master Plan are the public areas owned and/or managed by Council. The focus is on the streetscape elements within the road reserve and include street trees, tree guards, furniture, bins, bike racks, drinking fountains, bollards, lighting, paving, public art and town centre signage. For consistency the streetscape treatments should be extended onto private land at building setbacks, building forecourts, arcade entrances, pedestrian lanes etc. and where logical to address pedestrian links. New developments need to address the streetscape as prescribed by this plan. Items and selections nominated in this plan will be reviewed periodically by LMCC in accordance with relevant legislation.

TOWN CENTRE PERSONALITIES

Town centre personalities have been developed for the nine main town centres. These have been derived to provide a strong town centre identity and theme for enhancing character, heritage and sense of place.

The nine main town centres personalities are: Charlestown - the Central Business District, Cardiff - the Skills & Trades Centre, Belmont - the Activity Centre, Toronto - the Lakeside Village, Morisset - Nurture the Spirit of Community, Warners Bay - the Lifestyle Centre, Swansea - the Seaside Village, Mount Hutton - the Growing Community.
AIMS OF THE WARNERS BAY STREETSCAPE MASTER PLAN
• To build on Warners Bay identity as a retail, commercial and recreational centre.
• To create zones for outdoor dining, particularly on The Esplanade.
• To visually and physically connect the town centre with the lake foreshore.
• To respond to and complement the building controls contained within the Warners Bay Town Centre Area Plan to create a relationship between the built form of the town centre buildings and the public domain.
• To provide a palette of materials and finishes for streetscape elements that create clean lines and reduce visual clutter.

VISION FOR WARNERS BAY STREETSCAPE MASTER PLAN
• To create a vibrant town centre
• To enhance safety and accessibility
• To create a walkable connected town centre
• To emphasise and enhance the link between the town centre and its foreshore.
• To provide a sustainable environment
• To provide opportunities for public art
• To provide high quality furniture, lighting and paving
• To enhance the character of surrounding streets
• To promote walking, cycling and public transport
• Use of water sensitive urban design principles to minimise stormwater impacts and improve street amenity.
• To activate the precinct as a safe and inviting destination

CONSTRAINTS
• Services and savings constrain tree planting opportunities
• Past development and maintenance has led to varied pavement styles.
• Roads & Maritime Services (RMS) requirements will be applicable for state managed roads.

ADDITIONAL PLANNING CONSIDERATIONS FOR THE WARNERS BAY STREETSCAPE MASTER PLAN:
NOTE:
Refer page 1 for general planning controls.
• Warners Bay Town Centre Framework
• Warners Bay Town Centre Area Plan
• Warners Bay Foreshore Reserve Master Plan
• LMCC Cycling Strategy 2021
• LMCC Public Art Strategy
• LMCC Draft Foopath Dining Policy
• LMCC Foopath Strategy

These documents have been reviewed and considered as part of this plan. Where these initiatives or any others are adopted or modified the Streetscape Master Plan should be updated to reflect this.
Esplanade Concept Plan

This concept plan for The Esplanade has been prepared to show how the street may be developed over the life of this plan. The locations of elements on this plan are indicative and may change. Detailed design is required to determine final locations for retaining walls, ramps, stairs, trees, furniture etc.

This concept incorporates the changed traffic conditions proposed in the Warners Bay Town Centre Framework. The street layouts and intersection treatments are based around these proposed traffic configurations.

PRINCIPLES
- Reduce visual obstruction / open views access to the foreshore and lake.
- Create a strong physical and visual connection between the Town Centre and its Foreshore.
- Create rest opportunities where views can be enjoyed.
- Maximise pedestrian space and opportunities to activate The Esplanade streetscape.
- Promote alfresco dining with distinctive covered dining / seating areas.
- Improve compliance with disabled access standards.
- Provide adequate cycle access and parking to the Esplanade and Foreshore Reserve.

Custom seating/planting/art elements to centre of Arcades.

Corner node for public seating, bins, bicycle parking. Mass planting to direct pedestrian traffic to designated crossing points. Height of planting to ensure adequate sightlines for vehicular traffic.

Custom seating/planting/art elements to centre of Arcades.

Min 1.2m clear path of travel between buildings and outdoor dining zones. Refer to Dress Circle Streetscape - page 5 of this plan, for additional locations of bike parking on the Dress Circle footpaths. Zone available for outdoor dining.

