**PART 4 : THE URBAN DESIGN FRAMEWORK**

## THE EVOLUTION OF A MASTERPLAN

A town is comprised of layers and each layer supports those above and below. Remove one layer and it will all tumble down. The construction of a masterplan is the same, as it 'constructs' these same layers during the design process.

In designing the urban framework, the project team dissects the function and use of each layer and studies them individually and in relation to relevant layers. This process is the same, whether you are designing a large sprawling city or a small rural village.

For instance, public open space forms the lungs of a town. In The Entrance this open space will be expanded into a network which in turn informs the pedestrian and vehicular networks. One small change in one location can have a significant result in another – with often disastrous results. The process of Masterplan development is a delicate balance which must be carefully managed.

The following diagrams represent a layer and each diagram takes elements and information from the previous layer to come to form a position. Each layer can be read individually but it is best read as sequence.



*The "Layers" of The Entrance. Each of these layers will be analysed, dissected and recreated to form The Entrance Urban Design Framework.*

## OPEN SPACE

| | | | |
|---|---|---|---|
| ▉ | Passive Open Space : parks | ▉ | Formal Open Space : foreshore |
| ▉ | Passive Open Space : beaches | ▉ | Formal Open Space : sports field |
| ⭕ | 5 Minute Walking Radius | → | Green Fingers and Links |
| 🔴 | Urban Park Approximate Location | → | Waterfront Fingers and Link |

**PRINCIPLE**
**The Open Space Layer identifies existing and proposed open space and defines it by its use and activity. This layer recognises open space as an essential part of the framework and will integrate these findings into each subsequent layer.**

**RECOMMENDATIONS**
- Create a network of open spaces that are well connected. This will increase the frequency of use;
- Create a hierarchy of open spaces to cover most uses including picnic grounds, sports fields, formal entertainment spaces, community gardens and 'in-between spaces' such as road reserves;
- Establish a walkable network of open space. Limit the distance to open space to 400 metres or a 5 minute walk. Where this is not feasible such as the centre of The Entrance, create civic spaces that have the properties of a public park such as landscaping, public seating, water features and play elements not necessarily play equipment;
- Orient buildings to overlook these open spaces to improve amenity and increase passive surveillance;
- Maintain the existing Norfolk Pines and street trees however, consider plants in the public domain that flower seasonally to provide an dynamic landscape.
- Avoid additional large scale neighbourhood parks (outside those existing and proposed) as these can undermine the other parks and isolate the urban framework.
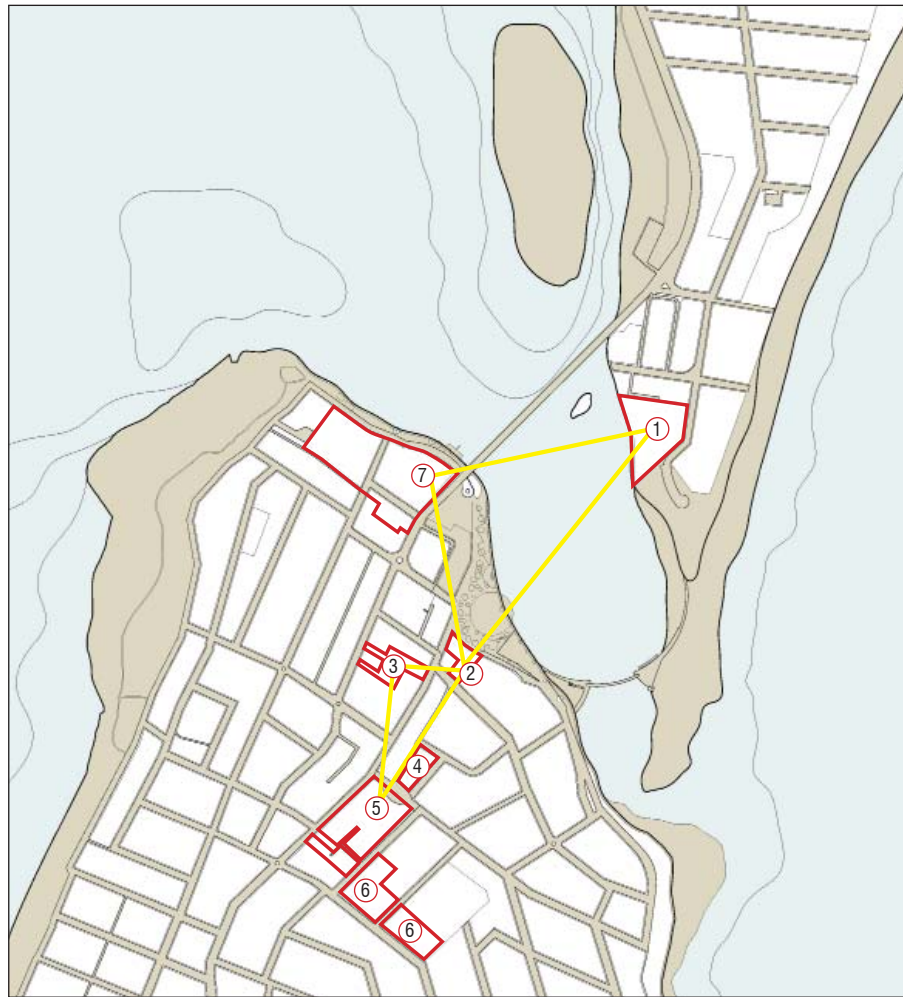
## KEY ICONIC DEVELOPMENT SITES

① **Dunleith Tourist Park**
② **Key Site**
③ **Ebbtide Mall**
④ **Short Street Carpark**

⑤ **Lakeside Plaza**
⑥ **The Greens Bowling Club**
⑦ **Klumper Water Park**
△ **Key Site Relationships**

**PRINCIPLE**
**The Key Iconic Development Sites Layer identifies the seven key sites within The Entrance. This layer recognises the relationships between each site. This concept will form the basis for future precincts, activity zones and destinations.**

**RECOMMENDATIONS**
• Reinforce the Key Iconic Development Sites as anchors in the urban framework;
• Create links between the key sites to give people a reason to move through The Entrance to encourage pedestrian activity;
• Recognise that the location of the key sites will influence the formation of precincts;
• Many of these key sites will become hot spots and destinations within the pedestrian framework. These form the glue to the urban framework;
• Utilise the development of the Key Iconic Development Sites to undertake the construction of related public spaces, promenades and forecourts. These spaces will be identified later in this document.

