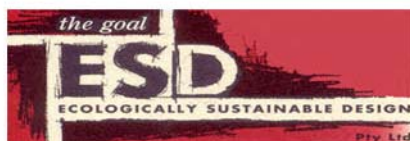


The Gerringong Charrette

A Detailed Report June 1-5 1995



THE HEART OF TOWN
THE NEW SQUARE
FROM THE TOWN HALL



Prepared by Chip Kaufman
Ecologically Sustainable Design Pty Ltd

Table of Contents

Introduction.....	4
The Objectives behind the Charrette Results.....	4
The Charrette Outcomes.....	8
The Linkages Plan.....	9
Neighbourhood Centres Subordinate to the Town Centre.....	10
The Shaya Development.....	10
The Southern Expansion.....	10
The Industrial Area.....	13
Heritage and Nature Trails Plan.....	15
Landscape Structure Plan.....	17
Town Centre Detailed Design Option A.....	18
Design Strategy for Option A.....	19
Colours of Buildings Indicate Different Mixed Uses.....	19
The Town Square.....	20
Fern Street Improvements.....	21
Noble Street: Parking, Dimensions and Location.....	21
New Developments Enfronting Noble Street for Compatibly Mixed Uses.....	21
Town Hall North Plaza and Blueberry Hill Plaza.....	23
Re-alignment of Pedestrian Way up from Armstrong & New Adjoining Lane.....	24
New Street up from Armstrong Avenue and Enfronting Developments.....	25
Extension of Watkins Close and Enfronting Developments.....	26
Mixed Use Development at East End of Former School Site.....	26
Mixed Use Development on South West Corner of Former School Site.....	27
Re-location of the Police Station.....	28
Upgrades of and Future Rear Extension of the Town Hall.....	28
The Old Schoolhouse.....	28
Developments West of Fern Street.....	29
Development Enfronting the Town Carpark.....	29
The Town Supermarket.....	29
Benefits of the Supermarket for the Anglican Church and for Gerringong.....	30
Developments South of Belinda Street.....	32

The Town Centre Option B.....	34
Developments East of Fern Street.....	35
Mixed Use Development on Southmost Corner of Former School Site.....	35
Developments South of Belinda Street.....	35
Developments West of Fern Street.....	35
Detailed View Corridor Analysis and Section.....	36
Design Options and View Shed Alternatives for East End of Belinda St.....	36
Proposed Growth Phasing Plan.....	40
Conclusion.....	41
ADDENDUMS.....	42
Gerringong Management of Main Roads.....	43
Economic and Employment Issues.....	51
Gerringong Recreation and Open Space Analysis.....	59

Foreward

This copy of the Gerringong Charrette Report 1995 is a second edition published on 8 September 2003..

The second edition is an electronically reformatted version of the original hard copy report and there may be some variation in the sizing, location and orientation of graphic images.

The report may be viewed on Council's web site www.kiama.nsw.gov.au under the heading "Reports".

Introduction

The Gerringong Charrette took place June 1-5 of 1995 at the Gerringong Town Hall, initiated by the Kiama Council. Several hundred committed townspeople, government agencies, councillors, Council staff, and the charrette consultant team interacted, debated, studied the town site, and designed for five very intense days.

The original charrette proposal said this:

We propose that the Charrette should address the entire Township of Gerringong, including the ex-Gerringong school site, Town Centre and existing and proposed urban areas. We propose a five-day public-interactive design-based charrette to enable the people of Gerringong and the Kiama Council leadership to plan for Gerringong's next twenty-five years. While Township residents may bring up further issues, we will deal with issues of urban growth such as access, traffic and transport (including the train), economic and social vitality, Gerringong's relationship to the surrounding region, historic and natural resource preservation, environmental impacts, parks and open space, housing affordability, community and privacy, and ocean view corridors from the ex-school site.

The charrette process and team, led by Wendy Morris and Chip Kaufman, relied on openness to public input, the 1994 Draft Kiama Local Environmental Plan, the realities of the site, and on enquiry by design, in order to generate the charrette results. This paper is a detailed report on the charrette, its design results, and the objectives behind them. This Report is not a Development Control Plan or a binding document, although such may ensue from it, should the Council and Community choose to implement it. This Report may also help interested landowners and Council to understand most of the details of the charrette designs.

The Objectives behind the Charrette Results

Several fundamental objectives emerged through the Charrette and are embodied in the Charrette Designs. The objectives came from the 1994 Kiama Draft Local Environmental Plan and from community consultation during the charrette. We list these Objectives here, and refer to them when explaining the Drawings.

- **Support Gerringong as a Cohesive Diverse Self-contained Community**

There was widespread support to strengthen the close-knit character of Gerringong, socially, economically, and physically.

- **Support Urban Containment and Consolidation**

The designs form a basis whereby Gerringong, at an approximate growth rate of 4% per annum, may grow compatibly, economically viably, and environmentally responsibly for the next twenty five years, within its proposed growth boundaries, to a population of roughly 7,730 people in the year 2020.

Of course, a lot will happen in 25 years, and the Community or Council may choose during that period to adjust what the charrette proposes. The following numbers are not intended to alarm, but instead to inform; we hope that these longer-term projections will not reflect badly on the value of the shorter-term charrette proposals.

We emphasise that the densities noted are for *25 years from now*, when households may have as little as 2 persons on average rather than the Kiama present average of about three.

This projected population starts from an assumed 1995 Gerringong population of 2900. It distributes population gain within the following areas:

Inner town area raw land : 72,794 sq.m./250 sq.m lots	=	291 dwellings
Outer town area raw land :132,247 sq.m./350 sq.m. lots	=	378 dwellings
Existing unbuilt single lots: 224 X 1.25 gain over time	=	280 dwellings
Southern Expansion 44 ha X 18* du/gross ha	=	=792 dwellings
*should start at 15 du/gross ha		
Total dwellings	=	1,741
dwellings		
1741 dwellings X 2.5 persons/household	=	4,352
persons		
4,352 persons + 2900 existing population	=	7,252
population		

This project population for the year 2020 within the existing urban boundaries foresees a denser more vital town, possibly with the same amenity as enjoyed today, but only if this incremental population gain affects compatibility among co-located uses. This will demand a detailed Development Control Plan with codes or other mechanisms that deliver compatibility within proximity. A performance and design-based code such as the Victorian Codes for Residential Development may serve as a model code to consider, when combined with uses beyond residential. Local design expertise and the determination and expertise within Council will be required to implement such a code.

One alternative to urban containment, if it becomes seen as undesirable, is for Gerringong's boundaries to expand. This option was outside the charrette brief. Another alternative, if it were possible or politically defensible, would be to stop Gerringong's growth. This alternative risks loss of housing affordability due to insufficient supply for the demand, lost local economic viability, and increased travel demands to other centres for daily needs and employment opportunities.

- **Strengthen the Heart of Town and define its boundaries**

There was consensus during the charrette to strengthen the Heart of Town. The land form and the structure of the town clearly indicate that the Heart of Town is and should stay the area along Fern Street from Belinda Street north to Blackwood Street, including the hilltop to the east with the former school site, and with the town carpark to the west. There should be no major retail outside this Town Centre boundary, as such would weaken the Heart of Town.

- **Support a Mixed Use, Self-Contained Town**

The charrette product aims toward mixed use town, with a diversity of housing and other building types to fit the evolving and projected population, and places of employment throughout the town, concentrating at the heart of town on Fern Street.

- **Support Live/Work and other compatible employment opportunities throughout Gerringong**

Compatible work activities are proposed to be encouraged throughout town, even within the predominantly residential areas, *but only* when such activities are of a scale and character not to impose an unacceptable nuisance to residents, as per a performance-based Development Control Plan.

- **Support Environmental Preservation and Protection**

The image of Gerringong as a compact town surrounded by its splendid rural setting and coastline was broadly supported both by the Community and by the '94 Draft LEP.

- **Support Access, Proximity, Mobility and On-Street Shared Parking**

There was widespread approval of:

- improving access while reducing traffic congestion by means of interconnected street systems;
 - reducing travel demand by increasing the compatible proximity and co-location of activities;
 - provision of additional parking on existing roads whose width allows angle parking where there is either none or only parallel parking, in order to reduce on-site parking requirements and facilitate shared parking among different users, which in turn will reduce parking demand per capita.
- add footpaths to existing roads, where feasible and presently not provided, on at least one side, preferably both sides.

Refer to the Appendix to find *Gerringong: Management of Main Roads* by Chris Stapleton,

the Charrette traffic engineer. This document has diagrams detailing traffic calming and street trees for Fern and Belinda Streets.

For all *new* streets, we recommend that Council consider adopting the streets section E8 of the Victorian Code for Residential Development.

- **Integrate the Former School Site into the Heart of Town**

Prior to the charrette, many people supported the acquisition and dedication of the former school site as a town park. By the end of the charrette, there was recognition among many that the purchase and dedication of the *entire* school site as a park may not serve the above objectives as well as the charrette designs might; that the designs may allow cherished open space to be distributed better across the heart of town (as shown in Town Centre options); and that the designs might provide a viable means of helping to pay for many of the features of those designs, sought by the community.

- **Affect Feasibility**

Three intentions underlie the charrette results:

- that the designs should embody 'win/wins' for as many stakeholders as possible, in order to encourage co-operation among the stakeholders and properties;
- that no design absolutely depends on a single stakeholder who might become a hold- out or otherwise impede the progress of the charrette implementation;
- that, where possible, some development contributions should help to pay for those physical improvements which benefit Gerringong as a whole.

Some relatively minor site-specific deviations from Council policies including the 94 Draft LEP are proposed in this Report, where such deviations support the goals explained above. For example, Council policy suggests a maximum of two-storey development in Gerringong and elsewhere. There are certain sites, near the heart of town, where two and a half or three-storey buildings may be desirable, feasible economically, and compatible with the surroundings, such as across from the Anchor Motel which is already four storeys. Such deviations from Council policy, if approved, would need to be reconciled in the process of producing a Development Control Plan for Gerringong.

We refer often to the 1992 Victorian Code for Residential Development. This widely respected code, which is the law in much of Victoria, has components such as street types and designs, that embody the above objectives and are part of the Charrette designs, as noted below. The forthcoming AMCORD '95 or the forthcoming NSW Residential Development Code might also serve this purpose.

CHARRETTE OUTCOMES

We explain below the design results and principles of the Gerringong Charrette by referring to each

of the Charrette Drawings. These designs are indicative only at this time, although it is recommended that Council and citizens consider including them, with sufficient flexibility, into a Development Control Plan.

The charrette produced the following Drawings included in this Report:

Linkages Plan for the entire township including the new area of growth to the south;

Heritage and Nature Trails Plan for the entire township

Landscape Structure Plan for the entire township

Detailed Design Options A & B for the Town Centre including the former school site, the Fern Street Shopping Strip, and lands east and west of Fern Street

Detailed View Corridor Analysis and Sections to verify preservation of views from the proposed plaza north of the Blueberry Hill Cafe

Analysis and Design Options for the Noble Land at the east end of Belinda Street

Proposed Growth Phasing Plan for the entire town

Colour Perspective Drawings of key areas of the designs, which are labelled and self explanatory.

The Linkages Plan

(Figure 1)

There are inter-connected street systems proposed throughout new development areas and new street linkages proposed in some areas of the existing town. This is to increase access and safety throughout the town, and particularly to strengthen the heart of town at Fern Street.

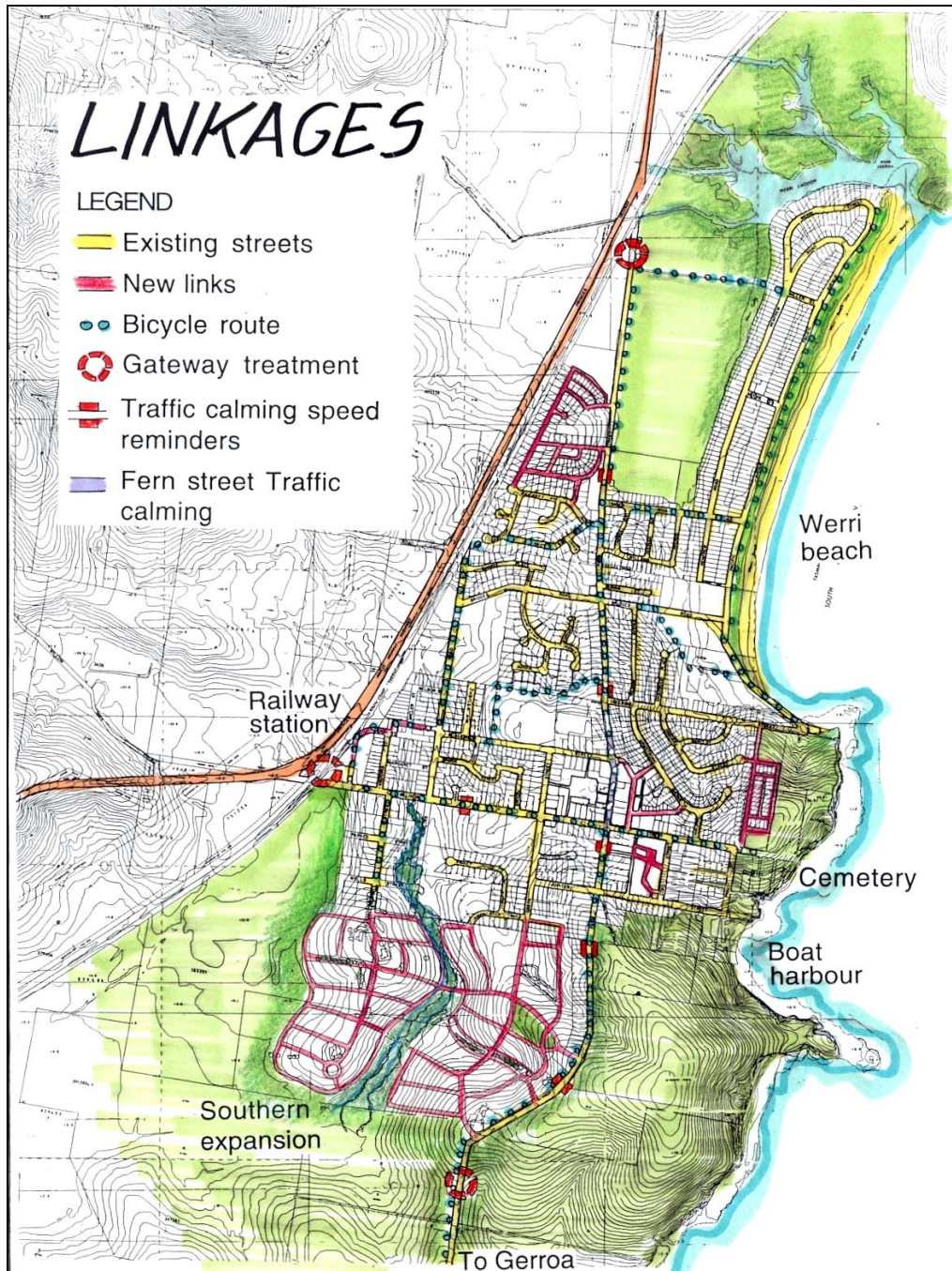


Figure 1 Linkages Plan

Neighbourhood Centres Subordinate to the Town Centre

The urban structure of the Linkage Plan provides the opportunity over time for possibly three subordinate neighbourhood centres to form in the Southern Expansion Area, near the rail station when the train service improves, and perhaps to the north associated with the Shaya Development as it meets Sandy Wha Road.

The Shaya Development

An alternative plan is provided with more inter-connected streets, and more lots with better solar orientation than the present subdivision plan. This alternative plan may better fit the actual Gerringong market, and perhaps the owners would consider it if they knew that Council would expeditiously approve it as an alternative to their present plan.

The Southern Expansion

The Southern Expansion, a green field site of two gentle hills with Union Creek flowing between them, is roughly bounded by Fern Street to the east, the flood plain and farmland to the west and south, and existing town to the north. The 'Deferred Area' noted in the '94 Draft Kiama LEP is included in this Southern Expansion.

The interconnected street system maximises access while dispersing traffic such that all streets will retain their amenity without excessive through-traffic. This includes traffic entering off the Princes Highway at Belinda Street which may filter at 40 kph maximum speed through the street system to any of the several proposed connections onto Fern Street. The multiple connections are the key to the beneficial dispersion of through traffic. The design of the streets themselves, as discussed later, are intended to slow vehicular traffic in order to assure pedestrian amenity. Chris Stapleton, our traffic engineer, has written a document on the Gerringong Main Roads, included as an addendum to this Report.

The interconnected streets form blocks of roughly 70 metres wide by from 100 to 200 metres long, whose actual configurations are driven by the specifics of the site and the intention of maximising solar exposure of all lots by orienting most of them ideally within about 15 degrees of north/south, or east/west. The western hill has a gentle ridge along which an existing road exists, as well as several historic buildings and a very large Moreton Bay fig tree. The street routing celebrates these site features by aligning with them and/or encircling them. (Figure 2)

Streets enfront the flood plain and Union Creek in order to maximise access to these open space assets not only for lots looking across these streets, but to provide public access for other lots in the subdivision as well, thereby raising the amenity and real estate value of the entire development (a win both for the landowner and future residents). The streets fronting the flood plain also provide an efficient edge between the natural and the human habit, which minimises impacts on the natural habitat from invasive plant species, rubbish or domestic animals.

