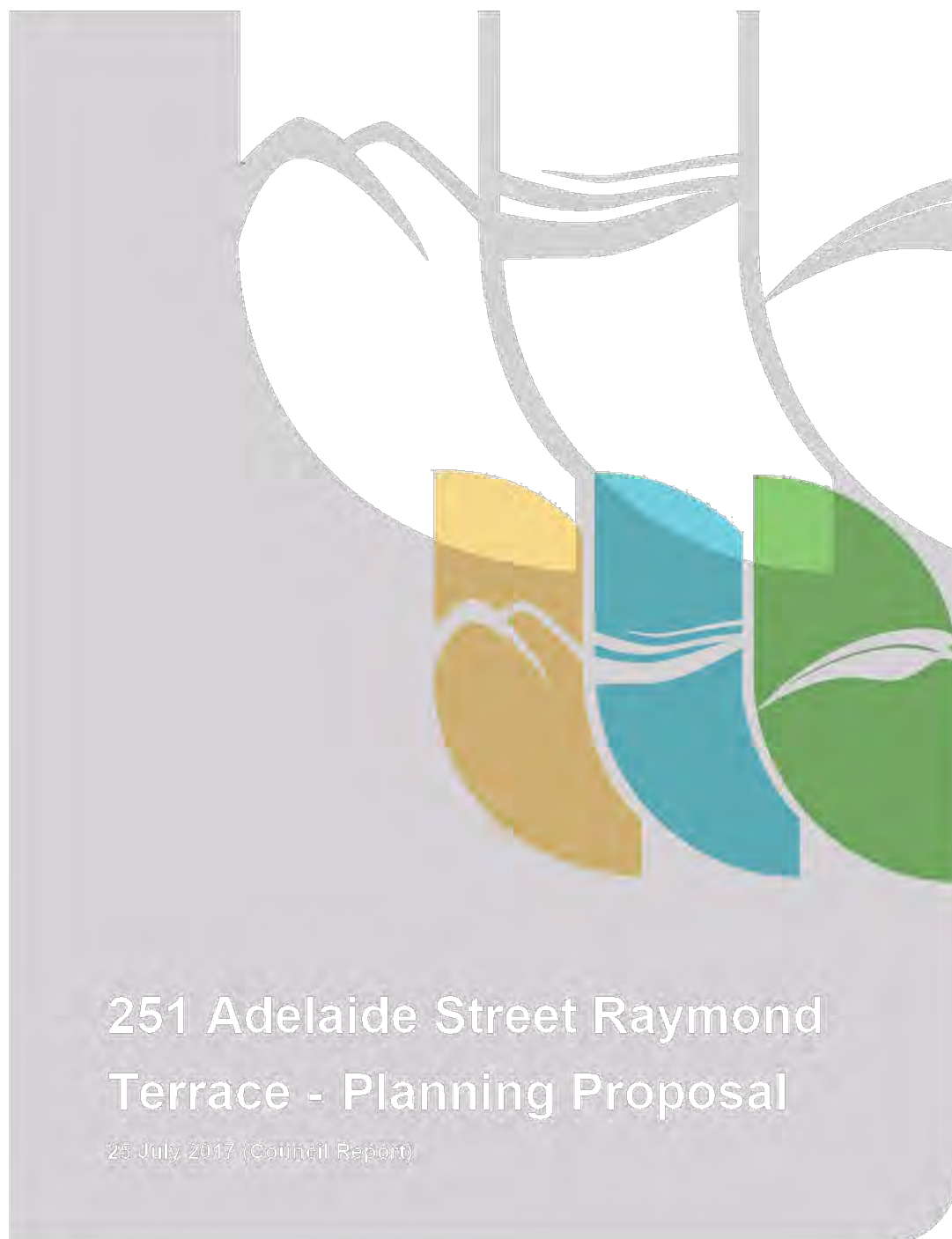


**ITEM 11 - ATTACHMENT 1      PLANNING PROPOSAL - 251 ADELAIDE STREET  
RAYMOND TERRACE.**



**Proposed amendment to Port Stephens Local  
Environmental Plan 2013**  
Rezoning of part Lot 232 DP 593512, 251 Adelaide  
Street, Raymond Terrace



**ITEM 11 - ATTACHMENT 1 PLANNING PROPOSAL - 251 ADELAIDE STREET  
RAYMOND TERRACE.****FILE NUMBERS**

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**Council:** PSC2014-02010  
**Department:** To be provided at Gateway Determination.

**SUMMARY**

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**Subject land:** Part of 251 Adelaide Street Raymond Terrace (Lot 232, DP 593512) (**FIGURE 1**).

**Proponent:** DeWitt Consulting (on behalf of Pheonix Builders Pty Ltd)

**Existing Zoning:** RU2 Rural Landscape  
**Existing Minimum Lot Size:** 20 hectares

**Proposed Zoning:** Rezone approximately 5.31 hectares of land from RU2 Rural Landscape to R2 Low Density Residential

**Proposed Minimum Lot Size:** 500m<sup>2</sup> for Zone R2 Low Density

**Area of land:** 5 hectares (the total area of the lot is 44.36 hectares)

**Lot yield:** 60 lots (Indicative)

**Supporting Studies:** de Witt Consulting (2016). Planning Proposal - 251 Adelaide Street, Raymond Terrace  
SECA Solution (2016). Traffic Impact Statement (**ATTACHMENT 8**)  
Biosis (2016). Flora and Fauna Offsets Assessment (**ATTACHMENT 9**)  
Newcastle Bushfire Consulting (2016). Review of Bushfire Constraints (**ATTACHMENT 10**)  
Insite Heritage Pty Ltd (2016). Aboriginal Cultural Heritage Due Diligence Assessment (**ATTACHMENT 11**)  
BMT WBM (2017). Flood Assessment 251 Adelaide Street Raymond Terrace (**ATTACHMENT 12**)

**BACKGROUND**

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The planning proposal seeks to rezone part of 251 Adelaide Street, Raymond Terrace (Lot 232, DP 593512). The parcel in its entirety is 44.36 hectares and currently zoned RU2 Rural Landscape under the Port Stephens Local Environmental Plan 2013. The planning proposal seeks to rezone five hectares to R2 Low Density Residential in order to allow the land to be developed for residential purposes.

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**ITEM 11 - ATTACHMENT 1 PLANNING PROPOSAL - 251 ADELAIDE STREET  
RAYMOND TERRACE.****SITE DESCRIPTION**

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The land subject to the planning proposal (the site) has an area of approximately five hectares and comprises part of a larger lot (44.36ha) at 251 Adelaide Street, Raymond Terrace. The site is located on the south eastern edge of Raymond Terrace and has frontage to Adelaide Street. R2 Low Density Residential zoned land and RE1 Public Recreation zoned land adjoin the site to the north. Hunter Water Corporation wastewater infrastructure is located to the south and west of the site.

The land is currently zoned RU2 Rural Landscape. It contains native vegetation and pine forest plantation. An easement exists over the site for the purposes of an Asset Protection Zone to provide bushfire protection to the residence located to the north at 204 Meredith Crescent. A powerline easement is also located immediately south of the proposed rezoning site.

Investigation of the impacts on nearby Hunter Water Corporation infrastructure has been identified as a key issue for investigation post-Gateway determination.

**FIGURE 1– SITE LOCATION** (page 4) identifies the subject land

**PART 1 – Objective or Intended Outcomes**

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The planning proposal seeks to enable future appropriate residential development on the site.

**PART 2 – Explanation of the provisions to be included in proposed LEP**

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The objective of this planning proposal will be achieved by the following amendments to the Port Stephens Local Environmental Plan 2013:

- Amend Land Zoning Map Sheet LZN\_002C for Part of Lot 232 DP593512 from RU2 Rural Landscape Zone to R2 Low Density Residential Zone in accordance with **(ATTACHMENT 2)**.
- Amend Lot Size Map Sheet LSZ\_002C from 20 ha to 500 m<sup>2</sup> in accordance with **(ATTACHMENT 5)**.
- Amend Height of Building Map Sheet HOB\_002C – to include 9m height of building limit in accordance with **(ATTACHMENT 7)**.

FIGURE 1 – SITE LOCATION (land subject to Planning Proposal is shown in red)



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ITEM 11 - ATTACHMENT 1 PLANNING PROPOSAL - 251 ADELAIDE STREET  
RAYMOND TERRACE.

**PART 3 – Justification for the Planning Proposal**

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**SECTION A – Need for the Planning Proposal**

**Is the planning proposal a result of any strategic study or report?**

The Planning Proposal is not the direct result of any strategic study or report.

**Is the planning proposal the best means of achieving the objectives or intended outcomes, or is there a better way?**

This planning proposal is the only means to amend the Port Stephens Local Environmental Plan 2013 to rezone the subject site.

**SECTION B – Relationship to Strategic Planning Framework**

**4. Is the planning proposal consistent with the objectives and actions contained within the applicable regional or sub-regional strategy (including the Sydney Metropolitan Strategy and exhibited draft strategies)?**

Hunter Regional Plan 2036 (HRP 2036)

The Hunter Regional Plan 2036 seeks to accommodate a population increase of around 130,000 people by 2036 translating into an additional 70,000 dwellings required in the Hunter Region.

The HRP 2036 projects a population increase of 18,550 for the Port Stephens LGA. Raymond Terrace has been identified as a strategic centre with priorities such as supporting its role as the main service centre and investigating social and economic connectivity. The outcomes of this planning proposal are consistent with these priorities.