## CONNECT EDGES TO THE CENTRE

— **South Entrance Precinct**
— **North Entrance Precinct**
⟷ **Pedestrian Link - "Water Walk"**

○—○ **Secondary Link - The Entrance Bridge**
⬤ **Urban Centre**

### PRINCIPLE
**The Connected Edges Layer identifies the two disconnected precincts of The Entrance. The Entrance Bridge is an existing link however is vehicular in nature. The pedestrian access to the bridge inhibits movement - especially for disabled access. This concept will form the basis for the movement network and destinations layers in the following diagrams.**

### RECOMMENDATIONS
- Connect the two edges of North and South Entrance for pedestrians of all levels of mobility including those bound by wheelchairs;
- Design the Water Walk / Pedestrian Connection to allow for emergency vehicle access:
- Establish continuous promenades punctured by key destinations which are anchored by the Key Iconic Development Sites;
- Connect the lake and the ocean edges into the urban heart of The Entrance to encourage interaction between these key places;
- Improve connections to the existing Entrance Bridge to promote its use and create a pedestrian circuit around the waterfront.
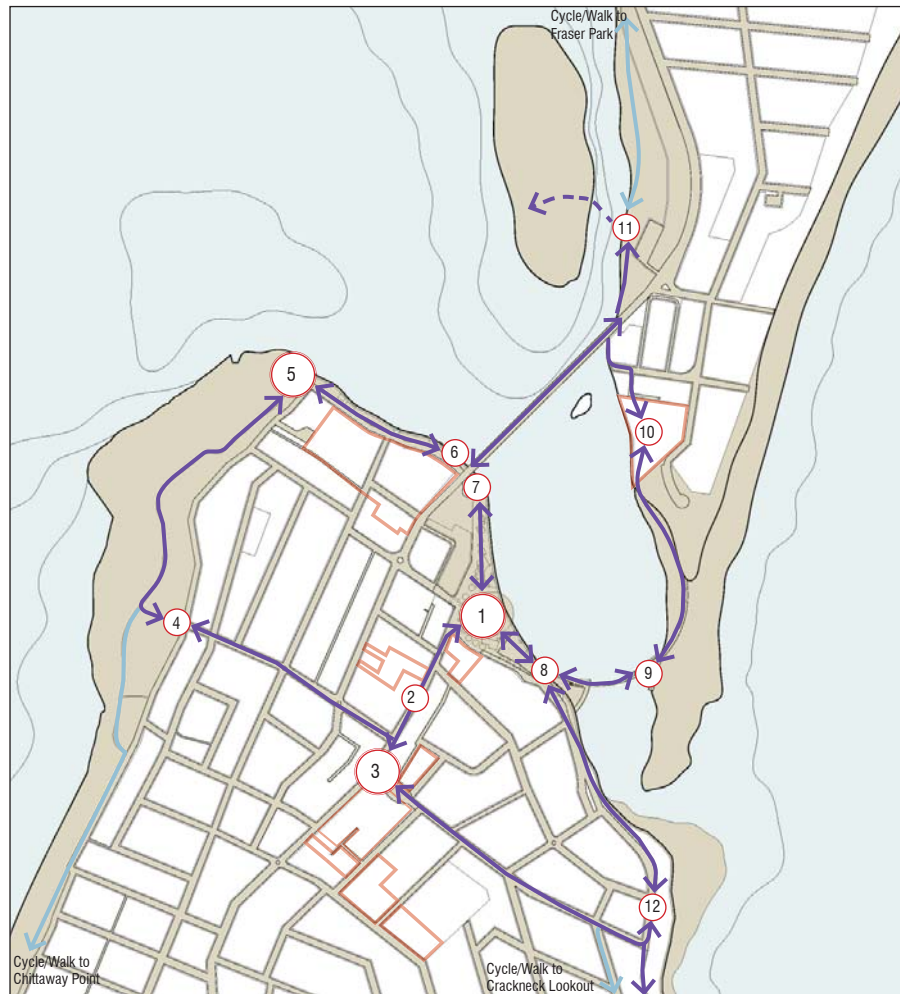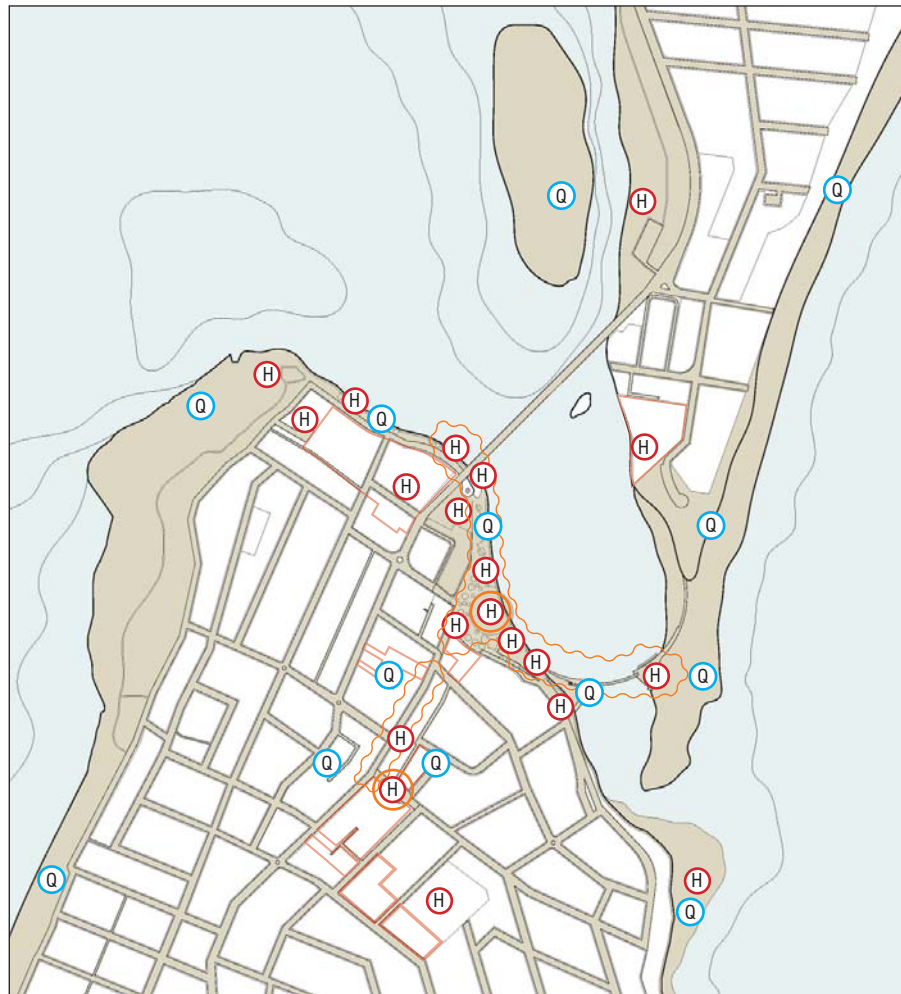
## PATHS AND DESTINATIONS