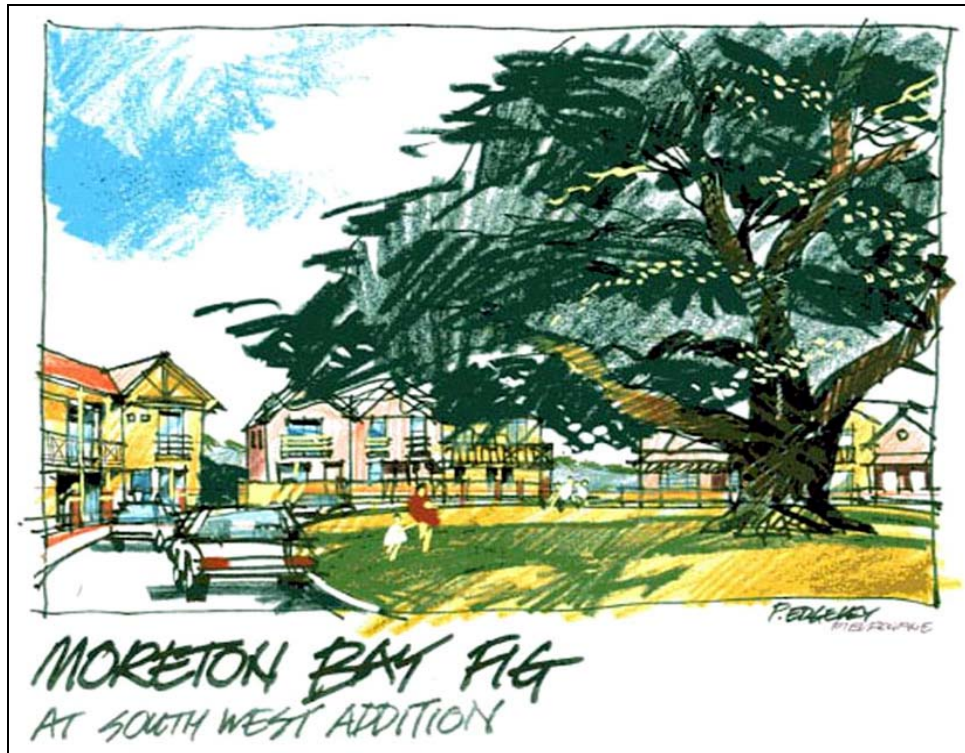


Figure 2 Moreton Bay Fig

A "domestic predator fence" should be considered along these public open spaces, in order to keep domestic cats and dogs from predating the native species in the flood plains. Frequent self-closing gates would be provided for human access. Because they are 'single-loaded' with real estate, these streets will have less travel demand and should be narrower, perhaps 5.5 metres of paved surface with a 12 metre-wide reserve. Such narrow streets will slow through traffic, will cost less to build, and will yield savings to the developer, hopefully to be passed on to home buyers.(Figures 3 & 4)

A row of existing trees on the western hill and two small treed gullies on the eastern slope are to be preserved and become features of small split roadways framing them. These roads are proposed to be one-way on each side, and only 3.5 metres of paved surface on each side with occasional parking bays.

All urban edges described above, where development meets the natural habitat, should be engineered in detail to minimise pollution in urban storm water run-off by means of gross litter traps and small siltation basins, dispersed across the site, to catch 'first flush' storm water, or by other means. Storm detention basins should be designed into the system where needed to minimise erosion.

The development is proposed to connect directly to Fern Street at least three points, including an access through the property presently owned by the Baptist Church. Such an entrance may enhance real estate value of the corner sites this entrance forms of that parcel. This entrance also gives onto a proposed park shown green on the Linkages Plan, on relatively level ground with a good view to the distant western escarpment and down the adjoining streets to Union Creek. This park also forms a good 'entry statement' for the South Expansion Area development.

MEDIUM DENSITY HOUSING FRONTING THE WETLANDS



Figure 3 Streets enfront the flood plain and Union Creek

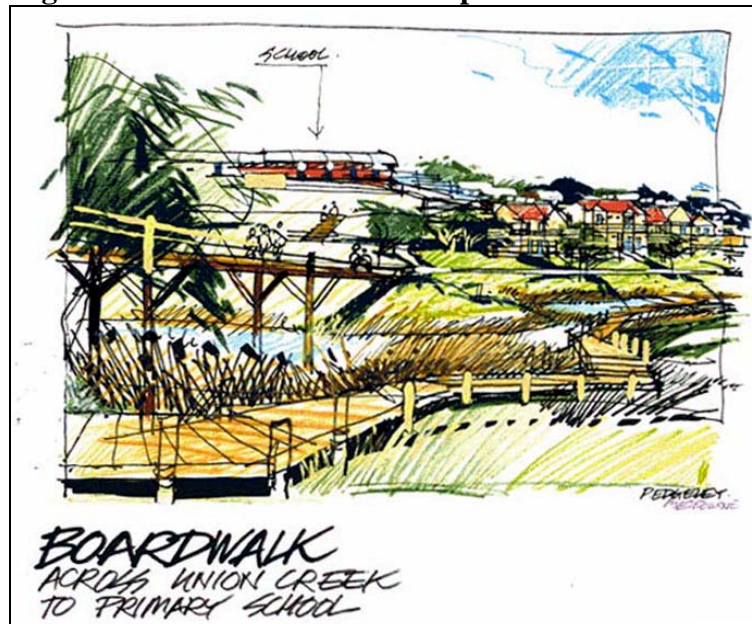


Figure 4 Boardwalk across Union Creek to Primary School

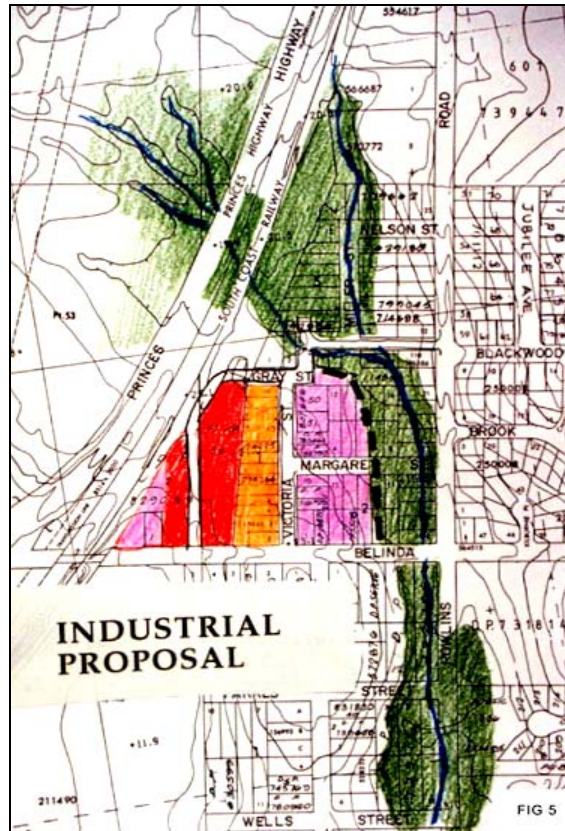


Figure 5 The Industrial Area

The Industrial Area

(Figure 5)

Three problems appear to affect the industrial area:

1. Several "paper" streets and subdivided lots are reportedly below the Union Creek flood plain;
2. The zoning edge between the Industrial and Residential along Rowlin's Road seems to be abrasive for owners on both sides;
3. The removal recently of the flame trees along Rowlin's Road, which had served as a visual buffer between the industrial and residential, has caused some community concern.

Possible short term and long term remedies for these problems are:

Short Term

- for Council to rehabilitate Union Creek upstream of Belinda Road;
- for Council to resume existing "paper" roads and properties within the flood plain and incorporate this land into public open space as drainage and habitat reserve;
- for industrial owners to construct a 2 metre-high solid fence on the west side of Union Creek

along the edge of the flood plain, so that the creek open space can become an amenity for the residential to the east and a buffer from the industrial uses; and to provide security for the industrial uses;

- for industrial owners to install shields on all tall light fixtures in the industrial area that presently shine toward the residential areas.

Long Term (when train service improves with electrification in the future):

- for Council to rezone the existing residential along the east side of Victoria Street to live/work medium density as-of-right;
- for Council to rezone the land adjacent to the station as a mixed use centre, whose uses would support this area as a transit-oriented neighbourhood.

This proposal for the presently zoned industrial lands reflects perhaps the realities of the site and its context, and is intended to mitigate any rifts between residential and industrial in the process.(Figure 6)

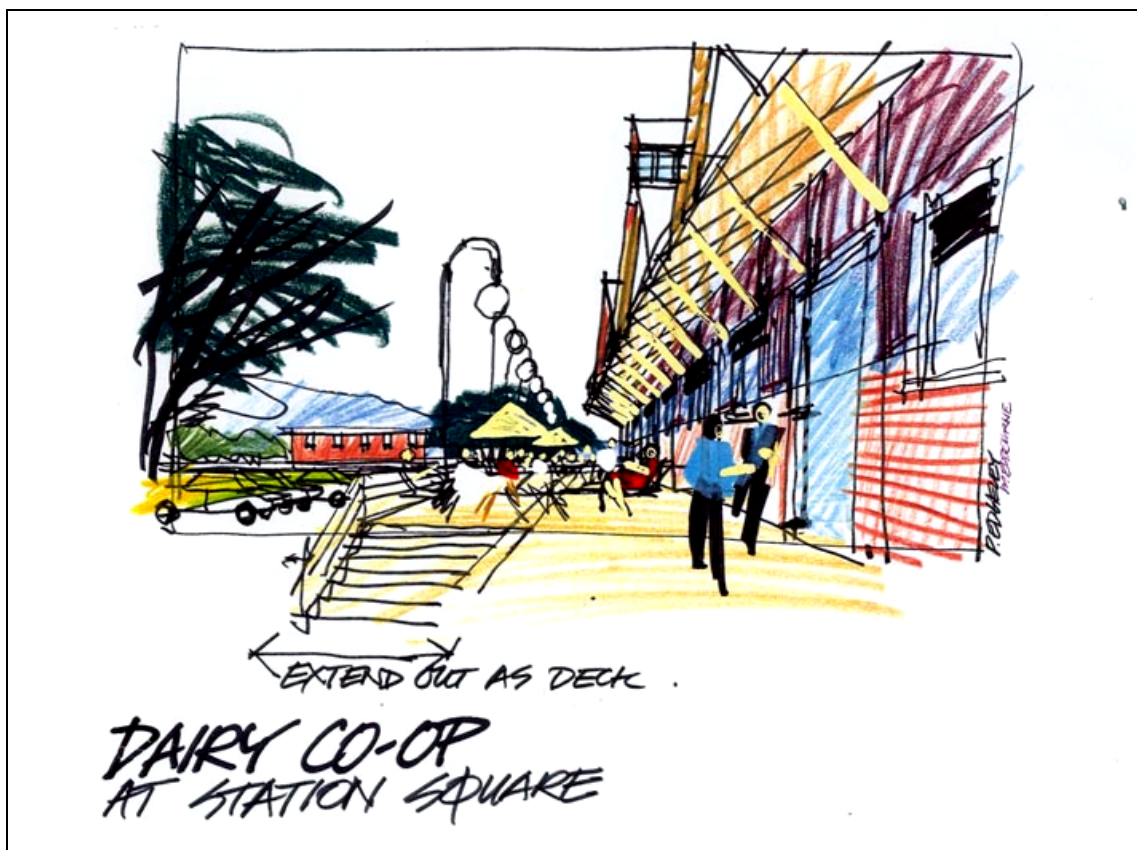


Figure 6 Dairy Co –Op at Station Square

Heritage and Nature Trails Plan

(Figure 7)

Gerringong has many heritage and natural features, which may not be appreciated by tourists and residents as much as they deserve because they are dispersed and not that easy to find or recognise. Perhaps to supplement the existing tourist guide/brochure for Gerringong, this Heritage and Nature Trails Plan attempts to link these assets into a series of walking trails. Figures 8 & 9)

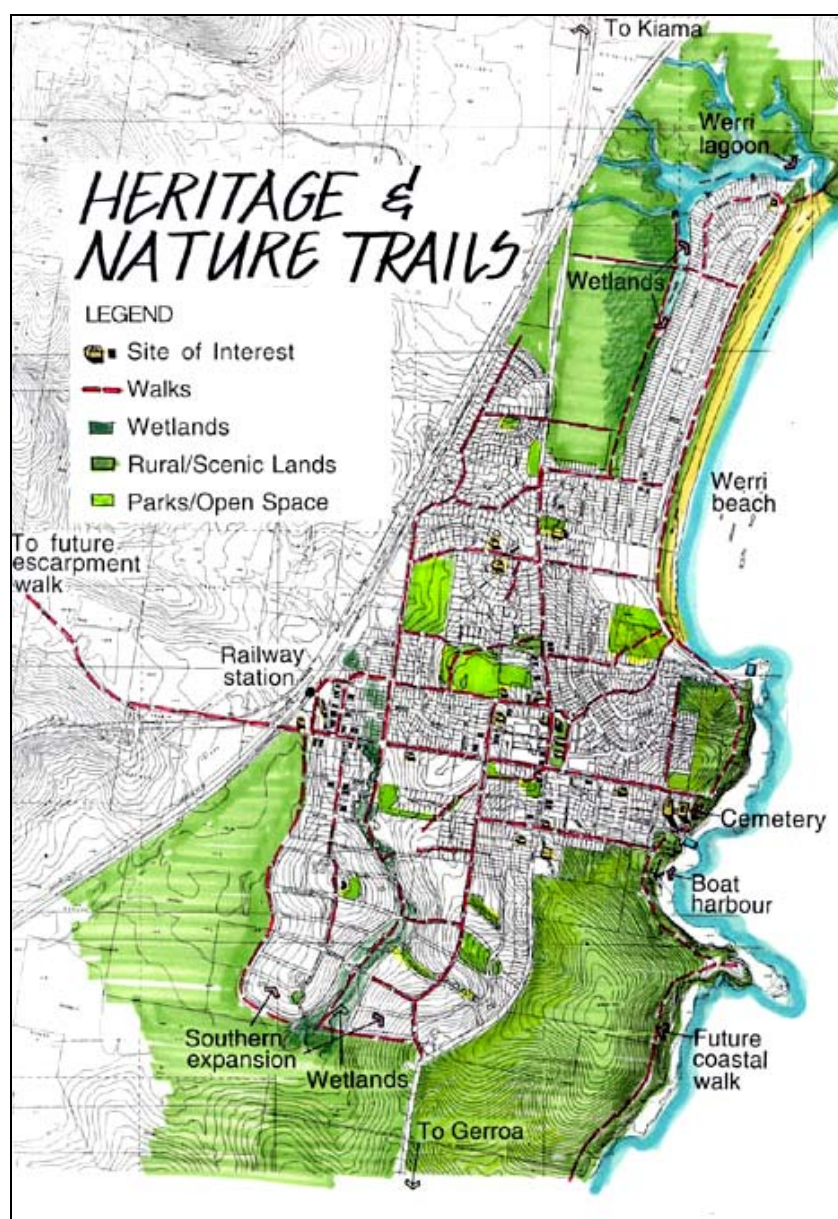


Figure 7 Heritage & Nature Trails

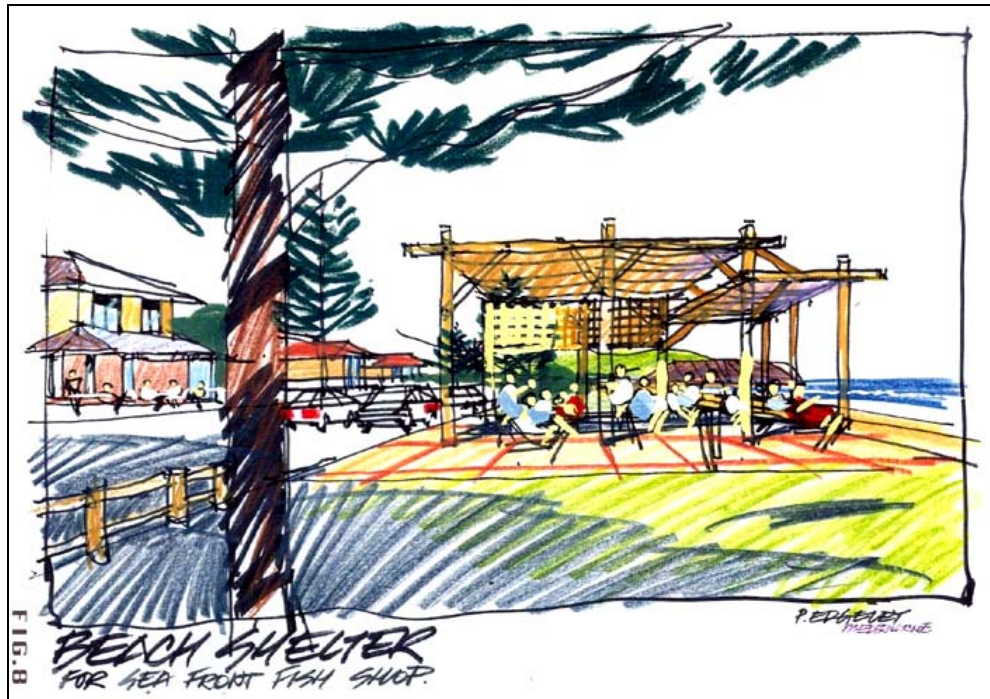


Figure 8 Beach Shelter for sea front fish shop

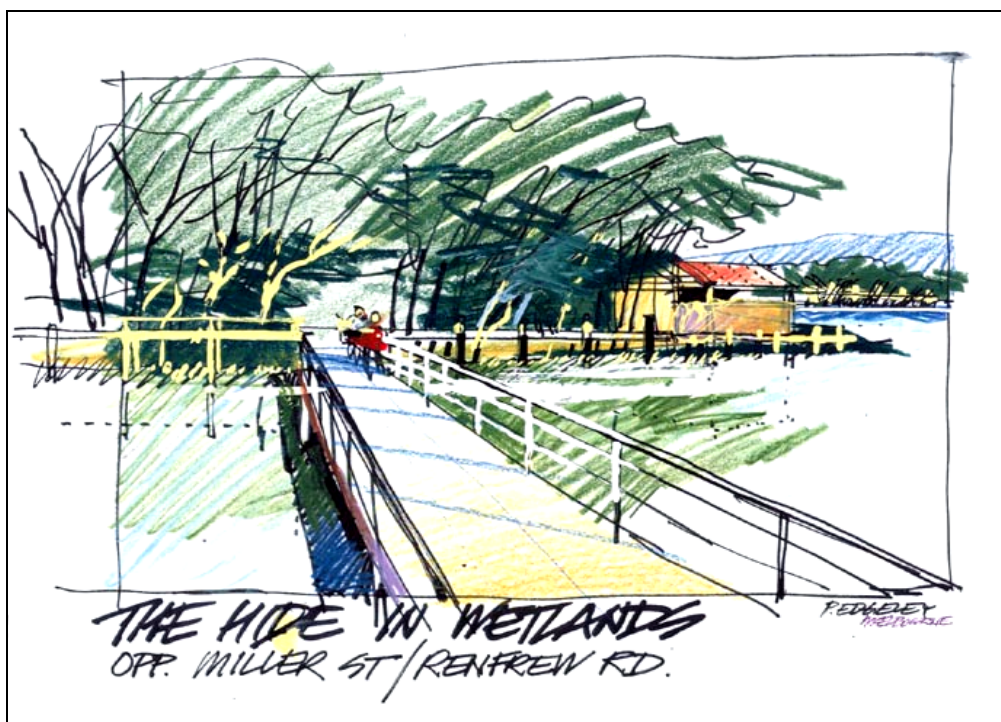


Figure 9 The Hide in Wetlands

Landscape Structure Plan

(Figure 10)

This plan of the entire Gerringong Township shows open space, wetlands, rural/scenic lands, existing and proposed playgrounds, locations of proposed 'gateways' to the town, and existing and proposed trees along Fern and Belinda Streets. Refer in the appendix to Chris Stapleton's *Gerringong - Management of Main Roads* for information and designs on traffic calming for Belinda and Fern Streets through street tree slow points.

