



PORT **STEPHENS**

C O U N C I L

ATTACHMENTS UNDER SEPARATE COVER

ORDINARY COUNCIL MEETING
26 MAY 2015

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ITEM 2 - ATTACHMENT 1 DRAFT RAYMOND TERRACE AND HEATHERBRAE STRATEGY.



DRAFT

Raymond Terrace &
Heatherbrae Strategy
2015-2031

26 May 2015



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INTRODUCTION

Raymond Terrace and its neighbouring centre of Heatherbrae are currently home to over 12,000 people who live in suburbs such as Lakeside, Roslyn Park and Pommy Hill. Each suburb has its own identity and they all collectively contribute to the distinctive riverside character of Raymond Terrace and the diverse highway/industrial character of Heatherbrae.

Raymond Terrace has been identified by the NSW Government as one of six major regional centres under the Lower Hunter Regional Strategy (LHRS). The aim of the LHRS is to ensure that the region develops in a strong and sustainable way over a 25 year period. This means that what happens in Raymond Terrace is not only important for the future of Port Stephens, but to the future of the Lower Hunter Valley.

This regional centre role is both reflective of historical settlement patterns and its proximity to growing centres of employment, such as the RAAF Base Williamstown, Newcastle Airport and the industrial concentration of Tomago. This growth is further illustrated by the residential urban release areas of Kings Hill, which immediately adjoins Raymond Terrace to the north and Medowie, which is 11km to the east. These centres will provide an additional 7,000 dwellings to accommodate 19,000 persons by 2031.

Raymond Terrace itself is forecast to accommodate an additional 300 dwellings and 1600 jobs by 2031. This will be provided through infill development and the identification of land to be zoned for business purposes at Heatherbrae. In turn, it is clear that the role of Raymond Terrace is to provide the higher order functions (e.g. court house & speciality retail stores) of a regional centre to not only support its own population growth, but to service the surrounding growth centres.

Signals that both private and public enterprise is responding to this anticipated growth are evidenced by the new GP Super Clinic, NSW Police Local Area Command and Defence Administration Centre, which have all been completed in the past five years. When combined with the Port Stephens Council Administration Building, NSW Department of Family & Community Services and major supermarkets these services all contribute to the regional role of Raymond Terrace in providing those higher-order services.

To best accommodate this growth, Raymond Terrace needs a 'strategy'. This strategy needs to outline how to achieve the vision of a strong major regional city, a great place to live, work and play. It also needs to respond to the core relationships Raymond Terrace has with the Lower Hunter Region as a whole.

The future success of Raymond Terrace and Heatherbrae is believed to be dependent on:

- Maintaining its position as the **primary commercial centre** within Port Stephens
- Maintaining the vitality and attractiveness of **William Street as the 'Main Street'** of activity
- Continued growth of **surrounding residential and employment nodes**, such as Kings Hill, Medowie, Newcastle Airport and Tomago
- Providing **key transport links** (e.g. vehicular, pedestrian & cycle) between these nodes
- **Heatherbrae expanding to recoup escape expenditure** from bulky goods retail (e.g. hardware and whitegoods)
- Raymond Terrace **accommodating aged housing** due to the concentration of existing community services (e.g. GP Super Clinic)
- **Engaged stakeholders**, such as local businesses and the active 'place management' (e.g. festivals) of the town centre
- Increasing **residential density** around town centre

The path towards achieving this vision has been broken down into the following goals:

1. A competitive economy with **regional services**, including transport, health, justice, government, commercial, retail, industrial and entertainment
2. A city of **housing choice** with homes that meet needs and lifestyle with a focus on providing for affordable accommodation
3. A **great place to live** with quality public and private spaces that are accessible
4. A **resilient city** with clear directions for improved social, environmental and economic outcomes

This Strategy is Port Stephens Council's plan to achieve these goals. It's an action plan focused on bringing all stakeholders together with a common purpose – to make Raymond Terrace a strong major regional city, a great place to live, work and play. The drivers for the growth of Raymond Terrace are evident and therefore planning for this growth has never been more important.

THE STRATEGY

Raymond Terrace needs a strategy to achieve its vision as a strong regional city, a great place to live, work and play. The Raymond Terrace & Heatherbrae Strategy provides the strategic direction to effectively link broad strategic directions to tangible actions that will be implemented within the life of this Strategy.

The Strategy is made-up of two components; 1) a written component, which is provided as a vision, then a series of goals, directions and actions and; 2) a illustrative component, which is provided as the Key Action Maps (pp. 40-41). The written component is summarised below.

Port Stephens Council's vision for Raymond Terrace is:

VISION: A strong regional city, a great place to live, work and play

To achieve this vision, Council has set down goals and directions that Raymond Terrace will be:

GOAL 1: A competitive economy with **regional services**, including transport, health, justice, government, commercial, retail, industrial and entertainment

DIRECTION 1.1: Growing a **competitive regional centre** by providing lands to strengthen the retail offering of Raymond Terrace and to make Heatherbrae a leading destination for bulky goods (**e.g. hardware**)

DIRECTION 1.2: **Enhancing road connections** within Raymond Terrace by completing missing links and undertaking a traffic management analysis/plan for Heatherbrae

DIRECTION 1.3: Planning for regional **community** services to meet the needs of a growing community

DIRECTION 1.4: Raising the profile of Raymond Terrace through a **commercial lands strategy/prospectus**

GOAL 2: A city of **housing choice** with homes that meet needs and lifestyle with a focus on providing for an aging population through seniors living

DIRECTION 2.1: Enabling development for the purposes of **clustering 'like with like' land uses** by the identification of key precincts, such as Bourke Street for Light Industrial and Heatherbrae for bulky goods and key locations for residential development

DIRECTION 2.2: Providing opportunities for **affordable housing** and seniors/retirement living

DIRECTION 2.3: Council facilitating the development of **catalyst sites**

GOAL 3: A **great place to live** with quality public and private spaces that are accessible

DIRECTION 3.1: Improving the quality of existing open space and undeveloped sites

DIRECTION 3.2: Identifying locations for future **passive open space**

DIRECTION 3.3: Implementing **main street** upgrades

GOAL 4: A **resilient city** with future development integrating heritage, consistency in the public domain and plan implementation

DIRECTION 4.1: Retaining connections to the past through the **integration of heritage** into new development

DIRECTION 4.2: Developing a **streetscape design guideline** for consistency of elements in the town centre

DIRECTION 4.3: Establishing an implementation panel to provide continual input

DIRECTION 4.4 Reinforcing the role of Raymond Terrace as the **prominent commercial centre** to service the future needs of Kings Hill, Medowie, Tomaree Peninsula and other smaller towns

The pathways provided by these directions are then translated into a key number of actions. These actions are the implementation outcomes of this Strategy.

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POLICY CONTEXT

Raymond Terrace is identified as a major regional centre within a number of strategic planning documents, guidelines and policies. The Strategy responds to the strategic directions set in:

- National Urban Design Protocol (2011)
- Lower Hunter Regional Strategy (2006)
- Port Stephens Community Strategic Plan (2014)
- Port Stephens Planning Strategy (2011)
- Port Stephens Local Environmental Plan (2013)
- Port Stephens Development Control Plan (2013)
- Port Stephens s94 Contributions Plan (2007)

National Urban Design Protocol

The Urban Design Protocol establishes twelve broadly agreed principles for quality urban places in Australia. These principles can be applied to any project or location, such as Raymond Terrace.

These twelve principles were used to analyse Raymond Terrace and then formulate the goals, directions and actions included in this Strategy.

Lower Hunter Regional Strategy

The Lower Hunter Regional Strategy is the NSW Government's 25-year land use strategy for the Hunter Region that seeks to ensure the region develops in a strong and sustainable way.

The Strategy is based upon a population growth scenario of an additional 125,000 persons by 2031, and promotes a hierarchy of centres, ranging from Newcastle as a regional city of national importance to six major regional centres, being Charlestown, Glendale/Cardiff, Maitland, Cessnock, Raymond Terrace and Morisset. The Strategy identified that Raymond Terrace would accommodate an additional 1600 jobs and 300 dwellings over 25 years.

Port Stephens Local Environmental Plan 2013

The Port Stephens Local Environmental Plan 2013 provides the legislative rules that control building form. This Plan was the product of a comprehensive review that came to a completion on 22 February 2014.

A comprehensive review of the development standards, such as building heights as they relate to Raymond Terrace are awaiting the outcomes of this Strategy.

Port Stephens Community Strategic Plan

The Port Stephens Integrated Planning & Reporting Framework aims to ensure that the agreed direction,

aspirations and goals of the community are reflected in Council's planned operations.

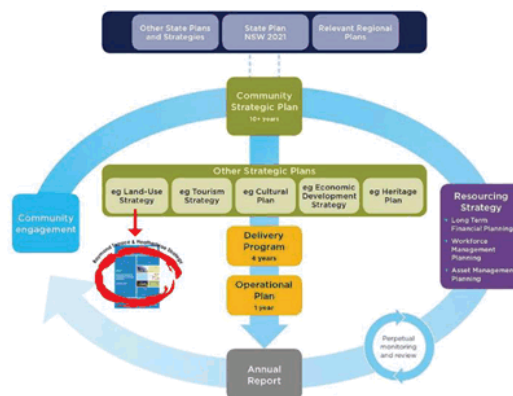


Figure A: Community Strategic Plan Framework

As illustrated above in Figure A (p. 6), the role of the Community Strategic Plan is to detail the community's agreed aspirations and needs for the Port Stephens Local Government Area.

From this, it can be understood that it is the role of strategic plans, such as the Draft Raymond Terrace and Heatherbrae Strategy to directly inform the Delivery and Operational Plan. In turn, it is the role of this Strategy to detail the community's agreed aspirations for the needs of Raymond Terrace and Heatherbrae to then ensure they're provided through the delivery and operation plan.

Draft Port Stephens Development Control Plan 2014

The Draft Port Stephens Development Control Plan 2014 seeks to provide further guidance to the legalise and non-descriptive format of the Port Stephens Local Environmental Plan 2013.

The parts within this Development Control Plan that are to be reviewed through this Strategy include D1 - Heatherbrae Industrial and D11 - Raymond Terrace Town Centre.

Port Stephens s94 Contributions Plan

The Port Stephens s94 Plan, Incorporating Port Stephens, Great Lakes and Newcastle Cross Boundary s94 Plans details the financial contribution required for development. These should be considered as future mechanisms to implement a number of actions included in this Strategy.

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BACKGROUND

The Strategy has involved the following key milestones:



The following background studies and community consultation has taken place to develop this Strategy.

Business Retention and Expansion Survey Report

The Raymond Terrace Business Retention and Expansion Survey Report is the output of a survey of 84 businesses undertaken to gain an understanding of needs, concerns and opportunities.

The Report offered a number of recommendations relating to promotion/profiling, business environment/development, the foreshore/riverfront and Council services.

Economic Land-Use Study

The Economic Land-Use Study was completed by Hill PDA to better understand the demand for a range of employment generating uses.

The Study offered a number of strategies, such as 'making Heatherbrae a destination for bulky goods'.

Transport and Parking Review

The Transport and Parking Review was completed by GHD to develop realistic and achievable transport outcomes for Raymond Terrace with the aims of increasing walking, cycling and public transport.

The transport strategies developed as a part of this Review have been incorporated into the Strategy framework and have also been listed as actions, such as Direction 1.2 – Completing missing links (p.10).

Collaborative Community Map Output Report

The Collaborative Community Map Output Report that was completed by ARUP summarises key matters raised by the community through the use of the community consultation tool: Social Pinpoint.

A density analysis of the key words mentioned resulted in the following top results:

- 'things I like' – playground, trees and park.
- 'things that I do not like' – playground, families, replace, service and need.
- 'things that are missing' – playground, park, river, town, facilities, along, play and need.

Background Paper

The Background Paper forms the first component of this Strategy. It was developed to provide a summary of literature and information, such as census data.

This Paper provided an overview of baseline data, such as transport, which has fed into the development of this Draft Strategy.

Discussion Paper

The Discussion Paper followed the Background Paper by providing the basis for community discussion with a focus on:

- Identifying opportunities for growth
- Stimulating discussion and encouraging ideas
- Identifying issues that are important

Consultation Summary

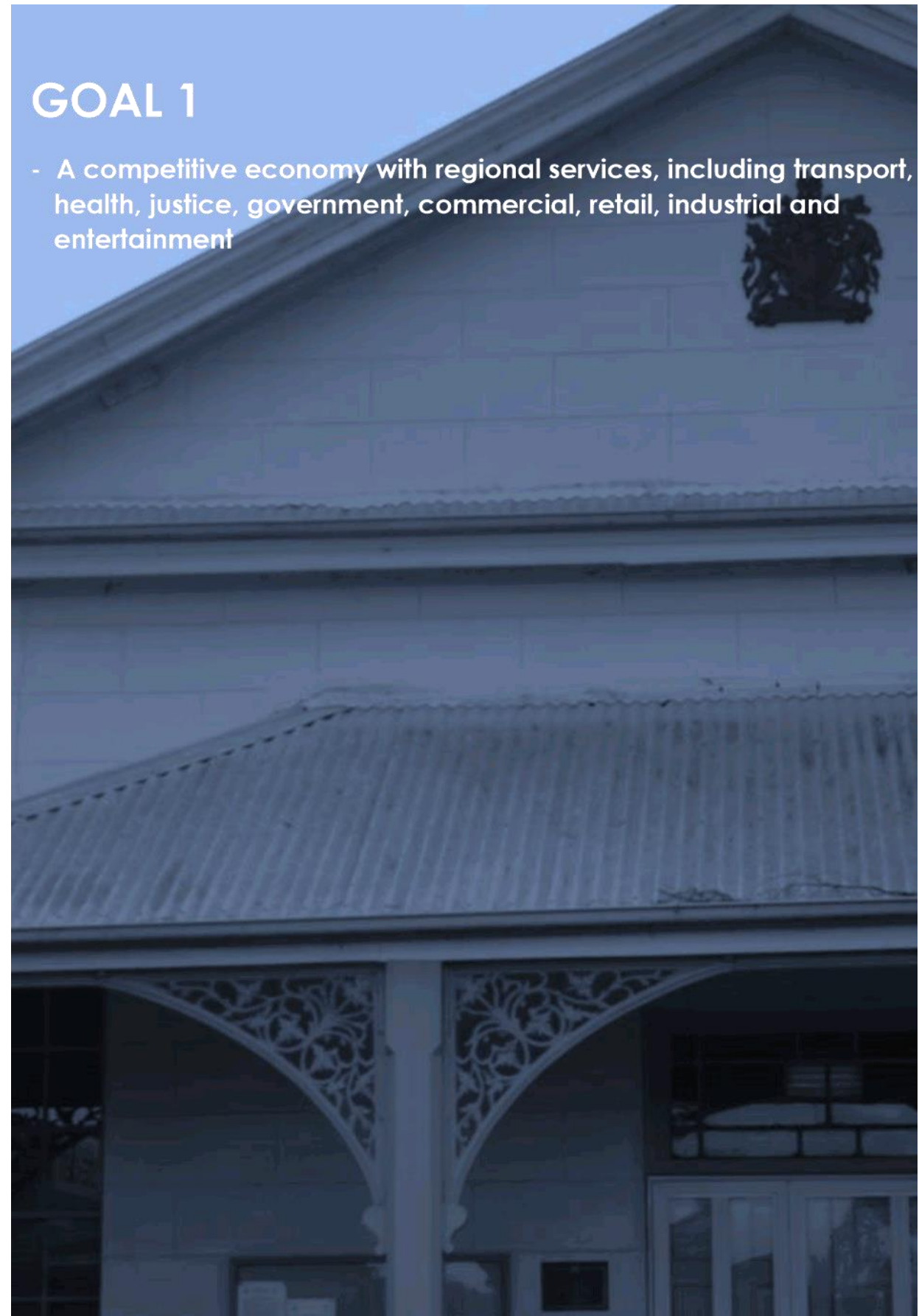
The Strategy has been developed in coordination with the Port Stephens Community. The following key community consultation initiatives were undertaken in the development of this Draft Strategy:

- Business Retention Survey
- Submissions to the Discussion Paper
- Information Stands
- Collaborative Mapping Tool – Social Pinpoint
- Aboriginal Community – Surveys

Council received eight submissions to the Discussion Paper, 84 completed business retention surveys, 215 comments on the collaborative mapping tool and 8 aboriginal community surveys.

GOAL 1

- A competitive economy with regional services, including transport, health, justice, government, commercial, retail, industrial and entertainment



GOAL 1

- A competitive economy with **regional services**, including transport, health, justice, government, commercial, retail, industrial and entertainment

DIRECTION 1.1: Growing a competitive regional centre by providing lands that strengthen the retail offering of Raymond Terrace and facilitate Heatherbrae as a destination for bulky goods

Raymond Terrace has been identified by the Lower Hunter Regional Strategy (LHRS) as one of six major regional centres within the Lower Hunter Valley. The LHRS is the NSW Government's 25-year land use strategy for the Hunter Region to ensure it develops in a strong and sustainable way.

The Strategy is based on a population growth scenario of an additional 125,000 persons by 2031, and promotes a hierarchy of centres, ranging from Newcastle as a regional city of national importance to the six major regional centres of Charlestown, Glendale/Cardiff, Maitland, Cessnock, Morisset and Raymond Terrace.

This major regional centre role is both reflective of historical settlement patterns and its proximity to the growing centres of employment, such as the RAAF Base Williamtown, Newcastle Airport and the industrial concentration of Tomago. This growth is further illustrated by the residential urban release areas of Kings Hill, which immediately adjoins Raymond Terrace to the north and Medowie, which is 11km to the east. These centres will provide an additional 7,000 dwellings to accommodate 19,000 persons by 2031.

Raymond Terrace itself is forecast to accommodate an additional 1600 jobs and 300 dwellings by 2031. This will be provided through infill development and some lands zoned for business purposes at Heatherbrae. In turn, it is clear that the role of Raymond Terrace is to provide the higher order functions of a regional centre to not only support its own population growth, but the surrounding growth at Kings Hill and Medowie.

Raymond Terrace

The Hill PDA. 2012, 'Raymond Terrace & Heatherbrae Strategy' identified demand for an additional 45,633m² (9.4ha) of commercial floorspace within Raymond Terrace by 2031. However, at 5%, Raymond Terrace's vacancy levels are very low and as such there would be limited scope within the

Centre to accommodate future demand for retail floor space or redevelopment at greater densities.

As a result, it is likely that the 6.0ha of vacant land currently zoned for commercial purposes at the Raymond Terrace Sports Field would be the most likely site to accommodate this growth.

The provision of any additional retail floorspace should take into account the following principles:

- New retail development, especially at Medowie and Kings Hill should reinforce the role of Raymond Terrace as the key retail hub for the day to day needs of the Region's residents
- New retail development should contribute to and not detract from the vitality and viability of the centre's existing main street – William Street
- New retail development should provide suitable traffic measures/upgrades to mitigate for traffic congestion that would be to the detriment of the Centre's boarder function
- New retail development should provide greater retail choice and competition

This Strategy identifies that sufficient commercial lands currently exist in Raymond Terrace and that they be monitored at five yearly intervals to ensure demand does not exceed supply.

Heatherbrae

The Hill PDA. 2012, 'Raymond Terrace & Heatherbrae Strategy' identified an additional demand for 15,000m² for bulky goods within Heatherbrae by 2031.

The Study identified that much of the current demand for bulky goods is being met by stores outside of the Local Government Area (LGA), such as those at Rutherford, Thornton, Kotara and Warners Bay. Whilst all of the growth in demand for bulky goods floorspace does not need to be located within the LGA, there are substantial benefits from accommodating more bulky goods floorspace locally, including:

- generating employment
- reducing the need for residents to travel
- capturing expenditure from other locations to the benefit of business in the LGA

Furthermore, the planned M1 – Pacific Motorway bypass of Heatherbrae and the additional residential

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population planned at both Kings Hill and Medowie, places Heatherbrae in a position to evolve from a destination that caters to passing traffic to become a destination in itself, catering for the needs of the growing residential population.

In turn, Heatherbrae lends itself to becoming a 'destination for bulky goods' as it demonstrates characteristics that bulky goods retailers prefer:

- Large and extensive trade area
- Central position within a trade area
- Cheap and substantial land to enable plentiful parking and loading/unloading facilities
- Location on a major road with high visibility
- Expanding trade area as new homes generate higher demand than established homes

From the above, the only characteristic that Heatherbrae may be lacking is affordable land due to the difficulties in sourcing, assembling and purchasing lots of sufficient size to cater for floorspace, parking and access requirements. This is why the Strategy proposes to identify lands on the western side of the Pacific Highway for bulky goods premises. This land has primarily been maintained in large land ownership due to past agricultural pursuits and has excellent exposure from the Pacific Highway which will continue beyond the proposed Heatherbrae bypass.

Bulky goods retailers such as Masters have recently responded to these favourable characteristics by establishing on the western side of the Pacific Highway at Heatherbrae. In supporting Heatherbrae to becoming the key 'destination for bulky goods', any proposals outside of existing centres would need to be carefully considered. This is based on the importance of clustering bulky goods in one location for their long-term viability.



Photo: Masters Home Improvement, Heatherbrae

Heatherbrae has been identified as the most suitable location for bulky goods premises based on the following studies:

- Hill PDA. 2012, 'Raymond Terrace & Heatherbrae Strategy'
- Leyshon Consulting. 2011, 'Review of Bulky Goods Floorspace Demand Study'
- SGS Economics. 2010, 'Port Stephens Commercial and Industrial Lands Study'

The following actions seek to strengthen the retail offering of Raymond Terrace and make Heatherbrae a key destination for bulky goods premises.

Actions

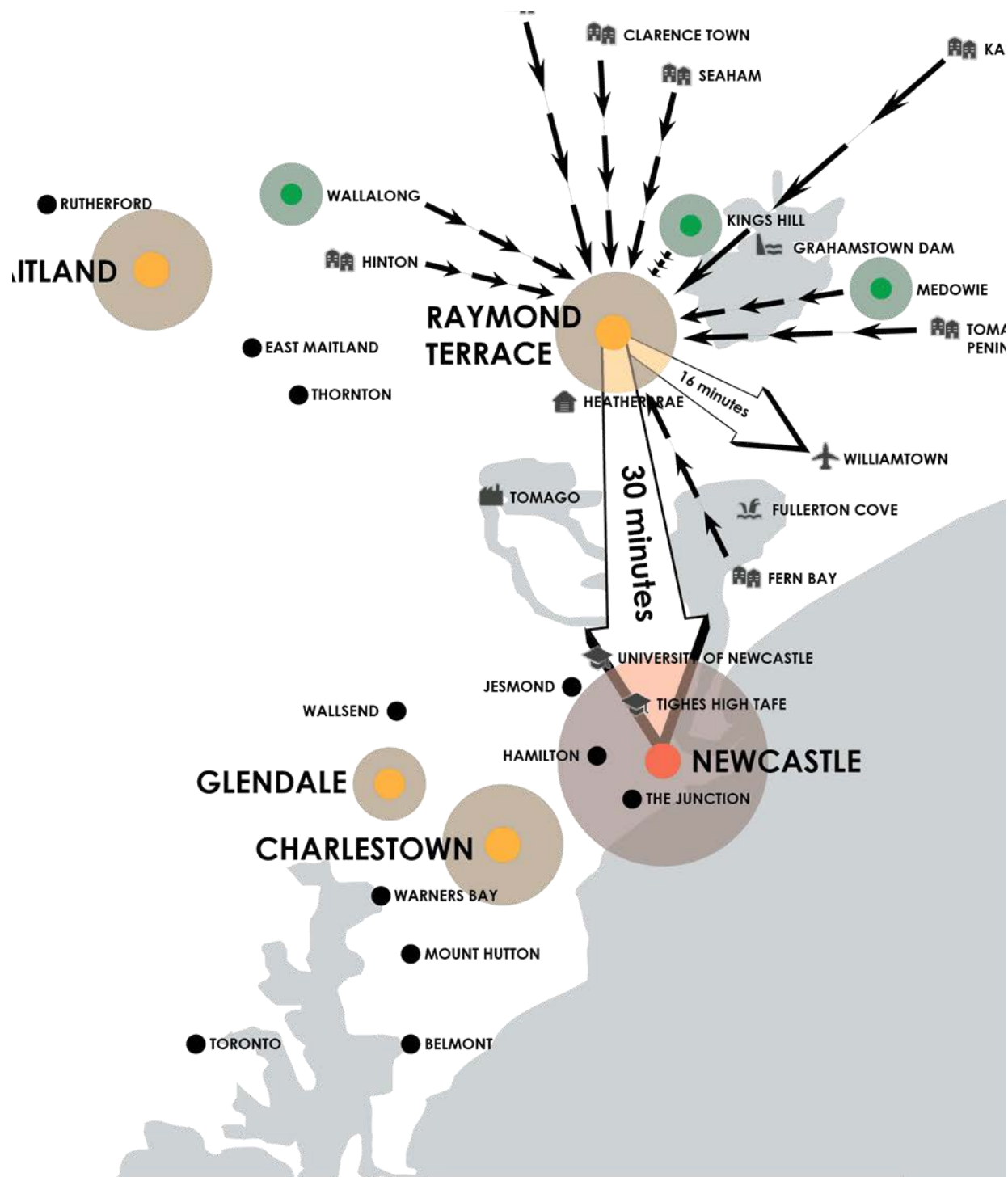
1. Monitor the supply of B3 – Commercial Core and IN2 – Light Industrial lands in Raymond Terrace as part of the review of the Port Stephens Planning Strategy and then on an annual basis once the commercial strategy/prospectus has been developed – the need for a commercial strategy is identified as Action No.12 (p.15)
2. Identify 4.5ha of B5 Business Development on the western side of the Pacific Highway to facilitate Heatherbrae as a 'key destination for bulky goods'. The most suitable sites have been identified as the following:
 - 2253 Pacific Hwy (Pt Lot 62, DP 578367)
 - 2259 Pacific Hwy (Pt Lot 1, DP 836879)
 - 2259 Pacific Hwy (Pt Lot 1, DP 836879)
 - 2265 Pacific Hwy (Pt Lot 1, DP 1113232)
 - 2273 Pacific Hwy (Pt Lot 2, DP 1113232)
3. Promote catalyst sites for commercial development that will underpin William Street as the main street of activity – catalyst sites are discussed as Action No.24 (p.21)

DIRECTION 1.2: Enhancing road connections both within and to/from Raymond Terrace by completing missing links and undertaking a traffic management analysis/plan for Heatherbrae

Raymond Terrace has strong connectivity to surrounding centres via major arterial roads. It's within 30 minutes of Newcastle, 25 minutes of Maitland and 16 minutes of Newcastle Airport. Its connection to Newcastle is via the Pacific Highway, which is the major arterial road along the East Coast of Australia.

Maintaining and improving connections both within and between other centres is a key attribute in the facilitation of a competitive economy, as it is accessibility to places of interest, such as jobs and entertainment that is a key contributor to land value.

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END



ITEM 2 - ATTACHMENT 1 DRAFT RAYMOND TERRACE AND HEATHERBRAE STRATEGY.

Raymond Terrace

The road network within the Raymond Terrace town centre is reflective of a traditional 'gridiron' street pattern. The GHD. 2011, 'Raymond Terrace Transport and Parking Review' identifies a list of improvements to complete this grid network to improve connectivity.

These improvements will not only increase connectivity for vehicular movements, but stimulate further redevelopment within the town centre. These key improvements are to take place through the redevelopment of certain lots and/or the acquisition of land by Council, they include:

- Bourke Street is extended from Adelaide to Port Stephens Street to continue the grid-like network
- Carmichael Street is extended from the existing cul-de-sac to Bourke street
- Reconfiguration of the Bourke-Adelaide Street intersection to be signalised to allow full turning movements, including right turn from Adelaide St
- Extending 'The Close' to connect to Adelaide St

Connectivity does not just relate to the private motor vehicles, but also to public transport, provided in the form of buses and rail. Rail is not a significant player in the Hunter Region. Historical connections exist between places such as Maitland and Newcastle and between Newcastle and Sydney. Public buses are therefore the dominant form of public transport to travel to/from and within Port Stephens.