As per HRP 2036 Goal 4: "Greater housing choice and jobs" the planning proposal will provide the opportunity to utilise the site to develop additional housing stock by contributing to an increase zoned capacity for dwelling growth to 2036.

The planning proposal addresses the following Directions within the HRP 2036:

**Goal 2**

**Direction 14: Protect and Connect Natural Areas:** The proposal will have a minimal impact on ecological attributes of the site as the vegetation present is of a poor quality.

**Goal 3**

**Direction 17 – Create Healthy Built Environments Through Good Design;** Proposed future residential development on the site will be within an accessible proximity to the existing services and facilities of Raymond



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Terrace. A cycleway and footpath is already in place and can be easily augmented to facilitate connectivity between future residential growth on the site and Raymond Terrace.

**Direction 20 – Revitalise Existing Communities:** The proposed rezoning will provide residential land in close proximity to existing urban development in Raymond Terrace. The LHRP 2036 advises that as the population of an area grows there is an increased potential to provide more social infrastructure and opportunities to enhance open spaces assisting with revitalising the existing community.

**Goal 4**

**Direction 21 – Create A Compact Settlement:** The existing access to public transport, services and infrastructure of Raymond Terrace are available to future residential development on the site. This is considered to be consistent with the intent to create and maintain a functional compact settlement pattern.

**Direction 22 – Promote Housing Diversity:** Providing new residential land will allow for increased housing diversity by allowing people to select the location and nature of houses in which they live.

**Direction 23 – Grow Centres and Renewal Corridors:** Raymond Terrace is identified by the LHRP 2036 as a strategic centre. The planning proposal will assist in growing the centre through facilitating population growth. The possible residential development of the site will not undermine the existing centre but will contribute to satisfying the demand for housing growth in the strategic centre of Raymond Terrace.

**5. Is the planning proposal consistent with the local Council's  
Community Strategic Plan, or other local strategic plan?**Community Strategic Plan/Integrated Strategic Plan (Port Stephens 2023)

The relevant directions of the Port Stephens Integrated Planning Framework are:

- 3.3.1.9 Review and prepare statutory plans (Local Environmental Plan, Development Control Plan and Planning Proposals)
- 3.3.1.7 Prepare and review strategic land use strategies, policies and plans.

The administration of this planning proposal is consistent with actions of the Port Stephens Integrated Strategic Plan.

Port Stephens Planning Strategy (PSPS 2011)

The *Port Stephens Planning Strategy 2011* identifies Raymond Terrace as a regional centre. Mixed use development in the regional centre, including housing, is strongly encouraged. PSPS 2011 identifies Raymond Terrace as

ITEM 11 - ATTACHMENT 1 PLANNING PROPOSAL - 251 ADELAIDE STREET  
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having the highest concentration and accessibility to services in the LGA to assist disadvantaged people. The planning proposal will contribute to the increase of housing development within Raymond Terrace.

Other relevant strategies include:

Raymond Terrace and Heatherbrae Strategy 2015-2031 (RTHBS 2015)

The *Raymond Terrace Heatherbrae Strategy 2015-2031* (RTHBS 2015) seeks to achieve the vision of Raymond Terrace as a strong regional centre by providing strategic direction and implementing tangible actions.

**6. Is the planning proposal consistent with applicable state environmental planning policies?**

An assessment of relevant State Environmental Planning Policies against the planning proposal is provided below.

**TABLE A: Relevant State Environmental Planning Policies**

SEPP	Relevance	Consistency and Implications
<b>SEPP 44 – Koala Habitat Protection</b>	This SEPP applies to land across NSW that is greater than 1 hectare and is not a National Park or Forestry Reserve. The SEPP encourages the conservation and management of natural vegetation areas that provide habitat for koalas to ensure permanent free-living populations will be maintained over their present range.	SEPP 44 is addressed locally by the Port Stephens Comprehensive Koala Plan of Management (PSC CKPM).  Under the CKPM Koala Habitat Mapping, the proposed R2 zone comprises <i>50 m buffer over cleared</i> .  No <i>preferred</i> koala habitat occurs within the proposed R2 zone.  The planning proposal is consistent with the PSC CKPM Rezoning Performance Criteria.  <b>The proposal is consistent with this SEPP.</b>
<b>SEPP 55 – Remediation of Land</b>	This SEPP applies to land across NSW and states that land must not be developed	The proponent's Preliminary Site Investigation found the

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	if it is unsuitable for a proposed use because of contamination.	<p>potential use of contaminated fill on the broader site; however the potential area of introduced fill material does not occur in the site of the proposed rezoning.</p> <p>Given that no specific instance of contamination has been identified and that the areas of the site where fill has been identified are not currently proposed for redevelopment a Stage 1 Contamination Report can be prepared following Gateway determination.</p> <p><b>The consistency of the proposal with this SEPP is to be further Investigated and established.</b></p>
<b>SEPP (Mining, Petroleum Production and Extractive Industries) 2007</b>	The SEPP aims to provide for proper management and development of mineral, petroleum and extractive mineral resources.	<p>The site contains a former quarry from which material is no longer being extracted.</p> <p><b>The proposal is consistent with this SEPP.</b></p>
<b>SEPP (Rural Lands) 2008</b>	The SEPP aims to manage the economic use and development of rural lands through providing state-wide planning controls.	<p>The planning proposal seeks to rezone 5ha of land from RU2 Rural Landscape to R2 Low Density Residential.</p> <p>The site is not currently used as rural land and is not considered have the agricultural potential to meet the objectives of the RU2 zone.</p> <p><b>The proposal is not consistent with this</b></p>



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		<b>SEPP. Any inconsistency with this SEPP is of minor significance.</b>
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**7. Is the planning proposal consistent with applicable Ministerial Directions?**

An assessment of relevant s.117 Directions against the planning proposal is provided in the table below.

**TABLE B: Relevant s.117 Ministerial Directions**

Ministerial Direction	Aim of Direction	Consistency and Implications
<b>1. EMPLOYMENT AND RESOURCES</b>		
<b>1.2 Rural Zones</b>	The objective of this direction is to protect the agricultural production value of rural land.	<p>The proposal seeks to rezone 5ha of land from RU2 Rural Landscape to R2 Low Density Residential.</p> <p>The proposal is not consistent with this direction, however the site is not currently used as rural land and is not considered have the agricultural potential to meet the objectives of the RU2 zone.</p> <p><b>The proposal is not consistent with this direction. Any inconsistency with this direction is of minor significance.</b></p>
<b>1.3 Mining, Petroleum Production and Extractive Industries</b>	The objective of this direction is to ensure that the future extraction of State or regionally significant reserves coal, other minerals, petroleum and extractive materials are not compromised by inappropriate development.	<p>The proposal does not seek to prohibit resource extraction and is consistent with this Direction.</p> <p><b>The proposal is consistent with this direction.</b></p>
<b>1.5 Rural Lands</b>	The objectives of this direction are to protect the agricultural production value	The proposal seeks to rezone 5ha of land from RU2 Rural Landscape to

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	of rural land and to facilitate the orderly and economic development of rural lands for rural and related purposes.	<p>R2 Low Density Residential.</p> <p>The proposal is not consistent with this direction, however the site is not currently used as rural land and is not considered have the agricultural potential to meet the objectives of the RU2 zone.</p> <p><b>The proposal is not consistent with this direction.</b></p>
<b>2. ENVIRONMENT AND HERITAGE</b>		
<b>2.3 Heritage Conservation</b>	The objective of this direction is to conserve items, areas, objects and places of environmental heritage significance and indigenous heritage significance.	<p>There are no known or identified items of environmental heritage significance or indigenous heritage significance on the site if the proposed rezoning. The Proponent submits that given the historical use of the site and its cleared nature it is not anticipated that there are any heritage items that will be adversely impacted.</p> <p>An Archaeological Report and consultation with Worimi Local Aboriginal Land Council can be Undertaken (if required) following a gateway determination to ensure due diligence if required.</p> <p><b>The consistency of the proposal with this direction is to be further investigated and established.</b></p>
<b>3. HOUSING, INFRASTRUCTURE AND URBAN DEVELOPMENT</b>		
<b>3.1 Residential</b>	The objective of this	The proposal will facilitate

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<b>Zones</b>	direction is to encourage a variety and choice of housing types to provide for existing and future housing needs, make efficient use of existing infrastructure and services and ensure that new housing has appropriate access to infrastructure and services, and minimise the impact of residential development on the environment and resource lands.	residential development that will broaden housing choice within the strategic centre of Raymond Terrace. The area proposed for rezoning is in close proximity to existing infrastructure and services and adjacent to existing residential land.  <b>The proposal is consistent with this direction.</b>
<b>3.3 Home Occupations</b>	The objective of this direction is to encourage the carrying out of low impact small businesses in dwelling houses.	The proposal seeks to rezone a proposed area of 5ha to R2 Low Density Residential. Current provisions of R2 zoning in the PS LEP 2013 allow home occupations (as defined by the PS LEP 2013) to be carried out in a dwelling houses without the need for development consent.  <b>The proposal is consistent with this direction.</b>
<b>3.4 Integrating Land Use and Transport</b>	The objective of this direction is to ensure that urban structures, building forms, land use locations, development designs subdivision and street layouts achieve the sustainable transport objectives.	The area proposed for rezoning is in close proximity to the Pacific Highway, via Adelaide Street, for private vehicle use. Public transport is equally accessible with bus services to Raymond Terrace, Newcastle, Lake Macquarie and Newcastle Airport.  The proposal will allow for residential development within walking distance of the services offered by Raymond Terrace, with safe pedestrian and cycleway access already