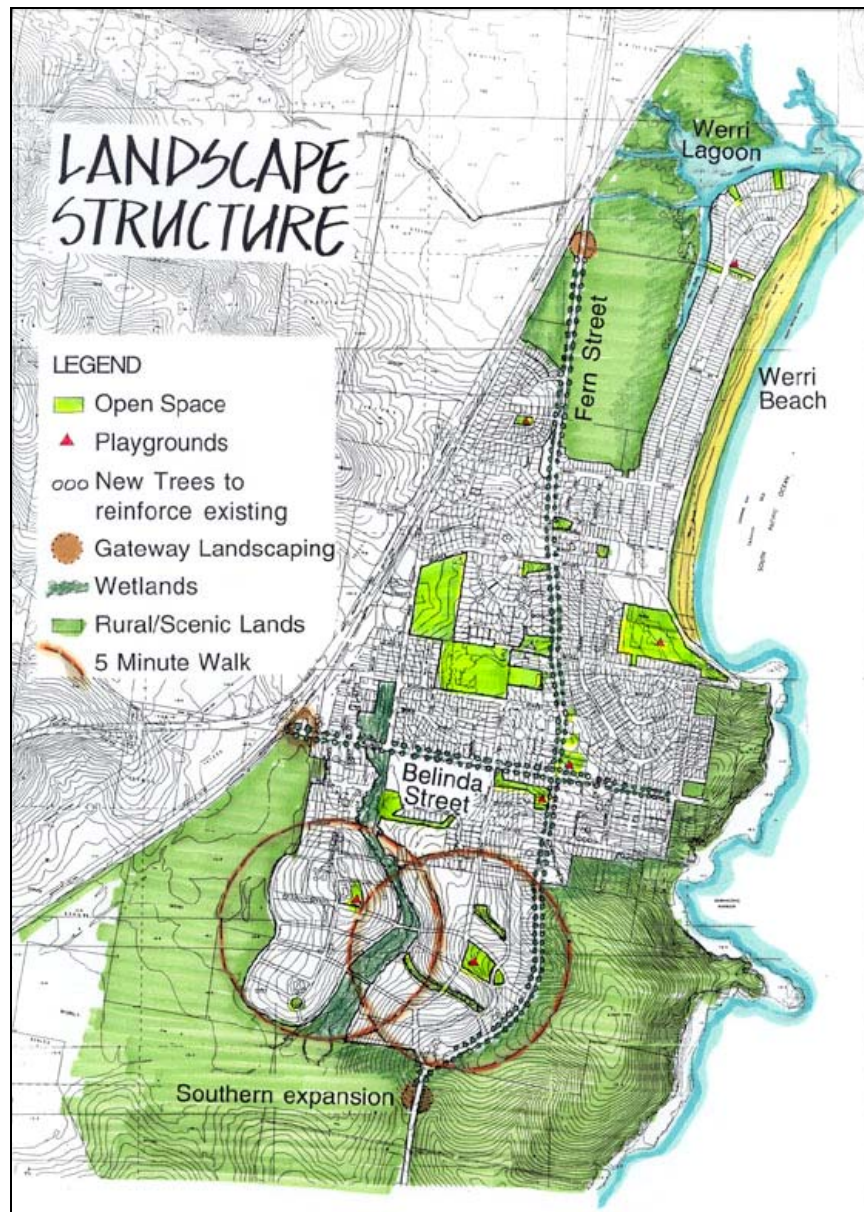


Figure 10 Landscape Structure Plan

Town Centre Detailed Design Option A

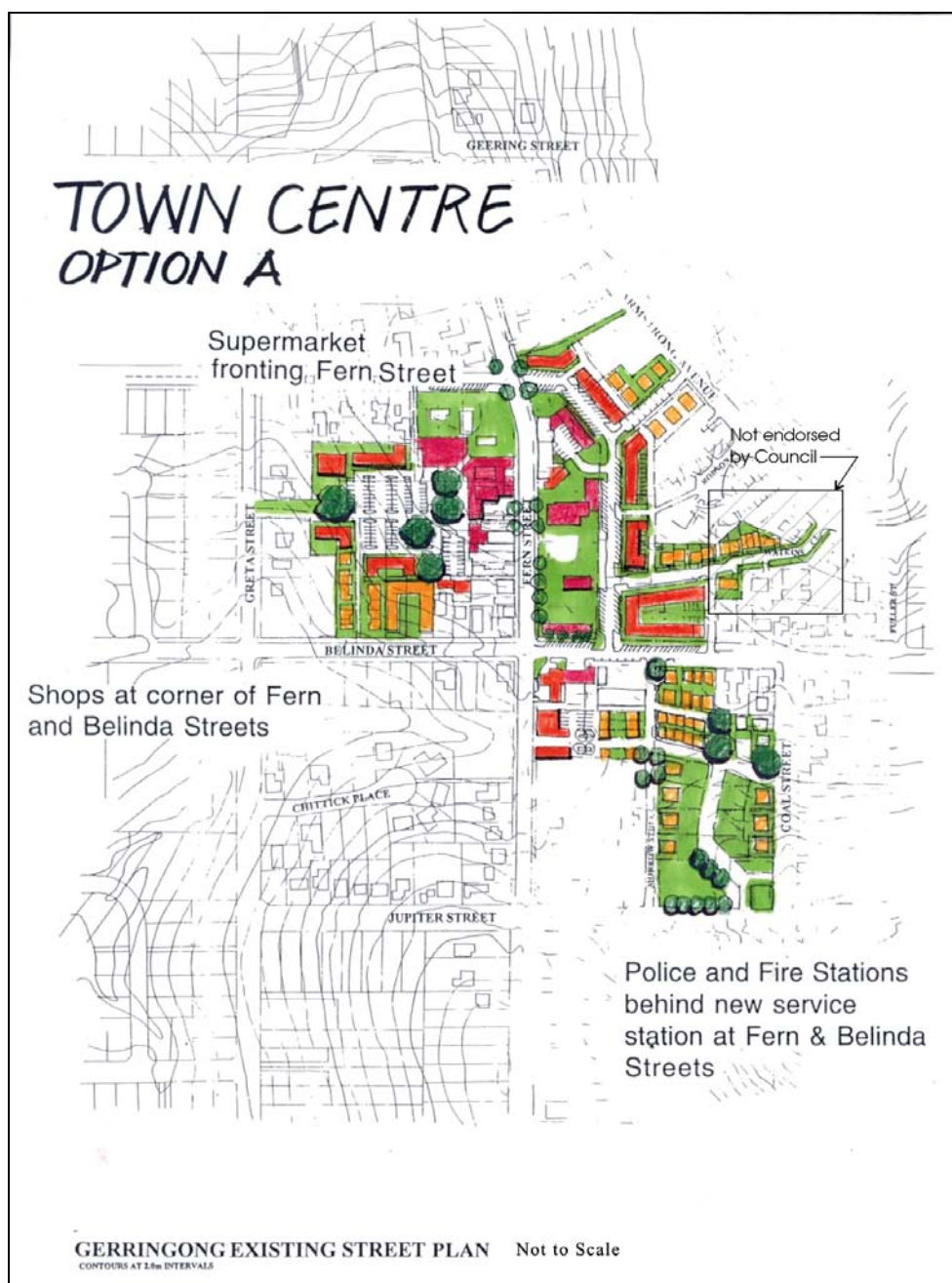


Figure 11 Town Centre Detailed Option A

This is the 'preferred option' both by the consultant team as well as by the Council, who reportedly approved it in principle shortly after the charrette.

The coloured areas are those where specific proposals are detailed. The areas left black lines on white paper may incrementally develop more live/work opportunities, at the discretion of private owners, subject to proposed DCP live/work guidelines for compatibility.

Design Strategy for Option A

This plan shows the combination of development opportunities which may best serve the whole town as well as directly affected land owners. It serves the town by maximising access to and strengthening of the Heart of Town. The plan seeks to benefit directly affected land owners by suggesting designs that may profit them by means of the incremental development of all or part of their lands, while hopefully minimising impacts on those land owners who reside on those parcels and/or nearby, as explained below.

Colours of Buildings Indicate Different Mixed Uses

Options A and B have a finely grained mix of uses as indicated by the colours. These are not single use zones which often affect difficulties between uses at their edges. Rather each of these precincts involves multiple uses, planned such that they are compatible at their edges with adjoining precincts.

Uses in one precinct are often encouraged in adjacent precincts, where the only change is to their emphasis or location in relation to the street.

Mahogany means community and institutional uses such as churches and schools such as the Town Hall.

Red means pedestrian-oriented retail at street level, with commercial or residential uses encouraged in upper floors. All buildings new or re-developed in this area should be at least 2 storeys high. Such improvements should be permitted as of right and expedited by Council, when in detailed compliance with a performance-based DCP. Residential shop-top uses should be encouraged by means of a development control plan.

Vermilion means commercial uses at street level, with more commercial or residential uses encouraged in upper floors. Appropriate uses are discussed in the section of this Report on Town Centre Option A. All buildings new or re-developed in this area should be at least 2 storeys high. Parking for such conditions is explained below.

Each residential use in this precinct would require either at least 6 square metres of balcony or other private outdoor space including useable and accessible roof surfaces, or else proximity to a public park within 150 metres.

Orange represents predominantly medium-density residential at street level, encouraging but not requiring second storeys with new or re-development activities. As-of-right home occupations and home businesses (not to exceed 50 sm or half the street level floor) should be encouraged, but this area should stay predominantly residential, with other uses secondary.

Yellow represents lower density predominantly residential, at approximately 15 dwellings per gross hectare, where also as-of-right home occupations should be encouraged when compatible according to performance based codes.

The Town Square

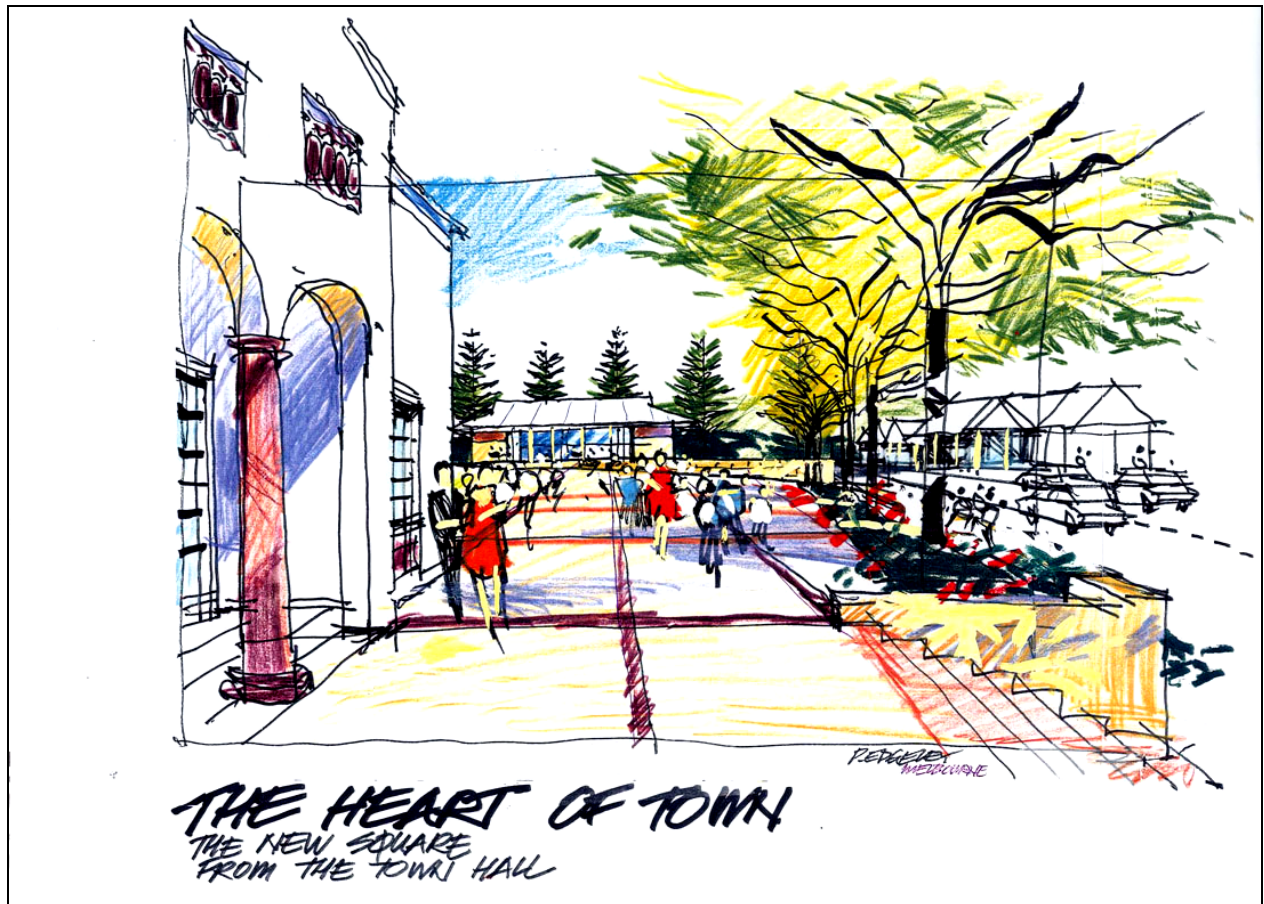


Figure 12 New Town Square

The centrepiece of Option A is the new Town Square, the 'Heart of Town,' as illustrated on the cover of this report, and straddling both Town Hall property and the Former School Site, between the Town Hall and the Old Schoolhouse. This civic square would gently ramp down and open to Fern Street at its grade, and would occupy the site of the present police station, which is proposed to be re-located on the former school site (see details later in this report). The relatively recent and un-loved concrete wall extension, located north of the stone retaining wall along the Fern Street footpath south of Town Hall, would be removed for the new town square. The historic stone wall would be retained and extended, cornering east up the slight slope to form the southern edge of the square. The existing old schoolhouse would face this square with, we propose, a new verandah toward the new stone edge of the square. Also proposed to be removed are the existing trees south of the Town Hall, which would divide this space and are, by all reports, nearing the end of their lives.

Gone, too, is the driveway that surrounds and to some extent degrades the Town Hall. Vehicular access to the rear of the Town Hall is along a proposed new street, extending from Blackwood across Fern Street (to accentuate the northern limit of the main street 'centre') and connecting behind the Town Hall southward to Belinda Street.

Fern Street Improvements

While Council's recently approved Fern Streetscape Plan is exemplary in many ways, the following adjustments are proposed. We propose to keep the historic stone wall along the former school site.

We propose angle parking along the west side and north of the proposed square. This angle parking will narrow the travel lanes and introduce cars backing out from angle spaces in order to slow the traffic to 40 kph, to the benefit of pedestrians and shops. We recommend retention of the footpaths as they are, in width and location.

The roundabout at Belinda and Fern Street is proposed to be replaced with stop signs on Belinda with full cross-walks on all sides of the intersection. These adjustments may be less costly to build than the Council Plan, thereby perhaps releasing some funds for the Town Square improvements.

Noble Street: Parking, Dimensions and Location

This street, which we suggest may be called Noble Street, serves many important purposes. It provides an additional north/south route whereby vehicles can choose to by-pass the centre on Fern Street during crowded summer week-end days.

This easy secondary route through town also enables the replacement of the proposed roundabout at Belinda Street and Fern Street with simple stop signs for Belinda Street and cross-walks from all corners, as traffic that chooses to head back in the direction they came can take Noble Street. This is a better condition at this intersection for pedestrians, than would be a roundabout.

This 20.5 metre-wide road reserve accommodates approximately 1.5 metre-wide footpaths and 45-degree angled parking on both sides with two-way traffic, providing approximately 80 parking spaces as drawn. It is proposed that development enfronting this street should pay for the street, in return for the use of its parking capacity to replace some on-site parking requirements, which we propose to be significantly reduced for those properties enfronting this street. This on-street parking, accessible at all hours, enables shared usage among businesses and residents, whose peak parking demands are staggered between business hours and the night, thereby enabling a reduction in total required parking spaces for both uses. Enabling living, working, and shopping to co-locate will reduce car travel demand and the need for households to own costly *multiple* vehicles instead of just one vehicle. Town Hall events with large parking demands will usually occur after business hours when there is less business demand for parking on Noble Street, again affecting an efficiency of shared usage of this parking capacity, as well as similar proposed on-street parking nearby.