For many, Raymond Terrace is the key location for these regional services. Pick-up and drop-off locations along Adelaide Street allow commuters to catch a regional bus service to locations such as Sydney and Nelson Bay. A new multi-transport hub located off 'The Close' now also provides an accessible location for commuters to wait for taxi's or bus services.

Raymond Terrace and Heatherbrae also have a network of pedestrian and cycle tracks that connect suburbs within Raymond Terrace and to other towns, such as Medowie. Paths have also been identified to provide future connections to the urban release area of Kings Hill.

However, some of these existing connections are incomplete, while other connections could be improved to increase their accessibility for the disabled. A key role of the Strategy is to identify those incomplete links or those in need of improvement by identifying the need to update and implement the Raymond Terrace Pedestrian and Cycle Strategy.



Photo: Construction of Multi- Transport Hub, The Close

The key links to/from Raymond Terrace to those towns that utilise this Regional Centre for its services include:

- Newline Road, which connects the urban release area of Kings Hill to Raymond Terrace. The intersection of New Line and Seaham Roads has will need to be identified as Kings Hill develops
- Port Stephens Street and Seaham Road, which connects Dungog and Maitland to Raymond Terrace
- Richardson Road, which connects the Tomaree Peninsula and Medowie to Raymond Terrace
- Masonite Road, which connects Newcastle Airport to Raymond Terrace and Heatherbrae
- Pacific Highway and Adelaide Street, which connects Newcastle and Sydney to Heatherbrae and Raymond Terrace

Figure B: Raymond Terrace –Identification of regional road connections (p. 13) illustrates some of these key connections into Raymond Terrace.

Heatherbrae

The Pacific Highway has been continuously upgraded to the point where it now consists of a separated dual carriageway from Heatherbrae to Port Macquarie.

The existing road between Raymond Terrace and Newcastle is not dual carriageway, but generally consists of dual lanes that consist of a number of pinch points, such as the Hexham Bridge. This creates an opportunity for the continuation of the dual carriageway from Heatherbrae.

One of the key components of this Strategy is to prepare Heatherbrae for the potential M1 – Pacific Motorway extension and realignment. Critical to this will be effective connections to improve connectivity and safety, while providing opportunities for Heatherbrae to evolve from a highway service centre.

Figure B: Raymond Terrace – Identification of regional road connections



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Connections to Heatherbrae from Medowie, Kings Hill and some eastern parts of Raymond Terrace will be via the Pacific Highway. Ensuring that Heatherbrae can transition into a destination for bulky goods is dependent on the connections to and from what will be the old Pacific Hwy to be classified as a local road.

It is suggested that either Roads & Maritime Services or Council prepare a traffic analysis/management plan to assist in understanding the traffic environment post-highway. This analysis would facilitate the rezoning of those lands identified for bulky goods premises and ensure a safe and efficient relationship with the new Heatherbrae bypass.

Actions

4. Identify 'missing road links' within the site specific Development Control Plan for Raymond Terrace and Heatherbrae
5. Finalise the construction and maintenance of the multi-transport hub at 'The Close'
6. Update and Implement the Raymond Terrace Pedestrian & Cycle Strategy. Complete priority links and advocate for connections to the wider network, such as from Raymond Terrace to Newcastle and Maitland
7. Support any future proposals for increased public transport from Port Stephens, such as a link between Newcastle Airport and Wickham
8. Advocate for the southern interchange of the Heatherbrae Pacific Motorway bypass to provide northern access to Heatherbrae
9. Undertake a detailed traffic analysis/management plan to determine future traffic environment of Heatherbrae. This analysis will also identify opportunities for improved accessibility to support additional lands for bulky goods premises. Timing of this is subject to the finalisation of the Heatherbrae Bypass Plan.

DIRECTION 1.3: Planning for regional community services to meet the needs of a growing community

Raymond Terrace has existing community infrastructure, which is referred to by town planners as 'social infrastructure'. This social infrastructure is the human capital and the institutions that capitalise it, such as schools, police stations or hospitals.

Raymond Terrace has the following existing community infrastructure:

- Raymond Terrace General Practice Super Clinic
- NSW Police Local Area Command
- Raymond Terrace Court House

- Department of Family & Community Services
- Port Stephens Council Administration Building
- Defence Administration Centre
- Schools, both primary and secondary
- Places of public worship, such as churches

While Raymond Terrace has an increasing amount of community infrastructure with the completion of the GP Super Clinic in 2014 and the NSW Police Local Area Command in 2012 it still has the potential to expand its provision of community infrastructure in other spheres, such as education. It could leverage off its close geographical connections to the University of Newcastle, Tighes Hill TAFE and other senior colleges in Newcastle to provide not only regional education services for Port Stephens, but as a satellite location for these services to Newcastle.

For example, Raymond Terrace is located within 20 minutes of the University along a major arterial road. It has a plentiful supply of affordable land in close proximity to existing infrastructure and services. The University or private accommodation providers could seek to capitalise on this availability.

This approach of marketing Raymond Terrace to major service providers could also be applied to private or other government services. Raymond Terrace is the closest regional centre with the highest concentration of existing commercial and industrial floor space to Newcastle Airport. The existing 681,419sqm of existing industrial and business floorspace supply and its B3 – Commercial Core is reflective of this regional role.

The closest alternatives to the Airport include Maitland, which is within 34 minutes and the Newcastle CBD, which is within 30 minutes. Passengers at Newcastle Airport exceeded 1.2M in 2011 and this is forecast to continue to grow with the recent completion of the third passenger terminal.

Raymond Terrace must continue to reinforce its role as the major centre, not only for the placement of social infrastructure services for Port Stephens, but also in its role as being the closest centre to the growing Newcastle Airport and to cater for overspill from the growth of the regional city of Newcastle.

Actions

10. Advocate for Raymond Terrace amongst major institutions, such as the University of Newcastle about the availability of affordable land and key catalyst sites both in Council and in private ownership. Catalyst sites and those with

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subdivision potential have been identified under Action No.24 (p.21)

11. Recognise the role in providing services to those smaller surrounding centres, such as Medowie, Dungog, Kings Hill and Salt Ash through providing a more detailed audit of community services than what is provided under Action No.1 (p.10) in the review of the Port Stephens Planning Strategy



Photo: GP Super Clinic, Jacaranda Av

DIRECTION 1.4: Raising the profile of Raymond Terrace through a commercial strategy/prospectus

The profile of Raymond Terrace is understated within the Lower Hunter Region. It has significant opportunities for growth, based on these qualities:

- Close connections to Newcastle and the Airport
- Affordable land relative to Newcastle
- Walkable town centre
- Traditional retail main street
- Existing sporting fields and facilities
- Connections to Pacific & New England Highways
- Untouched heritage, such as King Street

These qualities are reflective of a number of good urban design attributes, such as a short main street. The 'Main Street' of Raymond Terrace, being Williams Street is 480m in length from Adelaide to King Street. This is close to an ideal length for walkability and the appreciation of human scale.

This main street also receives excellent cross direction flows between the two major shopping centres of Raymond Terrace Marketplace and Terrace Central as illustrated in Figure C: Raymond Terrace – Identification of land-use zones, sites with subdivision potential and landmark buildings (p. 16). This favourable environment means that the street continues to evidence high occupancy rates despite the aging state of a number of the buildings.

Port Stephens Council through its economic development Unit and in consultation with key stakeholders should seek to promote the availability and attractiveness of employment lands (commercial and industrial) not only in Raymond Terrace, but across Port Stephens.

It could seek to provide this promotion through the development and maintenance of a commercial strategy that acts as a prospectus. This strategy would incorporate the discussion of both long-term and emerging trends in the supply and demand for lands. It would incorporate data relating to land take-up, site coverage and employment agglomerations.

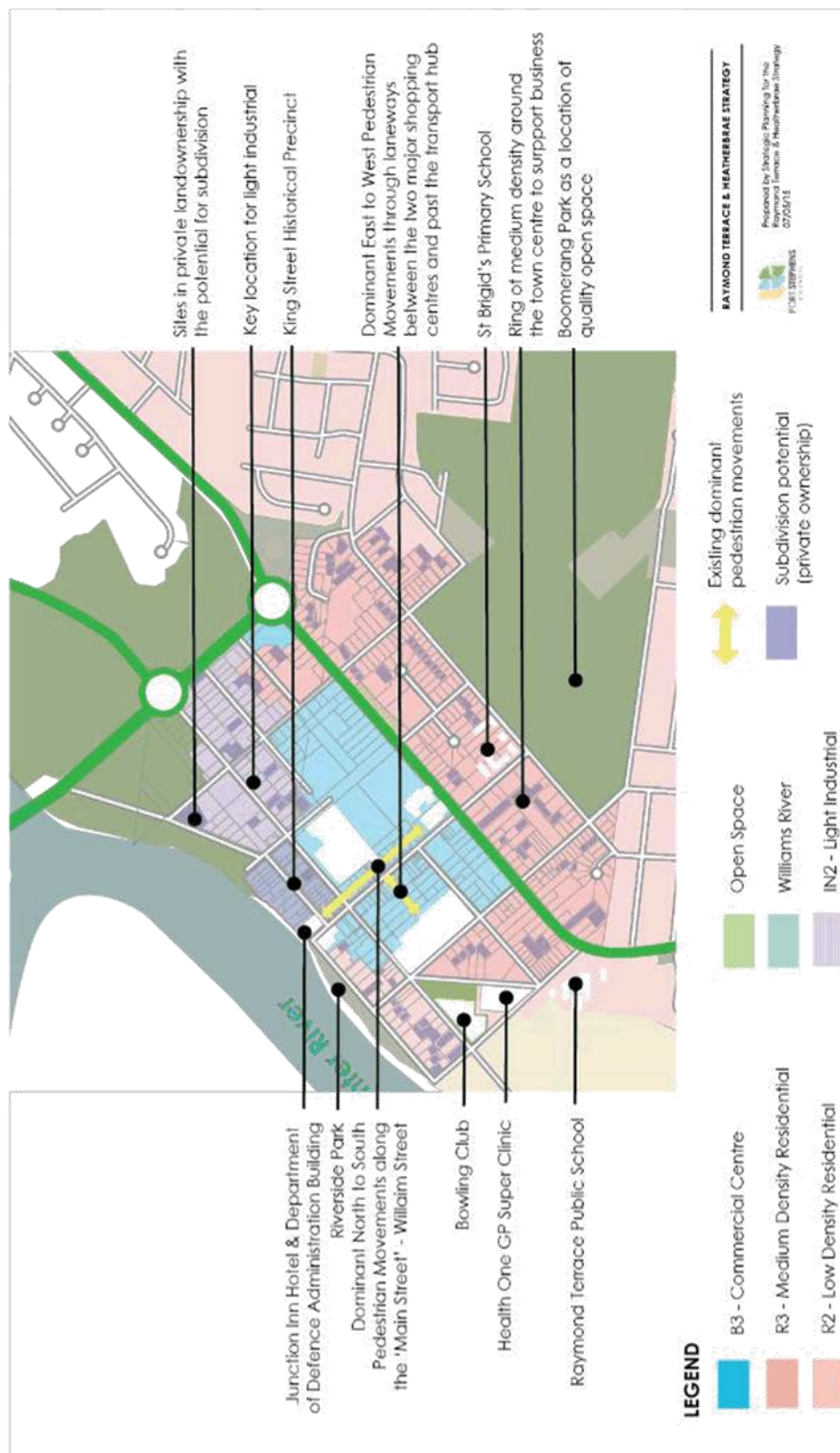
This commercial strategy would seek to enact the vision for Heatherbrae as a destination for bulky goods, the Tomaree Peninsula for tourism and lands around Williamtown Airport for airport related uses. It would maintain up-to-date data integrated with planning requirements to allow private investors to make well-informed decisions about the purchase and development potential of employment lands.

Actions

12. Develop a commercial strategy/prospectus that promotes land availability and its development potential, which will:
 - Assist landowners in understanding the development potential of their land under the planning framework
 - Provide prospective developers with an understanding of the precincts and business agglomerations present within Port Stephens
 - Provide current data (i.e. planned infrastructure investments, approved development types, etc.) ideally via an online medium
 - Incorporate data regarding broad market parameters from the Property Services Section of Council
 - Promote and describe the attributes of key landmark sites, which may either be in Council or private ownership
 - Follow examples such as the Wollongong City Council. May 2014, 'Wollongong Investor Prospectus' or the Lake Macquarie City – 'Love the Lake'

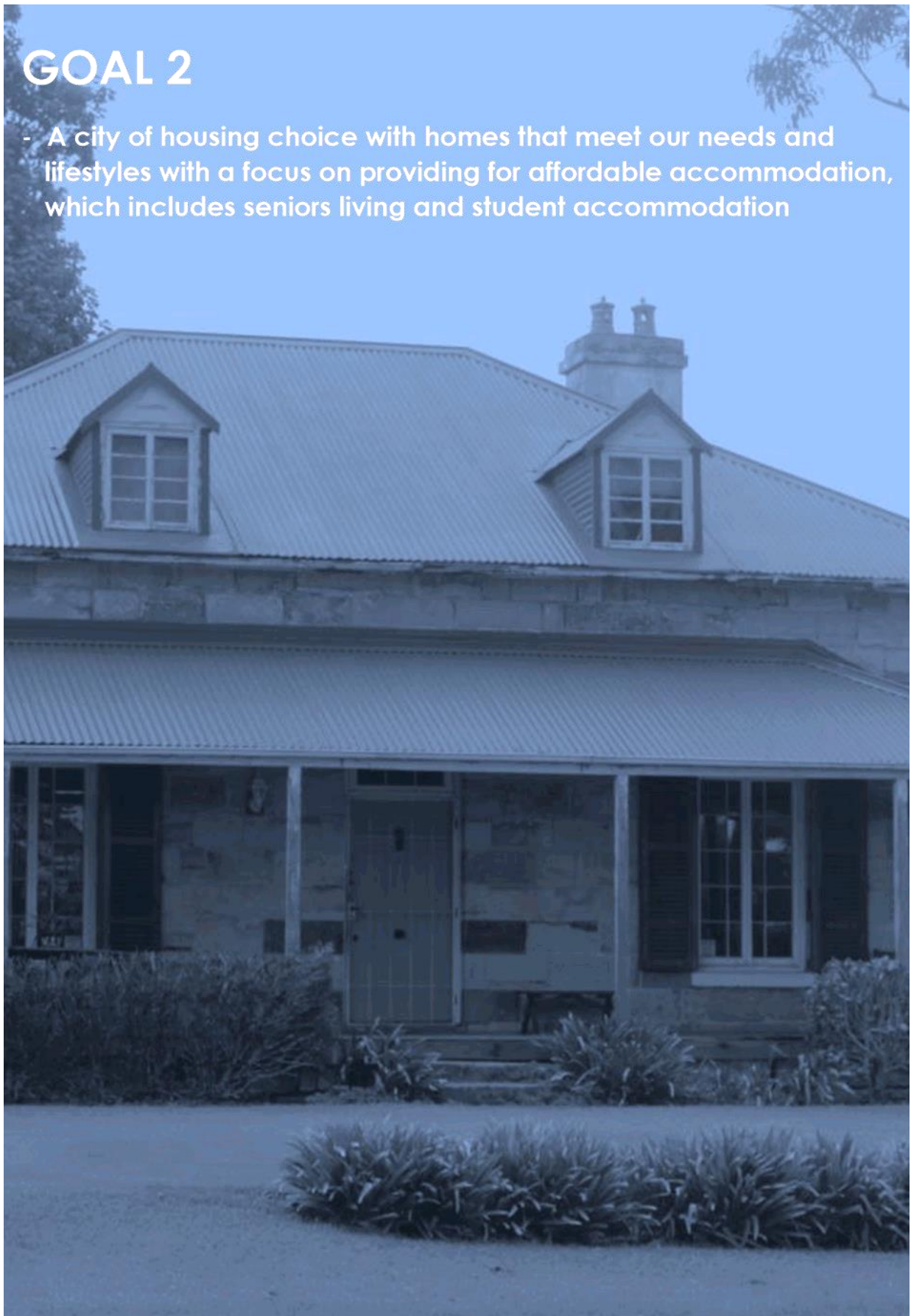
ITEM 2 - ATTACHMENT 1 DRAFT RAYMOND TERRACE AND HEATHERBRAE STRATEGY.