Oppportunity for a parking space to be allocated as temporary bicycle parking, with built down elements for re-conversion to a parking space. Opportunity for bike racks to incorporate public art elements. Refer to Dress Circle Streetscape - page 5 of this plan, for additional locations of bike parking on the Dress Circle footpaths.

The Foreshore Reserve entry to be designed in accordance with the Warners Bay Foreshore Reserve Master Plan, however detailed design elements such as paving types, furniture items and place making motifs may complement this Streetscape Master Plan to emphasise the connection and re-inforce the unity between the Town Centre and its Foreshore.

Mid block pedestrian link to create a strong visual link between the Town Centre and its Foreshore Reserve. Install projected kerbs and a central median pedestrian refuge (min. 2m width). Opportunity for placemaking/art elements on refuge infrastructure.

Install new bus and taxi Zones in accordance with relevant Australian Standards and NSW Transport Style Guidelines. Detailed design to utilise LMCC Standard Bus shelter, bins, bicycle parking and custom Warners Bay seating.

Remove existing bus shelter.

Median - low planting where space allows to provide permeable surface and to direct pedestrians to designated crossing points.

Views out from corner nodes.
**Market Square Concept Plan**

This concept plan for a Warners Bay Market Square has been prepared to show how this area may be developed over the life of this plan. The locations of elements on this plan are indicative and may change. Detailed design is required to determine final locations for retaining walls, ramps, stairs, trees, furniture etc.

**Market Square would need to be undertaken as a major capital works project.**

**PRINCIPLES**

- Provide generous level spaces for outdoor events, markets and community gatherings.
- Utilise platforms, steps, and paths to create a multifunctional topography that can be used for circulation, passive recreation, public art and place-making.
- Incorporate public art, graphics, green walls, projections to activate vertical faces.
- Minimise or eliminate the need for handrails.
- Provide a linear access to physically and visually connect John St to the Bay Arcade.
- Arrange elements to maximise areas of summer shade and winter sun.

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**Section through Market Square**

Scale: 1:200

- Steps and accessible paths: the topography of circulation
- Example of linear axes for circulation and views; green walls and level terraces for passive recreation
- Seating platforms offer urban lounging opportunities
- Steps and walls offer seating opportunities
- Retaining walls offer opportunities for incorporating greenery and public art
- Stepped platforms provide transitions between formed areas, allow incorporation of soft-grassed surfaces
- Deciduous tree planting for summer shade/winter sun. Tree guard design offers opportunity for placemaking.

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**Market Square Concept**

Scale: 1:300

- Connection through to Shops and Charles St
- John St footpath. Refer to page 06 for Town Centre Core Streetscape.
- Low walls double as outdoor seating
- Opportunity to incorporate public art/wayfinding and place naming onto wall facades.
- Allow for outdoor dining to spill over into the Square
- Linear axis to cater for pedestrian flow between John St and the Bay Arcade
- Opportunity for seating/leaving platforms, oriented to allow for views over the square and casual surveillance of passing pedestrian traffic. Opportunity to incorporate public art/graphics in these elements that continue along the vertical planes of the building facades.
WARNERS BAY Streetscape Master Plan

LOCATION
- Along the key (primary and secondary) edges of the town centre as identified in the Warners Bay Town Centre Strategy.
- Wrapping the frontages of Development Block A (as identified in the Warners Bay Area Plan) along Lake St, The Esplanade and King St.

OBJECTIVES
- To cater for a range of retail, commercial, business and hospitality uses.
- To provide a safe, accessible and vibrant destination that visually connects the Town Centre to its Lake Foreshore.
- To create a well designed public domain with high quality finishes.
- To encourage patronage of local businesses.
- To respond to the built form of the 'street wall' contained in the Draft Warners Bay Town Centre Area Plan development controls for Building Type A.

EXISTING CONSTRAINTS
- Overhead power lines.
- Angle parking minimises footpath width.
- Footpath surface levels are lower than those on the adjacent road carriageway.
- Competing needs of vehicular through-traffic on The Esplanade and pedestrian connections between the town centre and its lake foreshore.
- Roads & Maritime Services (RMS) requirements will be applicable for state managed roads - The Esplanade.