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		in place and servicing adjacent residential dwellings. <b>The proposal is consistent with this direction.</b>
<b>4. HAZARD AND RISK</b>		
<b>4.1 Acid Sulfate Soils</b>	The objective of this direction is to avoid significant adverse environmental impacts from the use of land that has a probability of containing acid sulphate soils.	<b>Consistent</b> – the site is nominated as Class 2 and 3 land in terms of Acid Sulfate Soils. Future development may require Acid Sulfate Soils Management Plan; however it will not impede the rezoning and reclassification of the land.  <b>The proposal is consistent with this direction.</b>
<b>4.2 Mine Subsidence and Unstable Land</b>	The objective of this direction is to prevent damage to life, property and the environment on land identified as unstable or potentially subject to mine subsidence.	The area of the proposed rezoning is not identified as being subject to mine subsidence.  <b>The proposal is consistent with this direction.</b>
<b>4.3 Flood Prone Land</b>	The objective of this direction are to ensure that development of flood prone land is consistent with the NSW Government's Flood Prone Land Policy and the principles of the <i>Floodplain Development Manual 2005</i> , and that the provisions of an LEP on flood prone land are commensurate with flood hazard and include consideration of the potential flood impacts both on and off the subject land.	The area of the proposed rezoning is within the Flood Planning Area. The area of the proposed rezoning is classified as Low Hazard Fringe, High Hazard Floodway and Low Hazard Storage as per the Port Stephens Council Flood Hazard Mapping.  A Flood Assessment (BMT WBM, 2017) ( <b>ATTACHMENT 12</b> ) has been undertaken by the proponent. This was also reviewed by Council's Flooding Engineer who

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		<p>advised that flooding issues are capable of being addressed at the development application stage.</p> <p><b>The proposal is not consistent with this direction. Consultation with OEH will need to be undertaken on this matter following a Gateway determination.</b></p>
<b>4.4 Planning for Bushfire Protection</b>	<p>The objectives of this direction are to protect life, property and the environment from bush fire hazards, by discouraging the establishment of incompatible land uses in bush fire prone areas, to encourage sound management of bush fire prone areas.</p>	<p>The land is identified as Bushfire Prone Land. Consultation with the Rural Fire Service will be required to ensure compliance with relevant bushfire planning provisions and to satisfy the requirements of this Direction.</p> <p><b>The consistency of the proposal with this direction is to be further investigated and established.</b></p>
<b>5. REGIONAL PLANNING</b>		
<b>5.1 Implementation of Regional Strategies</b>	<p>The objective of this direction is to give legal effect to the vision, land use strategy, policies, outcomes and actions contained in regional strategies.</p>	<p>The Hunter Regional Plan 2036 (HRP 2036) projects a population increase of 18, 550 for the Port Stephens LGA. Raymond Terrace has been identified as a strategic centre with priorities such as supporting its role as the main service centre and investigating social and economic connectivity.</p> <p>As per HRP 2036 Goal 4: "Greater housing choice and jobs" the planning proposal will provide the</p>

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		<p>opportunity to utilise the site to develop additional housing stock by contributing to an increase zoned capacity for dwelling growth to 2036 and beyond.</p> <p><b>The proposal is consistent with this direction.</b></p>
<b>6. LOCAL PLAN MAKING</b>		
<b>6.1 Approval and Referral Requirements</b>	<p>The objective of this direction is to ensure that LEP provisions encourage the efficient and appropriate assessment of development.</p>	<p>The area of the proposed rezoning is bushfire prone land. Consultation with the NSW Fire Service will be required to ensure compliance with the relevant bushfire planning provisions and to satisfy the requirements of this direction.</p> <p><b>The proposal is consistent with this direction.</b></p>

**SECTION C – Environmental, Social and Economic Impact****8. Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected as a result of the proposal?**

The proposal is unlikely to have significant environmental impacts as the area proposed for the R2 –Low Density Residential contains poor quality native vegetation. The majority of the proposed R2 zone contains swamp sclerophyll forest EEC in low condition (3.78 ha), and 0.3 ha moderate-good condition. The vegetation within the proposal area may be further mapped and classified by the proponent post Gateway determination in order to offset the vegetation loss through bio-banking.

Further consideration of the potential indirect impacts to threatened species and endangered ecological communities present in close proximity to the area proposed for rezoning may be required at development application stage. It is anticipated that the impacts of development on the retained riparian buffer will be mitigated through appropriate subdivision design at development application stage.



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The proposal is consistent with CKPoM Rezoning Performance Criteria as no preferred koala habitat will be impacted by the planning proposal.

**9. Are there any other likely environmental effects as a result of the planning proposal and how are they proposed to be managed?**

No. There are no other likely environmental effects identified in informal guidelines, codes or policies that have been produced by Public Authorities that have not already been addressed in the State or Local strategic Framework.

An Aboriginal Cultural Heritage Assessment (**ATTACHMENT 11**) was conducted to support the planning proposal submitted by the proponent. This included an inspection of the study area with a representative of the Worimi Local Aboriginal Land Council. No Aboriginal objects, areas or potential archaeological deposits were located. Consultation with OEH will be required on this matter following a Gateway determination, and further investigations may be required.

**10. Has the planning proposal adequately addressed any social and economic effects?**

Social and economic benefits of the planning proposal have been identified as the following:

- Short term construction employment for construction and related industries generated by potential future development;
- Provision of additional housing stock to meet demand within the region;
- Providing housing stock within close proximity to the services of Raymond Terrace, public transport linkages and schools.

The proposal is not of a scale that will create any significant adverse social impacts.

**SECTION D – State and Commonwealth interests****11. Is there adequate public infrastructure for the planning proposal?**

The site is located in close proximity to existing infrastructure, such as public transport, major roadways and has access to most utilities. Liaison with the relevant infrastructure, utility, service and other relevant public authorities will be guided by the Gateway Determination.

**12. What are the views of the State and Commonwealth public authorities consulted in accordance with the gateway determination?**

Consultation with relevant State and Commonwealth Agencies will be undertaken following a Gateway Determination. It is envisaged that the following agencies will be consulted with:

**ITEM 11 - ATTACHMENT 1 PLANNING PROPOSAL - 251 ADELAIDE STREET  
RAYMOND TERRACE.**

- Hunter Water Corporation – Potential issues regarding the proximity of the proposal area to the Raymond Terrace Wastewater Treatment works and Raymond Terrace Number 1 Wastewater Pumping Station (odour and noise modelling required to be undertaken by the proponent post Gateway determination).
- NSW Office of Environment and Heritage
- Ausgrid – the electricity easement within the proposed rezoning area.
- Rural Fire Service
- Worimi Local Aboriginal Land Council

**Part 4 - Mapping**

The proposed map layer amendments are included as attachments to the planning proposal as follows:

**ATTACHMENT 1** – Locality Plan

**ATTACHMENT 2** – Current Zoning Plan LZN\_002C

**ATTACHMENT 3** – Proposed Zoning Map – Map Amendment to Land Zoning Map – Sheet LZN\_002C from RU2 Rural Landscape to R2 Low Density Residential zone

**ATTACHMENT 4** – Current Lot Size Map LSZ\_002C

**ATTACHMENT 5** – Proposed Lot Size Plan – Map amendment to Lot Size Map – Sheet LSZ\_002C from 20 ha lot size to 500 m<sup>2</sup>

**ATTACHMENT 6** – Current Height of Building Map Sheet HOB \_ 002C

**ATTACHMENT 7** – Proposed Height of Building Map – Sheet HOB \_ 002C – 9 metres

**Part 5 - Details of Community Consultation**

Community consultation will be undertaken in accordance with the gateway determination. Due to the size of the proposal, an exhibition period of 28 days is recommended.

Notice of the public exhibition period will be placed in the local newspaper, The Examiner. The exhibition material will be on display at the following locations during normal business hours:

- Council's Administration Building 116 Adelaide Street, Raymond Terrace

The planning proposal will also be available on Council's website.