Figure C: Raymond Terrace – Identification of land-use zones, sites with subdivision potential and landmark buildings



GOAL 2

- A city of housing choice with homes that meet our needs and lifestyles with a focus on providing for affordable accommodation, which includes seniors living and student accommodation



GOAL 2

- A city of **housing choice**, with homes that meet our needs and lifestyles with a focus on providing for affordable accommodation, which includes seniors living and student accommodation

DIRECTION 2.1: Enabling development for the purposes of clustering 'like with like' land uses by the identification of key precincts, such as Bourke Street for light industrial, Heatherbrae for bulky goods and key locations for residential development

The planning framework as it relates development standards, such as height has been updated as part of the adoption of the Port Stephens Local Environmental Plan 2013 on 22 February 2014.

The strategic justification for these Local Environmental Plan amendments was provided by the by the Port Stephens Planning Strategy 2011 (PSPS), which is underpinned by the Lower Hunter Regional Strategy 2006. The PSPS identifies the following for Raymond Terrace and Heatherbrae:

- Heatherbrae has been identified as the key location for bulky goods retail in the Local Government Area. Repositioning of this area for this purpose will be facilitated by the development of the Raymond Terrace/Heatherbrae Growth Strategy (this Strategy), which will see an increase in demand for additional employment generating lands
- The population of Raymond Terrace-Heatherbrae-Nelsons Plains area is projected to increase from 13,346 people in 2009 to 21,380 people in 2031, or by 8034 people. This can be largely attributed to the Kings Hill Area
- The Raymond Terrace town centre is affected by the flooding of the Williams and Hunter Rivers
- Bourke Street is retained for local light industry
- The river outlook is an underutilised asset

The key land-use legislative changes for Raymond Terrace resulting from the Port Stephens Local Environmental Plan 2013 included:

- Placing a perimeter of R3 Medium Density Residential around the town centre
- Reducing the boundaries of the B3 Commercial Core to a defined area of the town centre
- Reservation of land at Heatherbrae for the Pacific Highway bypass

This Strategy now seeks to compliment these zoning changes with development standards. For example, the medium density zoning around the town centre will be gain greater means to achieve the objective of density by increasing the permissible height. This will ensure that this location is consistent with other locations zoned R3 Medium Density Residential across the Port Stephens Local Government Area.



Photo: Phoenix Palms, Port Stephens St

Further legislative and regulatory changes that are proposed by this Strategy will be based on the following planning principles:

- The town centre has a plentiful supply of commercial land and a number of locations on its periphery with existing-use rights for commercial purposes, such as the land opposite Raymond Terrace Public School and on the corner of Bourke & Adelaide Streets. The Strategy will seek to **consolidate commercial activities** that are focused around William Street
- Reinforce **William Street as the main retail precinct** and ensure the strong north to south pedestrian directional flow that is provided by the two major shopping centres is maintained
- **Encourage residential density** in the town centre to provide support for business by increasing building heights for the land zoned R3 Medium Density Residential around the town centre
- Retain industrial and commercial lands to the **western side of the Pacific Highway** and do not allow development in the green corridor
- Identify sites that are both suitable for infill and new land release **residential development**

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- Commercial development provides **activation to existing and proposed streets** rather than resulting in introverted private spaces
- Provide **quality open space** over quantity of open space. This is consistent with the best practice approach detailed in the Landcom. 2008, 'Guidelines for Open Space Design'
- Capitalise on the **riverside setting** by providing connections to the river foreshore for improved pedestrian recreational improvements

The following actions seek to achieve these planning principles. This approach is also supportive of the identification of a key number of precincts, such as:

- William Street as the main street of activity and the centre of town centre services
- R3 Medium Density Residential around the town centre as the key location for increased densities to support commercial services
- Boomerang and Riverside parks as key locations of quality open space
- Heatherbrae as the destination for bulky goods
- King Street as the historical precinct
- North-East of the town centre as the key location for light industrial services

These precincts as illustrated by Figure D: Raymond Terrace – Identification of key precincts, catalyst sites and key pedestrian connections (p. 22) are not explicitly defined, but rather seek to provide strategic justification to guide the inclusion or exclusion of permissible development types in each zone. The role of the Strategy is therefore to provide strategic justification and provide answers when questions are asked of the regulatory framework, such as:

- **Why should commercial development be focused around William Street?** The location of key anchors, such as Woolworths and the Defence Administration Building on William Street provides support to surrounding retail, which in turn increases the interest for other businesses, such as offices or accommodation to locate within the town centre. Allowing large scale retail outside of the town centre undermines the ability to provide support to these speciality stores.
- **Why should bulky goods development be focused at Heatherbrae?** Bulky goods development becomes more viable when located in close proximity to other bulky goods development. Heatherbrae displays the characteristics that are sought by such development, such as highway exposure and in

turn the Strategy should support the benefits of agglomerations by focusing this type of development to this one location.

- **Why should developable land be contained to the eastern side of the planned Heatherbrae bypass?** The allocation of land for the planned Heatherbrae bypass has resulted in industrial land at Heatherbrae being split in half. As a result, a small residual parcel exists on the eastern side. Given the significant supply of industrial land at both Heatherbrae and Tomago it would be appropriate to back-zone this residual parcel to E2 – Environmental Conservation. This approach ensures that development is retained to the western side of the proposed by-pass and the Watagan-Stockton Green Corridor as identified under the Lower Hunter Regional Strategy is not incrementally encroached by development.
- **Why identify locations with potential for infill and Greenfield development within Raymond Terrace?** The Lower Hunter Regional Strategy identifies that Raymond Terrace itself is forecast to accommodate an additional 1600 jobs and 300 dwellings by 2031. These small dwelling targets are reflective of the fact that Greenfield development will occur at Kings Hill and Medowie and dwellings within Raymond Terrace itself will be achieved by infill development. The Strategy identifies a site at the end of Speedy Lock Lane and those sites within the town centre that have current subdivision potential that will be used to achieve these targets. Additional sites will also be identified through the implementation of the actions outlined below.

Actions

13. Investigate options to increase the maximum height of building from 9 to 15 metres at locations zoned R3 Medium Density Residential within the town centre to support opportunities for increased density
14. Support the improvement of quality open space within Raymond Terrace and contribute to the target of 300 dwellings by implementing the Boomerang Park Masterplan
15. Insert the standard instrument clause for activated street frontages into the Port Stephens Council Local Environmental Plan 2013 and identify where development is to provide activated street frontages within the town centre to facilitate street activation

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16. The Department of Defence Administration Building is to provide a boardwalk along the Hunter River as part of their existing condition of consent. Council is to work with this property owner to finalise this portion of the boardwalk
17. Rezone a portion of land on the eastern side of the Heatherbrae Pacific Highway bypass corridor, known as Lot 21, DP 1199265, 470 Masonite Road from IN2 Light Industry to E2 Environmental Conservation to provide a clear edge to protect the Watagan to Stockton Green Corridor from development
18. Identify a portion of land at the end of Speedy Lock Lane, Heatherbrae, known as Lot 173, DP 808771 from RU2 Rural Landscape to R2 Low Density Residential as a potential site for greenfield development to assist in achieving the housing targets as identified for Raymond Terrace under the Lower Hunter Regional Strategy
19. Monitor the subdivision of lots within the town centre as a part of the review of the Port Stephens Planning Strategy and facilitate discussions with developers for ways in which Council can assist in achieving density for those locations zoned R3 Medium Density Residential. An excellent forum to achieve this is provided by the Port Stephens Council Industry Reference Group (IRG)
20. Facilitate and encourage shop-top housing within the town centre through ensuring the regulatory framework caters for this development type
21. Review/Audit of future potential residential sites through the review of the Port Stephens Planning Strategy (PSPS)



Photo: Jayco Regional Headquarters, Heatherbrae

DIRECTION 2.2: Providing opportunities for affordable housing and seniors/retirement living

Compared to the NSW median, residents in Raymond Terrace have a smaller mortgage and use a smaller portion of their household income to service it. According to the 2011 ABS Census the median monthly mortgage was \$1,517 in Raymond Terrace compared to the NSW average of \$1,993.

This data, which is reflective of housing affordability is also reflected in the median house price, which is \$274,000 compared to the NSW average of \$415,000. When this is coupled with forecasts that persons over the age of 60 will make-up more than 30% of the population by 2031, it begins to be understood that Raymond Terrace lends itself to providing affordable housing, such as seniors living and/or student accommodation.

This aging population presents a major opportunity for Raymond Terrace as it is well positioned to become a major provider of aged care accommodation. Housing options to be explored may include seniors living accommodation and aged care accommodation. Sites in and around the centre of Raymond Terrace have many attributes required for this kind of affordable accommodation, including:

- Close proximity to services, such as shops, business and medical facilities which is important for not only health reasons, but also social well-being. Housing for older persons should be located within reasonable walking distance of a town centre (i.e. 200-400m)
- A safe walking environment that is level (or has a modest gradient) both on the site and to services/centres. Increasingly sites or locations suitable for use by scooters (i.e. low-gradient, wide paved footpaths) is required to accommodate these movements and enable independence
- Pleasant surroundings with access to a range of outdoor and indoor recreation/leisure facilities
- Access to existing sewerage, electricity and reticulated water services along with adequate road and transport services

The preference for seniors living and affordable housing is illustrative of the trending demographic data, the availability of affordable land, existing social infrastructure and services.

When these characteristics are coupled with the proximity of Raymond Terrace to Newcastle (30 minutes) and Newcastle Airport (15 minutes) there is an opportunity for growth. The Strategy could seek to facilitate this role for Raymond Terrace as a

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destination for affordable housing/retirement through the following actions.

Actions

22. Explore legislative and regulatory framework for further possible mechanisms to achieve small lot housing within the zone R3 Medium Density Residential under the Port Stephens Local Environmental Plan 2013
23. Similar to Action No.10 (p. 14), liaise with the University of Newcastle or private accommodation providers to promote Raymond Terrace as a location with affordable land, existing services and accessibility to the Lower Hunter Region

DIRECTION 2.3: Council facilitating the development of catalyst sites

Over the past decade or so, Council has sought to purchase as part of its operational property portfolio sites for a variety of reasons (e.g. consolidation of open space). Within Raymond Terrace, the focus has been on purchasing key sites, consolidating them and then marketing to potential purchasers.

The purpose of this process is to reduce the obstacles, that for a private developer render the project unfeasible. Council in its governance role then promotes these as catalyst sites for development.

This is a common approach to the redevelopment of key sites where the 'state' of the land simply makes redevelopment unrealistic for a private party. Examples include the remediation and redevelopment of Honeysuckle in Newcastle and Sydney Harbour through both state and federal funds, such as the Building Better Cities Program.

Although Raymond Terrace is on a much smaller scale, the economics of redevelopment still holds true and in turn Council has acquired a number of strategic sites in and around the town centre.

One of the roles of this Strategy is to identify these sites, which include the following:

- North side of King St – 8,000sqm
- Raymond Terrace Sports field Site -35,000sqm
- Bourke St Extension – 14,000sqm
- Corner of Glenelg & Port Stephens St – 2,000sqm
- Corner of Adelaide & William St – 12,000sqm
- Entry Shopping Centre – 7,000sqm

The Strategy will seek to facilitate the development of these key sites through the following action.

Actions

24. Ensure the commercial strategy/prospectus under Action No.12 (p. 15) incorporates these sites and places a detailed emphasis on their most suited use and potential.