DESCRIPTION
- Full width paving maximises pedestrian traffic movement along the street frontage.
- Outdoor dining platforms provide a raised dining opportunity clear of pedestrian and vehicle movement and improving views over the Esplanade to the lake foreshore beyond.
- Corner nodes provide opportunities for public seating, bike parking puller and other street furniture elements.

Key

Dress Circle Streetscape - Typical Plan
Scale: 1:125

1

Dress Circle Streetscape - Typical Section
Scale: 1:50

2

Paving treatment of Arcades to be determined in consultation with LMCC at detailed design stage. Arcade paving treatment must complement shared zone and Dress Circle paving and match into the patterns and colours of these pavements.

Materials and Furniture Selections
The following provide general guidelines for the location of furniture elements. Specific locations for furniture items are to be determined by LMCC at the detailed design stage. Additional furniture items may be required for some developments. Refer to Warners Bay Streetscape Technical Guidelines for specification guidance on streetscape elements selections and pavements.

Seating
Locations: Generally to define outdoor dining zones and create activity and gathering nodes at Dress Circle corner sites. Allow for a mix of custom and proprietary seating to provide a variety of seating types.
Selections: Custom planter and seat - Type 1 (CP1); Custom planter and seat - Type 2 (CP2) - Refer to Pages 12 and 13 of this plan.

Bike Parking
Locations: At key locations along cycle routes, building entries and near outdoor dining zones. Cluster in groups of two or three.

Drinking Fountains
Locations: At key locations along cycle routes and at activity and gathering nodes.

Waste receptacles - Recycle and rubbish bins
Locations: At bus stops, taxi stands, along key pedestrian routes and at activity and gathering nodes. Ensure enclosures are orientated to open toward the building line.

STREET TREES
Locations: Refer to the Street Tree Master Plan on Page 14 of this plan.
Tree Guards: Warners Bay custom timber tree guard with stainless steel decorative panels. Refer to Page 15 of this plan.

MASS PLANTING
Locations: Adjacent furniture elements where awnings prevent street tree plantings.
Species: Native strap-leaved plants, native grasses or groundcovers. Species selection to be determined at detailed design stage. Refer to Warners Bay Streetscape Technical Guidelines for planting, mulching and maintenance requirements.

PAVEMENT
Paving arrangement and materials to be determined at detailed design stage to suit site specific conditions and design response.
Pavement design should take cues from the Warner's Bay Foreshore area to establish a visual link between the town centre and it's foreshore.

Pavement Markers - to delineate outdoor dining licences
Stainless steel markers

Tactile Paving
Integrated TGS1 paving units. Set-out installation to AS1428.4.

Permeable Paving
Locate to tree pits as directed in the Warners Bay Streetscape Technical Guidelines.

Kerb ramps
Concrete, color to provide luminance contrast with the main paving colour in accordance with the Warners Bay Streetscape Technical Guidelines.
WARNERS BAY Streetscape Master Plan

LOCATION
- King St, between The Esplanade and John St.

OBJECTIVES
- To cater for a range of retail, commercial, business and hospitality uses.
- To provide a safe, accessible and vibrant destination that visually connects the Town Centre to it’s Lake Foreshore.
- To create a well designed public domain with high quality finishes.
- To encourage patronage of local businesses.
- To respond to the built form of the ‘street wall’ contained in the Warners Bay Town Centre Area Plan development controls for Building Type A.
- To provide a dedicated route for cyclists to access the Warners Bay Foreshore from King St that is safe for cyclists, and compatible with pedestrian and vehicle circulation.

EXISTING CONSTRAINTS
- Overhead power lines.
- Angle parking minimises footpath width.

DESCRIPTION
- Re-align existing angle parking to parallel parking configuration to maximise footpath width.
- Clear path of travel for pedestrians adjacent building facades.
- Outdoor dining areas provide a dining opportunity clear of pedestrian and cyclist movement.
- A buffer zone between the back of kerb and cycleway to provide clearance from opening doors. Buffer zone delineated by feature paving to differentiate from the cycle lanes.
- A buffer zone between the outdoor dining spaces and cycleway to provide a clear separation and minimise conflicts between cyclist and pedestrian movement. Buff zone comprises a mix of feature paving and planting to differentiate from the cycle lanes.

MATERIALS AND FURNITURE SELECTIONS
The following provide general guidelines for the location of furniture elements. Specific locations for furniture items are to be determined by LMCC at detailed design stage. Additional furniture items may be required for some developments. Refer to Warners Bay Streetscape Technical Guidelines for specification guidance on streetscape elements selections and pavements.