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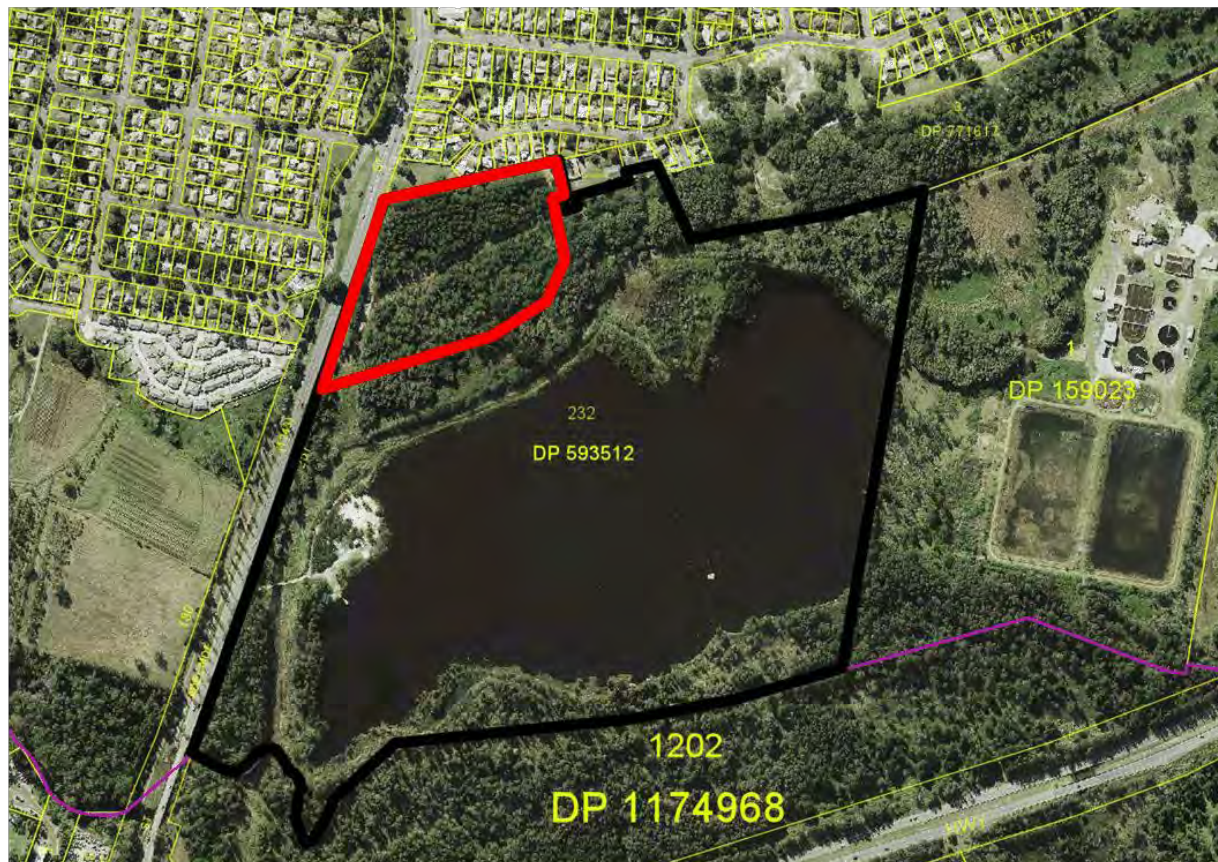
**Part 6 – Project timeline**

It is anticipated to complete the planning proposal in accordance with the following timeline:

The following timetable is proposed:

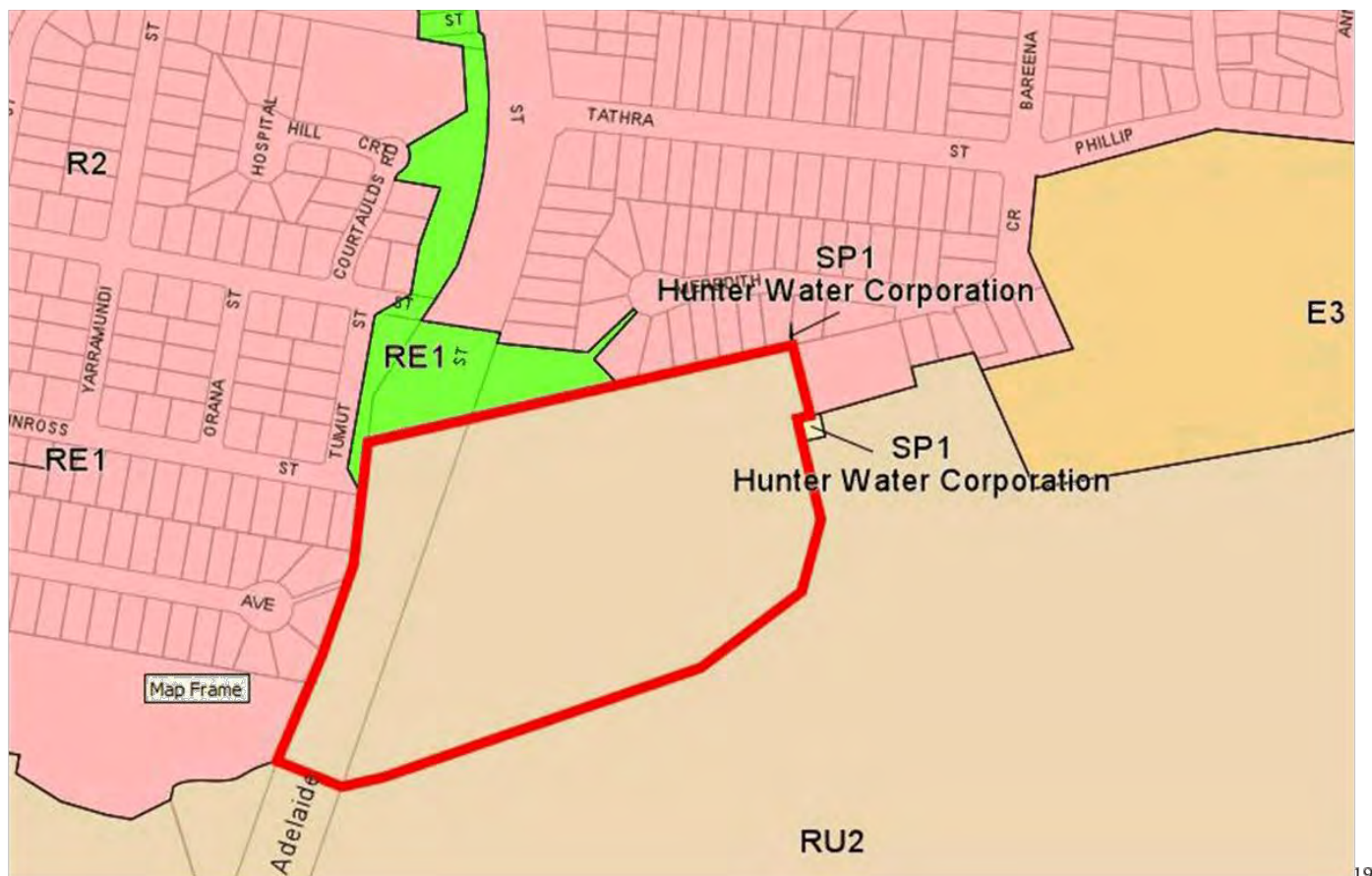
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<b><i>Gateway Determination</i></b>								
<b><i>Agency Consultation</i></b>								
<b><i>Public Exhibition</i></b>								
<b><i>Council Report</i></b>								
<b><i>Parliamentary Counsel</i></b>								

ATTACHMENT 1 – Locality Plan



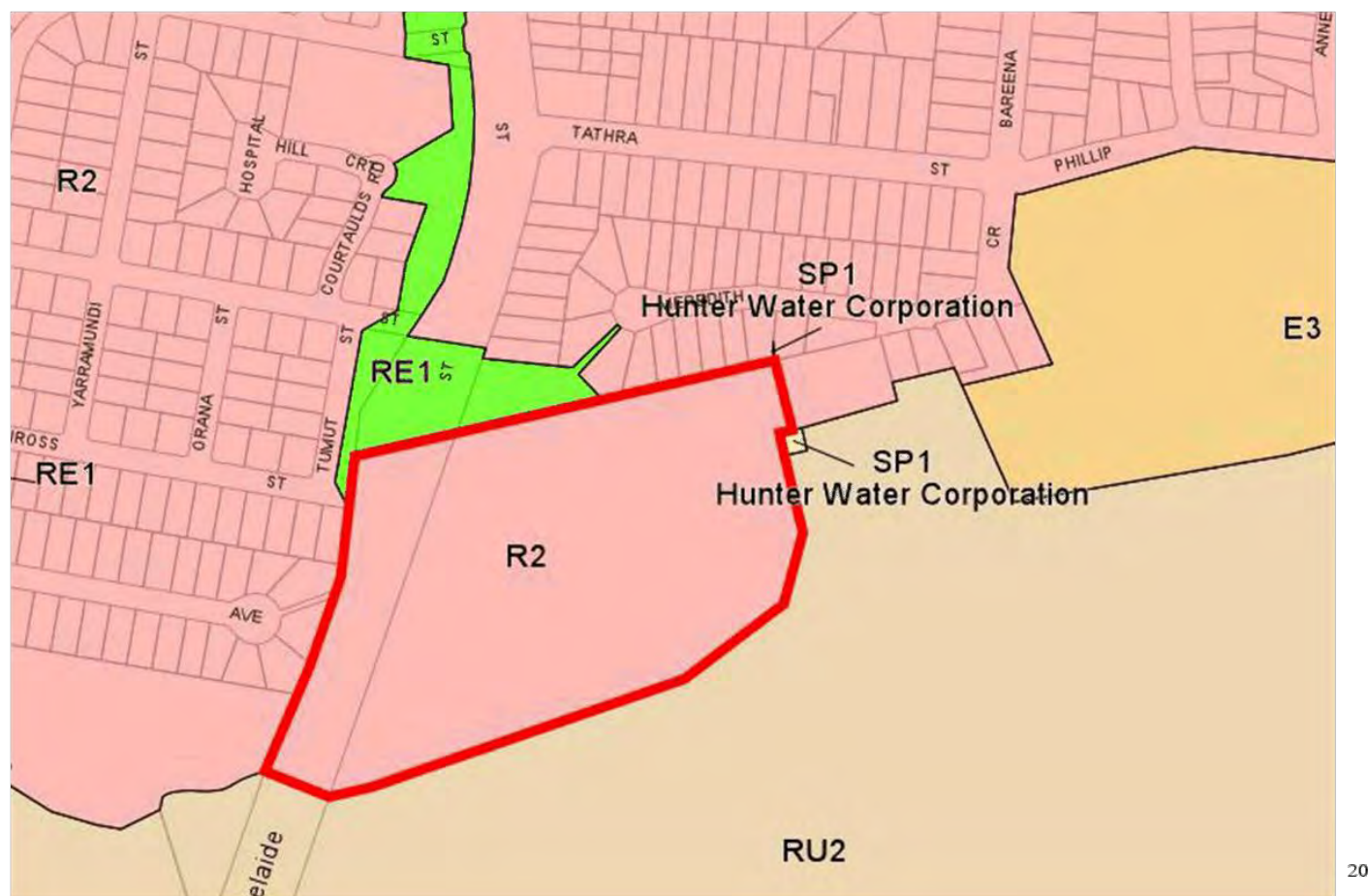
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ATTACHMENT 2 – Current Zoning Map