⬭ **Primary Destinations**
○ **Secondary Destinations**
⬌ **Paths and Promenades**
⬌ **Greater Network Destinations**

1 Waterfront Precinct
2 Bus Interchange
3 Town Square
4 Connection Node

5 Picnic Point
   Recreational Park
6 Boat Hire and Marina
7 Fishermans Wharf &
   Viewing Deck

8 Market Place
9 The Lake 'Splash' Pool
10 Karagi Tourist Resort
11 Terilbah Park
12 SLSC and Ocean Baths

### PRINCIPLE

**The Paths and Destinations Layer identifies key destinations and the linkages that form a web and network of promenades. This layer is about promoting an "Accessible Entrance" for people of all ages. This layer will be integrated with the hotspots and vehicular movement to identify the activities that give life to The Entrance.**

### RECOMMENDATIONS

- The Destinations define places that people want to go. The paths define the links between these destinations and are limited to a 5-8 minute walking time. These routes are direct, easy to navigate with limited road crossings that can discourage pedestrian movement;
- The paths link with a variety of places and the paths themselves are wide and well lit. Signage is clear and direct to ensure people know where they are going. The destinations are commonly associated with key iconic sites whose buildings will form wayfinding markers that assist navigation of The Entrance;
- The traffic speeds along these streets (where cars and pedestrians co-mingle) are a maximum of 40km. Cars have been eliminated from these spaces where possible;
- Provide links to Terilbah Island. There are opportunities to create a beach edge to part of the Island. Access to the beach can also be a combination of swimming and bush tracks;
- Consider opportunities to provide a link from The Entrance Bridge to the Fishermans Wharf viewing deck;
- These pedestrian links are sheltered by covered awnings along Main Street and in the Waterfront Precinct while sheltered 'stops' are provided along the way to improve the amenity of this walk.

## HOTSPOTS AND QUIET PLACES

(H)  Hotspots

(Q)  Quiet Spots

### PRINCIPLE
**The Hot Spots and Quiet Places Layer identifies social places where people will gravitate to and sometimes congregate. You will note as strong correlation between the Paths and Destinations Layer.**

### RECOMMENDATIONS
- A strong town has a variety of places; busy active spaces and quiet places for contemplation. A balanced town needs both.
- These hotspots represent the lively places that people will be drawn to. These places will be filled with people, laughter, music and a general buzz of excitement. Some of these places include the Waterfront Playground which will become a hive of activity for children or Town Square in the heart of the Civic Centre. This can be contrasted with the Water Walk where people will walk and take in the picturesque view and take photos with their friends;
- The Entrances Quiet Places can be found on its edges or in its laneways. Quiet leisurely walks around Picnic Point or along North Entrance Beach will provide places for contemplation, while its laneways will be activated with other use such as cafes and galleries which will provide a place of escape from the main arteries of the town.
- Create a wi-fi hot spot.
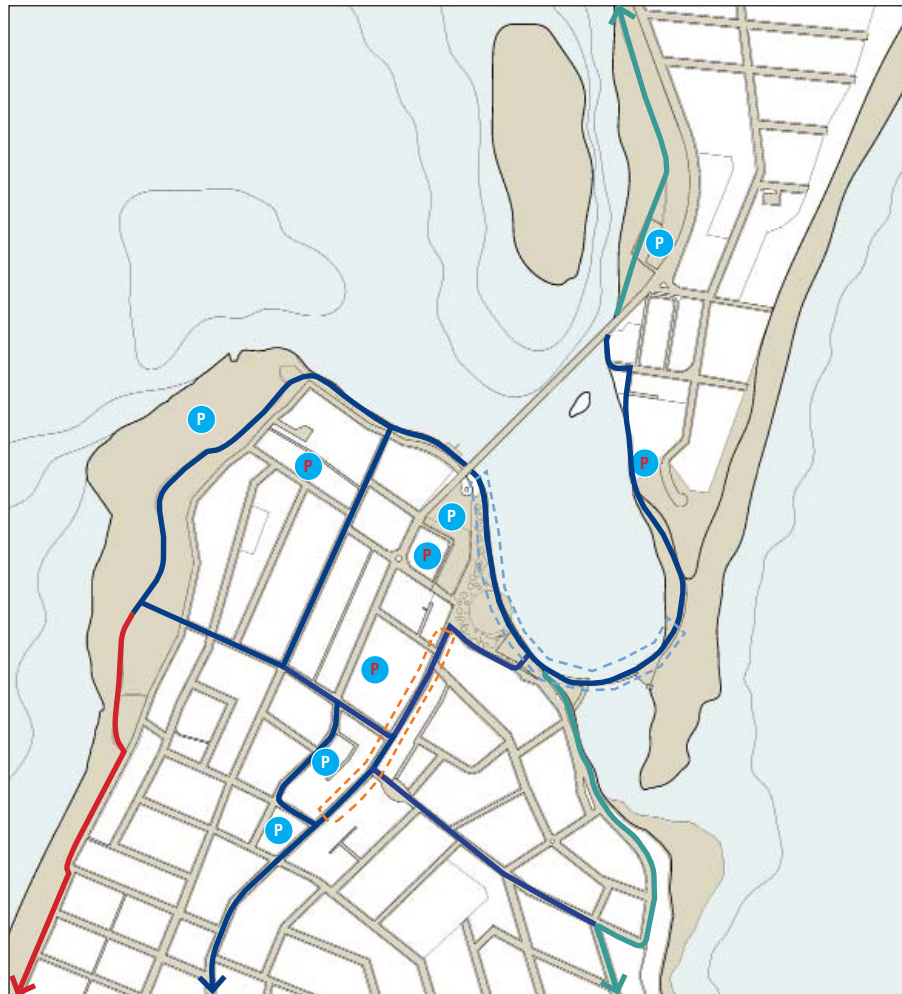
## CYCLEWAYS

| | | | |
|---|---|---|---|
| **P** | Cycle parking | → | Chittaway Point Cycle Link (Approximately 10kms) |
| **P** | Cycle Hire & Parking | ---- | Shared Zone - Cars, People, Cycles |
| → | Town Centre Cycleway | ---- | Shared Zone - People, Cycles |
| → | The 'Coastal Walk' Cycle Link Coast | | |

### PRINCIPLE
**The Cycleways Layer identifies the routes that alternative methods of transport will take. The Entrance is already well linked with neighbouring suburbs and there are plans already underway to increase these connections. This layer recognises the advantages of these connections with the town centre.**