Another benefit of this design is that Noble Street extends the town centre to the east to take advantage of this hilltop and its views, and to strengthen the Heart of Town with more commercial activities at street level along with the opportunity for secondary commercial activities or, preferably, residences on upper storeys.

Developments Enfronting Noble Street for Compatibly Mixed Uses

A maximum of two and a half storeys is proposed for buildings fronting Noble Street, the upper floors only to be allowed where they do not block views from two additional new plazas explained later in this Report. A section of this building type is provided in this report in Figure 13.



Figure 13 Section through Noble Street

Business activities on Noble Street would *not compete* with Fern Street for primary retail uses such as markets, general stores, hardware, gift shops and chemists.

It would cater to commercial activities that would *support* those on Fern Street instead, such as professional or personal services (medical, legal, real estate, hairdressing, clothing repair), service businesses (travel agents, electrical repairs, carpet cleaners, housekeepers, pet care, 'fixit' services), or premises for building activities (building contractors, painters, carpenters, glass replacement). This proposal in no way suggests that similar businesses presently located on Fern Street would need to relocate to Noble Street.

It simply recognises that the most intense pedestrian-based retail that has the maximum public interaction should focus on Fern Street, while businesses that involve somewhat less public interaction might have the choice to locate on Noble Street, where property values or rents might be somewhat lower for comparable accommodations, due to less exposure to passing pedestrian and vehicular traffic.

We propose that particular uses would not be *prohibited* from locating on Noble Street (or enfronting the Town Carpark to the west) as is sometimes the case with conventional zoning. Instead, we propose a DCP that is performance-based in terms of compatibility with neighbours. Compatibility would involve impacts such as noise, height, bulk, unpleasant smell, or health hazards. The intention of such an approach is to strengthen the diversity of activity at the Town Centre, around the clock, for economic viability, public security supported by the presence of such activities, and to reduce the demand for car ownership, parking, and travel in general (due to remoteness of such activities).

The Town Hall North Plaza, Blueberry Hill Square, and Enfronting Developments

Two additional proposed plazas are located to take advantage of the best views of the ocean from the town centre. The proposed Town Hall North Plaza to its north occupies what is at present a carpark behind the public toilets, with a spectacular view to Werri Beach and beyond. The new Noble Street enables a sunny plaza to replace this carpark and driveway.



Figure 14 Blueberry Hill Square

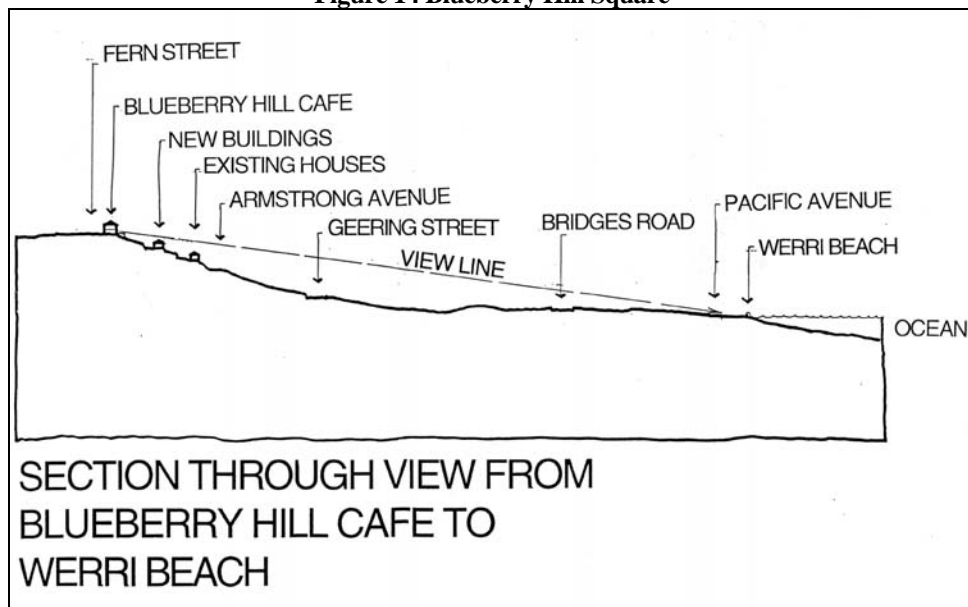


Figure 15 Section through View from Blueberry Hill Café to Werri Beach

The proposed Blueberry Hill Square combines several opportunities. It captures perhaps the best view in town for the public use, celebrated on a new public plaza built at the floor level of the Blueberry Hill Cafe, so that adjacent Noble Street can ramp down about 1.5 metres below its level, and so that more patrons from an expanded Blueberry Hill Cafe can spill onto it to enjoy the sunny view (see Figures 14 & 15). This design proposes a new two and a half-storey building facing Noble Street with a view to the ocean, forming a parking and service court for the expanded Blueberry Hill Cafe behind it. Again, the new Noble Street plus the small on-site parking court provides enough on-street parking for even the most outrageously successful Blueberry Hill Cafe one could imagine.

North of Blueberry Hill Square and across Noble Street at its intersection with Blackwood Street is another proposed two and a half-story building, with likely commercial uses at street level. This building serves the important civic purpose of defining the space of Blueberry Hill Square and anchoring the northern extent of the Fern Street shopping strip. This building is on Council land which may have been intended originally to complete a public accessway from Armstrong Avenue.

However, as the paths worn in the grass attest, the desire line of that access is straight to the Blueberry Hill Cafe. Therefore, this proposed building re-aligns the pedestrian accessway more directly to its target, thereby opening up this building opportunity. Perhaps Council can affect a land swap of this land for some of the Noble Street reserve.

Re-Alignment of Pedestrian Way up from Armstrong & New Adjoining Laneway

The plan shows the re-alignment of this pedestrian access up from Armstrong Avenue, to pass along a proposed new lane, which then forks with one branch entering Noble Street and the other passing along the downhill side of the mixed-use buildings shown on the eastern side of Noble Street.

This proposed laneway crosses several private back gardens. This arrangement is not necessary for the overall plan to work. However, it is intended again to maximise benefit both to the overall town and to the landowners on whose land it is proposed to pass. This design allows for additional mixed use buildings to take advantage of the town hilltop, thereby increasing population, social activity, and economic viability of the town centre. The development of these buildings may help pay for Noble Street and its parking capacity.

The benefit to the owners of the back gardens through which the laneway passes is significant money for the sale and/or development of those portions of their properties, while the down-side is a reduction in their back garden spaces and a loss of some privacy. However, the depth of their back gardens alone ranges from 30 to 40 metres, a depth equal to most of the entire house lots on Armstrong Street. Furthermore, these houses sensibly capitalise on the ocean views, and therefore only secondary rooms or bath rooms open to the back gardens. The proposed plan would leave these owners with a more than 15 metre-deep private back garden, and probably tens of thousands of dollars in their pockets from the sale and/or development of the tail ends of their back gardens.

This 7 metre-wide laneway allows access to "tuck-under" private garages beneath the Noble Street floor level, while additional public parking is on Noble Street. Upper storeys may have ocean views over the houses to the east down the hill. A section of this building type shows this opportunity (see Figure 13). A similar laneway for "tuck-under garages" extends parallel to the new Noble Street for buildings on its eastern side.

New Street up from Armstrong Avenue and Enfronting Developments

Again to bring several benefits, a new street is proposed to link Armstrong Avenue to Noble Street. It will improve access from Werri Beach and areas to the east of the Town Centre. It assures a permanent view corridor to the ocean from Noble Street and the proposed public plaza north of Town Hall. This new street accommodates several smaller two-storey live/work sites along it, as shown on the Town Centre - Armstrong Avenue Link sketch (Figure 16), to provide the opportunity for profits to those lot owners, while increasing population and vitality at the Heart of Town.

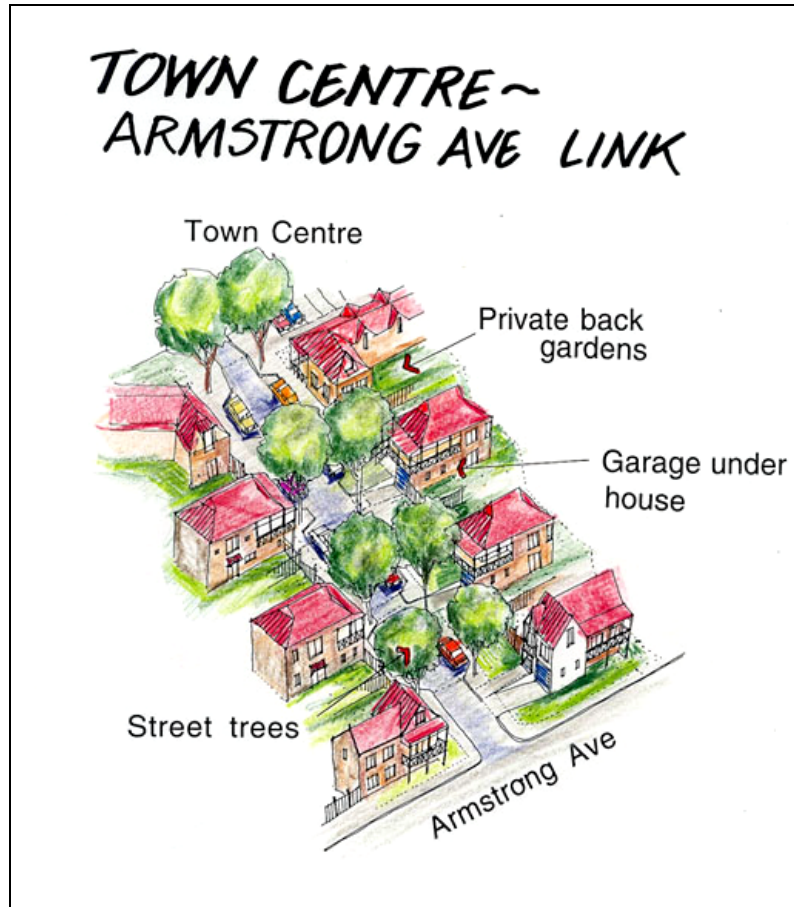


Figure 16 Town Centre Armstrong Ave Link

The approximately 17% slope of this proposed street is a bit more than the steepest gradient on Geering Street and less than that of Coal Street.

This Armstrong Avenue street link is not necessary for this plan to succeed.

The linkage does not *have* to happen at all, or it could be a public footpath which would still legally enable the small houses to be properly subdivided into free-hold ownerships. However, the small access street is seen as the best alternative.

Extension of Watkins Close and Enfronting Developments

Another linking street is proposed with the extension of the Watkins Close cul de sac up to the new Noble Street. This street connection allows several more small house lots to support the Town Centre. Some of these small lots are part of the former school property, and the returns of their sales are proposed to help to pay for improvements to the Town Centre and the Town Square. These lots for small two-story live/work premises allows ocean views for their upper floors, while they impacts to adjacent back yard privacy may not be very significant, in that those existing houses generally face the ocean, with only secondary rooms or bath rooms facing back up the hill. The cul de sac turnaround of Watkins Close becomes unnecessary when the street is connected, and so Council which owns the bulb may sell off the widened bits to allow more small lot housing as shown and to pay for other town improvements with that income.

The extension of Watkins Close passes through a private vacant lot; this street extension benefits the town generally, while it opens up a valuable house lot and development opportunities on both sides of the new street for that lot owner.

Again, while Watkins Street linkage helps access to the Town Centre and provides more population at the Heart of Town, the overall design can still function and will not fail without it.

Mixed Use Development at East End of Former School Site

On the south side of this Watkins Street link is a mixed use building proposed on the south eastern corner of the former school property, also with frontage on Belinda Street, the new Noble Street, and a laneway along its eastern boundary. This partially three-storey 'Belinda Street Live/Work Development' is again intended to serve many purposes. It extends and strengthens the Heart of Town by providing a site for a live/work complex with very high amenity (see Figure 17). Generally, street level spaces would be for work activities, while upstairs floors would accommodate more private residential activities.

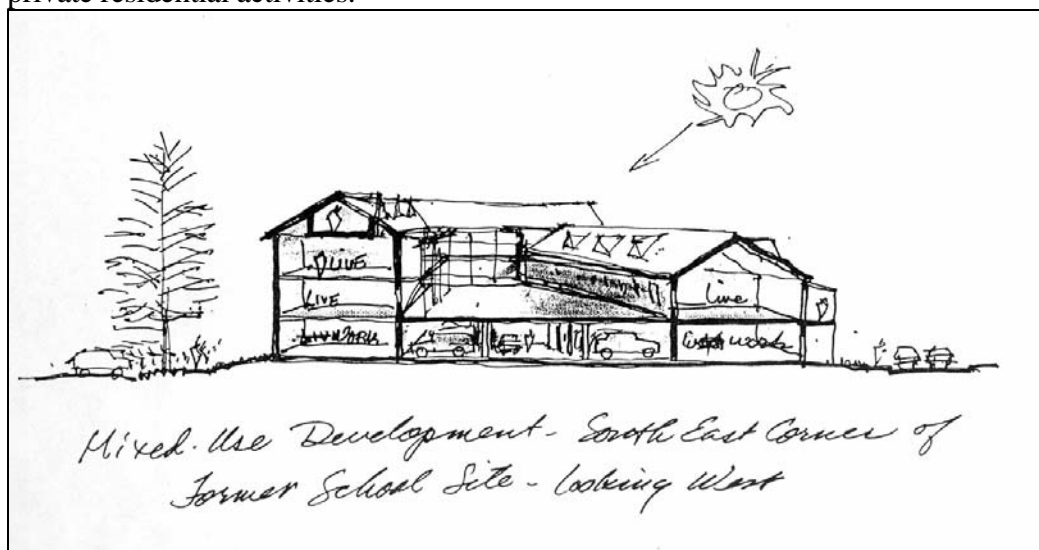


Figure 17 Mixed Use Development South-East corner of former school site-looking west

Along with additional angle parking proposed alongside it on Belinda Street, the proposed laneway along its eastern edge accesses a double-loaded carpark beneath a podium which serves as a private courtyard between the upper residential floors.

This internal carparking has street level development sleeving it, to front both Belinda Streets and the extension of Watkins. The western three-storey end enfronts Noble Street and the proposed park to the south of the Old Schoolhouse. The three-storey southern wing of the building faces Belinda Street, looking across to the existing three-storey Anchor Motel. This part of the building steps down to two storeys or less as it meets the eastern lane, in order to respect the scale of the neighbouring one-storey home to the east on Belinda Street.

Mixed Use Development on South West Corner of Former School Site

A mixed-use building is proposed on the former school site at the corner of Fern Street and Belinda Street, again to provide several benefits. The Belinda Street level of this proposed two and a half- or three-storey building (see Figure 18) would cut into the slope of the school site and have a primary aspect to Belinda and Fern Street, for commercial and perhaps retail uses. The upper storey/s may serve either commercial and/or residential uses, with a direct sunny frontage to the north onto the park. Such a building will improve park safety by providing activity and surveillance day and night. It will also protect the park from unpleasant south western winter winds. A small gap in the upper storey's of this building, perhaps for a 10 metre-wide terrace at the level of the park, might celebrate and preserve the sight alignment between the Town Hall to the historic Catholic Church on the hill to the south. Parking for any uses of this building would be provided both on new angled parking on Belinda Street and on Noble Street.

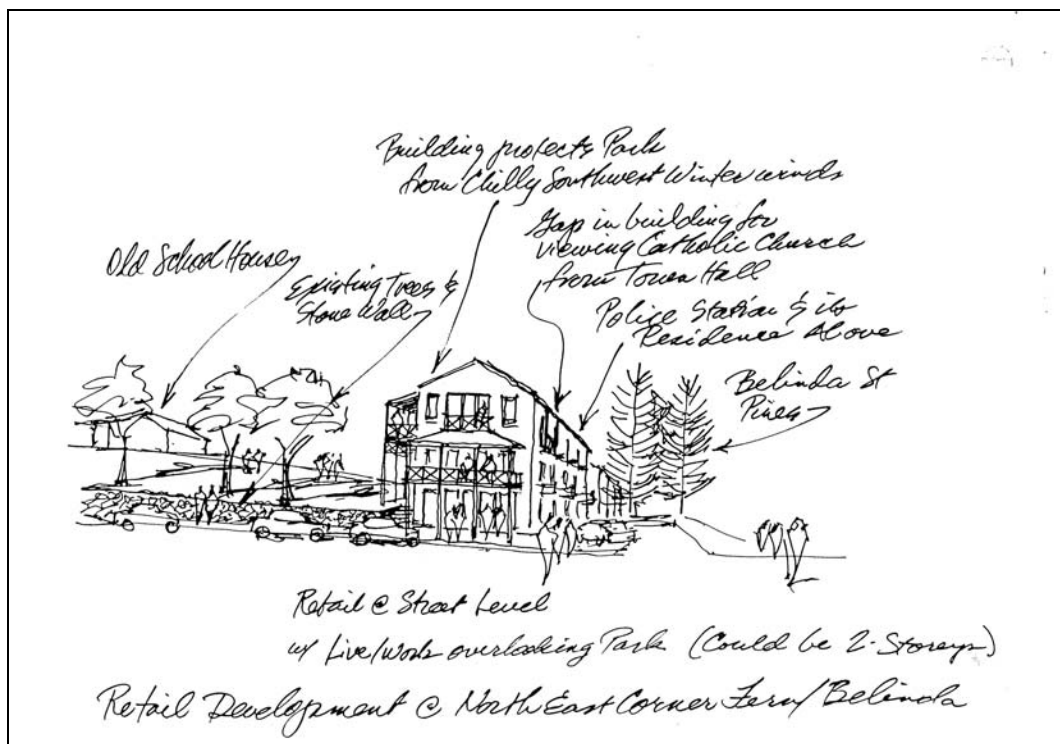


Figure 18 Retail Development at north east corner Fern/Belinda Street

Re-location of the Police Station

This building at the north east corner of Fern and Belinda Streets might be the best place in town to re-locate the police station as well as an upstairs park-fronting police residence, with excellent access for police vehicle/s to the rest of town and providing surveillance for the park.