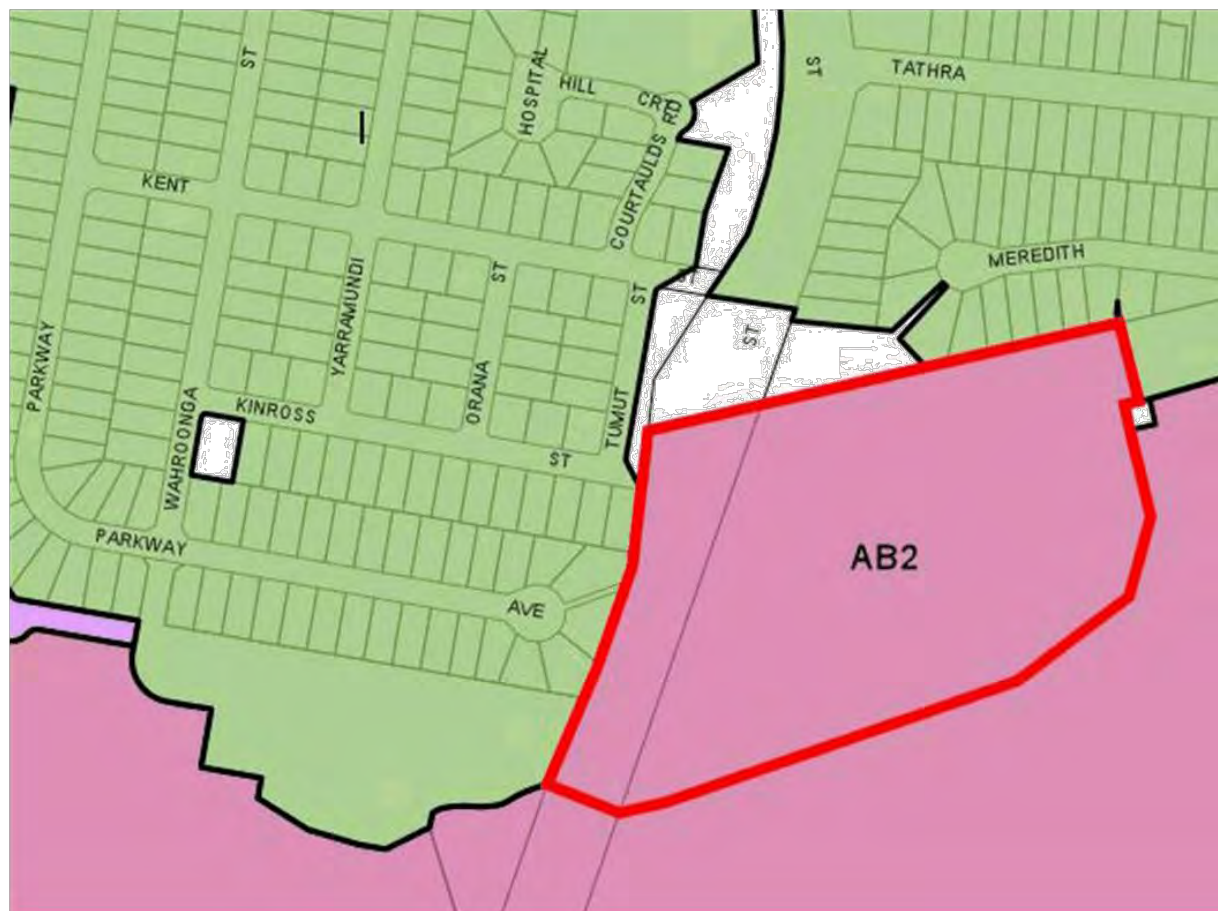
ATTACHMENT 3 – Proposed Zoning Map



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ATTACHMENT 4 – Existing Lot Size Map



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ATTACHMENT 5 – Proposed Lot Size Map



22

ATTACHMENT 6 – Existing Height of Buildings Map



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**ITEM 11 - ATTACHMENT 1     PLANNING PROPOSAL - 251 ADELAIDE STREET  
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**ATTACHMENT 8 –Traffic Impact Statement prepared by SECA Solution  
(2016)**

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RAYMOND TERRACE.



ACN: 164611652  
Suite 10, 265 King Street  
Newcastle NSW 2300  
Ph: (02) 4925 7795  
admin@secasolution.com.au

30 May 2016

P0598 dWC Raymond Terrace Residential TIA

de Witt Consulting  
7 Canberra Street,  
Charlestown NSW 2290

Attn: Mr Mark Maund

Dear Mark,

**Re: Traffic Impact Statement for the proposed residential development, 251 Adelaide Street, Raymond Terrace**

Further to our site visit undertaken on 27<sup>th</sup> April 2016 and a review of the provided documentation for the proposed rezoning of land to accommodate a residential development located at 251 Adelaide Street, Raymond Terrace, we provide the following traffic impact assessment.

This traffic impact assessment has been prepared in accordance with the Austroads Guidelines and Section 2.3 of the RMS Guide to Traffic Generating Developments. Section 2.3 of the RMS Guide to Traffic Generating Developments provides a structure for reporting, covering the key issues to be addressed in determining the impact of traffic associated with a development. This format and checklist ensures that the most significant matters associated with a Development Application are considered by the road authority, be they the RMS or Council.

This report has also taken into consideration the Port Stephens Council Development Control Plan 2014.

The project area and the local road network is shown below in Figure 1.



Figure 1 Project Area and local road network



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A summary of the key considerations and issues for the project are as follows:

Item	Comment
<b>Existing Situation</b>	
2.1.1 Site Location and Access	<p>The subject site was previously a quarry however it has been vacant for a considerable time. Located on the south east edge of Raymond Terrace, as shown below, there is no formal access currently available however access is proposed from Adelaide Street to the west of the site.</p>  <p>Figure 2. Location of the subject site.</p>
2.2.1 Road Hierarchy	<p>The main road through the locality is <b>Adelaide Street</b> which provides an important connection between Raymond Terrace and the Pacific Highway to the north and south. Previously functioning as part of the Pacific Highway it now carries local traffic as well as regional traffic from the various towns and villages to the north west of Raymond Terrace. North of William Bailey Street, Adelaide Street forms part of the state road network carrying a wide range of vehicles up to an including B-double combinations. South of William Bailey Street, and in the locality of the subject site, Adelaide Street functions as a local collector road. Port Stephens Council is the road authority.</p> <p>Adjacent to the subject site, Adelaide Street provides a single lane of travel in each direction with a width of approximately 12.5 metres. To the north of the site the road widens with a painted median and turn lanes which provide access to the various side roads and improved safety for road users. At the intersection of Adelaide Street and Tathra Street, a right turning lane is provided on the southern approach from Adelaide Street. Street lighting and kerb and guttering is provided along the majority of the length of the roadway. The posted speed limit along Adelaide Street varies from 70 km/hr on the approach to Raymond Terrace reducing to 50 km/hr adjacent to the site.</p> <p>There is a sealed shoulder allowing for kerbside parking along both sides of Adelaide Street adjacent to the site. Restrictions associated with road widening, driveways and intersections are in place to the north of the site in conjunction with residential development.</p>