### RECOMMENDATIONS
- The new Town Centre cycleways will connect with the existing fringe cycleways to encourage alternative methods of travel to The Entrance from neighbouring suburbs;
- Cycleways will be well defined for both the cyclist and motorists;
- Streets where cyclists and motorists intermingle will be 50km per hour with clearly defined parking bays;
- Install bike hire stations within the parking stations for public use. Bikes could be hired for 1/2 hour allotments using a credit card in an automated metre similar to a parking metre. These durable bikes are released from the device once payment is secured.
- Free cycle parking will be provided in all parking stations. This will reinforce the role of parking stations as a link with the pedestrian realm, making the manor of transport irrelevant. This will also improve security for the bikes.
- Provide a cycleway through the foreshore precinct to encourage use and connectivity of public spaces.
- A Coastal Walk could be developed on the Central Coast which could integrate with the 5 Lands Walk. There are opportunities to connect The Entrance cycle path into this network.
- Ensure functional connections to shared pathway network of the The Entrance Coast to Lake Shared Pathway Project.
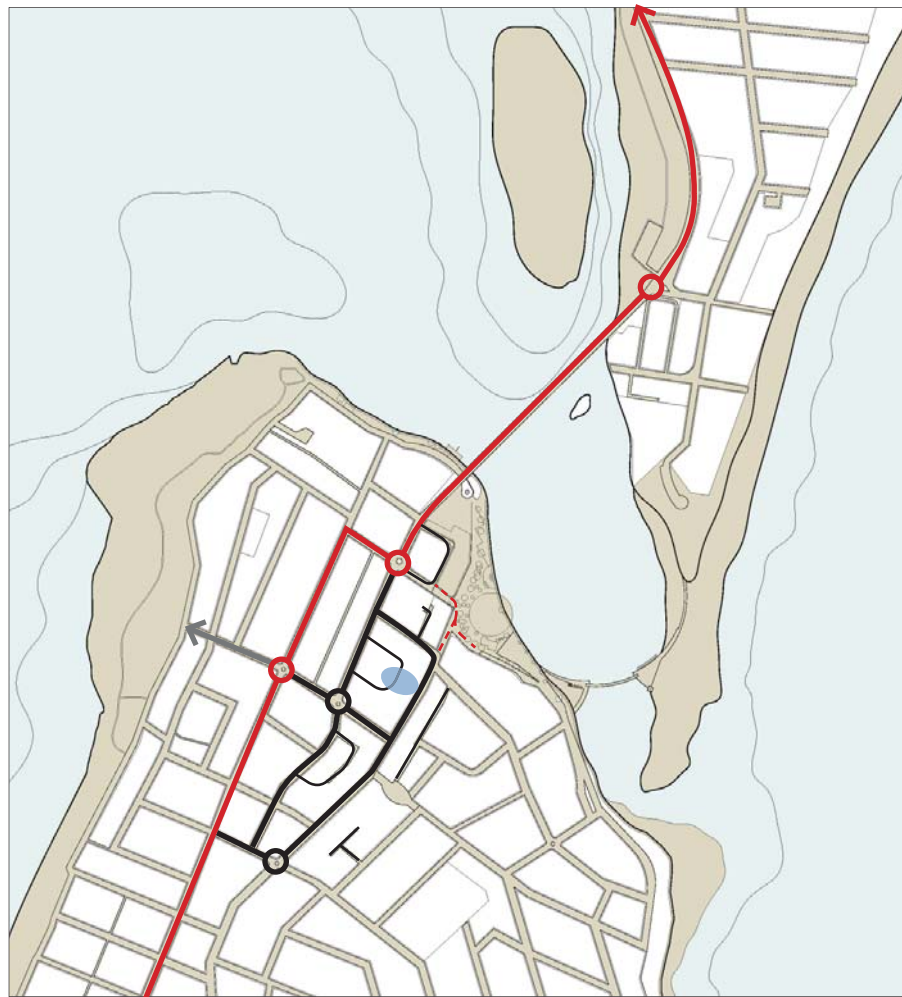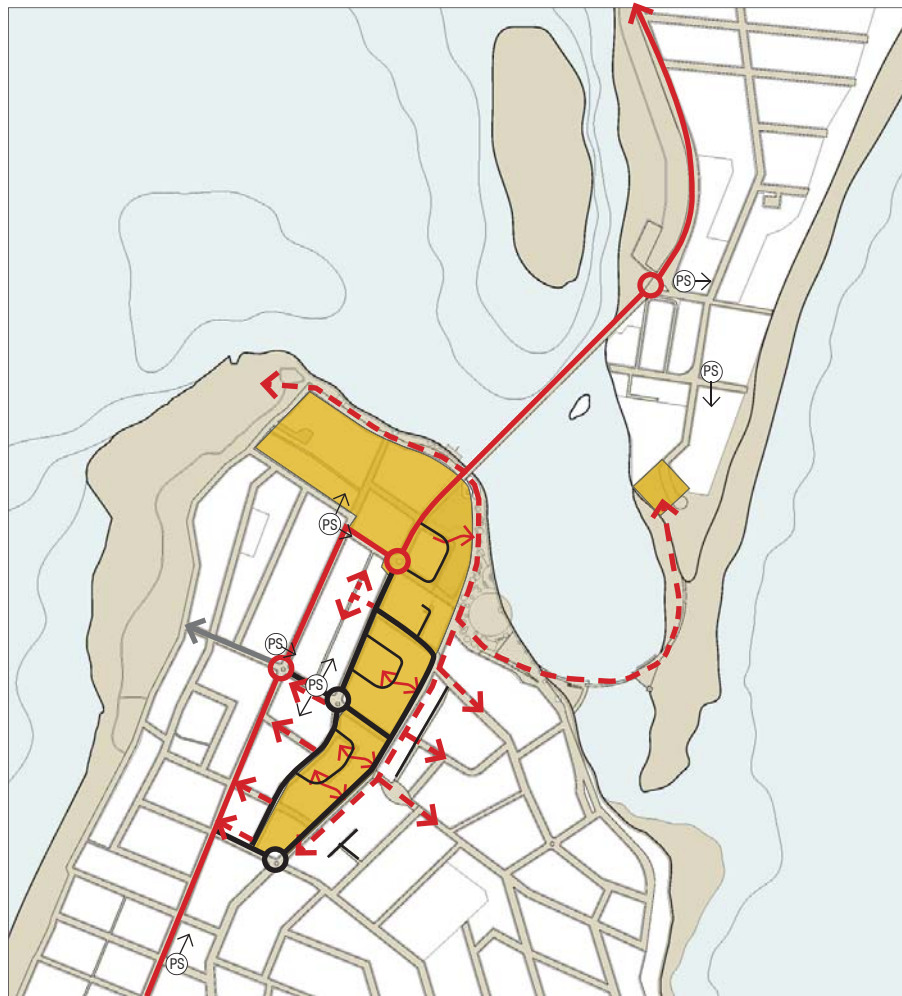
## VEHICULAR MOVEMENT FRAMEWORK