Upgrades of and Future Rear Extension of Town Hall

Option A Plan also shows a possible future extension of the Town Hall to its rear and to the north. Some stakeholders during the charrette proposed the accommodation of more community activities at the Town Centre. Town Hall records indicate, however, that it experiences maximum use only 10% of the time. Such a beautiful facility as Gerringong's Town Hall may deserve greater usage. Therefore, Council and citizens may be well-advised to consider ways to increase use of the present facility before further expansion, perhaps by means of adjusting use rates, or by minor remodelling such as building a proper wall and door/s between the main hall and the room used for the charrette design studio to enable both spaces to be used independently and simultaneously.

The Old Schoolhouse

The Old Schoolhouse is shown to be retained and used as a community facility or leased for commercial purposes such as a cafe enfronting the town square, whose parking would be provided mostly on the new Noble Street. While presently boarded up and looking un-loved, it appears to be a dignified historic building with reportedly a good commercial kitchen and a lot of fond memories associated with it. A north-facing verandah enfronting the new Town Square might be a welcome addition.

Developments West of Fern Street

Extensive improvements are proposed west of Fern Street for the Town Centre, as well, focussing on the Town Carpark and on linkages to Fern Street, so that they function as one. It is quite important that improvements near the Town Centre, such as to the Town Carpark, also strengthen the shopping strip along Fern Street, which is 'the Heart.' The two existing arcades are to be preserved and strengthened. Additional development at the western end of the driveway alongside the general store is proposed for the uppermost rear of two existing parcels just east of the new brick apartment building. These shallow work premises may benefit their owners, while strengthening the spatial definition of, surveillance over, and activity in the Town Carpark.

Two additional vehicular accesses to the Town Carpark are proposed, one from Blackwood Street as shown which would facilitate deliveries to the supermarket warehouse component, the other from Belinda Street on a proposed new street to be enfronted by proposed medium density housing. These additional streets are important connections, as they significantly improve Town Carpark access from Fern Street.

Development Enfronting the Town Carpark

The proposed new buildings enfronting the town carpark, coloured vermilion, are two and a half-storey live/work opportunities, where commercial activities can take place on the carpark level, and

residential upstairs for day and night surveillance of the carpark and to make use of the carpark at night for residential parking.

New retail (coloured red) development is proposed at the rear of several of the shops along Fern Street. These can be extensions of existing Fern Street retail or new businesses.

These incremental improvements to the west of Fern Street, as well as those to the east, will only take place as town population increases to provide demand and to support new or expanding businesses. This arrangement, however, provides ample space for such activities to take place *at the Town Centre*, to the benefit both of Gerringong as a whole and possibly of those property owners so located.

The Town Supermarket

As population increases and the town structure improves through implementation of this design, an extremely important future anchor to Gerringong's Town Centre will be an expanded supermarket large enough to cater to all the needs of Gerringong and beyond. It is vital to reserve a space for this future supermarket that will ensure that it is located in the Heart of Town, rather than risking a supermarket location outside the Town Centre boundaries as defined in the Objectives section of this Report, that would endanger the economic and social viability of Gerringong.

A good site for the supermarket is shown in this Option A, for a roughly 2500 sq. m. two-building complex, with ground floor storage and deliveries to the west, with the main sales component to the east, enfronting both Fern Street and the town carpark, and featuring another arcade linking the Anglican Church with the carpark, aligned directly with a big Moreton Bay fig tree to be preserved (all Moreton Bay figs in the carpark are to be preserved). The enclosed sketches illustrate this design with views from Fern Street and from the southerly existing arcade entry to the carpark (see Figures 19 & 20). A second storey over the supermarket sales area may accommodate sunny live/work premises overlooking the church courtyard, providing surveillance around the clock for this important historic building.



Figure 19 New Supermarket Entry

Benefits of the Supermarket for the Anglican Church and for Gerringong

This design involves the mutually beneficial co-operation between the Anglican Church, which owns the proposed supermarket site, and the Kiama Council or other/s, which might agree with the Church to reserve this property for the future supermarket site. The benefit to the town is an ideal supermarket site to strengthen the Heart of Town. This design involves the re-location or removal of the existing weatherboard house serving as a parish hall, a garage behind presently serving as a Sunday school, and some present on-site parking. The Anglican Church is growing, and with additional population anticipates the need for a larger facility both for worship, Sunday school, and other activities. Funding for these expansions is not completely available at present.



Figure 20 West Carpark Square to new supermarket

This design makes it possible in the future for the church to capitalise on this key supermarket development, whose value may help fund their needed expansion, possibly onto its lawn to the north of the present church. A rectangular building roughly four times the area of the present church may be attached to the north side of the present masonry meeting hall and extending toward Fern Street, without blocking the important view of the historic church from the intersection of Blackwood Street and Fern Street. Such a building, perhaps with others, may enable the proposed supermarket to replace the present parish hall and Sunday school.

It is important for the sake of the town to structure an arrangement whereby this land (or other land) is reserved in the Town Centre for a supermarket site of at least 2000 sq. metres of building/s on grade.

Such an arrangement will enable Council to deny applications for a supermarket elsewhere, whose location might not help the Town Centre as much. Such a commitment may also benefit the church, as it may be able to anticipate substantial return to enable planning for its expansion.

One approach might be for Council to buy this land now, to let the church stay as is until increased town population justifies the supermarket, and to enable Council to benefit by the land value appreciating over time, with the supermarket location "sewn up."

Another approach might be for the Church and Council to agree an arrangement whereby, when population growth triggers a market response to developing the supermarket site, then Council would pay the Church an independently appraised value for the site to be developed as the supermarket.

Should this design and arrangement be unacceptable to either the Anglican Church or the Council, then another alternative is proposed in Option B below.

Developments South of Belinda Street

Option A shows designs proposed for south of Belinda Street. Near the corner of Belinda and Fern Street, just east of the present petrol station, is proposed a commercial building of two or three stories, whose parking is proposed to be provided on Belinda Street and behind it. In trade for reduced on-site parking, it is proposed that this development should contribute to improvements of, for example, angle parking on Belinda and construction of the new Noble Street, which also would provide parking nearby for this building.

Behind this building and to the south of the Anchor Motel is another proposed development. Its Fern Street frontage is commercial on street level with a possible floor above for commercial or other uses, with a new public street heading east past a row of attached two or three-storey live/work premises, across Morrow Street and connecting to Coal Street. This proposed new road "opens up" this site for development, giving access for an internal carpark, whose easterly aisle also opens to three private 2-car garages for the housing. South of this new street is another row of commercial fronting Fern Street and a live/work building fronting Morrow Street. The location of the access for the garage for this southerly building suggests a co-funded connection to the lot to its south for further development of the adjacent property.

It is proposed that the Morrow Street reserve be widened to 13 metres total by gaining some land on the eastern side which would benefit by such an improvement to access to that land. It is hoped further that the Anchor Motel will sensibly choose to allow its driveway on the Morrow Street alignment to become a public access street, to increase access to the motel and reduce congestion at its driveway entrance. If the Anchor Motel or other circumstances preclude this extension of Morrow Street, then the new east/west street described above allows connection to Belinda via Coal Street instead.

The design also shows subdivision and development of the vacant lot between Morrow Street and Coal Streets, and Belinda and Jupiter Streets. Terraces with garages on a rear lane are shown in the north west corner. The design shows relatively small free-standing buildings on wide and shallow

lots, whose length runs with the roughly 17% slope. Such a subdivision approach enables the construction economy of a single house with its length facing the street to sit atop its single car garage at the downhill end (see Figures 21 & 22)



Figure 21 Streetscape Study – Morrow/Coal Development



Figure 22 Morrow/Coal Development

The central 12 metre-wide access street (see VicCode for details) with a 5.5 metre pavement allows parking on one side of the street, generally to allow two on-street cars and two cars in garages for each pair of dwellings across from each other on this slow-speed and economical street.

It is proposed that the financial return of development of this parcel should enable a commitment from the owner to dedicate the existing important trees and public open space in the road reserves as shown, and the dedication of a small playground at the south east corner of the parcel, with a one-way street each side as shown. The playground would have a picketed short fence around it with several gates for protection of young children from the odd passing car. We are told that the lower end of this parcel is a fill site and not well-suited to construction. Hence the playground suggestion, plus the larger home site on the south west corner, to allow both for lot value to justify likely costlier foundations, plus to trade for a covenant or other mechanism on that lot to protect the existing on-site trees. The provision of the playground, plus the protection of the trees, plus proximity both to the Town Centre and Boat Harbour tend to mitigate the demand for larger lots with big gardens. It is suggested that this development would be allowed compatible home occupations as of right.

The Town Centre Option A represents, in our opinion, the best combination of design options for the sake of both the town and affected private owners. It has internal flexibility which may be translated into a Development Control Plan, should Council and the Community see fit. This complex plan depends to some extent on co-operation among several owners, such as the Nobles. Should this be too difficult to achieve, then there is Option B.

The Town Centre Option B

(Figure 23)

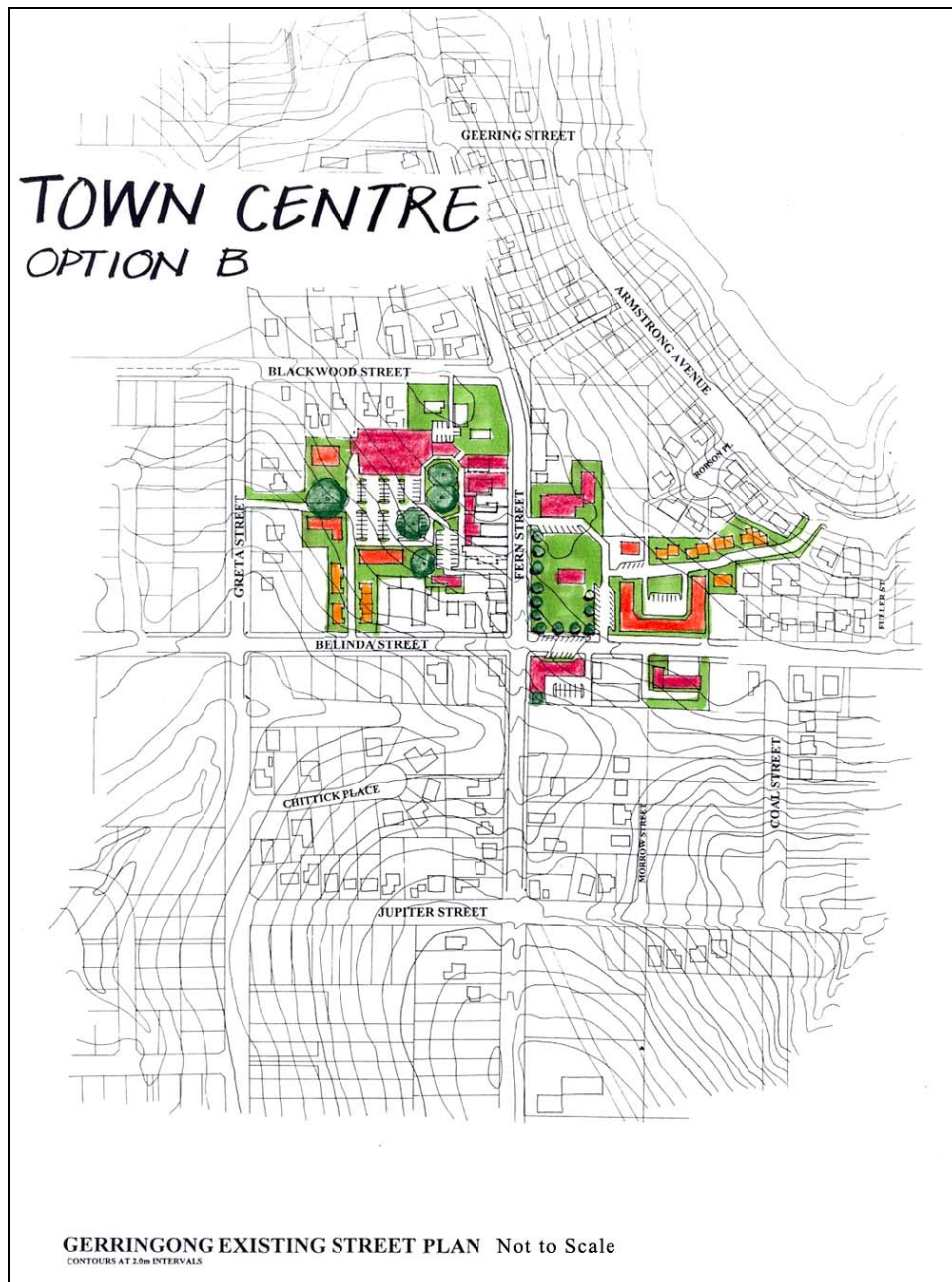


Fig 23 Option B

The Town Centre Option B offers a different combination of designs, in case there are difficulties with affecting co-operative support for the preferred Option A.

Developments East of Fern Street

If there is difficulty affecting agreement for the proposed Noble Street or the proposed Armstrong Link Street up the hill in Option A, then this is an alternative design.

No public street access is shown onto the Noble land behind the Blueberry Hill Cafe, and no connection is shown down to Armstrong Street from that area. Instead, the need for secondary north/south street linkages is accomplished by a proposed street connecting to Belinda and heading north until it turns west to meet Fern Street south of the Town Hall where the present parking is located.

This link street may take some of the pressure of the Belinda/Fern Street intersection on busy summer days.

The extension of Watkins Close is again shown. A cul de sac south along the former school site toward Watkins Close's cul de sac without meeting it could work as a second choice, but this arrangement would limit access to the Heart of Town from areas east and would increase loading at the new intersection at Fern Street shown just south of the Town Hall.

Mixed Use Development on South East Corner of Former School Site

A different mixed use development is shown on the south east corner of the former school site. This U-shaped building has on-site car parking as shown, plus access to new angled parking on Belinda Street. The building would have two storey premises on the legs of the "U" and three storey premises facing Belinda and the Anchor Motel, with the "work" component of live/work units at street level.

Another building, atop the left leg of the U-shaped building, would have commercial activity at street level with residential above, and parking as shown on that street.

Developments South of Belinda Street

This Option shows the replacement of the petrol station with a street-level commercial building with parking in the rear as shown.

A community facility is shown further east on Belinda Street, again with access to the rear as well as parking on Belinda Street. This could also be a commercial building.

Developments West of Fern Street

Should the preferred supermarket design of Option A not go forward, this is the second best alternative for the community. It allows the Anglican meeting hall either to stay as is, or to be re-developed for a retail use to help pay for church expansion.

The supermarket is located west of Fern Street, only fronting the Town Carpark, with a more conventional building footprint showing the sales and storage in the same building of almost 2000 sq. m.

Detailed View Corridor Analysis and Section

(Figure 24)



Figure 24 View from Blueberry Hill Café to Werri Beach

This plan and section illustrate the preservation of views down to the sea from Blueberry Hill for developments along the proposed Noble Street in Town Centre Option A.

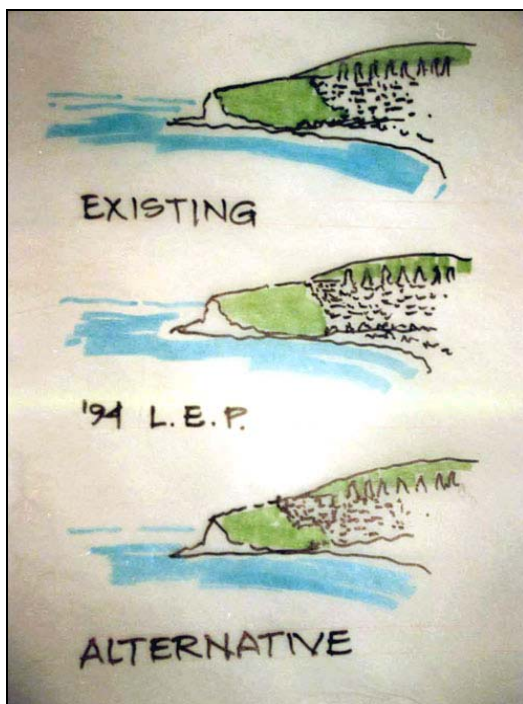
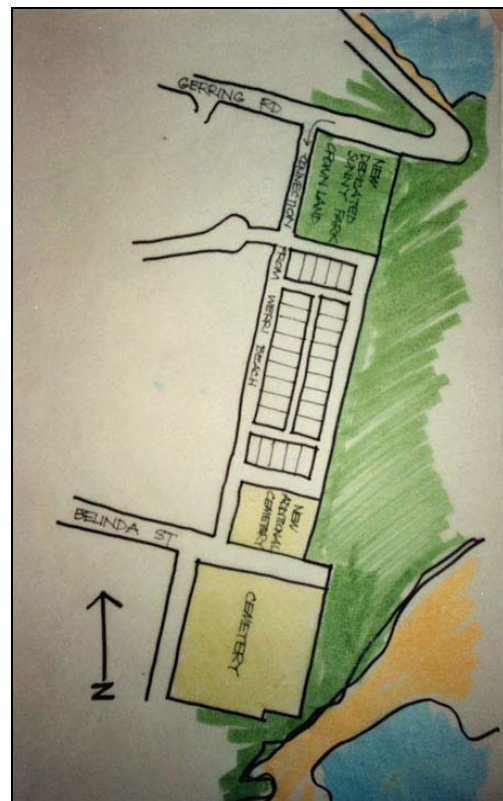
Design Options and View Shed Analysis

for the Noble Land at the east end of Belinda Street near the Cemetery

Some debate has been ongoing about this land owned by the Noble family, who may be seeking to develop it.

The land itself is larger than the developments being considered or proposed for permitting. One question is the impact of that development on both nearby residents as well as on the view from the highway approach some kilometres to the north.