ITEM 11 - ATTACHMENT 1  
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## PLANNING PROPOSAL - 251 ADELAIDE STREET



Item	Comment
	<p>There are no pedestrian footpaths along Adelaide Street adjacent to the site although to the north there is a footpath on the eastern side of the roadway.</p> <p>Adelaide Street connects with the broader regional road network via a two lane circulating roundabout approximately 1km to the south.</p> <p><b>Tathra Street</b> is a local road servicing a residential area. It has a sealed pavement in the order of 12 meters wide allowing for travel in both directions and on-street parking adjacent to dwellings on both sides of the roadway. Street lighting and kerb and guttering is provided along the length of the roadway along with a footpath along its northern side.</p> <p>Tathra Street connects with Adelaide Street via a T-intersection allowing for all turn movements with Adelaide Street having priority. To its eastern end Tathra Street becomes Phillip Road.</p> <p><b>Meredith Crescent</b> is a cul-de-sac with a width in the order of 8 metres and a turning head to provide for large vehicles. There are no pedestrian footpaths provided along its length however there is kerb and guttering and street lighting. At the end of Meredith Crescent there is a shared pathway which connects to Adelaide Street along the northern boundary of a small park.</p> <p>Both Meredith Crescent and Tathra Street have a speed limit of 50km/hr.</p> <p>Meredith Crescent connects with Tathra Street at a cross road with Bareena Street and Phillip Road. Tathra Street and Phillip Road have priority with stop-sign control on Meredith Crescent and Bareena Street.</p>
2.2.2 Roadworks	None noted in the general vicinity of site. A review of the Port Stephens Council web site indicates that there is no capital roadworks planned in the vicinity of the subject site. With the exception of regular road maintenance, there are no requirements to upgrade the road within the general locality of the subject site.
2.2.3 Traffic Management Works	There are no planned traffic management works within the general locality of the subject site.
2.2.4 Pedestrian and Cycling Facilities	<p>A pedestrian footpath is provided along Adelaide Street to the north of the site as well as along Tathra Street. There is a marked pedestrian crossing across Adelaide Street to the north of the site which provides connection to the shared pathway through to Meredith Crescent as well as the bus stops on Adelaide Street.</p> <p>A review of the Port Stephens Council Bicycle Routes map (2014) shows a shared pathway located along Adelaide Street on the approach to Raymond Terrace from Heatherbrae. This pathway provides connection within the vicinity of the subject site and to the Raymond Terrace town centre.</p>
2.2.5 Public Transport	<p>The area is serviced by public transport with regular bus services operating along Adelaide Street as well as Tathra Street and Phillip Road (Route 141 Town Service). Local buses provide services between Raymond Terrace and Newcastle, Newcastle Airport, Nelsons Bay and East Maitland. The majority of these services are provided by Hunter Valley Buses.</p> <p>Bus routes servicing the site are:</p>

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Item	Comment								
	<ul style="list-style-type: none"><li>Route 135: Nelson Bay to Raymond Terrace (Twice Daily by Port Stephens Coaches)</li><li>Route 140: Newcastle to Lakeside Shops</li><li>Route 141: Raymond Terrace Town Service</li></ul> <p>Bus stops are located on Adelaide Street to the immediate north of the site with a shelter provided on the eastern side of the road. Bus stops are also provided on Phillip Road to the north of the Meredith Crescent intersection.</p> <p>The nearest railway station is located at Hexham some 10km from the subject site. This station is serviced by the Hunter Line and provides regular services between Newcastle and Scone or Dungog.</p>								
2.3 Traffic Flows									
2.3.1 Daily Traffic Flows	<p>As part of the project work, Seca Solution collected traffic data at the intersection of Adelaide Street and Tathra Street to determine the current peak hour traffic flows. These surveys were undertaken on Wednesday 27<sup>th</sup> April 2016 during the typical morning peak period (between 7.45am and 9.00am). The peak hour was determined as being between 8am and 9am.</p> <p>The peak 2-way traffic flows along Adelaide Street south of Tathra Street are summarised below:</p> <p><i>Table 1. Summary of peak hour traffic flows along Adelaide Street</i></p> <table><tr><th>Roadway</th><th>2-way Peak Hour Flows (veh/hr)</th><th>Northbound (veh/hr)</th><th>Southbound (veh/hr)</th></tr><tr><td>Adelaide Street (south of Tathra Street)</td><td>1170</td><td>563</td><td>607</td></tr></table> <p>Allowing the mid-block flow per lane of an undivided urban road to be 900 vph in the peak hour Adelaide Street is operating well within its current capacity. The peak hour flows per direction for a Level of Service (LoS) C is 600 vehicles with LoS D at 900 vehicles per hour. Thus Adelaide Street is currently operating at the upper limit of LoS C.</p> <p>RMS guidelines indicate that peak hours typically represent around 10% of the daily traffic flows. This would indicate that the daily traffic flows along Adelaide Street (to the south of Tathra Street), could be in the order of 11,700 vehicles per day.</p>	Roadway	2-way Peak Hour Flows (veh/hr)	Northbound (veh/hr)	Southbound (veh/hr)	Adelaide Street (south of Tathra Street)	1170	563	607
Roadway	2-way Peak Hour Flows (veh/hr)	Northbound (veh/hr)	Southbound (veh/hr)						
Adelaide Street (south of Tathra Street)	1170	563	607						
2.3.2 Daily Traffic Flow Distribution	Daily traffic flows would be reasonably balanced over the day. In the morning peak, there is a slight bias in traffic travelling southbound towards the M1 Pacific Motorway whilst northbound traffic has a destination towards local shopping and commercial elements within the Raymond Terrace Town Centre.								
2.3.3 Vehicle Speeds	No speed surveys were completed as part of the survey work, however observations on the site indicate that drivers typically travel at the posted speed limit along Adelaide Street due to interactions with intersections and driveways.								
2.3.4 Existing Site Flows	The project area is a disused quarry which has been unused for a considerable period. It therefore generates no traffic flows.								

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Item	Comment
2.3.5 Heavy Vehicle Flows	Observations on site indicate that there is a reasonable volume (6%) of heavy vehicle movements along Adelaide Street in the vicinity of the site with heavy vehicles flows primarily consisting of local deliveries and buses towards the Raymond Terrace Town Centre and construction trucks and similar medium sized trucks outbound towards the Pacific Highway. Adelaide Road in this locality does not encourage through movements for heavy vehicles with the majority of heavy vehicles (outside of Raymond Terrace) travelling along the Pacific Highway or via William Bailey Drive and Seaham Road for destinations to the west.
2.3.6 Current Road Network Operation	Observations on site during the morning peak periods show that the road network in the vicinity of the subject site operates to an acceptable standard, with minimal delays and congestion. The design of the local roads historically catered for much higher traffic volumes than those currently using this thoroughfare.
2.4 Traffic Safety and Accident History	A review of accident data provided by the RMS indicates that in the past five years there has only been 2 accidents in the general locality of the subject site. One, involving a cyclist in 2012, was at the corner of Adelaide Street and Kemp Street whilst the other, on Tathra Street in 2014, involved a vehicle reversing from a driveway. The local roads are typically well laid out allowing for good visibility on the approaches to the intersections. As such, it is considered that the road layout provides an acceptable level of traffic safety.
2.5 Parking Supply and Demand	
2.5.1 On-street Parking Provision	The sealed verge along the site frontage on Adelaide Street allows vehicles to stop however there is little demand for on street parking due to the lack of development along this part of the road. To the north, parking is restricted in places to provide additional width to accommodate turn lanes. On street parking is generally permitted along the local roads in the vicinity of the subject site with normal restrictions associated with driveways and intersections.
2.5.2 Off-street Parking Provision	There is no off street parking provided within the vicinity of the site except that associated with individual dwellings.
2.5.3 Parking Demand and Utilisation	There is minimal demand for parking observed with most dwellings able to provide off street parking for residents and only a small number of additional vehicles parked on street adjacent to some dwellings.
2.5.4 Set down or pick up areas	None noted in the vicinity of the subject site.
2.6 Public Transport	
2.6.1 Rail Station Locations	The nearest railway station is located at Hexham some 10 km to the south of the proposed development (via the Pacific Highway).
2.6.2 Bus Stops and Associated Facilities	There are bus stops located on both sides of Adelaide Street less within 150 meters of the subject site. The bus stop on Adelaide Street southbound has seating and a shelter. Bus stops are also located on Phillip Road near the Meredith Crescent intersection.
2.6.3 Pedestrians	Pedestrians are accommodated on the footpath along Adelaide Street (north of the site). There is a pedestrian crossing across Adelaide Street immediately to the north of the site providing connection between the bus stops as well as to the shared pathway through to Meredith Crescent.
2.7 Other Proposed Developments	No other significant developments are noted in the local area.



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Item	Comment
<b>3.1 The Development</b>	
3.1.1 Nature of Development	The proposal is for the rezoning of land to provide a residential subdivision to accommodate between 150 and 200 dwellings. These will be a mix of single dwelling houses with some townhouses and dual occupancy sites. Access is proposed onto Adelaide Street with an internal road network designed to meet the design requirements of Port Stephens Council.
3.1.2 Access and Circulation Requirements	Access to the subject site will be from Adelaide Street on the west side of the site. This is the only frontage with access to the road network. Access to individual lots will be the subject of individual DAs for dwellings. The layout of the site will allow for all vehicles to be able to enter, circulate within the site and exit in a forward direction.
<b>3.2 Access</b>	
3.2.1 Driveway Location	The specific location of the vehicle access along Adelaide Street will be determined as part of the DA stage of the development. Individual driveways to each lot will be the subject of individual DAs.
3.2.2 Sight Distances	The access to the site shall be located to satisfy the minimum sight distances as specified by the RMS Road Design Guide. The posted speed limit changes along the site frontage from 70 km/hr to 50 km/hr. As the access point has not been determined an assessment has been made for the posted speed limit of 70 km/hr. For this speed limit, the proposed access would need to provide a minimum sight distance (SISD) of 130 meters. Adelaide Street offers a straight and level alignment in this location. A review of the potential site location indicated that the site would be able to achieve the required sight distance, subject to the final design.
3.2.3 Service Vehicle Access	As a residential subdivision the only need for regular servicing of the site would be for waste collection by council refuse truck. Kerbside collection would be undertaken which is consistent with other waste collection in the area. The occasional need for deliveries to individual dwellings can be managed within the adjacent roadway.
3.2.4 Queuing at entrance to site	There are no queues anticipated at the site entrance with traffic able to enter the site freely. Any minor delays and queuing associated with vehicles leaving the site in the morning peak will be contained within the site and will not impact on the broader road network.
3.2.5 Comparison with existing site access	There is no existing access between the site and Adelaide Street. Informal tracks have been developed within the site with informal access off Adelaide Street. The new access point will be designed and constructed in accordance with the requirements of Port Stephens Council and the RTA Road Design Guide.
3.2.6 Access to Public Transport	The site will be connected to the existing footpath network along Adelaide Street which includes connection with local bus stops to the north of the site. This will be detailed in the DA stage of the development.
<b>3.3 Circulation</b>	
3.3.1 Pattern of circulation	All vehicles shall be able to enter and exit the site in a forward direction. The internal road will be designed in accordance with Council's requirements which will ensure that vehicles can circulate throughout the site in a safe and appropriate manner.
3.3.2 Road width	All internal roads shall be designed in accordance with Council's design requirements.
3.3.3 Internal Bus Movements	No internal bus movements are anticipated for this development however the internal roads will be designed to accommodate the swept path of larger vehicles eg waste trucks.
3.3.4 Service Area Layout	There is no requirement anticipated for a service area within the site