→ **The Entrance By Pass**
— **The Entrance Town Centre Circuit**
—○— **Primary Intersection**
— **Laneways**

● **Bus Interchange**
→ **Connection to the Lake Edge**
---- **Shared Zone for Major Events/Festivals**

### PRINCIPLE
**The Vehicular Movement Layer identifies the primary movement that give structure to The Entrance. This layer will be integrated with the pedestrian layers that preceded these layers.**

### RECOMMENDATIONS
- The bypass noted in the red line allows motorists to travel past the town centre. This arrangement is currently in place and is very effective;
- The Black line proposes a 'circuit' that forms a loop to the west of "Main Street". The western side of The Entrance has a regular grid formation which facilitates efficient movement. This side is also equipped with existing laneways which provide efficient servicing of the main street;
- This circuit rationalises the existing street network and requires the formation of new streets through land acquisition and the use of Council owned land. **The proposed framework reduces the need for vehicular movement on the eastern side of the town** where the urban framework is complicated, confusing and primarily residential in character. Vehicles crossing to the eastern side of main street will be limited to those accessing the shopping centre carpark;
- Close part of the Marine Parade to integrate the waterfront back into the town. This space would become a shared zone during major events to allow for parades, processions of vehicles to connect with marketplace, the pier and The Town Square. This space would be bollarded at other times.
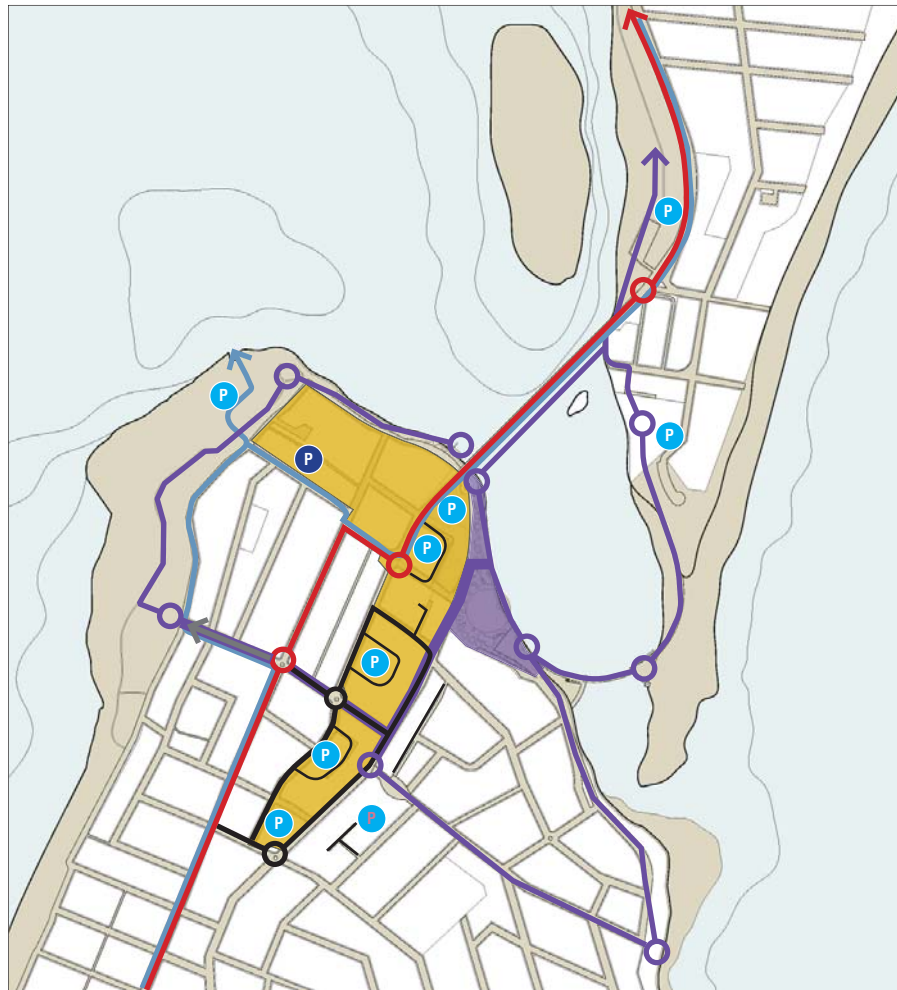
## PUBLIC PARKING ZONE

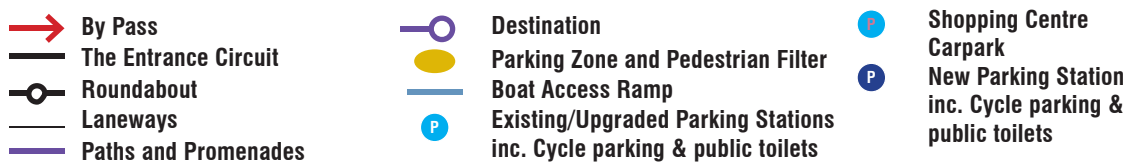| | | | |
|---|---|---|---|
| → | **By Pass** | ● | **Parking Zone and Pedestrian Filter** |
| — | **The Entrance Circuit** | ↩ | **Pedestrian Filtering onto the Paths and Destinations Layer** |
| —○— | **Primary Intersection** | (PS) | **Parking Directional Signs - directs** |
| — | **Laneways** | | **north/south bound traffic into** |
| – – → | **Main Pedestrian Links** | | **parking station precinct.** |

### PRINCIPLE
**The Public Parking Zone Layer identifies the best places for public carparking to encourage walking and connectivity with the township as a whole. This will be achieved by reducing the volume of tourist/ visitors 'parking' on the eastern side. This is the critical principle in this layer and subsequent layers. This layer becomes relevant in the next layer - Vehicular and Pedestrian Convergence Layer.**