The plan sketches show how two different development parcels could be designed. Option A (Figure 25) involves less land for development, but it indicates that sensible development on such parcels may be a disappointment for those future Gerringong residents who might live there, in terms of exposure to the adjoining Noble land potentially to be dedicated as public open space. The "flag" or "battle axe" lots are particularly a problem due to their isolation. The preferred option (Figure 26) shows a more useable parcel in terms of amenity for future residents, and possible benefits for the Nobles. It features additional cemetery space to be dedicated plus a sunny park on the northern slope viewing and viewed from Werri Beach.



These options are sketched in the perspectives of this important promontory.(Figure 27)

Proposed Growth Phasing Plan

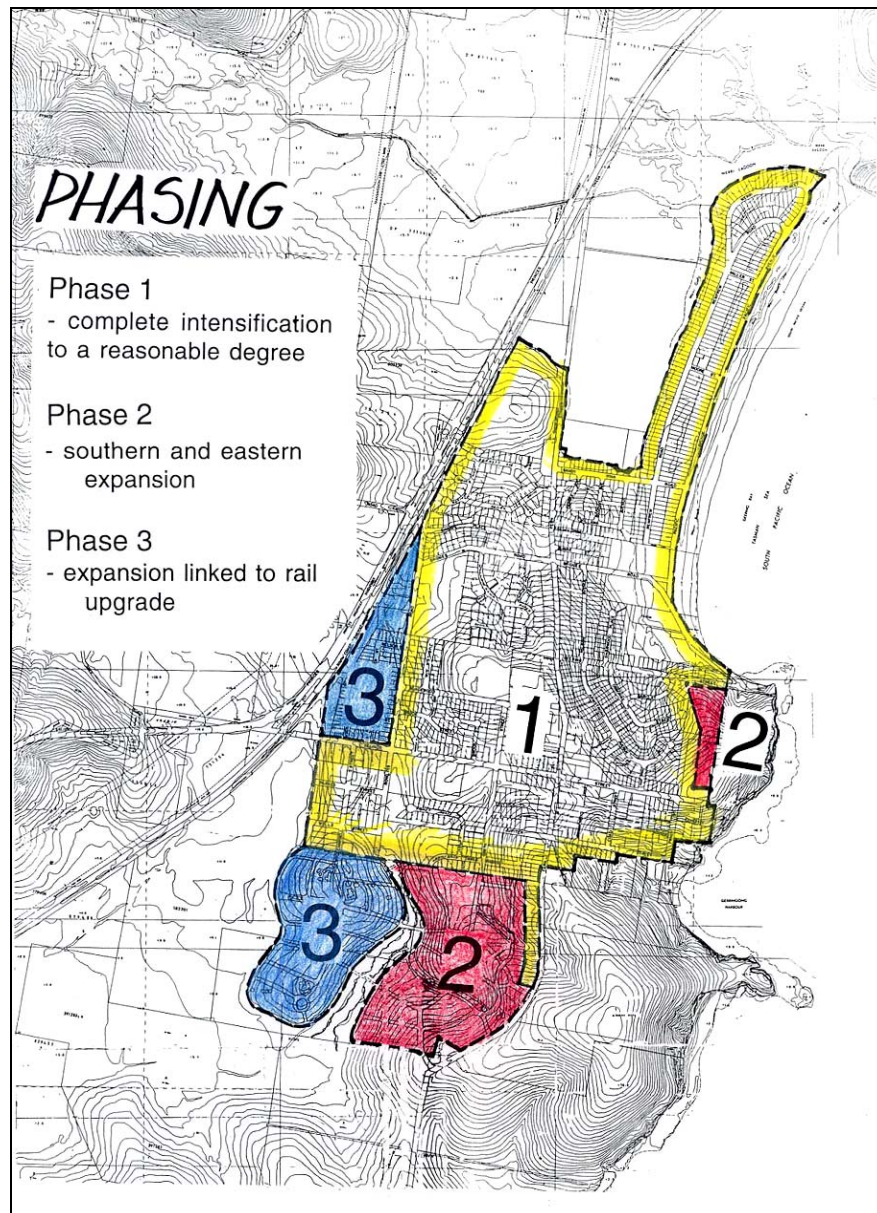


Figure 28 Proposed Growth Phasing Plan

This plan shows an approach to phasing the growth of Gerringong for the next 25 years. The yellow No. 1 indicates the incremental densification of the existing town plus sites already approved such as the Shaya Development.

The red No. 2 areas indicate additional growth for the future, including the Noble land at the end of Belinda Street and the first phase of the proposed Southern Expansion.

The blue No. 3 areas show still later expansions. The present industrially zoned area is included in this phase. When train service increases with electrification to Gerringong, then that area may re-develop as part of a transit-oriented mixed use neighbourhood, with the industrial uses near the station converting over to more populous mixed uses supported by the good train access.

Conclusion

This report is intended to serve as a record of most of the ideas, principles, and designs generated during the Gerringong Charrette, perhaps for reference when producing a development control plan from it. The level of detail intends to clarify the feasibility of the solutions, rather than for those solutions to be seen as inflexible constraints. The development control plan would translate these indicative details into mechanisms and plans which would be adaptable over time and subject to further site and contextual input.

ADDENDUMS

STAPLETON TRANSPORTATION PLANNING

Gerringong - Management of Main Roads

I Overall

The main streets of Gerringong are, and always will be, multi-functional.

In terms of number of people carried, the primary function of the main roads is to carry the daily traffic of the village. This includes- a high proportion of use by pedestrians, mostly in the shopping centre but equally those crossing and using the footpaths throughout the town.

The secondary use of the main roads is to carry local traffic through the village, drivers from Gerroa and places north of Berry. This function becomes more dominant at the edges of town where the proportion of local through traffic and locals leaving the village is perhaps about equal.

A third function is to carry the long distance through traffic, that which is primarily avoiding the Princes Highway. This traffic becomes the dominant use at weekends when travel conditions can become congested. Indeed one feature of the area is the fact that the weekend traffic is the higher than the weekday traffic. both in total and for peak traffic conditions. Main roads tend to be designed for peak traffic conditions

In the long term the road function will be predominantly for local activity in Gerringong with some local through traffic. Long distance through traffic will be accommodated on the Princes Highway. Albeit that some drivers will always choose to use the coast road as a change from the inland road.

In the long term the main roads should be designed for local activities.

The current issue is that the Princes highway has been upgraded as far south as Gerringong and not to Berry and Nowra. Hence the full capacity of the Princes Highway to the north of the town can only be fully accommodated by using the existing highway and the coast road. As traffic increases and the capacity of the old road is further exceeded a growing proportion of the peak weekend traffic is likely to choose to use the coast road to avoid slow moving traffic. This convenient option to the main roads can be used to defer the upgrading of the Princes Highway to Nowra.

The question is how to accommodate this weekend traffic in which delays are caused

for a few hours. Should the road be designed in the short term to carry the long distance through traffic quickly and conveniently, or, should the through traffic be constrained to the needs of the local residents who will, in the long term, benefit when the Princes Highway is upgraded.

This same argument applies in most country towns where through traffic passes through town centres and residential areas. Indeed the argument of traffic convenience versus local amenity is an issue in many main roads in Metropolitan Sydney.

There is a compromise, to design the road to carry an occasional high peak demand but in a manner which suits the local environment. This means, for instance, not putting a give way or stop sign on Fern Street at Belinda Street, which would reduce the capacity of through traffic and create longer queues and delays in the village centre. Conversely it means not allowing traffic to speed through the village but to conform to the needs of locals and pedestrians, in a manner which will not reduce the desirable capacity of Fern Street.

2 Principles

The proposals are simple, to restrict the speed of traffic to 40 km/h throughout the village and to emphasise the lower speed limit through visual rather than physical design.

2.1 40 km/h

The argument for the 40 km/h limit is that the town is, in effect a residential area, and the traffic flow characteristics can and should reflect residential activities. This is the easiest way to reduce the speed of traffic.

Studies in Victoria and NSW indicate that the average speed of traffic will be reduced by about 4 km/h by signposting and this will be the result of drivers who previously obeyed the 60 km/h limit reducing their speed to 40 km/h (or thereabouts). Some of the faster drivers will not slow down.

Further proposals address this problem.

2.2 Physical speed reduction.

Most traffic management has concentrated on physical measures to reduce the speed of traffic such as speed humps, thresholds, Wombat Crossings, chicanes and so forth. These are mostly suited to residential roads without through traffic, although there are examples of the more aggressive devices being used on roads carrying the same or more traffic than Fern Street. These are usually placed in areas of high pedestrian activity such as schools and shopping centres. There is a general belief that aggressive devices should not be used in quieter places.

Roundabouts are the common way to slow traffic in areas with light use by pedestrians but are difficult for some cyclists. Danish practice has established a series of softer chicane styled slow points which are used in conjunction with cycleways to slow traffic to a design speed of 30 to 50 km/h. These are expensive in Australia due to the drainage and need to add cycle ways.

There is already one roundabout in town, at the intersection of Bridges Road and Fern Street, and this slows traffic. Tighter geometry would further reduce speed.

Another roundabout is proposed at one of the entry points to the new residential area.

2.3 Parking and Cycle lanes.

Another common approach to control speed and create a safer environment is the use of wide parking lanes which can accommodate parked cars and cyclists. The traffic area of the carriageway is visually reduced by the painted lines. A width of 5.5m is suitable in a slower residential environment, wider possibly on busy roads.

For Gerringong it is proposed to use a painted cycle lane which provides a 5.5m carriageway in Fern Street and Belinda Street, excepting in the town Centre. Fern Street is generally some 12.5m in width, this will allow two shared parking lanes of 3.5m width.

2.4 Speed Control Planting

The contemporary style of speed control is looking more to the visual and tactile design of the road to control speed.. There is an intuitive belief that the road design influences speed both to go faster or slower. Evidence from Europe indicates this to be true, Ray Brindle from the ARRB has used the word "an environment of care".

The use of planting, narrow carriageway lines and trees in the carriageway has been followed in residential streets. This approach has been applied more recently to shopping centres, through work by Hans Westerman,

For Gerringong it is proposed that street tree planting is extended throughout the length of Fern Street and Belinda Street. This is consistent with the historic use of street trees throughout Australia. For example trees line the approach to Richmond on Richmond Road. (There is also carriageway marking on this road allowing a 6.9m wide roadway).

European practice (Denmark, France, Germany) now includes planting which provides a narrow carriageway on the approach to villages and shopping centres. The planting either narrows the carriageway or separates the carriageway into two lanes each 3.0m or 3.5m in width.

It is proposed to follow this practice in Gerringong as a supplement to tree planting, the shared lane marking, and the 40 km/h restriction.

The proposed design is for two planted islands with raised kerbs to be placed 5.5m apart to allow for two lanes of traffic to pass. A space of 1.5m at the rear of the islands, near the kerb, will allow for the passage of cyclists. The islands will be about 2.0m in width, with variations due to variations in road width.

It is proposed that the island be 9.0m in length. Planting should consist of low bush and high trees which combine to create a high profile without obstructing visibility. It is proposed that the ends of the island facing the traffic are squared (as much as possible) and have a low physical barrier, such as a low paling fence, to create a sense of narrowness and restriction, whilst the roadway itself is untouched.

It is proposed to use these islands at seven locations.

3 Access to the residential area

The development of parts to the south of Gerringong will extend the town by some 500m to the south. This is consistent with earlier plans. There is little potential for any further development to the south in the long term, therefore the design of the road system can be seen as a final plan for the village.

The design of the residential development of Gerringong seeks to establish a high degree of connectivity with the existing area. The purpose of this connectivity is to reduce travel distances both walking and by car. The provision of multiple entry points also spreads traffic more evenly over the road system thereby avoiding the collector road syndrome with high volumes and difficulty crossing.

Two connections are made back to Belinda Street, with two crossing of the creek between the two parts of the development.

It is proposed that three connections are made to Fem Street. These are spaced at approximately 220m intervals, a similar spacing to the distance between Jupiter Road, Belinda Street, Geering Street and other streets in Gerringong.

The southern access is at the "Gateway" to Gerringong. The proposal is to mark the entry with a planting close to the road in a manner similar to the island planting throughout the town. i.e to restrict the roadway to 5.5m between bushes and trees. A cycleway already exists on the eastern side of the road.

An alternative design at this location could be based around a gateway and possibly include a roundabout.

The close examination of the second access will be required to determine the sight lines and operating speed of the traffic. This evaluation may determine that a roundabout is needed at the first intersection to slow traffic in this section of the road.

Due to the restricted vision a roundabout is proposed at the third intersection. This will need to be located so that drivers can see the roundabout when approaching. The width of the carriageway on Fern Street can be reduced to the south of this intersection. Cyclists can be accommodated in the cycleway.

4 Proposals

It is proposed that traffic speed control in Gerringong is managed by

A speed limit of 40 km/h throughout Gerringong.

The introduction of angled parking in the shopping centre.

A roundabout at the furthest north of three new entry roads into the new residential area.

Speed control island planting on Fern Street

North of the town

Just north of Sandy Wha Road

Just north of Geering Street

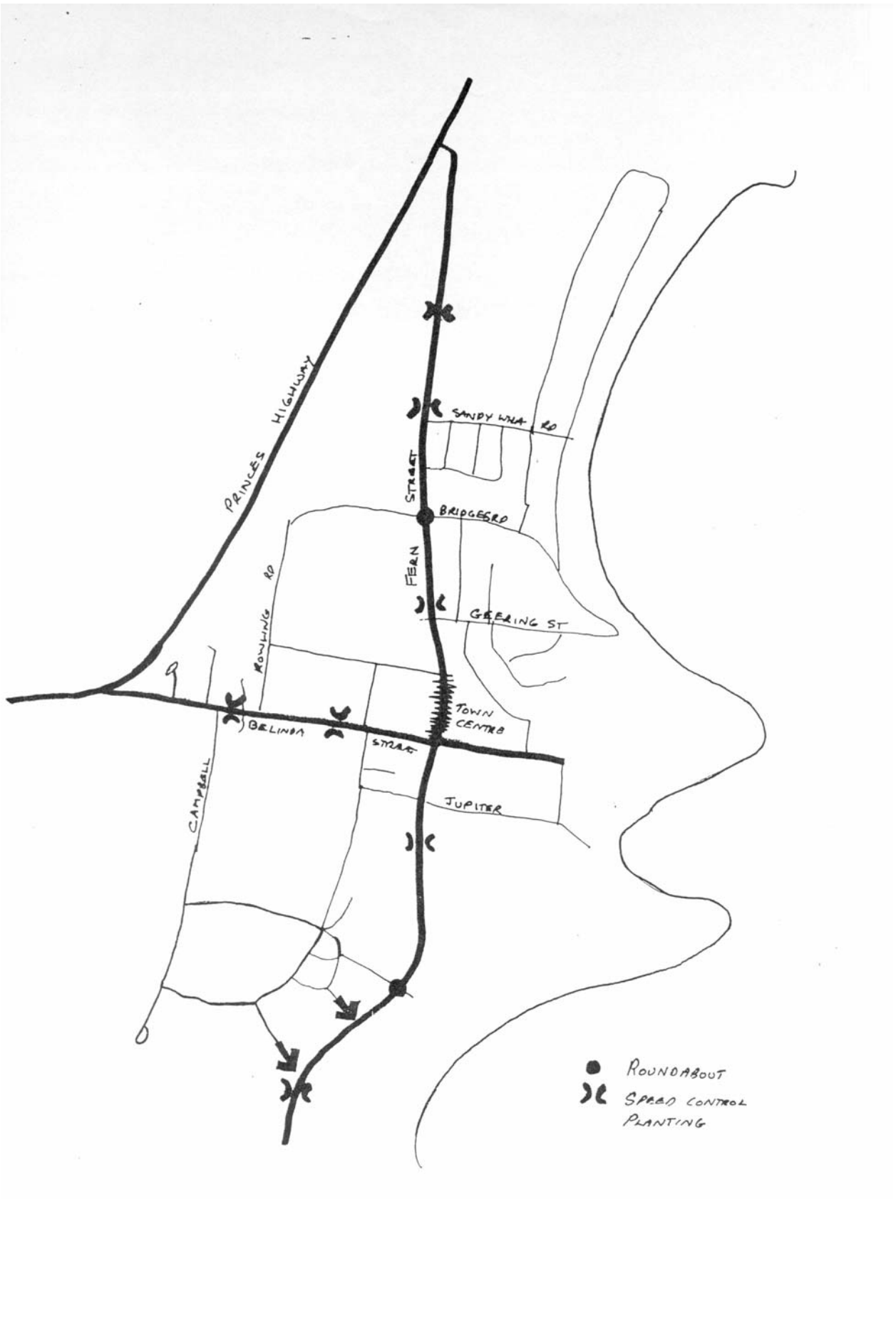
On the crest of the hill south of Jupiter Street (Near the Church)

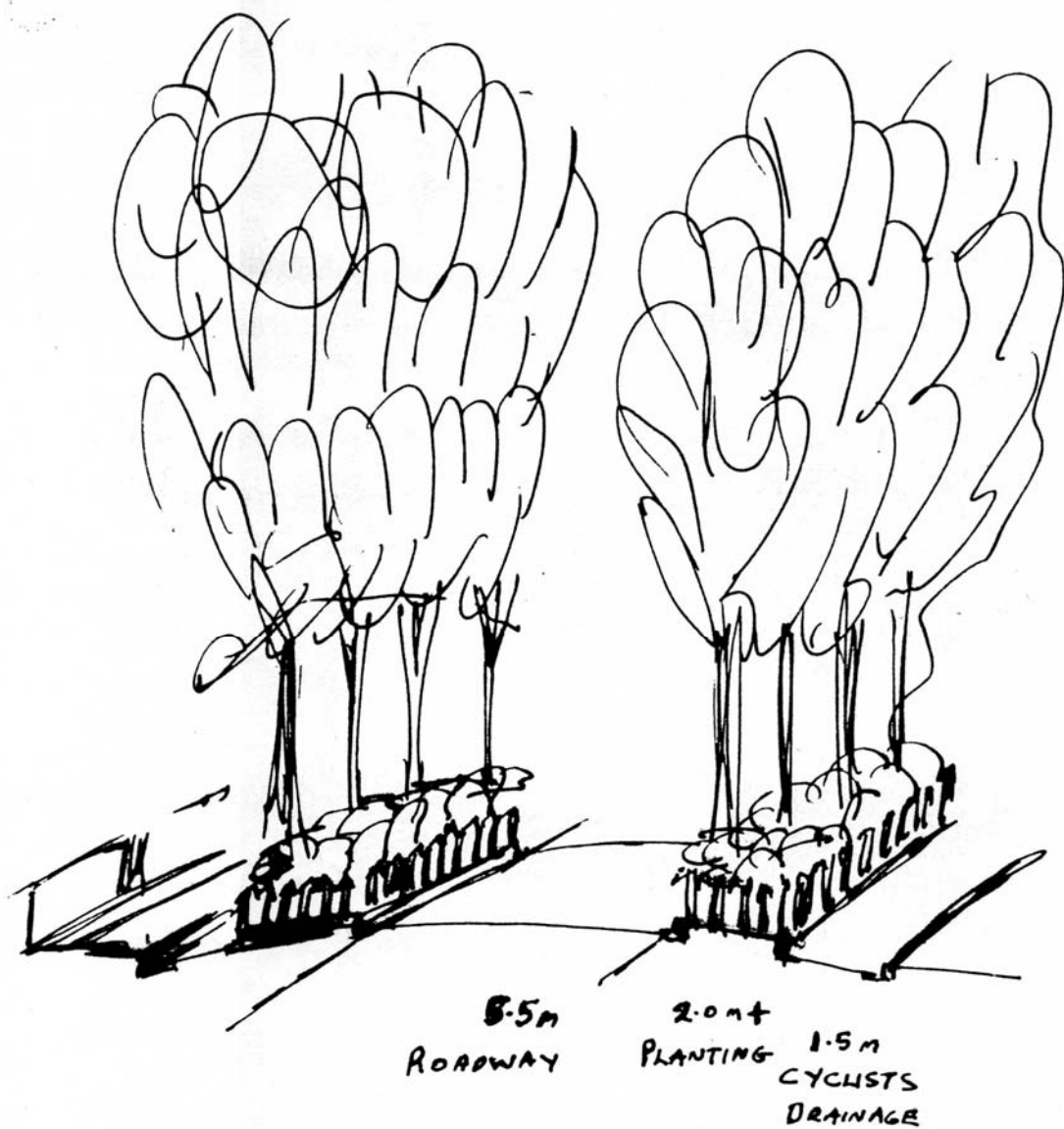
And, at the southern entry to the new residential area planting in a similar manner, (or possibly a roundabout).