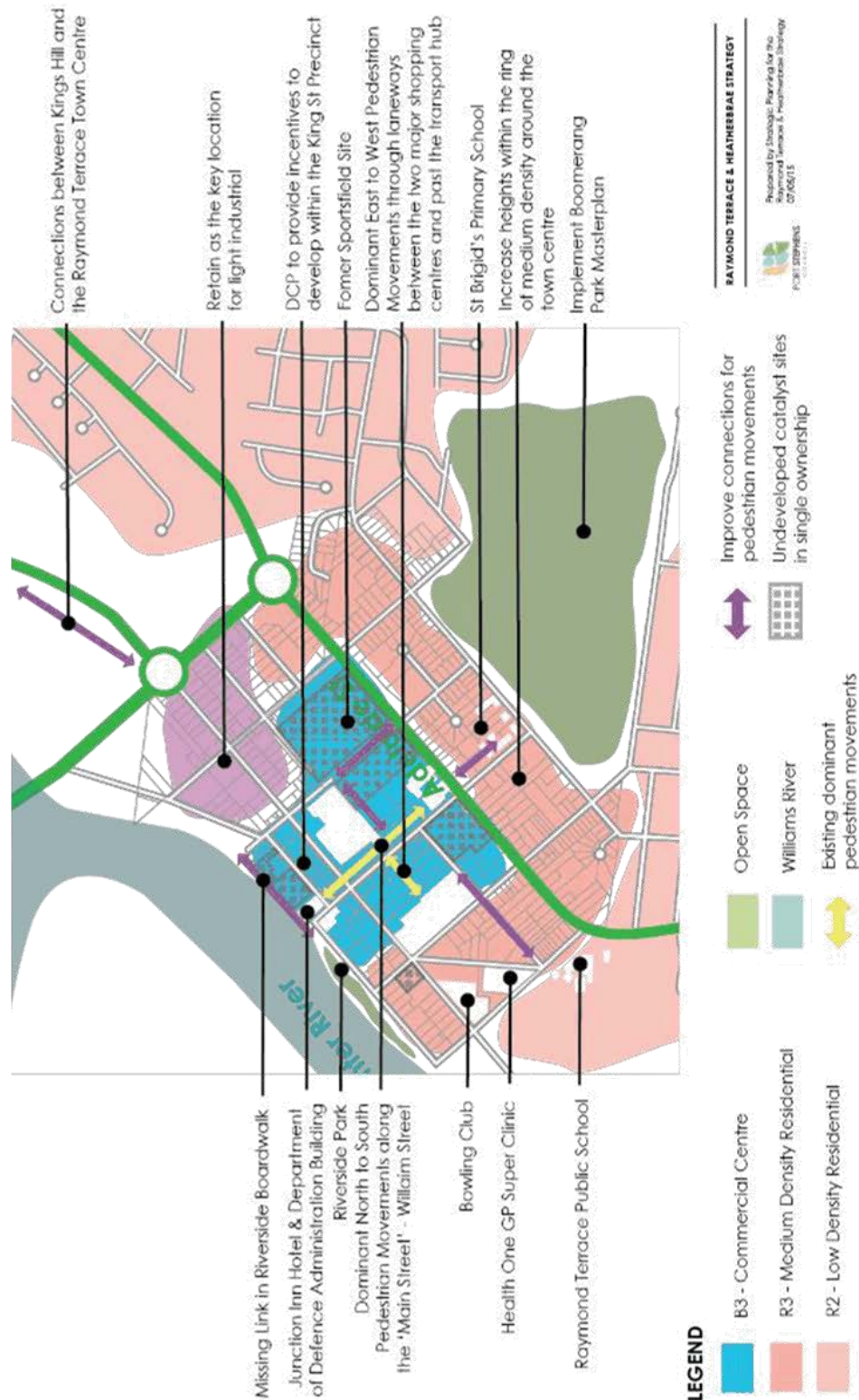
Photo: Lakeside Leisure Centre, Raymond Terrace



Photo: Newcastle Airport, Williamtown

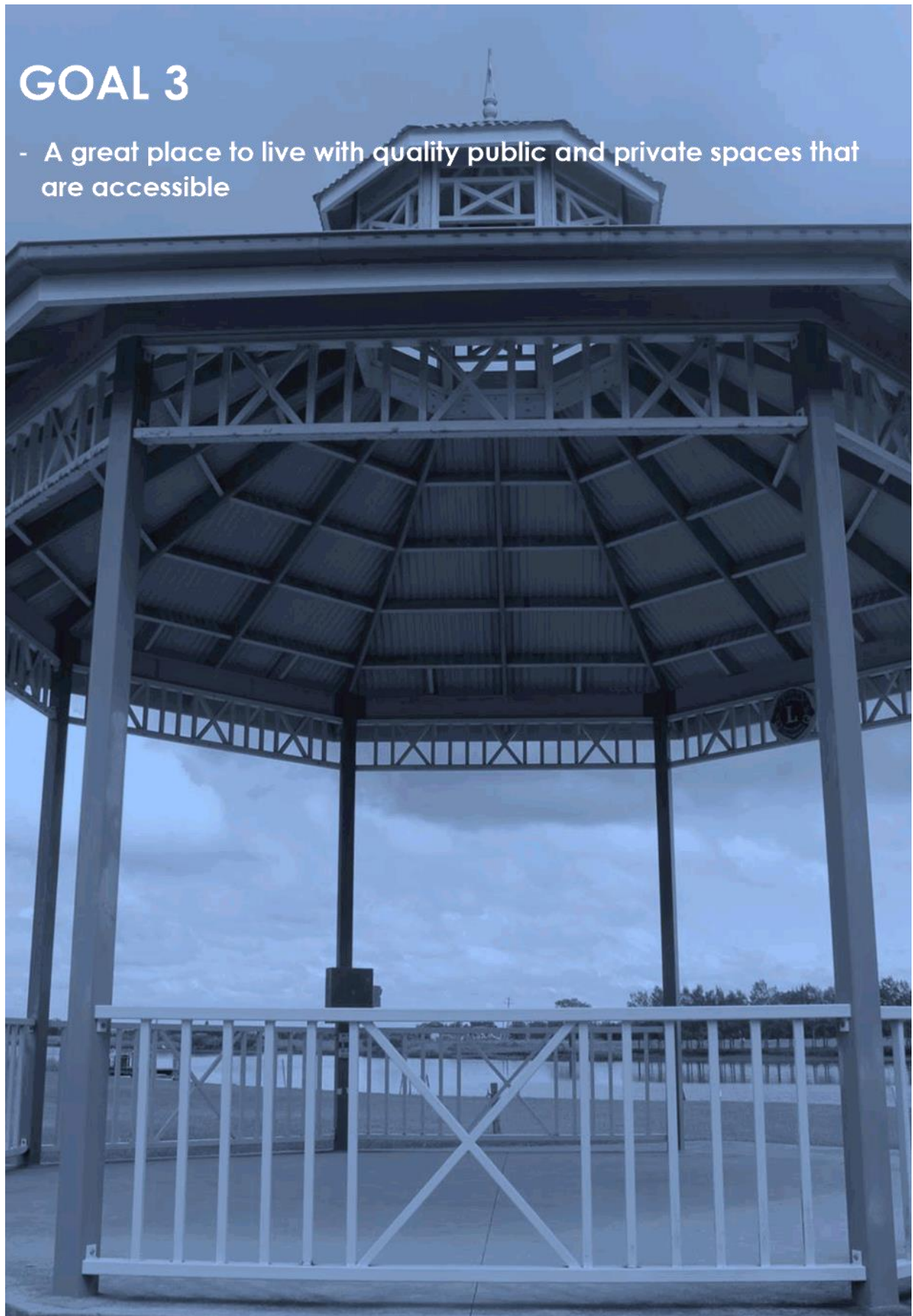
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Figure D: Raymond Terrace – Identification of key precincts, catalyst sites and key pedestrian connections



GOAL 3

- A great place to live with quality public and private spaces that are accessible



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GOAL 3

- A **great place to live** with quality public and private spaces that are accessible

DIRECTION 3.1: Improving the quality of existing open space and undeveloped sites

Raymond Terrace has pockets of open space for both active and passive needs. This open space is both in both public and private ownership, including:

- Boomerang Park
- King Park Sporting Complex
- Jack Johnson Trotting Park
- Riverside Park
- Muree Golf Course
- Bettles Park
- Botanic Gardens
- Lakeside Park and Sporting Complex
- Kittyhawk Park

Figure E: Raymond Terrace – Open Space, Passive Open Space Options and Main Street Upgrades (p. 25) illustrates these locations. The Port Stephens Draft Strategic Asset Management Plan 2015-2025 identified the following 'service levels' based on 2006 census data for key items.

Item	Benchmark	Current
Libraries	1 branch library per 20,000 people	1 – Raymond Terrace Library
Exhibition Space	1 per 30,000 people	2 – Raymond Terrace Library and Council Administration Building
Parks & Reserves	0.4ha per 1,000 persons	3.767Ha per 1,000 persons
Play grounds	1:366.6 ratio to no. children	1.075 ratio to no. children
Leisure Centre	1 per 17,500 persons	2 – Lakeside Leisure Centre & YMCA Raymond Terrace
Sporting Fields	Merits-based approach	9 – King Park Sporting Complex & Lakeside Leisure Centre
Netball Courts	1 per 3,000 persons	10 – King Park Sporting Complex
Skate Park	1 per 4,000 persons aged 5 – 24 years	1 – Former Raymond Terrace Sports field
Tennis Courts	1 per 1,800 persons	8 – King Park Sporting Complex

These figures illustrate that Raymond Terrace exceeds the cited benchmarks for both active and passive open space and other community infrastructure.

Open space serves an important role in the promotion and encouragement of healthy lifestyles for both residents and visitors. When coupled with a traditional preference for detached housing on large lots, Raymond Terrace has vast amounts of open space in both private and public ownership. Consistent with the Landcom. 2008, 'Open Space Design Guidelines', a quantity to quality approach is desired by Council.

This quantity to quality approach is evident through the open space review that was completed in 2007 and led to the reclassification and rezoning of several sites across Port Stephens. More recently this has been evidenced by the Boomerang Park Masterplan. This approach recognises the limited operating budgets of regional Councils and significant amounts of open space that they are required to maintain due to poor past open space planning.

The Strategy will seek to implement this quantity to quality approach in Raymond Terrace through the following actions.

Actions

25. Implementation of the Boomerang Park Masterplan which includes quality paths, play equipment, etc. This is subject to securing appropriate funding.
26. The Streetscape Design Guideline, which is proposed under Action No.33 (p.34) is to take into account urban design elements, such as what trees and/or vegetation would be most appropriate for open spaces
27. Explore possibilities for the activation of undeveloped sites, such as those sites identified as 'catalyst sites'. For example, the former Raymond Terrace sports field regularly hosts visiting circuses. While the site on the corner of Adelaide and William Streets could host pop-up stalls to bring people into the town centre. Examples of activities that are successful in other towns include:
 - 'The Forage' is a showcase of street food by local cafes, food trucks, wineries, designers and breweries in Canberra. It rotates between sites throughout the year to provide activity to

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Figure E: Raymond Terrace – Open Space, Passive Open Space Options and Main Street Upgrades



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Underutilised sites and provide a market for small businesses, such as food trucks.



Photo: The Forge, Street Style Food, Canberra

- The 'King Street' Heritage Festival hosted in April 2015 included a dress-up photo booth, weaving demonstrations, live music and market stalls. It was a celebration of the history and future of this historical precinct



Photo: King St Heritage Festival, Raymond Terrace

- Community gardens have grown in popularity through the refocus on the educational and environmental benefits of locally grown food. Community gardens provide temporary or permanent activation to underutilised sites. The Darby Street Community Garden is an excellent example in Newcastle that has come to fruition through council and community involvement.



Photo: Darby Street Community Garden

DIRECTION 3.2: Identifying locations for future passive open space

During the public exhibition of the Raymond Terrace and Heatherbrae Discussion Paper the community identified a shortfall of passive open space within the town centre. Active open space within the town centre is present at both the northern end (i.e. Riverside Park) and the southern end (i.e. Boomerang Park) of Raymond Terrace, but not within its centre.

Passive open space plays an integral role as both a meeting place and as a place for visitors and residents alike to relax, read a book or eat their lunch. This Strategy proposes to provide passive open space within the town centre. The site should be located between the key generators of pedestrian activity, such as:

- Health One Centre
- Marketplace
- Court House
- Police Local Area Command
- Port Stephens Council Administration Building
- Department of Defence Administration Building
- Health One GP Super Clinic
- St Brigid's Primary School
- Raymond Terrace Public School
- Raymond Terrace Bowling Club

Sites that have been identified to be located between these key generators of pedestrian activity and are within Council ownership include:

- 51 William Street (Old RTA Building)
- Corner Sturgeon & Williams Street
- 16 & 18 King Street (Marriage Trees)

The design of this passive open space/urban plaza should seek to incorporate elements that have been proven to make 'great urban spaces', including food, water, shelter, people and seating.

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Actions

28. Determine a preference for a location for passive open space, whether it be one of the three that have been identified:

- 51 William Street (Old RTA Building)
- Corner Sturgeon & Williams Street
- 16 & 18 King Street (Marriage Trees);

or another suitable alternative. Any future development of these sites could be constructed in lieu of development contributions or Council may seek to construct it with the assistance of federal or state government grants

DIRECTION 3.3: Implementing main street upgrades

Government can assist in achieving more desirable social, environmental or economic outcomes through the use of legislation, regulation or investment.

Local Government can invest in the public domain to enhance the built environment, which attracts business investment through increased patronage. The three main streets within Raymond Terrace that are in need of public domain improvements are William, Port Stephens and Adelaide Streets.

William Street

William Street is the 'Main Street' of Raymond Terrace. It has a diverse variety of retail/commercial premises.

William Street is currently in need of sub-base reconstruction. This provides the opportunity to upgrade the existing paving, lighting, furniture, trees and pavement width to expand on the potential opportunities for alfresco dining.

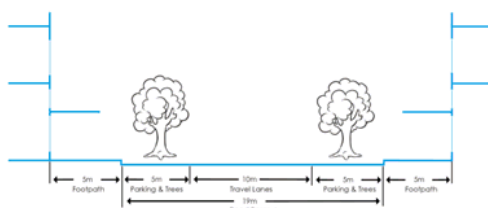
This is intended to involve improving the overall condition of the road and its sub-base and to also reduce the steep slope from the centre of the road to the footpath and kerb. The following concepts have been developed to be discussed during the public exhibition of this Strategy:

Concept 1

- Road improvements (i.e. sub-base reconstruction)
- Upgrade of the existing footpath paving, lighting, street furniture and street trees
- No. of car parking spaces 72, no change
- Detail is provided by Figure F (p.29)

**Concept 2**

- Concept 1, plus the following:
- Widen the footpath on the northern side to create equal footpath widths on both sides of William Street and expand the opportunities for street activation
- No. of car parking spaces 72, no change
- Detail is provided by Figure G (p.30)

**Concept 3**

- Concept 1 and 2, plus the following:
- Incorporate a central median (between Sturgeon and Port Stephens Streets) to improve pedestrian amenity and safety
- No. of car parking spaces: 67, loss of five spaces
- Detail is provided by Figure H (p.31)
-

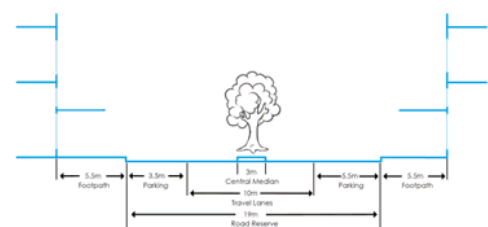


Photo: William Street, Raymond Terrace

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Adelaide Street

The role of Adelaide Street is to provide the principal vehicular access that caters to sub-regional traffic. The layout and configuration of the road has not changed since it was bypassed by the M1 - Pacific Motorway over 20 years ago.