### RECOMMENDATIONS
- Public carparking is often located directly adjacent the places that people want to visit. This results in a limited pedestrian network and increased car usage;
- The orange zone in the map above identifies areas that would be appropriate for public carparking. Some public carparking stations are already located in these spaces and these parking station work well in these locations;
- The location of these parking stations are based upon the easy access and opportunities for sign posting from Torrens Avenue;
- Pedestrians will filter through the buildings to Main Street and connect with the pedestrian network thereby activating the public domain and the street. This also activates the laneways and public parking places with a regular flow of people.
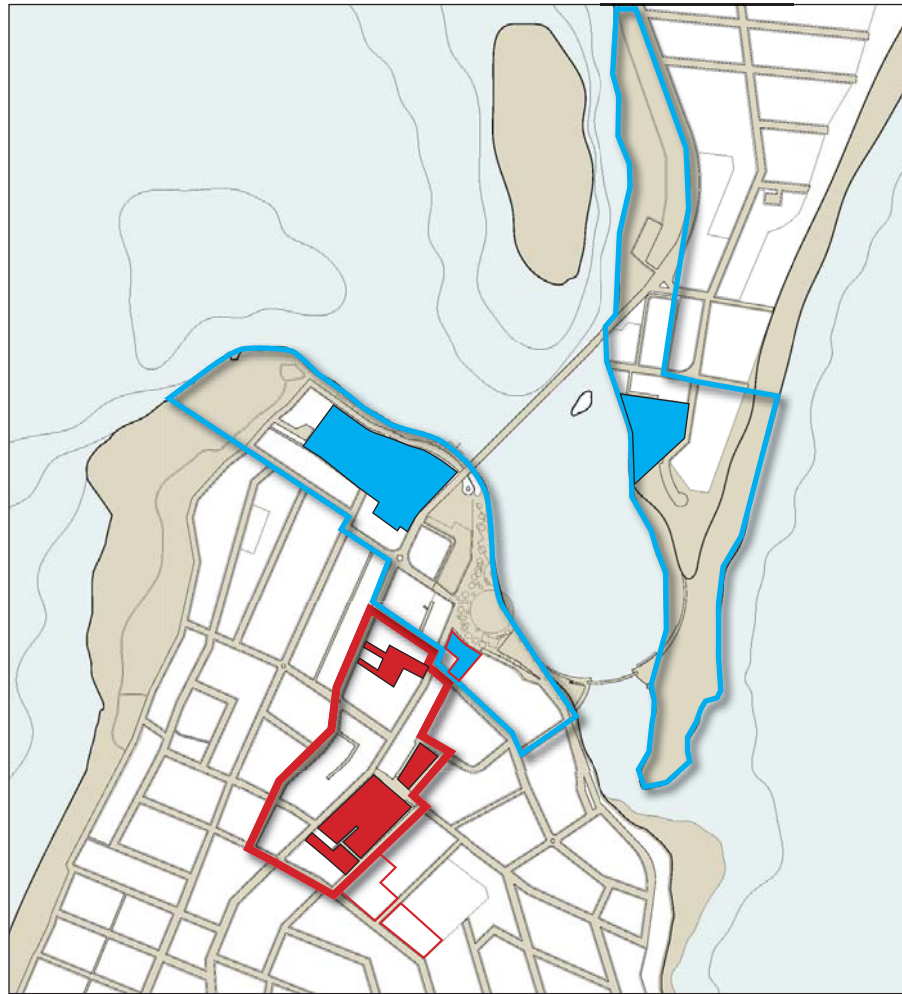
## VEHICULAR AND PEDESTRIAN CONVERGENCE

| | | | |
|---|---|---|---|
| → | By Pass | ◯ Destination | Ⓟ Shopping Centre Carpark |
| — | The Entrance Circuit | 🟡 Parking Zone and Pedestrian Filter | Ⓟ New Parking Station inc. Cycle parking & public toilets |
| —◯— | Roundabout | — Boat Access Ramp | |
| — | Laneways | Ⓟ Existing/Upgraded Parking Stations inc. Cycle parking & public toilets | |
| — | Paths and Promenades | | |

### PRINCIPLE
The Vehicular and Pedestrian Convergence Layer identifies the merging of all previous improvement layers. This layer takes all previous decisions into account to create a safe movement structure for The Entrance.

### RECOMMENDATIONS
- The parking stations become an important anchor to the town. Their role becomes less about cars and becomes focused upon movement as a whole, including walking, cycling and driving;
- The proposed promenades reinforce the central role of "Main Street" and the convergence of the east/ west streets reinforce town square as a civic hub to The Entrance;
- The pedestrian bridge strongly links the two parts of The Entrance making the two whole.
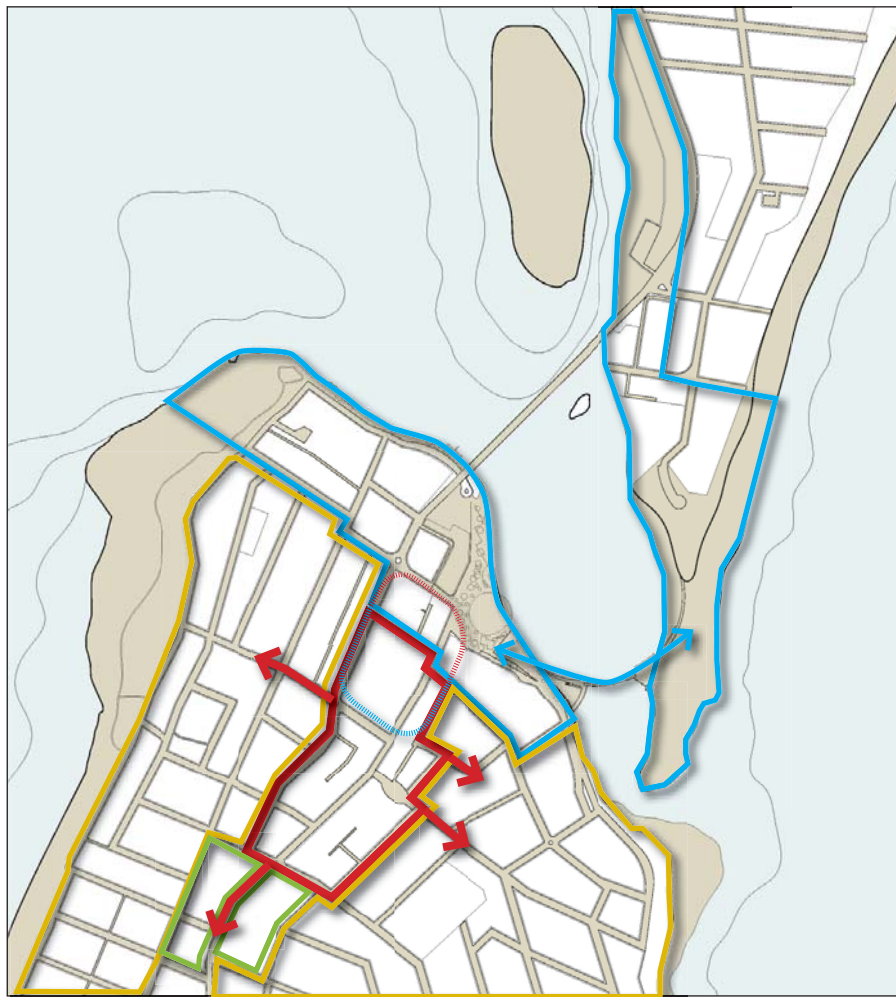
## KEY SITES AND PRECINCT FORMATION