And, in Belinda Street

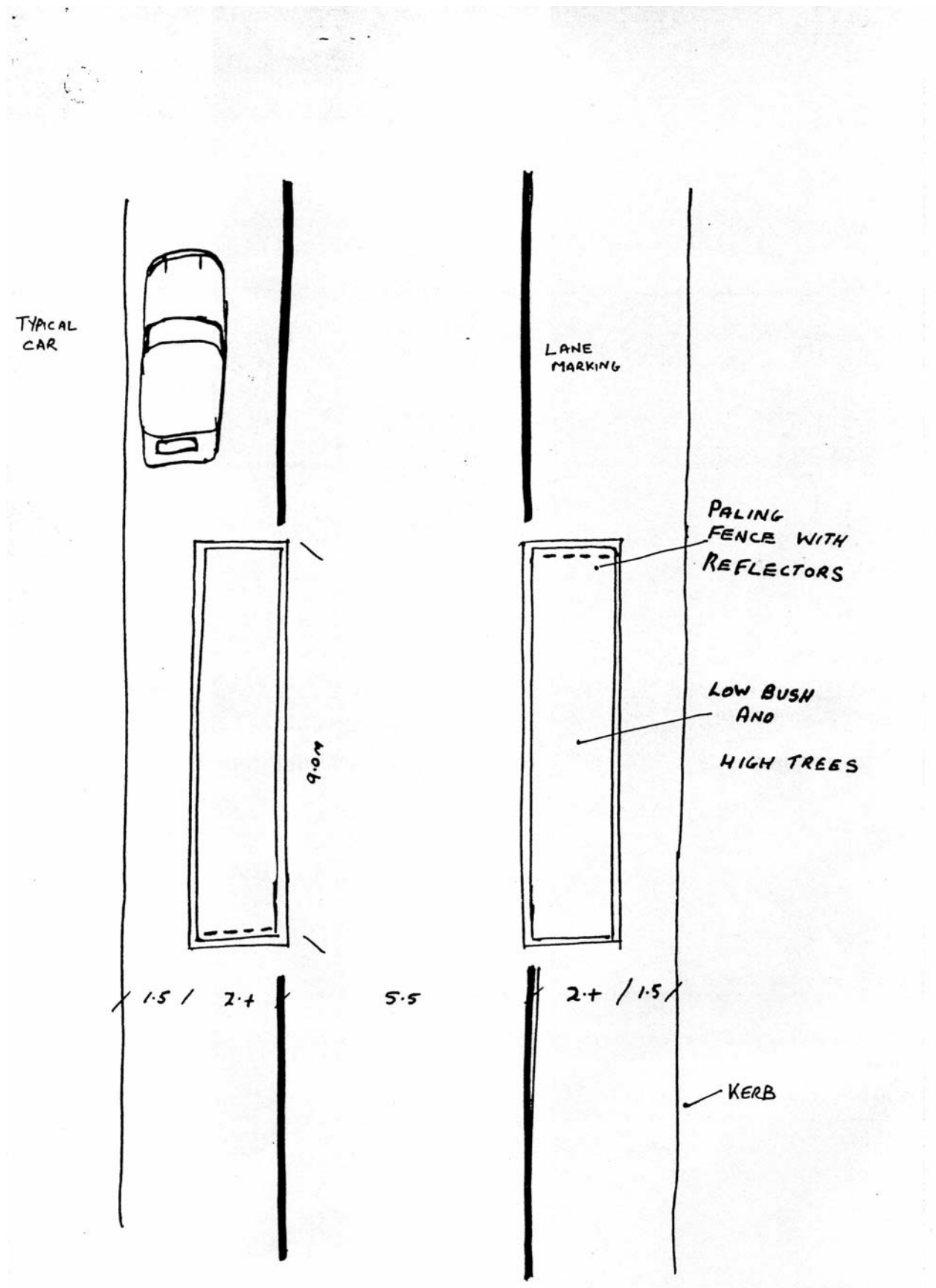
To the east of Campbell Street (near the creek)

Adjacent to Mayflower





SPEED CONTROL PLANTING 9 m in length



ECONOMIC DEVELOPMENT AND EMPLOYMENT ISSUES

I BACKGROUND

The development options for Gerringong raise a number of important economic development and employment issues. Specifically what economic and employment structural is desirable and optimal from a community perspective as Gerringong undergoes change. The current employment structure shows a diverse range of occupations. Gerringong has a higher group of para professionals and professionals, people working in wholesale and retail activities and a small but economically important grouping of rural-based activities. --An overriding characteristic of the area is the high proportion of retirees and this raises important questions about the economic and employment services to support this population. Under current scenarios the growth of Gerringong is unlikely to see a major growth in employment opportunities. As the population increases it is likely that a higher proportion of the labour force will leave Gerringong to work in larger employment centres such as Nowra, Kiama and Wollongong. This is not necessarily a bad thing particularly if there is an efficient, reliable and affordable transport system to commute workers to and from these centres. The employment related activities within Gerringong are important and many people do travel to Gerringong from other centres to work. The most significant engaged are in retirement, building and other community services and retail activities. - The key economic activities within Gerringong include:

- those engaged in providing service to the elderly, doctors, nurses, administrators and managers and as ancillary activities;
- retail and commercial activities;
- community services.

The area has a very small number of people engaged in manufacturing activities and, as stated above, there is still a rural-based workforce is declining.

In devising new strategies for economic and employment development it is important to take account of a number of important trends in the economy, demographics, planning and labour force. These changes include:

- a) increased preference by both semi-retired and retired populations to live in coastal populations which is putting substantial development pressure on coastal New South Wales and increasingly, Kiama and Shoalhaven Municipalities. As the Australian population ages this trend will increase substantially and increase the demand for the provision of commercial and community services provision in coastal areas.
- b) Improvements in technology, specifically computerisation and telecommunications have expanded the residential and work locations for a number of high-skilled professionals.

- c) With rising costs and increasing environmental damage many young families are looking to non-metropolitan locations to live and work.
- d) With restructuring of the economy there have been substantial reductions in manufacturing employment due to a high penetration of imports and consolidation of many industrial activities in centralised locations close to major markets. This reduces the demand for industrial land in small communities. On the other hand there has been a substantial increase in service-base employment characterised by an increase in small start-up firms and higher levels of skill required to nurture the establishment and expansion of small businesses as competition increases. Thriving communities are characterised by a range of competitive small firms and the main growth areas have been in tourism, business services, retailing and other professional services. A high proportion of firms engaged in these industries normally underpins the development of small economically sustainable communities.

2 DEFINING ECONOMIC DEVELOPMENT AND EMPLOYMENT OPTIONS

A key objective of this Charrette is to enable the community of Gerringong to determine, influence and control its vision of the future. In relation to economic development and employment growth three options can be considered:

- 1) The dormitory village. With this option we can expect that an increasing proportion of the labour force of Gerringong will travel to the major employment centres, and the planning and development challenge is to ensure that the transport infrastructure services the needs of this labour force. This option would separate where people live from where they work.
- 2) Fast employment growth option. This option attempts to maximise economic and employment growth in the area particularly by attracting business investment from outside of the region in potentially large labour-intensive projects such as a major retail chain to establish a supermarket, creating an environment to establish a resort or major conference facilities serving visitors to the area. With this option the relationship between where people live and where they work may be inconsequential. Just as a high proportion of the Gerringong labour force departs to other employment centres there may be a daily influx of workers from other communities under this option.
- 3) The self-containment option. The self-containment option attempts to harmonise the relationship between where people live and where people work. With careful attention given to increasing employment opportunities compatible to the skills of the local labour force and easily accessible from home. Walking to work would become a more attractive option. Under this option greater attention should be given to expanding the local job opportunities in areas compatible with population change and the emerging local population structure

These options may not be mutually exclusive but in identifying and implementing a new local economic development strategy the community has specified, through this Charrette process, that the following considerations should be taken into account:

- Economic development must be compatible with overall community aspirations to protect and enhance the natural and cultural attributes of the area.
- More job opportunities for young people should be identified and actively pursued.
- Car-dependence within the community should be reduced and hence employment activities should be close to where workers live.
- Job growth should build on the local and emerging skill base in the area as well as expanding opportunities in increasingly higher-skilled areas including business management and knowledge-based work.

Taking account of these considerations highest priority in this strategy will be given to maximising employment opportunities under the self-contained option. Given that the complexity and timelags involved in improving the jobs/labour force balance, emphasis will also be given to the implementation of the dormitory option at least in the short/medium term. The third option does not appear to be favoured by the community, may not be achievable, and substantial exogenous investment could only be considered on a case-by-case basis, and assessed against the overall goals and objectives specified by the community of Gerringong.

3 GOALS

To build a strong job base in the Gerringong community a number of essential prerequisites need to be put in place.

- 1) an economic and employment vision of the future of the area, which includes what type of economic activities are we good at and what sort of jobs are we trying to attract.
- 2) Strong employment nodes are required within the local area to ensure that job growth can take place over the long term ie 25 year time horizon for this planning process. Within current land uses there is insufficient land available within the Town Centre to accommodate job growth over the short term, let alone the long term. Further, because of the reasons outlined above, the demand for industrial land is likely to be very low in the foreseeable future. This land is critical as an employment zone for the future because of its availability, access to the railway station and proximity to growing residential areas. Therefore consideration should be given to developing a mixed employment zone in this area with current industrial activities focused on the north of the site, but in closer proximity to Belinda Street broader employment zonings should be considered.

- 3) The business community needs a strong entrepreneurial and outward focused culture if it is to strengthen business opportunities in the area.

The economic development and employment component of this strategy has the following goals:

- Increase the number of good jobs in Gerringong, compatible with the local skills base and consistent with the overall objectives of this strategy.
- Increase job opportunities for young people.
- Increase the diversity of jobs and range of skills in the local labour force.
- Strengthen opportunities for growth of existing business networks.
- Expand opportunities for the acquisition of knowledge and learning within the community.

4 OPPORTUNITIES

Rural based activities, particularly dairying remain a small but important part of the local economy. However the number of holdings in dairying has declined substantially and it is unlikely that this industry will contribute to employment growth in the foreseeable future. The town has a dairy co-operative whose membership has declined from 70 to 80 members at the time of the Second World War to approximately 18 today. The Dairy Co-operative own a building with heritage value, and with the decline in the number of dares, the Co- operative has been diversifying into other business activities, specifically a hardware operation. The rural based landscape is considered to be a very important attribute of Gerringong, and if the rural landscapes are substantially altered, either through neglect or subdivision into other activities, this will detract from the natural attributes of Gerringong. To ensure the viability of rural based activities new approaches are required to encourage the maintenance of current landholdings. The links with a tourist strategy through the implementation and marketing of bed and breakfast opportunities would be an exciting option. Two major constraints exist. Firstly tight regulations and controls on prospective bed and breakfast activities should be substantially reduced to encourage owners to assess the commercial viability of these activities. A degree of self-regulation by farmers themselves should be encouraged. A second constraint is the lack of marketing by local tourist associations to highlight the advantages of weekend and other overnight visitors spending time in the area.

Tourism - Tourism offers very substantial employment opportunities for the local area and this sector remains underdeveloped. Whereas considerable attention has been given to the tourist attractions of Kiama and the Shoalhaven Tourist Board has implemented an aggressive tourist strategy, Gerringong appears to be the hole in the doughnut and has not captured many of the substantial opportunities that exist in tourism. Gerringong needs to project itself as a central location for day-trippers and overnight visitors which

provides central access to tourist attractions throughout the Illawarra including Berry, Kangaroo Valley, Jervis Bay, Kiama, Famberoo and Nfennamurra Falls. Although it has some good accommodation facilities - three motels and caravan parks - Gerringong does not have a central focus which puts it high on the destination list of day-trippers and overnight visitors except in the peak holiday period. The model of Berry is an exciting one and attracts great interest within the Gerringong community. Attention should be given to the implementation of a strategy which essentially complements as well as competes with the Berry example.

The following ingredients should be considered in developing a tourist strategy:

- expanding arts and crafts opportunities to capture a proportion of the market currently destined for Berry;
- improving the design and layout of the Town Centre to expand opportunities for leisure activities, restaurants and cafes accessible and attractive to residents and visitors;
- expanding opportunities for eco-tourism by linking the Town Centre with walking trails and natural attributes taking account of access to scenic spots, habitats and cultural facilities;
- Gerringong needs to develop a distinctive image which makes it more attractive for visitors. Signage is very poor and there is no magnet that draws people into the Town Centre;
- as stated above,, Gerringong needs to project itself as a central destination, very accessible to visitors and the highly valued tourist attractions of the south coast of New South Wales; and
- a stock take of tourist and leisure facilities needs to be prepared and marketed to prospective visitors.

Retail and commercial opportunities

A number of impediments need to be addressed before the full scope of employment opportunities and retail and employment opportunities can be implemented. Firstly the threshold population of Gerringong, even taking account of the population projections, is considered too small by the larger developers/retailers to attract substantial investment in new supermarkets. Secondly the form and structure of the town centre of Gerringong inhibits further expansion in these employment-related activities. Thirdly as a consequence of the poor layout and lack of diversity of opportunities within Gerringong Town Centre, many local shoppers travel to Nowra and Kiama as an alternative to shopping locally. Fourthly, Gerringong Town Centre is currently not a great experience for shoppers. It lacks convenience and amenities that make shopping a total experience. In addition to price retail shoppers increasingly look to convenience and amenities when they are shopping. Fifthly there is a space constraint on the development of the Town Centre in its current form.

In relation to retailing, the revitalisation of Gerringong Town Centre is a central component of this strategy and has substantial implications for employment. Detailed proposals are outlined elsewhere in this strategy and only matters relating to the employment considerations are considered here. The key elements of the strategy include physical revitalisation of the Town Centre, new investment, improvements in access, streetscaping and parking. Retailing and mixed businesses are labour intensive. An improvement in the capacity of Gerringong to reduce escape spending, to attract through traffic and to diversify into new retailing activities will both increase the number of jobs and the range of jobs available to local residents. The current retail space in the Town Centre is approximately 3,500 sq m. With careful planning and targeted marketing and promotion there is scope to expand the retail space in Gerringong Town Centre by up to 500 sq m.

Although at this stage it is unlikely to attract a supermarket chain there may be scope for the local business community, working in collaboration with the Kiama Municipal Council and local financial institutions, to identify a general store come supermarket which would have potential to capture the major retail shopping requirements of the Gerringong, Gerroa and surrounding rural communities. A small supermarket by itself will not be a major employer but it would be an anchor for the revitalisation of the whole shopping centre of Gerringong. One option would be to consider a small supermarket within a possible arcade that can accommodate a range of mixed business opportunities. Subject to detailed design considerations, such an investment could be looked at in Fern Street on the old school site opposite to and linked to the existing arcade.

.One important principle is to improve access to the Town Centre for shoppers. Consideration should be given to medium density developments either on part of the existing school site or as a proposed redevelopment of the garage and the adjacent southern site opposite the school site in Fern Street. The mixed residential, shopping, employment centre would add substantially to the economic vitality of the existing town centre and would support the establishment and expansion of the supermarket facility.

Overcoming the lack of a large catchment area is not easy but can be done if resources are applied to a detailed investigation of the scale of opportunities in a range of product areas. To revamp the Town Centre the leadership must emanate from the existing business community in Gerringong. The Gerringong Business Association should oversee and manage a process of preparing a strategy for the economic revitalisation of the Town Centre which works in tandem with the physical design process undertaken by this Charrette. Without local leadership and entrepreneurialship the economic revitalisation aspirations will not be realised.