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Item	Comment								
3.4 Parking									
3.4.1 Proposed Supply	All parking will be accommodated within the site and will have no impact on the local road network. Parking for individual sites will be determined in conjunction with individual DAs.								
3.4.2 Authority Parking	Port Stephens Council DCP specifies the following parking rates for single dwellings, dual occupancies and semidetached dwellings: <ul style="list-style-type: none"><li>• 1 space for each one or two-bedroom dwelling;</li><li>• 2 spaces for each dwelling with three or more dwellings</li></ul>								
3.4.3 Parking Layout	The car park layouts shall be designed in accordance with the Port Stephens Council DCP.								
3.4.4 Parking Demand	The parking demand will be subject to the final development. All parking demand will be able to be accommodated within the site with parking provided at the rates specific in the DCP.								
3.4.5 Service Vehicle Parking	The site will require minimal servicing. There is no requirement for parking associated with waste collection by kerb side pickup. Any other service parking can be accommodated within the subdivision road network.								
3.4.6 Pedestrian and Bicycle Facilities	Pedestrian and cycling facilities will be developed in accordance with the Council DCP.								
<b>Traffic Assessment</b>									
4.1 Traffic Generation	<p>The project may see the development of between 150 and 200 lots catering for a mix of low density dwellings with some dual occupancy or town house sites. The RMS TDT2013/04a Guide to Traffic Generating Developments Updated Traffic Surveys provides guidance on the traffic generating rates for low density residential dwellings.</p> <p>The guide indicates a daily trip rate of 7.4 vehicles per dwellings in regional areas with 0.71 trips per dwelling in the AM peak and 0.78 trips per dwelling in the PM peak. A summary of the peak hour and daily traffic movements generated by the development is given below:</p> <table><tr><th>Lots</th><th>AM trips</th><th>PM trips</th><th>Daily trips</th></tr><tr><td>150-200</td><td>107-142</td><td>117-156</td><td>1110-1480</td></tr></table> <p>Overall the proposed development would generate between 107 and 142 vehicle movements in the AM peak and between 117 and 156 vehicles movements in the PM peak with between 1110 and 1480 vehicle movements per day, equally split between inbound and outbound trips.</p>	Lots	AM trips	PM trips	Daily trips	150-200	107-142	117-156	1110-1480
Lots	AM trips	PM trips	Daily trips						
150-200	107-142	117-156	1110-1480						
4.1.1 Daily and Seasonal Factors	Limited daily and seasonal variation in traffic movements associated with the development other than normal variation between work days (Monday to Friday) and weekends.								
4.1.2 Pedestrian Movements	Pedestrian movements associated with the development would primarily be associated with people accessing the bus facilities on Adelaide Street. The Raymond Terrace Town Centre is over a kilometre from the subject site and not likely to appeal as a pedestrian destination.								
4.2 Traffic Distribution and Assignments	All traffic is expected to access Adelaide Street and then travel either south towards the Pacific Highway or north towards to town centre or Seaham Road and west from Raymond Terrace. It is considered that 80% of the trips in the AM peak would be outbound and 20% inbound with the reverse in the PM peak.								
4.2.1 Origin / destinations assignment	It is considered that the majority of traffic will have an origin/destination south from the site however there will be a significant number also								



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	travelling north along Adelaide Street. A traffic split of 40% northbound, 60% southbound has been applied to this assessment. Based upon surveys undertaken at the intersection of Adelaide Street and Tathra Street, 56% of traffic turned left out of Tathra Street to travel south whilst the balance of traffic, 44% turned north onto Adelaide Street. This reflects a similar origin and destination to the traffic movements generated by this development.
4.3 Impact on Road Safety	It is considered that the proposed development will have an acceptable impact upon the local road network in the vicinity of the subject site. The local roads are well laid out, and the intersection of Adelaide Street and the development will be designed in accordance with current design standards to provide sheltered turn lanes in a manner similar to surrounding intersections. The sight lines approaching the access to the subdivision would satisfy the minimum requirements under the RTA Road Design Guide.
4.4 Impact of Generated Traffic	
4.4.1 Impact on Daily Traffic Flows	The proposed development will increase the two-way flows on Adelaide Street by up to 142 vph during the AM peak with 156 vph in the PM peak. Allowing for the increased traffic associated with this development, Adelaide Street would operate at LoS D, with less than 700 vehicle per hour per direction. This is within the capacity of the existing road.  Based on the traffic distribution and assignment above, the development could increase the daily traffic flows along Adelaide Street (to the south of the site) by: <ul style="list-style-type: none"> <li>• 666-888 vehicles per day -an increase of between 6.7-7.5% of the current daily traffic flow.</li> </ul> Traffic flows north of the site would be less than this.
4.4.2 Peak Hour Impacts on Intersections	The key intersection will be the access into the site that will provide for all turning movements. This will be a T-intersection designed to provide a sheltered right turn lane consistent with others in the vicinity.  A review of the Austroads <i>Guide to Road Design Part 4A-Unsignalised and Signalised Intersections</i> confirms that allowing for the peak hour movements on Adelaide Street and the turn movements associated with the development a CHR type intersection is appropriate.

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Item	Comment
	<p>(b) Design speed &lt; 100 km/h</p> <p>Source: Aust and Troutbeck (2008)</p> <p>Figure 4.9: Warrants for turn treatments on the major road at unsignalised intersections</p> <p>Allowing for these additional peak hour vehicle movements, it is considered that there would be no significant change in the delays and congestion for the existing road users. Adelaide Street historically functioned as the Pacific Highway carrying much higher traffic movements than those currently using this road. The additional traffic would have a minimal impact upon the operation of the various intersections both up stream and down and as demonstrated is considered to be within the capacity of the local road network.</p>
4.4.3 Impact of Construction Traffic	<p>All construction work will be contained within the site with minimal impact upon the external road network. There will be a requirement for construction machinery to access the site and traffic associated with workers. The site will require the movement of heavy vehicle into and out of the site which would need to be safely managed. A Construction Traffic Management Plan shall be prepared as part of the Construction Certificate stage of the project.</p> <p>Given the size of the site, it is considered that parking for construction staff would be contained within the site with minimal impact on existing road users.</p>
4.4.4 Other Developments	No other significant developments occurring in the immediate locality of the subject site.
4.5 Public Transport	
4.5.1 Options for improving services	None required. The development is located close to existing bus routes. There is adequate spare capacity to cater for any increase in demand for these services.
4.5.2 Pedestrian Access to Bus Stops	Pedestrian access will be required to the local bus stops which can be provided by footpaths which connect the subject site to the existing path on Adelaide Street.
4.6 Recommended Works	
4.6.1 Improvements to Access and Circulation	To be detailed in the DA stage of the project.
4.6.2 Improvements to External Road Network	None required as the existing road network has adequate capacity to cater for the additional flows.
4.6.3 Improvements to Pedestrian Facilities	As noted above in 4.5.2.

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Item	Comment
4.6.4 Effect of Recommended Works on Adjacent Developments	No impact as no adjacent developments.
4.6.5 Effect of Recommended Works on Public Transport Services	Nil.
4.6.6 Provision of LATM Measures	None required.
4.6.7 Funding	No external road upgrades required. Construction of access to be funded by the development.

**Conclusion**

From the site work undertaken and the review of the development proposal against the requirements of the RMS Guide to Traffic Generating Developments and the Austroads Guides, it is considered that the proposed development can be accommodated within the local road network and should have no objections raised on traffic grounds. The additional traffic movements generated by the development will have a minimal impact on the surrounding road network and a new site access with sheltered right turn lane can operate with minimal delay or congestion.

Please feel free to contact me on 4925 7795, should you have any queries.