Waterfront & Tourism Precinct

Civic Centre

Waterfront & Tourist Key Sites

Civic Centre Key Sites

Key Site to Both Precincts

**PRINCIPLE**
**The Key Sites & Precinct Formation layer identifies the key sites and their role in developing precincts. Recognition of precinct formation is based upon proposed use and location.**

**RECOMMENDATIONS**
• Define parts of the Public Domain for construction during the development of the key sites. This will improve the quality of the public domain, make the revitalisation of The Entrance achievable and result in a 'whole of town' approach that is still diverse and exciting.
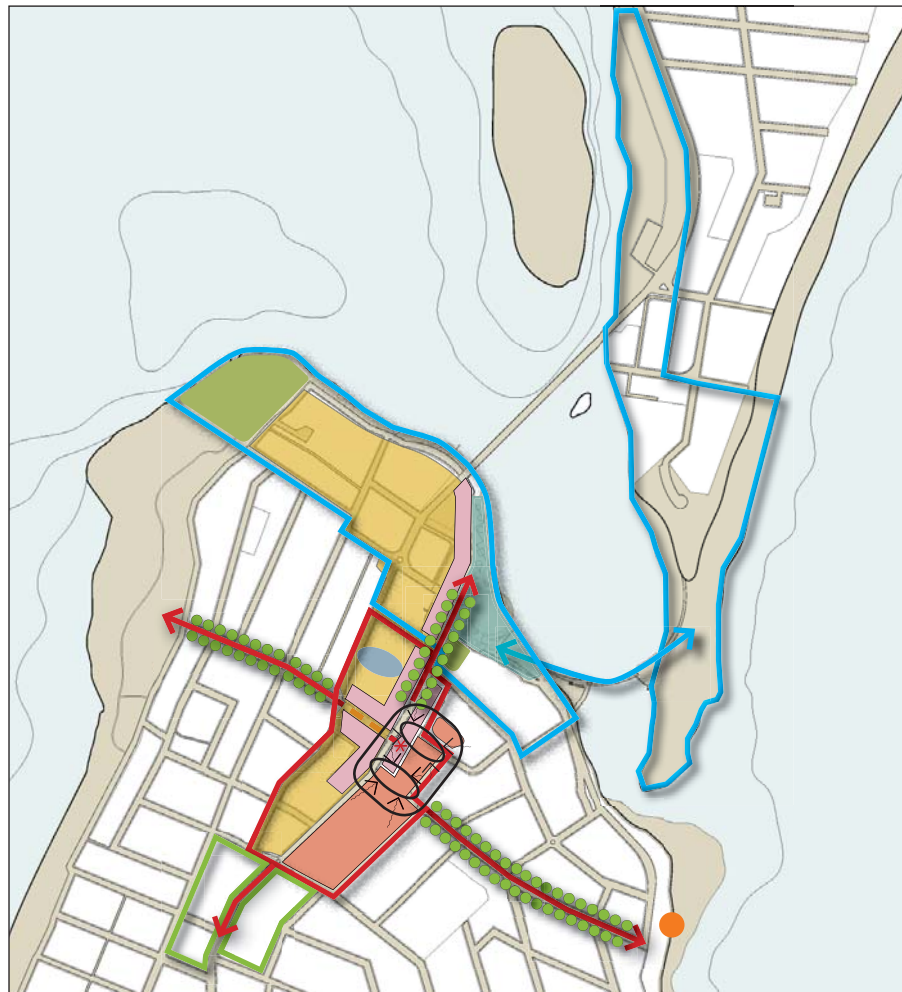
## DEVELOPING PRECINCTS

| | | | |
|---|---|---|---|
| 🟦 | Waterfront & Tourism Precinct | 🟩 | Civic Support: Schools & Churches |
| 🟥 | Civic Centre (Mixed use & residential) | 🟨 | Residential Living |

⬌ Integrate with the surrounding precincts

⬌ Connect the North & South

||||| Precinct Integration
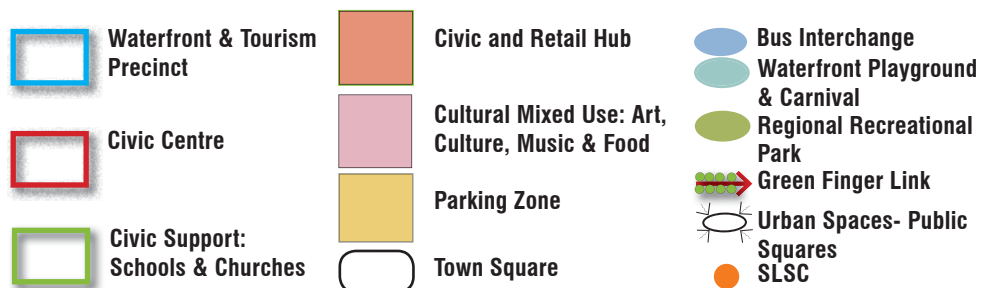
||||| Precinct Integration

### PRINCIPLE
The developing Precinct layer expands the previous layer by defining the overlaps between the precincts which blurs the edges. The layer also proposes precinct characters for the remaining areas.

### RECOMMENDATIONS
- Connect the two disconnected areas of the Waterfront and Tourism Precinct which are severed by The Entrance Bridge. Do this by closing part of The Entrance Road fronting the channel and creating Foreshore Plaza Promenade.
- Where the Water & Tourism Precinct and Civic Centre Precinct overlap provide uses that reflect both precincts.
- Integrate the Centre of the town with the edges, side streets and laneways to activate these places;
- Link the Northern and Southern precincts of The Entrance.

## ACTIVITY AREAS

| | | |
|---|---|---|
| **Waterfront & Tourism Precinct** (blue outline) | **Civic and Retail Hub** (orange) | **Bus Interchange** (blue oval) |
| **Civic Centre** (red outline) | **Cultural Mixed Use: Art, Culture, Music & Food** (pink) | **Waterfront Playground & Carnival** (teal) |
| **Civic Support: Schools & Churches** (green outline) | **Parking Zone** (yellow) | **Regional Recreational Park** (green) |
| | **Town Square** (black outline) | **Green Finger Link** (green/red arrow) |
| | | **Urban Spaces- Public Squares** |
| | | **SLSC** (orange dot) |

### PRINCIPLE
**The Activity Areas layer starts to fill in the details. This layer represents the collective conclusions from previous layers including the movement layers, destinations and promenades, key iconic development sites and hotspots/quiet places.**

### RECOMMENDATIONS
- Establish Town Square in the heart of the town reinforced by the green fingers being Denning Street, Fairview Avenue and "Main Street";
- Establish Town Square not as a single place but a heirachy of well connected urban spaces;
- Establish a Civic and Retail hub around the Town Square;
- Edge Main Street with cultural mixed uses which complement rather than compete with the retail focus of Lakeside Mall. Install a mix of artist studios and galleries, resturants and other cultural activities;
- Within the civic and retail hub provide the essential services needed for a balanced, healthy lifestyle including, medical facilities, banks, youth facilities, library, public internet and a new police station closer to the centre and easily accessed as part of the western movement structure.