An expansion of shopping and recreational activities in the Town Centre and improvements in physical layout and design may also create momentum to expand employment opportunities in high value added activities such as legal practices, design and engineering and business management services. These are opportunities that have not been identified or pursued in the past but they are the type of footloose activities that would be attracted to the local area if the amenities were there in the Town Centre.

Retirement based services

A fundamental characteristic of Gerringong is the high proportion of retired population and the very substantial employment base which supports the elderly. The largest employer by a long way is the Mayflower Retirement Village which currently employs 200 people. The range of occupations and skills in supporting the needs of the elderly are very diverse and includes doctors, nurses, managers, administrative and clerical workers, drivers,- cleaners etc. This is the e5(citing mix of employment opportunities that is compatible with the aspirations of a dynamic small community. Opportunities to expand employment related activities to support the elderly should be actively nurtured and encouraged. This includes:

- Setting aside land for the expansion of the existing Mayflower Retirement Village and ensure that is not encroached on by residential development.
- Emphasising and expanding the facilities available for elderly people which make Gerringong an attractive retirement location. In particular the community should recognise that people are retiring younger and there lifelong-learning aspirations are greater than traditionally recognised in coastal villages. As a consequence infrastructure should be put in place to encourage retired or semi- retired people to play an active role in the local economy. Expanding opportunities for education and training would be central to this strategy.
- The new urban design principles should emphasise the needs of elderly people, particularly with access to the revitalised Town Centre and its amenities. As part of the process of revitalising the Town Centre consideration should be given to the establishment of a medical centre in Fern Street.

Knowledge based employment

Gerringong is extremely well located to attract knowledge based service industries because of its:

- accessibility to metropolitan Sydney; and
- its magnificent coastal/rural location.

Increasingly employment opportunities are emerging for highly skilled professionals utilising computers and telecommunications. Many of these professionals can easily work at home and deliver their services through using the most advanced technologies. They are potentially footloose industries. Many are located close to urban amenities in the big cities but overseas, and increasingly in Australia there has been a trend to seek non-urban locations. The preferred non-urban locations are often situated in high quality non-metropolitan environments. To facilitate the expansion of these activities communities need to emphasise a strong entrepreneurial and learning environment and put in place planning measures which encourages home-based work.

If Gerringong seeks to encourage these high value added activities a number of initiatives should be put in place. This includes:

- Residential zonings that encourage home-based employment activities including parking facilities and in special instances signage.
- The employment node in the Town Centre should give strong consideration to the establishment of a resource centre which includes high quality meeting facilities, possibly office support facilities and links into advanced communications systems. Although a Sydney/Melbourne fibre optic linkage passes through the area, there are currently no plans to link any communities into this system. In the foreseeable future however it is likely that the engineering and economic feasibility of improving access will become a possibility.
- The future of the Wollongong University Berry Campus has some significance for Gerringong. Currently the campus is quite small and although recent commitments have been made to its expansion the survival of a local university campus will depend on active community support from the surrounding region. An accessible higher education institution would bring benefits to Gerringong both in terms of educational opportunities, as a desirable living location for teachers and students', and support it provides for the home-based knowledge activities outlined above.

Not all home-based employment is of the knowledge base kind referred to here. A range of opportunities including secretarial, health related, beauticians, catering and other services can be provided from a home base. These activities should also be encouraged and regulations which inhibit their expansion should be assessed. Providing their existence does not conflict with the overall design and planning objectives of the community stringent regulations prohibiting home-based work should be removed. For home-based employment activities to be expanded, a supportive and dynamic community is essential. The Town Centre Revitalisation Strategy would both enhance, and be enhanced by, a rapid expansion of home-based employment activities. Within the context of local economic initiatives emerging from this Charrette a target should be set to increase home-based employment to 10% of the working population by the end of the duration of the LEP (by 2006) and to 20% by the end of the long-term planning horizon of 25 years.

Graham Larcombe
 Director
 Economic & Energy Analysis Pty Ltd
 2.6-95

GERRINGONG RECREATION AND OPEN SPACE ANALYSIS

Prepared by Dennis N. Williamson, Director, Scenic Spectrums Pty Ltd

31 May 1995

1.0 Introduction

There are no universally accepted or correct standards for the provision of recreation facilities and open space within particular types of communities. Various standards or benchmarks have been developed by different agencies and consultants over the years. Some of the better known standards in Australia have been developed by the former National Capital Development Commission in Canberra and the South Australian Urban Land Trust. From 1991 through 1994, Scenic Spectrums Pty Ltd has been involved in the research and application of such standards to a variety of recreation strategies and open space/recreation plans for newly planned and established communities. During 1993, we developed the Active Recreation Open Space Guidelines for the Shire of Cranbourne.

These guidelines represent perhaps the most well researched and most comprehensive set of open space and recreation facility guidelines in Australia at the current time. (However, we qualify this by saying that we cannot possibly know all the other studies and guidelines of this type that may have been produced in recent years).

The Cranbourne Guidelines are just that, guidelines. They are not hard and fast standards. They were designed to be used flexibly and for adjustment by different types of communities for their own purposes. The guidelines have been based on research of a number of studies and applications within Australia and North America.

The guidelines are based on hierarchical framework which considers the types of facilities that should typically be provided to service different population levels and different geographic service catchments.

Four levels of facilities are considered

- **Regional Facilities -**

Facilities servicing populations of about 50,000 to 100,000 persons (eg. several Districts or an entire municipality and beyond). Normally they serve residents within 25 km or a 35 minute drive, but may attract patronage from as far as 80 km away.

Regional Facilities would usually provide major Active and Passive Open Space/Recreation facilities requiring larger financial and land area commitments.

- **District Facilities -**

Facilities servicing populations of about 20,000 to 30,000 persons (eg. Districts or a grouping of 4 or 5 Neighbourhoods). Normally they serve residents within a 5 km radius (a 20 minute bicycle ride or within a 10 minute drive).

District Facilities would usually be located in conjunction with schools and/or other community facilities and would require greater costs and land areas and

higher quality standards than may be needed or possible for Neighbourhood Facilities.

- **Neighbourhood Facilities -**

Facilities servicing an entire Neighbourhood (or a small town) of 5,000 to 8,000 persons within a radius of about 1 km (15 - 20 minutes walking time or within 5 minutes driving time).

Neighbourhood Facilities are normally of significantly greater size and quality than those developed for Sub-Neighbourhoods, and are often located in conjunction with Neighbourhood Schools and other Neighbourhood Facilities.

- **Sub-Neighbourhood Facilities -**

Sub-Neighbourhood Facilities are generally informal passive and active recreation/open space facilities that service a local residential neighbourhood of up to about 2,500 population or an area within a 500 metre radius (about 5 minutes walking time). These more minor facilities would normally be developed adjacent to local passive open space parklands, but not necessarily in combination with schools or other community facilities.

The hierarchy was developed primarily for application to municipalities within a larger metropolitan setting, however, it can be applied to smaller non-metropolitan towns and communities by either considering them at only the Neighbourhood and Sub-Neighbourhood levels, or in cases where the town is more remote from a larger District or Regional urban settlement, by considering that they may require at least some of the District level facilities that may not always be provided in a small town.

Thus, Gerringong and District may either be thought of as a Small Town, Neighbourhood or Sub-Neighbourhood within the wider Kiama District or some larger coastal region, perhaps associated with Wollongong and Shellharbour or as a smaller town that provides some District Level facilities as well as those at the Neighbourhood or lower levels. The District Facilities may in part be required to service demands generated by the surrounding hinterland populations and/or by the influx of weekend and seasonal tourists who visit and recreate in the area.

Even if Gerringong is not large enough to require or to afford some of the larger District and Regional facilities, Gerringong's residents should have access to these facilities within an acceptable travel time. As such, we need to ask where Gerringong residents can go to use these Regional and District facilities.

In this case, we can look at the existing and planned recreation/open space facilities in Gerringong and compare them to the guidelines we have developed elsewhere. This should give us some general idea of how adequate Gerringong's facilities may be. Then we can take the next logical step and ask 'the Gerringong community how adequate they think their facilities are and what their future needs may be.

Once we can determine what facilities the town of Gerringong requires, we can look at some of the other guidelines developed by Scenic Spectrums related to where these facilities should be located and how they should be designed.

Although Scenic Spectrums has gleaned as much information as possible from Council reports and plans, we have not yet been to Gerringong and we will need the community's assistance to familiarise us with the resources, their quality and use. The information provide on the tables so far is obviously incomplete and possibly incorrect. However, this exercise is a good one to go through with local residents as it helps them to think through what they have and what they may need in the future.

2.0 Step 1: Comparing Gerringong to the Guidelines

In the first step of our process, we will compare the previous guidelines developed by Scenic Spectrums for the Shire of Cranborne to (Gerringong's existing facilities. We will do this using a table developed for the Gerringong Charrette which indicate the guidelines in one column and the facilities Gerringong has or plans to provide in the future. In this way, we will get some general idea of what types of facilities are lacking or in surplus. We can also note where we can go to access some of the Regional and District facilities that may never be provided in Gerringong.

We will begin with the Active Open Space and Recreation Facilities first and then look at the Passive Open Space and Recreation Facilities next.

TABLE 1 GERRINGONG'S ACTIVE OPEN SPACE FACILITIES COMPARED TO SCENIC SPECTRUMS GUIDELINES

SCENIC SPECTRUMS' GENERAL GUIDELINES	FACILITIES PROVIDED IN GERRINGONG OR WITHIN THE REGION	OVER SUPPLY OR UNDER SUPPLY ? SS/COMMUNITY OPINION
Regional Facilities		
<ul style="list-style-type: none"> Regional Indoor Sports Centres (3 ha for basic facility) <p>A typical mix of facilities for a basic facility would include:</p> <ul style="list-style-type: none"> 3 Basketball Courts 3 Netball Courts 3 Volleyball/Badminton Courts 1 Weight Training Gymnasium 3 Aerobics/Exercise Rooms Showers and change Rooms <p>Additional optional facilities could include:</p> <ul style="list-style-type: none"> 1 Swimming /Leisure Pool Hydrotherapy Facilities Saunas and Spas Tennis Courts Squash Courts Additional Basketball/Netball Courts Food and Beverage Facilities Other Indoor Activity Spaces and Facilities 		
<ul style="list-style-type: none"> Regional Outdoor Sports Centres (16 ha for basic facility, but up to 35 ha depending on total mix of facilities) <p>A typical mix of facilities for a basic complex would include:</p> <ul style="list-style-type: none"> 3 Football/Cricket Ovals - 9 ha 3 Soccer Fields- 4.5 ha 2 Hockey Fields- 1.5 ha 10 Netball Courts- 1 ha <p>Additional optional facilities that could be included as part of a Regional Outdoor Sports Centre include:</p> <ul style="list-style-type: none"> 3 Baseball/Softball Diamonds- 3 ha 12 Tennis Courts(or more)- 1.2 ha 1 Rugby Field- 1 ha 6 Bowling Greens (Lawn Bowls)- 1.2 ha 3 Bocce Ball Greens- 0.75 ha 1 Athletics Track with 400m Running Track- 4 ha 		

TABLE 1 GERRINGONG'S ACTIVE OPEN SPACE FACILITIES COMPARED TO SCENIC SPECTRUMS GUIDELINES		
SCENIC SPECTRUMS' GENERAL GUIDELINES	FACILITIES PROVIDED IN GERRINGONG OR WITHIN THE REGION	OVER SUPPLY OR UNDER SUPPLY ? SS/COMMUNITY OPINION
<p>Additional Regional Level Facilities recommended if not incorporated as part of the above Regional Indoor and Outdoor Sports Centres include:</p> <ul style="list-style-type: none"> Lawn Bowls and associated facilities (0.75 ha) Golf Courses and associated facilities (75 ha) Golf Driving Range and associated facilities (7 to 9 ha) Swimming Complexes (0.5 to 2.0 ha) Baseball Complex (5.75 ha) Indoor Volleyball/Badminton Complex (0.25 ha) Indoor Basketball/Netball Stadium (0.4 ha) Indoor Tennis Complex and associated facilities (1.2 ha to 2 ha) Regional Horse Riding Facility and associated facilities (20 to 50 ha) Shooting Range and associated facilities (15 ha) Trail Bike/Motor Sport Facility and associated facilities (150 ha) Squash/Racquet Ball Complex and associated facilities (0.20 - 0.30 ha) Regional Outdoor Skating Centre and associated facilities (3 ha) Regional Level Playground (0.5 to 1 ha) Regional Cultural Centre/Performing Arts Centre and associated facilities (1 ha to 2 ha) 	<p>Werri Res. - 1 Lawn Bowl Facility</p> <p><i>Golf</i></p>	<p>YES</p> <p><i>yes</i></p>
District Facilities		
<ul style="list-style-type: none"> District Indoor Sports Centres and associated facilities (1 ha) <p>A typical mix of basic facilities would include:</p> <ul style="list-style-type: none"> 2 Multi-Use Basketball Courts 2 Multi-Use Netball courts 1 Multi-Use Exercise Room Showers and Change Rooms <p>Other optional District Indoor Sports Centre facilities could include:</p> <ul style="list-style-type: none"> Weight Training Gymnasium Volleyball/Badminton Sauna/Spa 		

TABLE 1 GERRINGONG'S ACTIVE OPEN SPACE FACILITIES COMPARED TO SCENIC SPECTRUMS GUIDELINES		
SCENIC SPECTRUMS' GENERAL GUIDELINES	FACILITIES PROVIDED IN GERRINGONG OR WITHIN THE REGION	OVER SUPPLY OR UNDER SUPPLY ? SS/COMMUNITY OPINION
<ul style="list-style-type: none"> District Outdoor Sports Centres (8.0 ha for basic facility) <p>A typical mix of facilities for a basic facility would include:</p> <ul style="list-style-type: none"> 2 Basic Sports Field Units (4 ha each) for multi-use activities such as Football, Cricket, Soccer, Hockey, La Crosse, Netball and other facilities. 		
<p>Other District Level Facilities recommended if not incorporated as part of the above District Indoor and Outdoor Sports Centres include:</p> <ul style="list-style-type: none"> Tennis Courts (0.80 ha) Athletics/Little Athletics Track and Field and associated facilities (3.5 to 4.0 ha) Indoor Basketball/Netball Courts and associated facilities (1.0 ha) Softball/Baseball Diamonds and associated facilities (4.0 ha) Hockey/La Crosse Field and associated facilities (1.50 ha) District Skating Facility and associated facilities (0.5 ha) District Level Playground (0.50 ha) District Multi-Functional Centre (0.25 ha to 0.50 ha) 	Jubilee - 1 Hockey Field	YES
Neighbourhood Facilities		
<ul style="list-style-type: none"> 1 Football Cricket Oval and associated facilities (3.0 ha) 1 Soccer Field and associated facilities (1.5 ha) 1 Indoor Basketball Court and associated facilities (0.20 ha) 1 Outdoor Basketball Court and associated facilities (0.20 ha) 1 Indoor Netball Court and associated facilities (0.20 ha) 1 Outdoor Netball Court and associated facilities (0.20 ha) 4 Outdoor Tennis Courts and associated Facilities (0.40) ha) 1 Neighbourhood Level Playground and associated Facilities (0.30 ha) 1 Neighbourhood Community Centre and associated Facilities (0.25 ha) 	<p>Jubilee - 3 Ftbl/Crkt Werri Res. - 1 Ftbl/Crkt</p> <p>Jubilee - 4 Soccer</p> <p>Werri - 1 Outdoor B.ball</p> <p>Jubilee - 5 Outdoor Netball Courts</p> <p>Werri Reserve - 4 Outdoor Tennis Courts</p> <p>Jubilee - Scout/Guides Hall & Arts School</p>	<p>YES - Over supply?</p> <p>YES - Over supply?</p> <p>YES</p> <p>YES - Over supply ?</p> <p>YES</p> <p>?</p>
Sub-Neighbourhood Facilities		
<ul style="list-style-type: none"> Informal Multi-Use Playing Field/Hard Court/Playground (1 ha) 	Werri Res. - 1 Small Playground less than 1 ha	YES - Under supply?

Passive Open Space Guidelines

Passive Open Space Guidelines that have been adopted by Scenic Spectrums based on previous work by the South Australian Land Trust, the National Capitol Development Commission and previous work done by our firm for the City of Keilor are as follows:

- Regional/District Passive Open Space - 4 ha/ 1,000 population
- Local Passive Open Space - 1.2 ha/ 1,000 population

Although measurement of the areas in Local and Regional/District Passive Open Space have not yet been made for the Gerringong Area, a total of about 20 ha of Regional/District Passive Parkland and 6 ha of Local Passive Parkland would be required to meet the above criteria.

Given the large tracts of costal reserves, national and regional parks and nature conservation areas in and near Gerringong, it would be surprising if the Regional/District Passive Open Space requirements are not already met or exceeded.

Further investigation will be required to determine the adequacy of Local Passive Open Space areas in Gerringong.

It should be noted that the above criteria reflect minimums and that there is nothing wrong with having an excess in passive open space. It makes a community more attractive and more livable, improves the general environmental health of the community and enhances residential and commercial real estate values. In addition, if tourism is a factor in Gerringong, any excess will likely be required to meet the needs of visitors as overflow space.

3.0 Step 2: Adjustment of Guidelines to Suit Local Conditions and Needs

4.0 Step 3: Establishment of Locational, Accessibility and Linkage Guidelines

5.0 Step 4: Examine Facility Design Dimension and Construction Guidelines

6.0 Step 5: Establish Guidelines for Multi-Use of Facilities

7.0 Step 6: Establish Guidelines for Maximising Diversity of Recreation Experiences and Opportunities

8.0 Step 7: Establish Environmental, Landscape and Visual Guidelines

9.0 Step 8: Apply to Gerringong through Recommended Plan

For Steps 2 through 8, we can refer to previous guidelines established for the Shire of Cranbourne,

but adjust them to suit Gerringongs needs. Again, this is best done in consultation with the Community and with the Charrette Design Team.