Seating
Locations: At key locations identified by LMCC at detailed design stage.

Bike Parking
Locations: At key locations along cycle routes and at activity and gathering nodes.

Drinking Fountains
Locations: At key locations along cycle routes and at activity and gathering nodes.

Waste receptacles- recycling and rubbish bins
Locations: At key locations along cycle routes and at activity and gathering nodes. Ensure enclosures are oriented to open toward the building line.

MASS PLANTING
Locations: Adjacent furniture elements where viewings prevent street tree plantings.
Species: Native strap-leaved, native grasses or groundcovers.
Species selection to be determined at detailed design stage. Refer to Warners Bay Streetscape Technical Guidelines for planting, mulching and maintenance requirements.

PAVEMENT
Paving arrangement and materials to be determined at detailed design stage to suit site specific conditions and design response.
Pavement design should take cues from the Warners Bay Foreshore area to establish a visual link between the town centre and its foreshore.
Pavement Markers - to delineate outdoor dining licences
Stainless steel markers
Tactile Paving
Integrated Tactile paving units. Set-out installation to AS1428.4
Permeable Paving
Location to tree pits as directed in the Warners Bay Streetscape Technical Guidelines.
Kerb ramps
Concrete, colour to provide luminance contrast with the main paving colour in accordance with the Warners Bay Streetscape Technical Guidelines.

Key

01
1.0
2.5
0.8
Varies min. 1.0m
min. 2.0
Parking lane
Buffer zone
Off-road cycleway
Buffer zone
Outdoor dining zone
Clear path of travel

Scale: 1:125

Dress Circle with cycleway- Typical Plan

2

Dress Circle with cycleway- Typical Section

Scale: 1:59
WARNERS BAY Streetscape Master Plan

LOCATION
- Adjacent Lake Macquarie Local Environment Plan B2-Local Centre Zones - the key business zones of the Town Centre.
- To correspond with Building Types B - F as identified in the Warners Bay Town Centre Area Plan.

OBJECTIVES
- To respond to the built form of the ‘street wall’ contained in the Warners Bay Town Centre Area Plan development controls for Building Types B - F.
- To create public domain spaces that facilitate the ‘active street frontages’ contained in the Warners Bay Town Centre Area Plan development controls.
- To cater for a range of retail, commercial, and business.
- To maximise accessibility and use of public transport, walking and cycling.
- To create a sense of place and emphasise visual and physical connections to the lake and recreational spaces.

EXISTING CONSTRAINTS
- Overhead powerlines
- Underground services
- Various existing road reserve widths

DESCRIPTION
- Full width pavement from property boundaries to back of kerb - maximises opportunities for a variety of uses.
- Small street trees to back of kerb where space allows, or within the parking lane pavement, to provide shade, soften the hard surfaces and link to surrounding natural areas.
- Mass planting adjacent furniture elements where overhead awnings prevent street tree planting.

MATERIALS AND FURNITURE SELECTIONS

FURNITURE
The following provide general guidelines for the location of furniture items. Specific locations for furniture items are to be determined by LMCC at detailed design stage. Additional furniture items may be required for some developments. Refer to Warners Bay Streetscape Technical Guidelines for specification guidance on streetscape element selections and pavements.

Bench Seats
Locations: At key locations identified by LMCC at detailed design stage.

Bike Rail
Locations: At key locations along cycle routes, building entries and near outdoor dining zones. Cluster in groups of two or three.

Drinking Fountains
Locations: At key locations along cycle routes and at activity and gathering nodes.

Waste receptacles - recycling and rubbish bins
Locations: At bus stops, taxi stands, along key pedestrian routes and at activity and gathering nodes.

STREET TREES
Locations: Refer to the Street Tree Master Plan on Page 14 of this plan.

Tree Guards: Warners Bay custom timber tree guard with stainless steel decorative panels. Refer to Page 15 of this plan.

MASS PLANTING
Locations: Adjacent furniture elements where awnings prevent street tree plantings.

Species: Native strap-leaved plants, native grasses or groundcovers. Species selection to be determined at detailed design stage. Refer to Warners Bay Streetscape Technical Guidelines for planting, mulching and maintenance requirements.