A future concept design for the configuration of Adelaide Street is to take into consideration:

- Retaining two through lanes per direction between Glenelg Street and William Street
- Retain existing parallel kerb-side car parking configuration where currently provided, except at approaches to and departures from Glenelg Street and William Street intersections
- Reconfigure Adelaide Street-William Street Intersection with kerb extensions and removal of exclusive left turn bays, to decrease pedestrian crossing distances
- Introduce gateway markers to Raymond Terrace Town Centre. It is suggested to push out the tree treatment as far as possible to make the entry visible and slow down traffic
- Introduce pedestrian-crossing to slow down traffic with speed hump so that motorists are made aware of the pedestrian network in the town centre. The gateways also serve as focal points that link up the pedestrian network
- Convert the Adelaide Street-Bourke Street intersection to a signalised intersection in support of the Sports Field development that will occur with the extension of Bourke Street
- Review signal phasing for the signalised intersections along Adelaide Street in consideration of the intersection layout revisions

Port Stephens Street

Port Stephens Street functions as a secondary principal vehicular access to Adelaide Street. It serves as alternate access to the town centre from both the north and to the south.

A future concept design for Port Stephens Street is to take into consideration:

- Retaining the existing cross section of Port Stephens Street between Glenelg Street and William Street
- Provide speed tables as traffic calming measures on the Glenelg Street and William Street ends
- Reconfigure cross section of Port Stephens Street between William Street and Bourke Street to replicate the existing cross section between Glenelg Street and William Street

- Convert existing central turning lanes between Bourke Street and Kangaroo Street into a planted median strip
- Consider converting rear-to-kerb angle parking between Bourke and Kangaroo Street to parallel parking

Actions

29. Seek community feedback on the William Street upgrade options during the public exhibition of this Draft Plan. Feedback during this period will result in one preferred option in the finalised strategy.
30. Concept designs and costings will be developed for the upgrade of Adelaide and Port Stephens Streets and subsequently placed on public exhibition for comment.
31. Develop a parking management plan for Raymond Terrace defining the goals for parking provision and incorporate a Parking Structure Plan with a hierarchy of users, links to policies and controls



Photo: Aerial View of Raymond Terrace

Figure F: William Street Upgrade – Concept 1

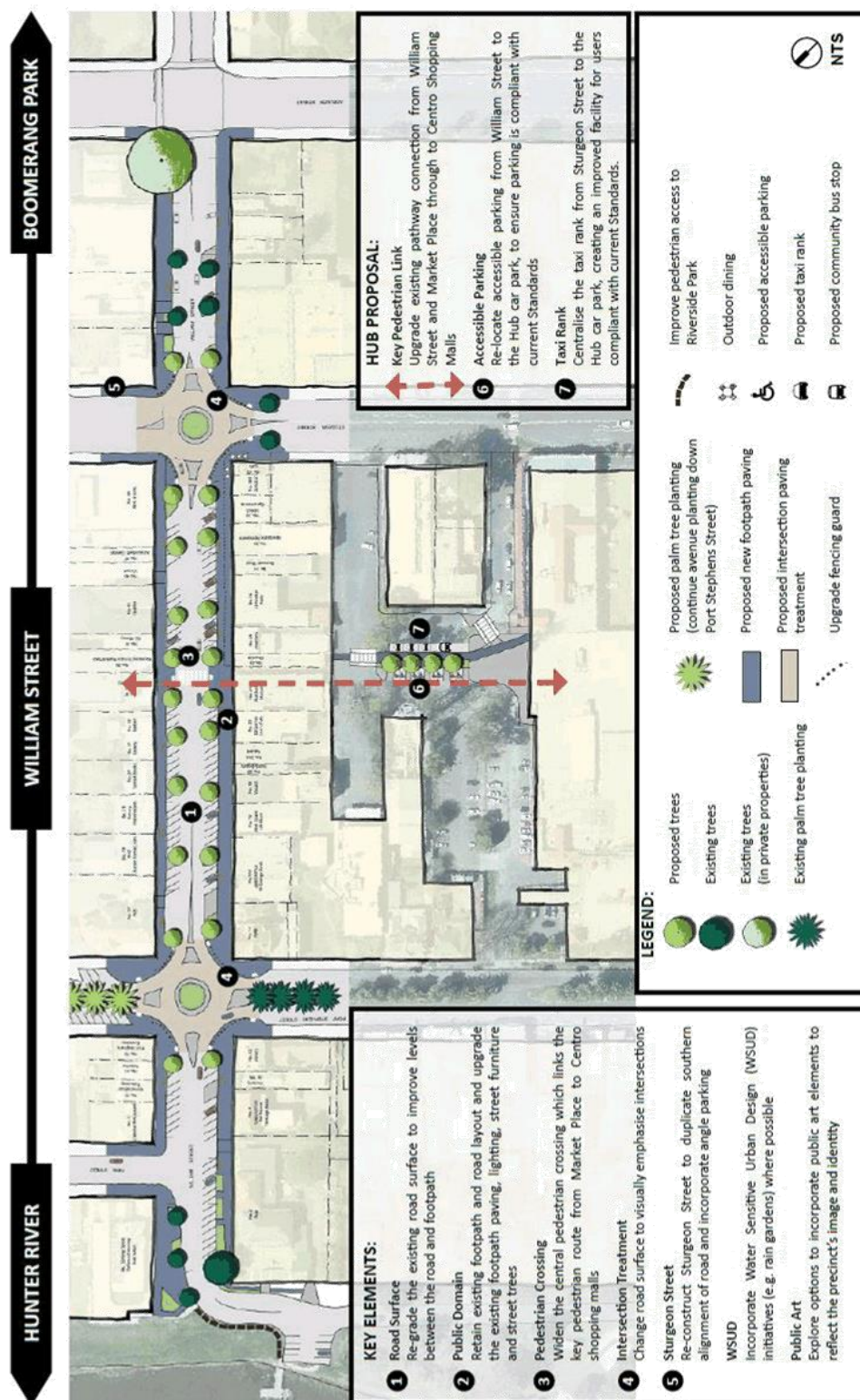


Figure G: William Street Upgrade – Concept 2

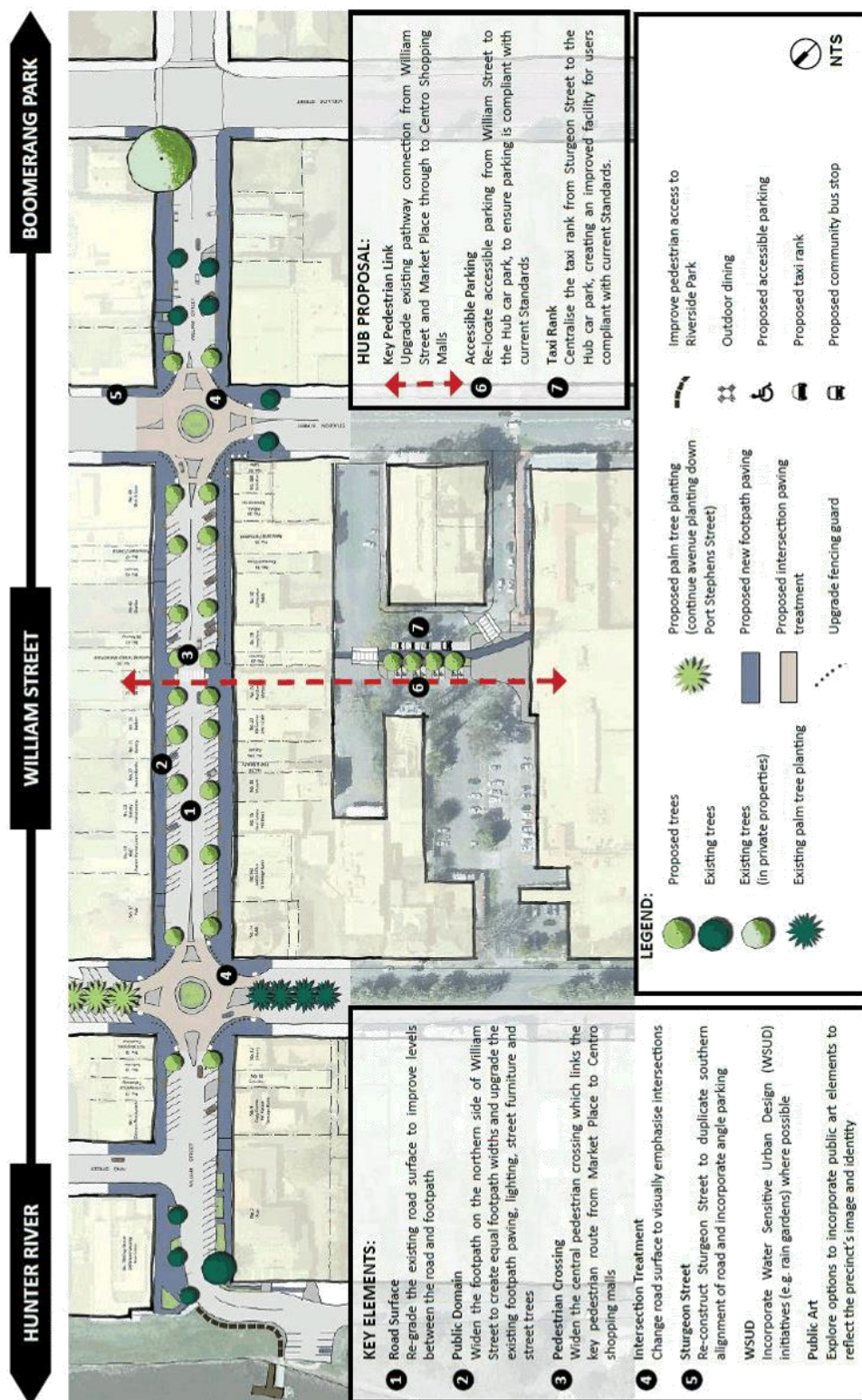
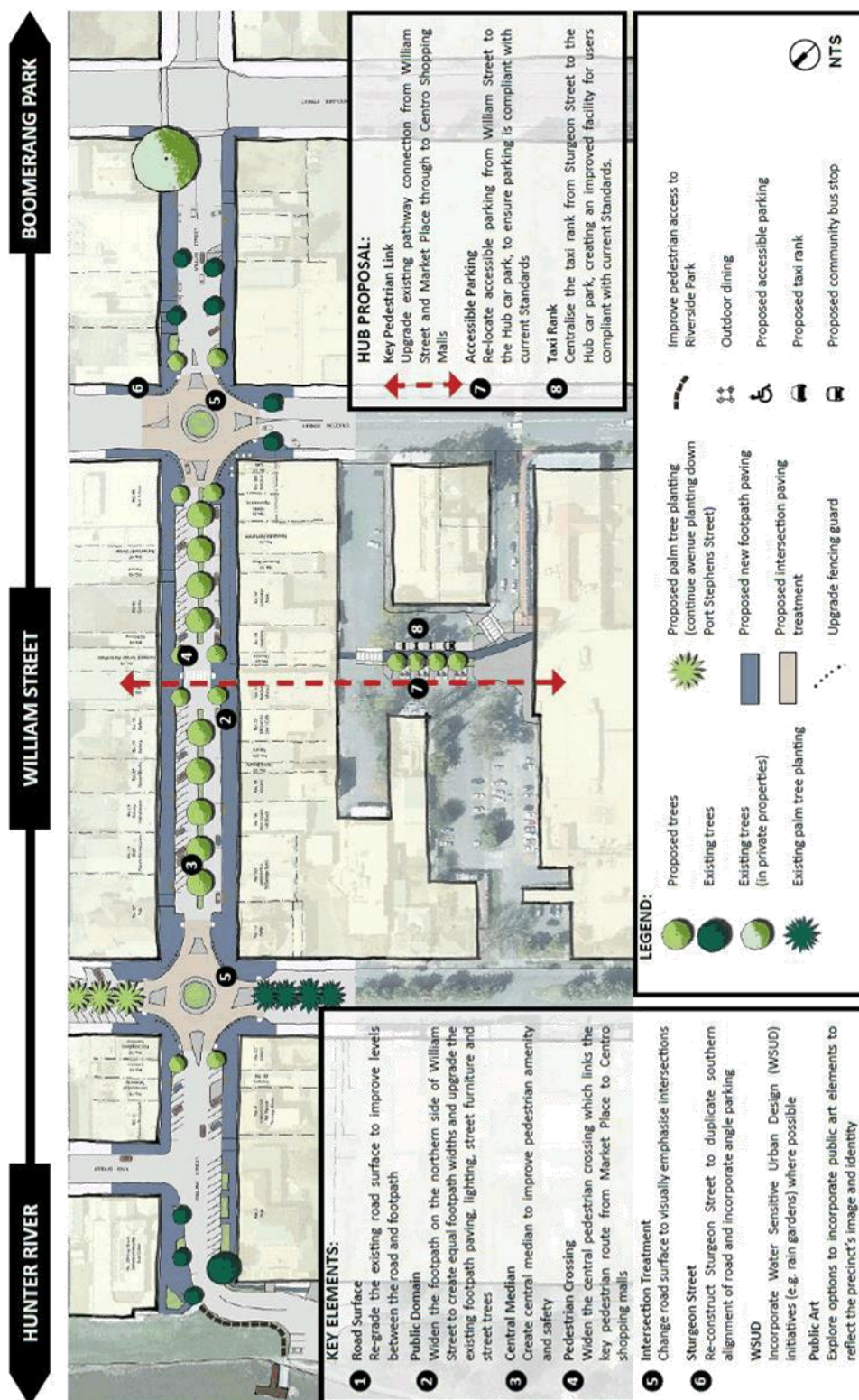
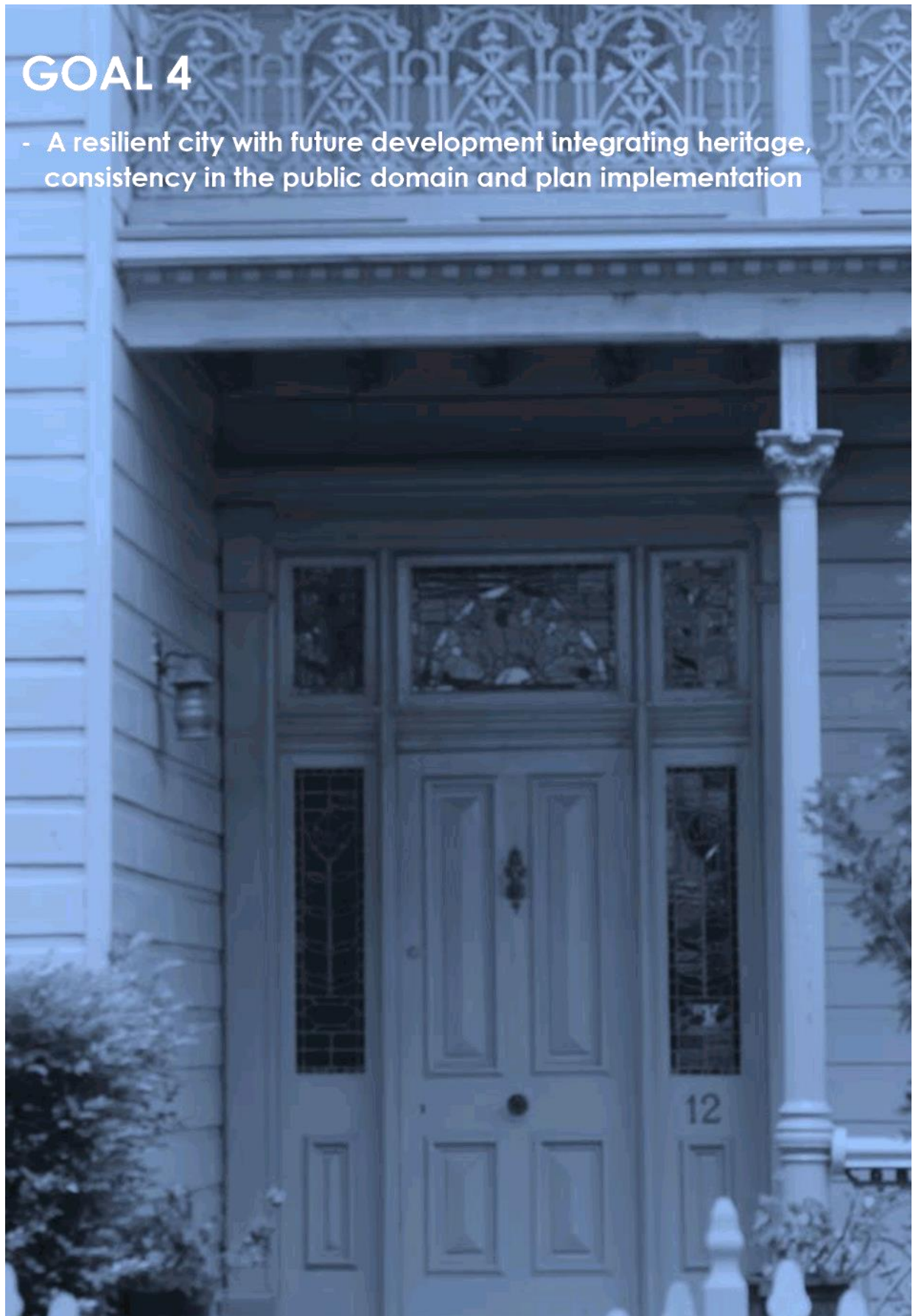