## THE NEW ENTRANCE: MASTERPLAN

1. Retail Square
2. Civic Square
2a. Medical Centre
3. Lakeside Shopping Centre
3a. Hotel
4. Entertainment Hub including:
   -Upgraded Picture Theatre
   -Theatre Resturant
5. Regional Library & Youth Facilities
6. The Lakes Hotel - 'Top Pub'
7. The Greens Bowling Club & Seniors Living & Training Centre
7a. Mulituse/Community Facility (converted Bowling Club)
8. Taylors Park inc. Grandstand
9. The Entrance Surf Life Saving Club
10. Cultural Mixed Use:
    - Pop Up Galleries/ Studios for Art & Other Installations
    - Cafes & Resturants
    - Music Venues
11. Bus Interchange
12. Key Site - Iconic Development Site
13. Tourist Information Centre
14. Cafes & Resturant
15. Anzac Square
16. Market Place
17. Town Green (Memorial Park) Multi-Use Site A
18. Waterfront Playground
19. Bandstand & Forecourt
20. The Entrance 'Bottom Pub'
21. Fishermans Wharf and roof top observation point
22. Historic Watercraft Hire
23. Water Park, Convention Centre & Hotel
24. Picnic Point Recreation Park
25. The Pier
26. Water Walk
27. The Lake 'Splash' Pool
28. Karagi Beach
29. Karagi Park
30. Karagi Tourist Resort
31. Jetty
32. Terilbah Park
33. Northern Promenade
34. Karagi Beach
35. Foreshore Plaza Promenade
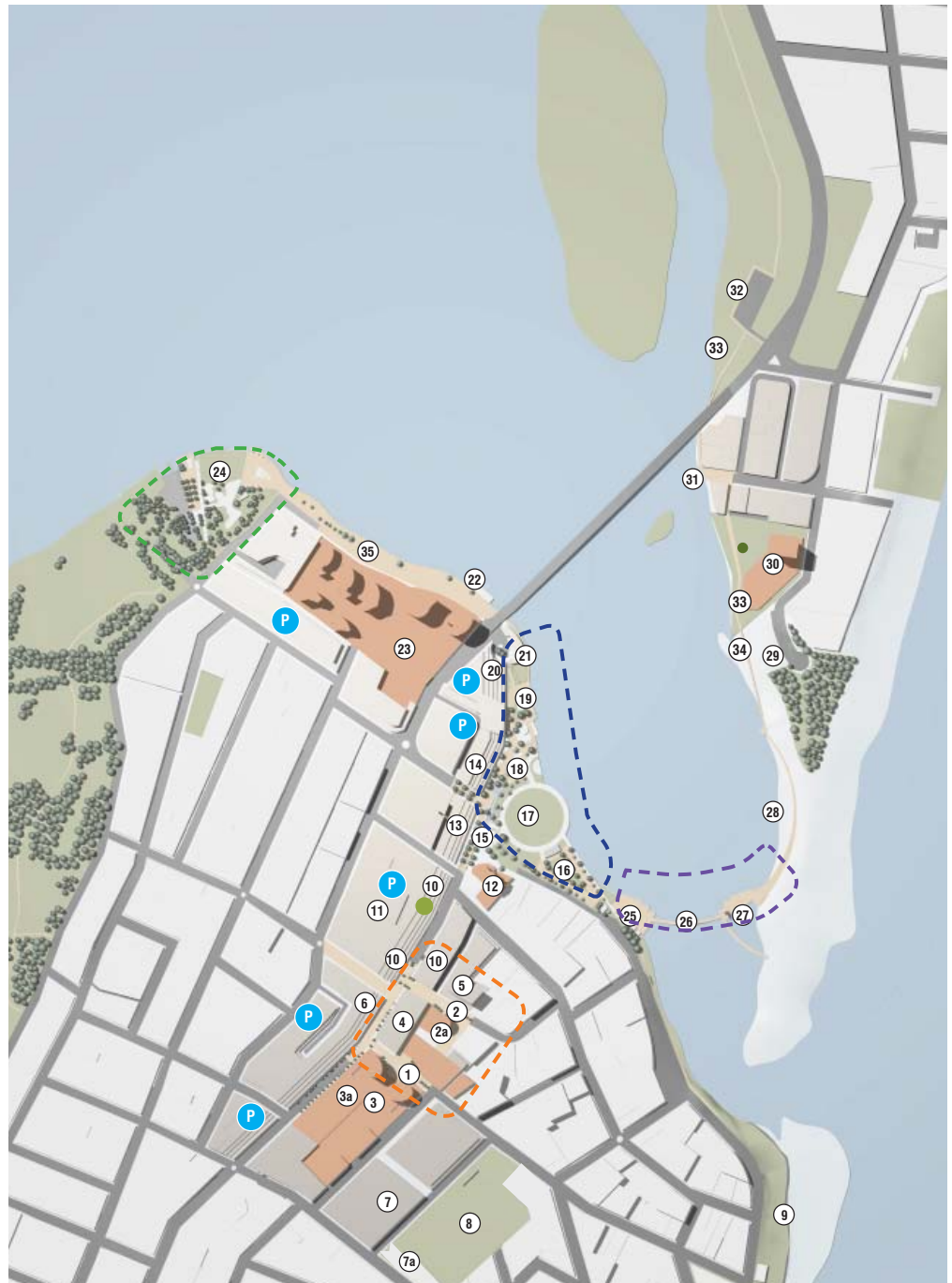
The following identifies the Public Domain Precincts that form Part 5 of the report:

- Town Square - The Civic Heart of The Entrance
- Picnic Point Recreation Park
- Waterfront Precinct West
- Waterfront Precinct East

**LEGEND**

P  Parking - car & cycle
●  Police Station (relocated)

*Birds eye view of The Entrance looking south. The Village Green becomes the central marker that provides aerial orientation.*



*Birds eye view of The Entrance looking east. The pink buildings identify the key iconic development sites.*

*Birds eye view of The Entrance looking west. A continuous promendade has been created which winds its way from Picnic Point to Terilbah Park.*