PAVEMENT

Main Body Pavement
Concrete with exposed aggregate finish in accordance with the Warners Bay Streetscape Technical Guidelines. Header-course Pale grey/silver colour pavers with blue/silver/black aggregate exposed through a honed finish. Lay in a landscape orientation at a single row between the border/banding and main body paving as shown on the typical plan this page.

Borders and Banding
Pavers in a dark Charcoal colour with light grey aggregate exposed through a honed finish. Lay as a single row of pavers against the back of kerb and buildling edge to create a pavement border, separated by a single row of pavers as banding as shown on the typical plan this page.

Pavement Markers
Locate to delineate outdoor dining licences Stainless steel markers Tactile Paving Integrated TGSI paving units. Set-out installation to AS1428.4

Permeable Paving
Locate to tree pits as directed in the Warners Bay Streetscape Technical Guidelines.

Kerb ramps
Concrete, colour to provide luminaire contrast with the main paving colour in accordance with the Warners Bay Streetscape Technical Guidelines.
WARNERS BAY Streetscape Master Plan

LOCATION
- Along minor and supporting edges of the town centre as identified in the Warners Bay Town Centre Area Plan.
- To correspond with Building Type G as identified in the Warners Bay Town Centre Area Plan.
- Addresses the interface between the business and recreational spaces of the Town Centre.
- Addresses the interface between the business and residential spaces of the Town Centre.

OBJECTIVES
- To pedestrian access and circulation to and within the town centre.
- To accommodate commercial and medium density residential uses.
- To provide a transition between the town centre core streetscapes, residential streetscapes and recreational areas.
- To respond to the building form and setback controls contained in the Warners Bay Town Centre Area Plan for Building Type G.

EXISTING CONSTRAINTS
- Overhead power lines.
- Various existing road reserve widths.
- Underground services

DESCRIPTION
- Minimum 2m wide pavements stretching from the property boundary towards the verge to accommodate a mix of retail, commercial and residential uses.
- Turf verges with street tree planting where desirable and feasible.

MATERIALS AND FURNITURE SELECTIONS

FURNITURE
The following provide general guidelines for the location of furniture elements. Specific locations for furniture items are to be determined by LMCC at design stage. Additional furniture items may be required for some developments. Refer to Warners Bay Streetscape Technical Guidelines for specification guidance on streetscape element selections and pavements.

Bench Seats
Locations: At key locations identified by LMCC at detailed design stage.

Bike Rail
Locations: At key locations along cycle routes, building entries and near outdoor dining zones. Cluster in groups of two or three.

Waste receptacles - recycling and rubbish bins
Locations: At bus stops, taxi stands, along key pedestrian routes and at activity and gathering nodes.

STREET TREES
Species selection: Refer to the Street Tree Master Plan on Page 14 of this plan.
Tree Pit construction: Refer to LMCC Landscape Standard Drawings LSD-PLA-073 Tree Pit in Turf (with footpath).
Tree Guards: Warners Bay custom Tree Guard- NO decorative panels.

PAVEMENT
Main Body Paving
Natural grey concrete - broom finish. No trowel edges.

Banding
A single row of unit pavers. Paver type as specified in the Warners Bay Streetscape Technical Guidelines. Banding at nominal 6m cts but may be varied to align with vertical building elements, building entries, street furniture elements while maintaining a continuous rhythm of banding along the street.

Tactile Paving
Integrated TGSI paving units. Set-out installation to AS1428.4.

Kerb ramps
Concrete, coloured to provide luminance contrast with the main paving colour in accordance with the Warners Bay Streetscape Technical Guidelines.
**LOCATION**
- Along Lake St, King St, and Charles St as identified on page 3 of this plan.

**OBJECTIVES**
- To improve pedestrian and cyclist circulation to and within the town centre.
- To provide off-road cyclist access through the town centre to the Warners Bay Foreshore Reserve.

**EXISTING CONSTRAINTS**
- Overhead power lines.
- Various existing road reserve widths.
- Underground services.
- Driveway crossings.

**DESCRIPTION**
- Minimum 2.5m wide pavements stretching from the property boundary towards the verge in accordance with LMCC standard width for shared paths.
- Shared path markings to highlight pedestrian and cyclist usage of the pathways, and to designate direction of cyclist travel.
- Shared path markings to provide warnings to pedestrians, cyclists and vehicles at potential points of conflict, i.e. at driveway crossings.
- At key points, building entries, bus stops, etc., the pavement may be extended to the back of kerb to provide street furniture elements as determined appropriate during the development application process.
- Turf verges only. Subject to the Development Application process, street trees may be proposed for inclusion within the parking lane of the roadway, or within landscape zones of private setback areas.