Figure H: William Street Upgrade – Concept 3



GOAL 4

- A resilient city with future development integrating heritage, consistency in the public domain and plan implementation



GOAL 4

- A **resilient city** with future development integrating heritage, consistency in the public domain and plan implementation

DIRECTION 4.1: Retaining connections to the past through integration of heritage into development

The earliest inhabitants of Port Stephens were the Aborigines of the Worimi Tribe. While Port Stephens was first noted by Europeans in 1770 when Captain James Cook referred to Port Stephens in his log as 'an opening forming a bay'.

In 1801 Lieutenant Paterson took the survey vessel 'Lady Nelson' to investigate the coal outcrop that was discovered by Lieutenant Shortland at the mouth of the Hunter River. Paterson travelled upstream and came to the junction of the two rivers now known as the Hunter and Paterson River. Paterson camped overnight near this junction on the riverbank now known as Riverside Park.

This early European history represented in Raymond Terrace is due to its proximity to Sydney and its position on the banks of a river, which were considered the main means of transportation in 18th Century Australia.

The first plans drawn up for the township in 1835 generally correspond to the Town Centre of today. Within three years after the first allotments were offered for sale in 1837 and the town became an important centre with police stationed here; a Court House; Pound; Church and Parsonage; a flour mill and stores; public houses; a doctor's surgery; shops and many private dwellings.

This rich history of Raymond Terrace is best illustrated by those riverside cottages and sandstone structures within the town centre. Those buildings of identified significance are listed as heritage items and those that contribute to the heritage significance of the town centre are included within the heritage conservation area under the Port Stephens Local Environmental Plan 2013.

The role of the Strategy should be to recognise this heritage significance so future development can capitalise on this setting with speciality shopping that is as a point of difference from modern shopping environments. Opportunity exists for any new development to contribute to this setting rather than detract.

King Street

One of Raymond Terrace's key assets is its proximity and cultural ties to the river, some of which can still be interpreted via the heritage buildings on King Street. These aesthetic and historic attributes present a major opportunity for Raymond Terrace. The King Street streetscape is aesthetically significant as a largely intact example of a 19th Century River Port Town consisting of single two storey timber buildings with single storey weatherboard residences.

King Street could potentially become a major indoor and outdoor dining location with high quality restaurants/ cafes as well as a unique destination for local produce and the arts. It is recognised that a number of constraints face the renewal of this precinct, such as:

- limited funding
- flooding
- the height of the river bank
- fragmented land ownership
- condition of existing buildings

However, the community and private investors are starting to recognise the opportunities that this location offers with recent developments evidencing the potential that King Street has to offer.



Photo: Historical King St, Raymond Terrace

A set of guiding development principles have been formulated to guide the development of this precinct. These principles build on the existing Dickson Rothschild. 2007, 'King Street Waterfront Heritage Precinct, Raymond Terrace, NSW Urban Design Study' and have been incorporated into the Draft DCP

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requirements that will accompany the exhibition of this Strategy document.

These guiding principles seek to ensure that new development retains the existing heritage character by retaining existing building elements, such as verandahs and using materials and colours that are sensitive to this locality. The proposed development control plan amendments also seek to incentivise development by allowing a total overall reduction in the number of spaces that will be reduced.

It must also be noted that the future development of the King Street Precinct will also be enhanced through the commercial strategy/prospectus proposed under Action No. 12 (p.15).

Actions

32. Part D9 - Raymond Terrace Town Centre of the Port Stephens Development Control Plan provides additional guidance to heritage and incentives for the integration of historical significance into new development and the preferred location for gateway signage. The proposed Streetscape Design Guideline under Action No.33 (p.34) will detail a common approach and standard to signage within the Raymond Terrace town centre.

DIRECTION 4.2: Developing a streetscape urban design guideline for consistency in the town centre

The role of a streetscape urban design guideline is to go beyond the requirements of a development control plan in guiding a developer and Council as to the types of materials and elements that would be expected of an important public domain. The role of this is to provide consistency of elements, such as street furniture, bins, street trees, paving, etc.

The production of this guideline comes at an opportune time when Council is about to invest in the reconfiguration of its main street which provides a catalyst for the revision and updating of these urban design elements.

This guideline ensures that with each piece meal and incremental development that occurs is consistent with an overall vision for the look and feel of a town centre. It demonstrates that detailed consideration has been provided to every element and that their 'look and feel' should stand the test of time through their durability and appearance.

Actions

33. Develop a streetscape design guideline to be used in the implementation of the William Street, Port Stephens Street and Adelaide Street upgrades. This guideline should seek to provide the same level of detail as the example provided within the City of Ipswich. 2013, 'Ipswich Streetscape Design Guideline – A guide for Council, Developers and the Community'



Photo: Boat on Hunter River, Raymond Terrace

DIRECTION 4.3: Establishing an implementation panel to provide continual input

The most important stage of this Strategy is its implementation. The Strategy has sought to clearly define a list of actions that are based on achieving over-arching directions and goals.

The best way to ensure that the Strategy is implemented is to form a panel that over-looks the implementation of the Strategy.

This implementation panel will be made of Councillors, Council Officers and community members. It will provide continued momentum to the actions of the Strategy once it has been adopted by Council and be integral in providing feed-back into future street upgrades and the facilitation of interim uses of sites, such as on the corner of Adelaide and William streets.

Actions

34. Formulate an implementation panel that meets formally on a regular basis to drive the implementation of the actions contained within this Strategy. The constitution of this group will be formalised by Council when the Strategy is reported to Council at the completion of the exhibition period.

ITEM 2 - ATTACHMENT 1 DRAFT RAYMOND TERRACE AND HEATHERBRAE STRATEGY.**DIRECTION 4.4: Reinforcing the role of Raymond Terrace as the prominent commercial centre to service the future needs of Kings Hill, Medowie, Tomaree Peninsula and other smaller towns**

It has been continually reinforced throughout this Strategy that Raymond Terrace and Heatherbrae are a major regional city that provides services and support for those neighbouring towns.

This regional role relates to transport, being a pick-up/drop-off location for Sydney buses; government, being the location of the Port Stephens Council Administration Building and open space, being the location of regional sporting fields that host events such as the Aboriginal League Knockout.

The purpose of this direction is to reinforce the need to underpin Raymond Terrace as this major regional centre in all future land-use planning decisions.

Actions

35. The implementation panel identified under Action No.34 (p. 34) is to engage and seek input from the sub-region, such as representatives from Newcastle Airport, Medowie, Kings Hill, Karuah, Dungog, Tomaree Peninsula and Tomago.



Photo: Jacaranda Avenue, Raymond Terrace

IMPLEMENTATION

The key step in the development of a Strategy is its implementation. This Strategy identifies a number of clear and concise actions to ensure Raymond Terrace and Heatherbrae becomes a strong regional city, a great place to live, work and play.

A concise summary of these actions, their assigned responsibilities and timeframes are provided under Figure I: Implementation Table (p. 37) and illustrated by the key action maps developed for Raymond Terrace (p. 40) and for Heatherbrae (p. 41).

The actions and their associated timeframes for the next 3-5 years have been made clear through the Implementation Table. However, it is those actions with 'ongoing' timeframes that will require continual monitoring, which is discussed in further detail under Monitoring and Review (p.36).

NEXT STEPS

The next steps in achieving this vision are as follows:

1. Report to Council

Report the Draft Raymond Terrace and Heatherbrae Strategy to Council for endorsement to place the matter on public exhibition for a minimum period of 28 days.

The Strategy will be accompanied by draft amendments to the Development Control Plan, which is the key regulatory tool to enact some of the actions contained within the Draft Strategy.

3. Public Exhibition

Council places the Draft Strategy along with the draft amendments to the Development Control Plan on public exhibition for 28 days. During this time, Council will seek community feedback on the Draft Strategy and DCP amendments.

4. Review of Submissions

Council will review submissions received during the public exhibition period from the community and government agencies.

These submissions will provide feedback into a finalised Strategy for Raymond Terrace and Heatherbrae

5. Report to Council

The finalised Strategy will then be reported back to Council for their endorsement.

At this time, Council will also seek to initiate Direction 4.3 – Establishing an implementation panel to provide continual input (p. 34).

6. Implementation

The implementation of this Strategy will be the primary responsibility of the Economic Development Unit of Port Stephens Council in consultation with the implementation panel.

The Economic Development Unit will seek assistance from other sections of Council, but it is the Economic Development Unit who will hold the key responsibility. Those goals, directions and actions are summarised in the following table.

MONITORING AND REVIEW

The following table illustrates those actions over an immediate time horizon of 3-5 years. This period commences when the Strategy is formally adopted by Council following the exhibition period.

After three years, the Strategy actions will be reviewed and the development of new actions may occur in order to achieve the defined goals and overall vision for Raymond Terrace and Heatherbrae. Within the table, the actions have been defined as either short, medium, long term or ongoing. The exact timing will be determined in consultation with the implementation panel. The short, medium, long and ongoing timeframes serve as an indicator to the resources and priorities from a Council perspective.

Where possible, these key actions have then been illustrated on the key action maps, which are provided as Figure J: Key Action Map – Raymond Terrace (p.40) and Figure K: Key Action Map – Heatherbrae (p.41).

ITEM 2 - ATTACHMENT 1 DRAFT RAYMOND TERRACE AND HEATHERBRAE STRATEGY.