Yours sincerely

**Sean Morgan**  
Director

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**Attachment A: Site Photos**



*Photo 1 – View along Adelaide Street showing typical cross section with subject site to left in distance*



*Photo 2 – View along Adelaide Street with site to right of photo*



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SECAsolution



Photo 3 – Shared pathway between Meredith Crescent and Adelaide Street in the park to the north of the site



Photo 4 – Bus stop on Adelaide Street with site to the rear of photo

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*Photo 5 – Mid-block pedestrian crossing across Adelaide Street*




Attachment B: Site Plan





## Attachment C: RMS Accident Data

# Detailed Crash Report - sorted



Crash No.	Data Source	Date	Day of Week	Time	Distance	ID Feature	Loc Type	Alignment	Weather	Surface Condition	Speed Limit	No. of Tus	Tu Type/Obj	Age/Sex	Street Travelling	Speed Travelling	Manoeuvre	Degree of Crash	Killed	Injured	Factors
Natural Lighting																					
Hunter Region		Port Stephens LGA				Raymond Terrac				Adelaide St											
611375 P	19/09/2012	Wed	07:45			at KENT ST	TJN	STR	Fine	Wet	50	2	CAR	M49	E in KENT ST	10	Turning right	I	0	1	
E49413249			Daylight				RUM:	13	Right near				P/C	M42	N in ADELAIDE ST		Proceeding in lane				
Hunter Region		Port Stephens LGA				Raymond Terrace				Tathra St											
1028855 P	12/06/2014	Thu	10:25			at NUMBER 21 HN	2WY	STR	Fine	Dry	50	2	CAR	M49	N in TATHRA ST	10	Reverse from drive	I	0	1	
E64931304			Daylight				RUM:	47	Emerging from drive				M/C	F46	W in TATHRA ST	10	Proceeding in lane				
Report Totals:		Total Crashes: 2		Fatal Crashes: 0		Injury Crashes: 2		Killed: 0		Injured: 2											
Crashid dataset Tathra Street, Raymond Terrace - 1st July 2010 to 2016*																					
Note: Ordered by: Crash Date.																					
Crash self reporting, including self reported injuries began in Oct 2014. Trends from 2014 are expected to vary from previous years. More unknowns are expected in self reported data. For further information refer to Data Manual or report provider.																					

Rep ID: DCR02 Office: Hunter User ID: gilletlj

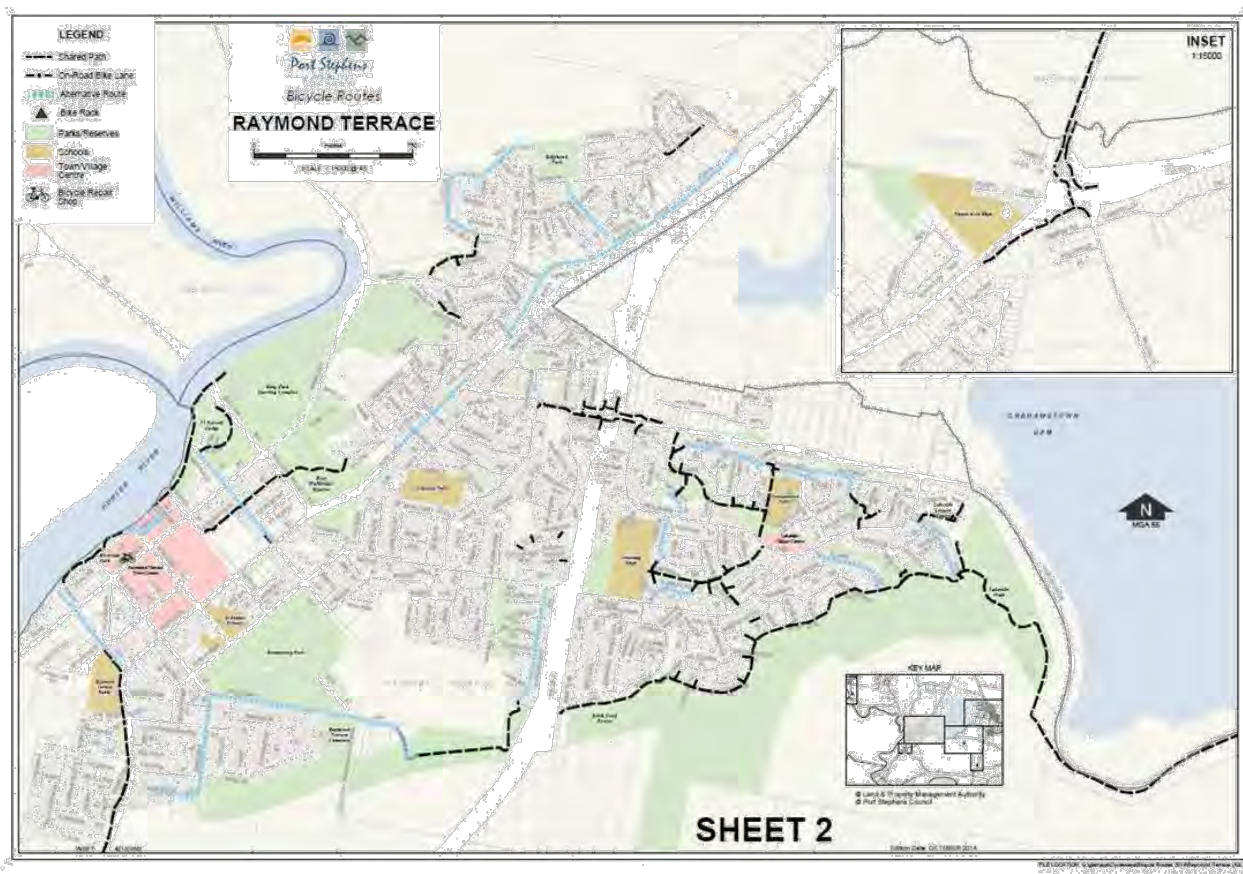
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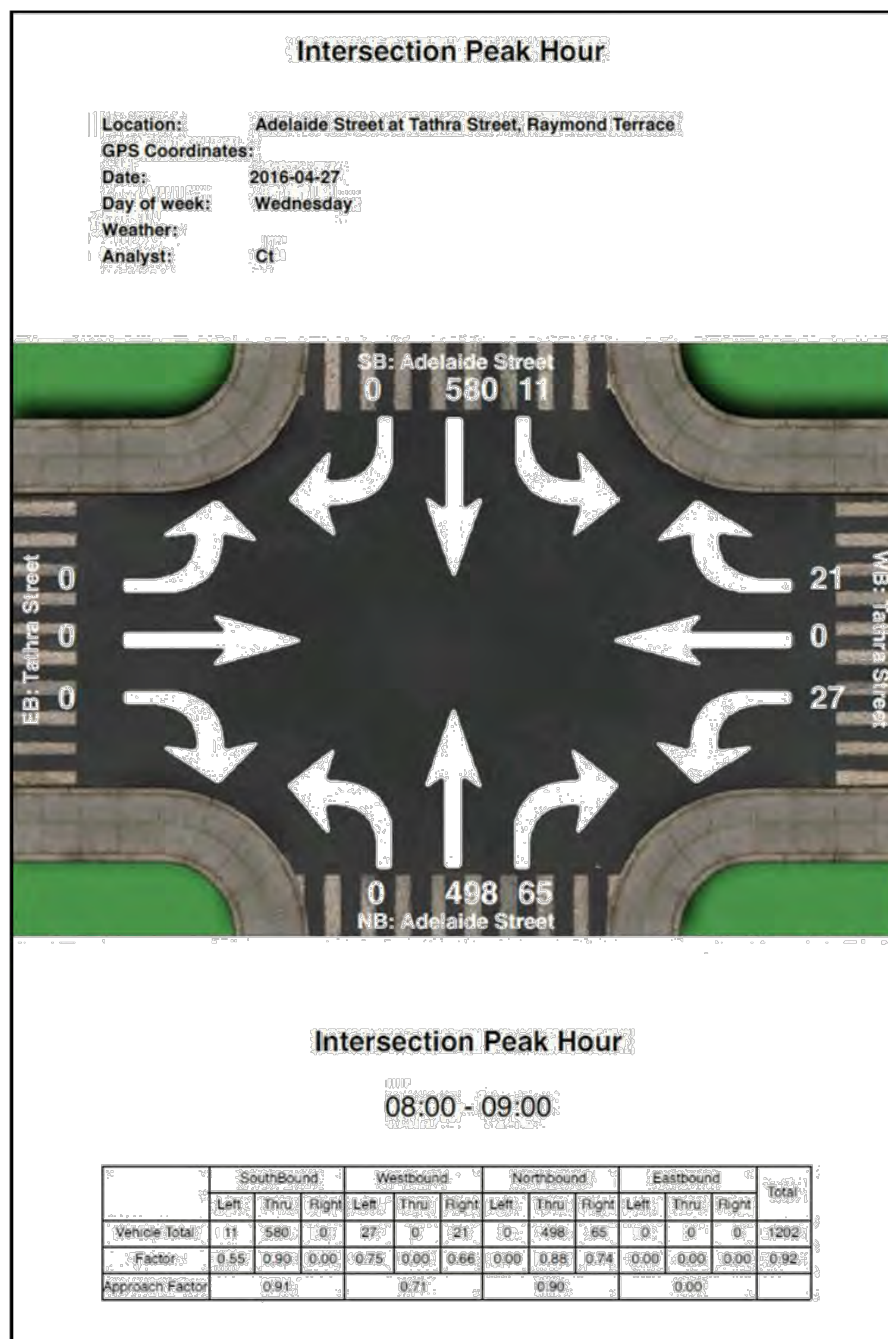


Attachment D: Cycle Routes



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## Attachment E: Survey Data



Quality Traffic Advice

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**ATTACHMENT 9 – Flora and Fauna Offsets Assessment prepared by Biosis  
(2016)**

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