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**MATERIALS AND FURNITURE SELECTIONS**

**FURNITURE**
The following provide general guidelines for the location of furniture elements. Specific locations for furniture items are to be determined by LMCC at detailed design stage. Additional furniture items may be required for some developments. Refer to Warners Bay Streetscape Technical Guidelines for specification guidance on streetscape element selections and pavements.

**Bench Seats**
Locations: At key locations identified by LMCC at detailed design stage.

**Bike Rail**
Locations: At key locations along cycle routes, building entries and near outdoor dining zones. Cluster in groups of two or three.

**Waste receptacles - recycling and rubbish bins**
Locations: At bus stops, taxi stands, along key pedestrian routes and at activity and gathering nodes.

**STREET TREES**
Species selection: Refer to the Street Tree Master Plan on Page 14 of this plan.
Tree Pit construction: Refer to LMCC Landscape Standard Drawing LSD-PLA-09 Tree Pit in road (flush, on-street parallel parking)
Tree Guards: Warners Bay custom Tree Guard- NO decorative panels.

**PAVEMENT**

**Main Body Paving**
Natural grey concrete - broom finish. No trowel edges.

**Feature paving**
Locations: Where pavement is extended to back of kerb, at street furniture locations.
Type: Concrete with an exposed aggregate finish as specified in the Warners Bay Streetscape Technical Guidelines.

**Banding**
- A single row of unit pavers. Paver type as specified in the Warners Bay Streetscape Technical Guidelines. Banding at nominal 6m cda but may be varied to align with vertical building elements, building entries, street furniture elements while maintaining a continuous rhythm of banding along the street.

**Tactile Paving**
Integrated TGS1 paving units. Set-out installation to AS1428.4.
Kerb ramps
Concrete, coloured to provide luminance contrast with the main paving colour in accordance with the Warners Bay Streetscape Technical Guidelines.
LOCATION

OBJECTIVES
- To cater for local neighbourhood pedestrian requirements.
- To provide safe and accessible residential environments.
- To provide pedestrian linkages to recreational, business and core town centre areas.

EXISTING CONSTRAINTS
- Overhead power lines.
- Irregular placement of poles and street signs

DESCRIPTION
- Minimum 1.5m wide concrete footpaths to accommodate pedestrian volumes generated by medium density development.
- Street trees in a turf verge (minimum of one tree per lot unless LMCC Council Planning officers are satisfied that street tree installation is not feasible.)

MATERIALS AND FURNITURE SELECTIONS
The following provide general guidelines for the arrangement of elements. Specific locations for items are to be determined by LMCC at detailed design stage. Additional furniture items may be required for some developments.

FURNITURE
Not applicable on residential streetscapes.

STREET TREES
Species selection: Refer to the Street Tree Master Plan on Page 14 of this plan.
Tree Pit construction: Refer to LMCC Landscape Standard Drawing LSD-PLA-01 Tree pit in turf (with footpath)
Tree Guards: Not applicable on Residential streetscapes.

PAVEMENT
Footpath
Type: Concrete pavement.

Kerb Ramps
Concrete, coloured to provide luminance contrast with the main paving colour in accordance with the Warners Bay Streetscape Technical Guidelines.
WARNERS BAY Streetscape Master Plan

DESCRIPTION
- Applicable to Postman's Lane, providing rear access to Dress Circle Buildings and John St car park development.
- Provides pedestrian links between The Esplanade, the Arcades, and John St.
- A low-speed shared zone.

OBJECTIVES
- To provide a safe and accessible thoroughfare for pedestrians and vehicles.
- To provide pleasant pedestrian environments for people to work and live.
- To respond to the built form of the 'street wall' contained in the Warners Bay Town Centre Area Plan development controls for Building Types A - B.

EXISTING CONSTRAINTS
- Narrow lanes mostly without footpaths.
- Existing footpaths vary in surface, width and grade.
- Generally lacking building frontage.
- Multiple vehicle access points onto the lane.

DESIGN RESPONSE
- Create a shared zone environment, with continuity of pavement treatment to provide visual interest on the horizontal plane and to emphasise that pedestrians and vehicles have equal priority.
- Crossing points aligned with Arcade entrances to be raised at-grade with footpaths to prioritise pedestrian cross flows at these points.
- The Warners Bay Town Centre Area Plan designates building setbacks from property boundaries to ensure adequate continuous widths of footpath are available to allow for a private-landscaping/green space interface to the Lane.

MATERIALS AND FURNITURE SELECTIONS

FURNITURE
The following provide general guidelines for the location of furniture elements. Specific locations for furniture items are to be determined by LMCC at detailed design stage. Additional furniture items may be required for some developments. Refer to Warners Bay Streetscape Technical Guidelines for specification guidance on streetscape elements and pavements.

Bench Seats
Locations: At key locations and building entries identified by LMCC at detailed design stage.

Bike Rail
Locations: At key locations along cycle routes, building entries and near outdoor dining zones. Clusters in groups of two or three.

Waste receptacles - recycling and rubbish bins
Locations: At bus stops, taxi stands, along key pedestrian routes and at activity and gathering nodes.

PAVEMENT

Main Body Paving
Natural grey concrete, 50-50 mix of black and white aggregate. Exposed aggregate finish.

Bandng
Nom. 200 x 100 x 80mm pavers in a dark grey-charcoal colour. Lay with long edge perpendicular to line of building frontages.

Tactile Paving
Integrated TGS paving units. Set-out installation to AS1428.4.

Kerb ramps
Concrete, coloured to provide luminance contrast with the main paving colour in accordance with the Warners Bay Streetscape Technical Guidelines.
**DESCRIPTION**
- Applicable to Lymington Way, providing rear through access between John and Charles St. Also provides access to existing loading docks, and potential provision of bus terminus facility.

**OBJECTIVES**
- To provide a safe and accessible connection between John and Charles St.

**EXISTING CONSTRAINTS**
- Currently a one way street, with loading dock ingress/egress.
- Lymington Way currently reads as a private loading access for the existing development.

**DESIGN RESPONSE**
- Provide a two-way street with on street parallel parking in accordance with the Warners Bay Town Centre Area Plan and Framework documents.
- Accommodate existing loading facilities.
- Provide a safe and streamlined paved footpath for pedestrian access to parking spaces on the northern side of the street.
- Provide a safe and streamlined paved footpath for pedestrian through-access to Charles St.

**MATERIALS AND FURNITURE SELECTIONS**

**FURNITURE**
The following provide general guidelines for the location of furniture elements. Specific locations for furniture items are to be determined by LMCC at detailed design stage. Additional furniture items may be required for some developments. Refer to Warners Bay Streetscape Technical Guidelines for specification guidance on streetscape elements and pavements.

**Bench Seats**
- **Locations:** At key locations identified by LMCC at detailed design stage.

**Bike Rail**
- **Locations:** At key locations along cycle routes, building entries and near outdoor dining zones. Cluster in groups of two or three.

**Waste receptacles- recycling and rubbish bins**
- **Locations:** At bus stops, taxi stands, along key pedestrian routes and at activity and gathering nodes.

**STREET TREES**
- **Species selection:** Refer to the Street Tree Plan on Page 14 of this plan.
- **Tree Pit construction:** Refer to LMCC Landscape Standard Drawing LSD-PLA-07 Tree Pit in Pavement.
- **Tree Guards:** Warners Bay custom Tree Guard - NO decorative panels.

**MASS PLANTING**
- **Locations:** Adjacent furniture elements where awnings prevent street tree plantings.
- **Species:** Native strap-leaved plants, native grasses or groundcovers. Species selection to be determined at detailed design stage. Refer to Warners Bay Streetscape Technical Guidelines for planting, mulching and maintenance requirements.

**PAVEMENT**
- **Main Body Paving**
  - Natural grey concrete - broom finish to full width of the footway.
- **Banding**
  - A single row of unit pavers. Paver type as specified in the Warners Bay Streetscape Technical Guidelines. Banding at nominal 60mm but may be varied to align with vertical building elements, building entries, street furniture elements while maintaining a continuous rhythm of banding along the street.
- **Tactile Paving**
  - Integrated TGSi paving units. Set-out installation as AS4124.8.
- **Kerb ramps**
  - Concrete, coloured to provide luminance contrast with the main paving colour in accordance with the Warners Bay Streetscape Technical Guidelines.
STREET TREE MASTER PLAN

DESCRIPTION
Street trees provide many benefits in an urban environment. They provide shade, reducing heat on the street and surrounding buildings. They provide habitat for native fauna. They change throughout the year with flowers, fruit and leaves, creating visual interest. They create a pleasant environment in which to spend time.

Typical spacings as well as proposed locations for trees within the road reserve have been detailed within the streetscape types, sheets 4 - 10. The locations shown in the typical plans are guidelines only that can be used for planning a development. Actual tree locations will be determined in consultation with LMCC at the time a resident, property owner or developer proposes to install street trees. Allow for at least one tree per lot.

OBJECTIVES
- To contribute to a sense of place.
- To improve street microclimates.
- To complement the natural and scenic values of the Town Centre.
- To minimising long term maintenance.

EXISTING CONSTRAINTS
- Overhead power lines throughout the town centre
- Undeveloped lots and lack of guttering and footpaths.

CRITERIA
Criteria considered in selecting trees for this Masterplan include:
- Species proven in urban and suburban street environments.
- Native species.
- Mature size, height and width to suit anticipated scale of development, awnings and street activity.

Foreshore tree planting is subject to a separate master plan - see Warners Bay Foreshore Master Plan 2012 for details.

Street trees in the projected new pedestrian refuge is part of the treatment proposed for the pedestrian crossing that links the Town Centre to the Foreshore Reserve. Refer to the Erica Circle Streetscape on page 4 of this plan for details of the proposed crossing treatment.

Legend
- Pyrus calleryana ‘Chanticleer’ - Callery Pear
- Lagerstroemia indica ‘Sioux’ - Pink Crepe Myrtle
- Eucalyptus reticulata - Blueberry Ash
- Callistemon Harknessii - Bottlebrush
- Small tree mix, suitable species
- Cupaniopod anacardoides - Tuckeroo
- Fusanus tenuifolia - Water Gum
- Corymbia rossii ‘Wildfire’ - Flowering gum
1. Custom planter and seat - Type 1 (CPS1)
   Plan view Scale 1:25
   - Precast concrete frame. Shape and dimensions to complement the precast seat structures on Warners Bay foreshore to provide visual continuity and connection between the Town Centre and its foreshore.
   - Mass planting
   - Handrail to ramp side.
   - Timber slat seat.
   - Stainless steel handrail to comply with AS1428 Access and Mobility where required.

2. CPS1 - Rear elevation
   Scale: 1:25
   - Possible opportunity for place making; art panels and feature lighting incorporated in seat structure.
   - Seat panel flush with top of concrete plinth
   - Mass planting
   - Handrail (where required)
   - Provide drainage to base of planter, connect to site stormwater. Provide waterproofing to inside of planter.

3. CPS1 - Side elevation
   Scale: 1:25

4. CPS1 - Section a-a
   Scale: 1:25
   - Potential decorative panels and lighting affixed to concrete plinth.

5. Tree guard - elevation
   Scale: 1:25
   - 316 marine grade Stainless steel panel (3mm thick) with laser cut-out to two opposite sides of guard only. Refer to the Warners Bay Streetscape Technical Guidelines for details.
   - Timber treeguard with painted finish. Refer to the Warners Bay Streetscape Technical Guidelines for details.
1. **Custom planter and seat - Type 2 (CPS2)**
   - Mass planting
   - Studded seating area.
   - Concrete plinth
   - Scale: 1:25
   - Possible opportunity for place making: art panels and feature lighting incorporated in seat structure.

2. **CPS2 - Rear elevation**
   - Scale: 1:25

3. **CPS2 - Front elevation**
   - Scale: 1:25

4. **CPS2 - Section a-a**
   - Scale: 1:25
   - Possible opportunity for place making: art panels and feature lighting incorporated in seat structure.
   - Provide drainage to base of planter, connect to site stormwater. Provide waterproofing to inside of planter. Refer to Warners Bay Streetscape Technical Guidelines for details of planter box and soil specification.

5. **Custom planter box and seat - Type 3 (CPS3)**
   - Insitu concrete plinth, colour and finish to complement the concrete seating on Warners Bay foreshore.
   - Mass planting
   - Scale: 1:25
   - Possible opportunity for place making: art panels and feature lighting incorporated in seat structure.

6. **CPS3 - Elevation**
   - Scale: 1:25

7. **CPS3 - Section a-a**
   - Scale: 1:25