Figure I: Implementation Table

Key:			
ED – Economic Development Unit		FS – Facilities and Services Group	
SP – Strategic Planning Unit		PS – Property Services Section	
IL – Individual Landowners		DAC – Development Assessment & Compliance Section	
GOAL 1 - A competitive economy with regional services, including transport, health, justice, government, commercial, retail, industrial and entertainment			
Direction 1.1 – Growing a more regionally competitive centre by providing lands to strengthen the retail offering of Raymond Terrace and facilitating Heatherbrae as a destination for bulky goods			
No	Action	Indicative Timing	Owner
1	Monitor the supply of B3 – Commercial Core and IN2 – Light Industrial lands in Raymond Terrace as part of the review of the Port Stephens Planning Strategy that is set to occur in 2015/16. Then monitor the supply of these lands on an annual basis once the commercial strategy has been developed in accordance with Action No. 12 (p.15)	Medium	ED SP
2	The Strategy identifies the following land for 4.5ha of B5 Business Development on the western side of the Pacific Highway to facilitate Heatherbrae as a 'key destination for bulky goods': <ul style="list-style-type: none">2253 Pacific Hwy (Pt Lot 62, DP 578367)2259 Pacific Hwy (Pt Lot 1, DP 836879)2259 Pacific Hwy (Pt Lot 1, DP 836879)2265 Pacific Hwy (Pt Lot 1, DP 1113232)2273 Pacific Hwy (Pt Lot 2, DP 1113232)	Short	SP ED
3	Promote catalyst sites for commercial development to underpin William Street as the main street of activity – catalyst sites are discussed under Action No. 24 (p.21)	Ongoing	ED PS
Direction 1.2 – Enhancing road connections both within and to/from Raymond Terrace by completing missing links and undertaking a traffic management analysis/plan for Heatherbrae			
No	Action	Timing	Owner
4	Identify 'missing road links' within the site specific Development Control Plan for Raymond Terrace and Heatherbrae	Short	SP
5	Finalise the construction and maintenance of the multi-transport hub at 'The Close'	Short	FS
6	Update and implement the Raymond Terrace Pedestrian & Cycle Strategy. Complete priority links and advocate for connections to the wider network, such as from Raymond Terrace to Newcastle and Maitland.	Medium	FS
7	Support any future proposals for increased public transport to/from Port Stephens, such as a link between Newcastle Airport and Wickham.	Ongoing	ED SP FS
8	Advocate for the southern interchange of the Heatherbrae Pacific Highway to provide northern access to Heatherbrae	Ongoing	ED SP
9	Undertake a detailed traffic analysis/management plan to determine the future traffic environment of Heatherbrae. This analysis will also identified opportunities for improve accessibility to support additional lands for bulky goods premises. Timing of this action is subject to the finalisation of the Heatherbrae Bypass Plan by RMS.	Medium	ED SP FS
Direction 1.3 – Planning for regional soft infrastructure services to meet the needs of a growing community			
No	Action	Timing	Owner
10	Advocate for Raymond Terrace amongst major institutions, such as the University of Newcastle about the availability of affordable land and key catalyst sites both in Council and in private ownership. Catalyst sites and those with subdivision potential have been identified under Action No.24 (p.21)	Ongoing	ED PS
11	Recognise the role in providing services to those small surrounding centres, such as Medowie, Dungog and Salt Ash through providing a more detailed audit of community services through the review of the Port Stephens Planning Strategy	Medium	SP
Direction 1.4 – Raising the profile of Raymond Terrace through a commercial strategy/prospectus			
No	Action	Timing	Owner
12	Develop a commercial strategy/prospectus that promotes land availability and its development potential, which will:	Short	ED PS

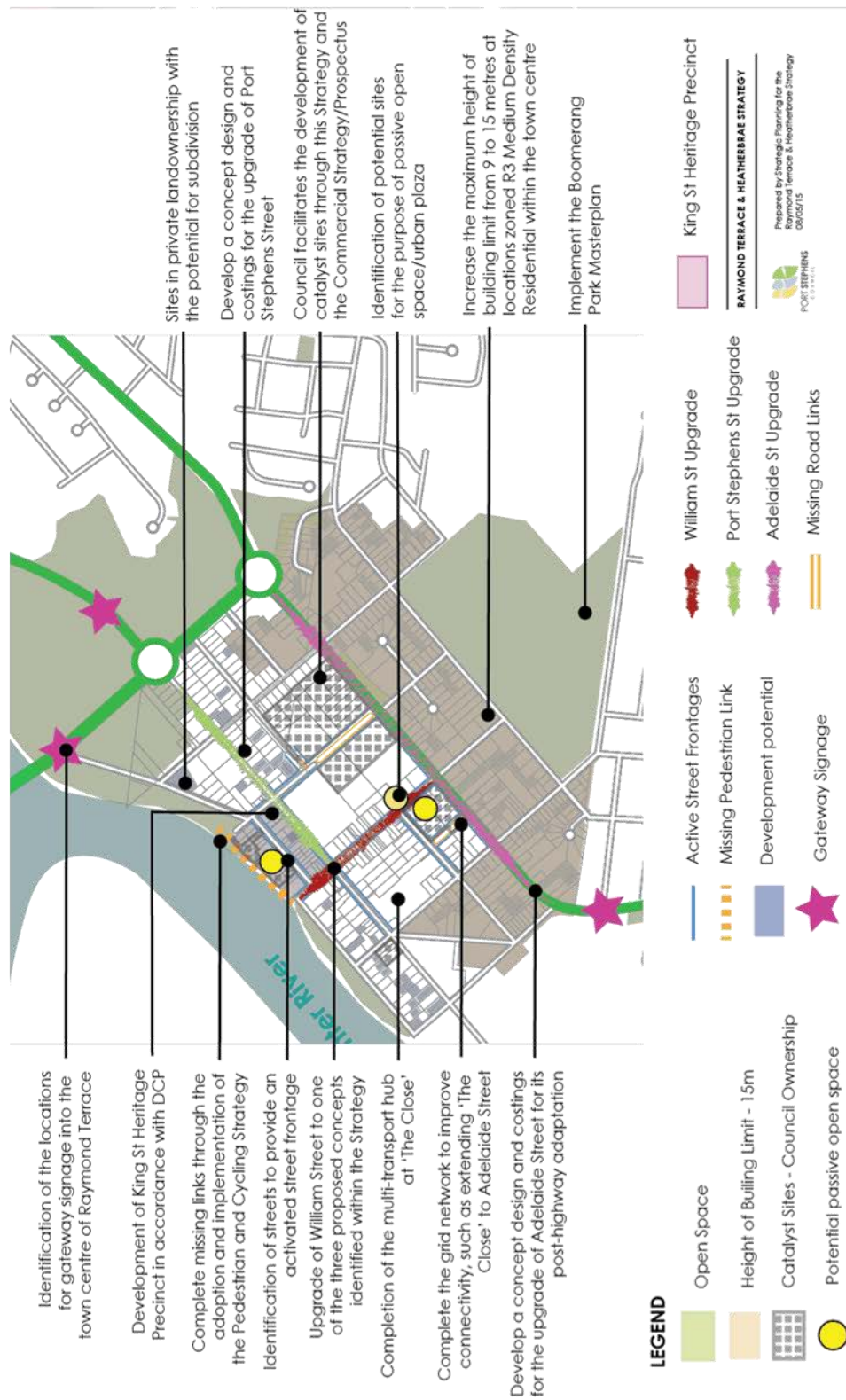
ITEM 2 - ATTACHMENT 1 DRAFT RAYMOND TERRACE AND HEATHERBRAE STRATEGY.

	<ul style="list-style-type: none"> Assist landowners in understanding the development potential of their land under the planning framework Provides prospective developers with an understanding of the precincts and business agglomerations present in Port Stephens Provides current data (i.e. planned infrastructure investments, approved development types, etc.) through an online medium Incorporate data regarding board market parameters from the Property Services Section of Council Follows examples, such as the Wollongong City Council. May 2014, 'Wollongong Investor Prospectus' or 'Lake Macquarie – Love the Lake' 		
GOAL 2 – A city of housing choice with homes that meet our needs and lifestyles with a focus on providing for affordable accommodation, which includes seniors living and student accommodation			
Direction 2.1 – Enabling development for the purposes of clustering 'like with like' land uses by the identification of key precincts, such as Bourke Street for light industrial, Heatherbrae for bulky goods and key locations for residential development			
No	Action	Timing	Owner
13	Investigate options to increase the maximum height of building from 9 to 15 metres at locations zoned R3 Medium Density Residential to support opportunities for increased density	Short	SP IL
14	Support the improvement of quality open space within Raymond Terrace and contribute to the target of 300 dwellings by implementing the Boomerang Park Masterplan	Short	SP
15	Insert the standard instrument clause for activated street frontages into the Port Stephens Council Local Environmental Plan 2013 and identify where development is to provide activated street frontages within the town centre to facilitate street activation	Short	SP
16	The Department of Defence Administration Building is to provide a boardwalk along the Hunter River as part of their existing condition of consent. Council is to work with this property owner to finalise this portion of the boardwalk	Short	DSC IL
17	Rezone a portion of land on the eastern side of the Heatherbrae Pacific Highway bypass corridor, known as Lot 21, DP 1199265, 470 Masonite Road from IN2 Light Industry to E2 Environmental Conservation to provide a clear edge to protect the Watagan to Stockton Green Corridor from development	Short	SP IL
18	Identify a portion of land at the end of Speedy Lock Lane, Heatherbrae, known as Lot 173, DP 808771 from RU2 Rural Landscape to R2 Low Density Residential as a potential site for greenfield development to assist in achieving housing targets as identified for Raymond Terrace under the Lower Hunter Regional Strategy	Medium	SP ED IL
19	Monitor the subdivision of lots within the town centre as a part of the review of the Port Stephens Planning Strategy and facilitate discussions with developers for ways in which Council can assist in achieving density for those locations zoned R3 Medium Density Residential. An excellent forum to achieve this is provided by the Port Stephens Council Industry Reference Group (IRG)	Medium	SP ED DSC
20	Facilitate and encourage shop-top housing within the town centre through ensuring the regulatory framework caters for this development type	Short	SP
21	Review/Audit of future potential residential sites through the review of the Port Stephens Planning Strategy (PSPS)	Medium	ED PS
Direction 2.2 – Providing opportunities for affordable housing and seniors/retirement living			
No	Action	Timing	Owner
22	Explore legislative and regulatory framework for further possible mechanisms to achieve small lot housing within the zone R3 Medium Density Residential under the Port Stephens Local Environmental Plan 2013	Medium	SP
23	Similar to Action No.10 (p. 14), liaise with the University of Newcastle or private accommodation providers to promote Raymond Terrace as a location with affordable land, existing services and accessibility to the Lower Hunter Region	Ongoing	ED
Direction 2.3 – Council facilitating the development of catalyst sites			
No	Action	Timing	Owner
24	Ensure the commercial strategy/prospectus under Action No.12 (p.15) incorporates these sites and places a detailed emphasis on their most suited use	Medium	ED
GOAL 3 – A great place to live with quality public and private spaces that are accessible			
Direction 3.1 – Improving the quality of existing open space and undeveloped sites			
No	Action	Timing	Owner
25	Implementation of the Boomerang Park Masterplan subject to securing	Medium	FS

ITEM 2 - ATTACHMENT 1 DRAFT RAYMOND TERRACE AND HEATHERBRAE STRATEGY.

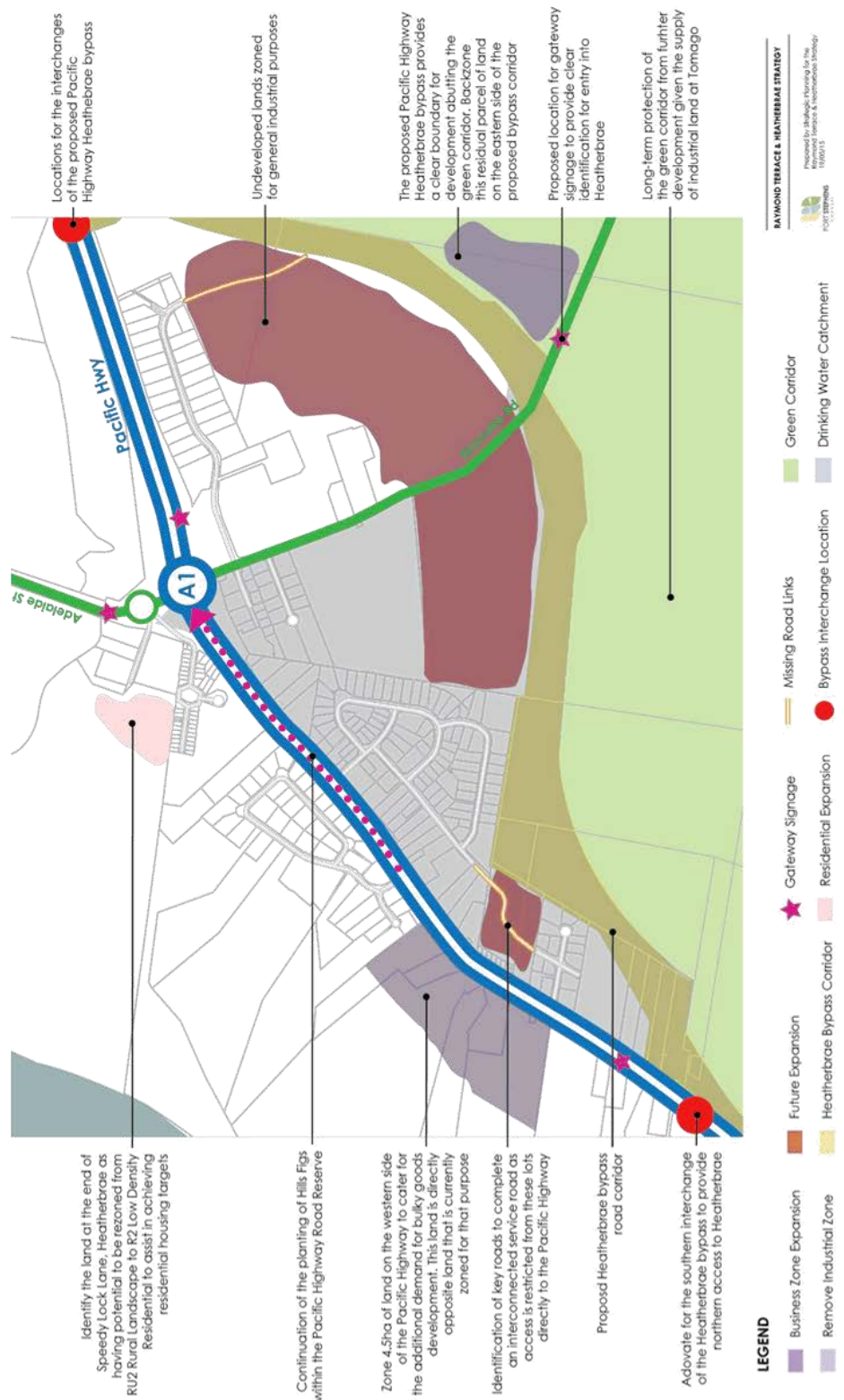
	appropriate funding, which includes quality paths, play equipment, etc.		
26	The Streetscape Design Guideline, which is to be proposed under Action No.33 (p. 34) is to take into account such urban design elements, such as what trees and/or vegetation would be most appropriate for open spaces	Medium	SP FS DAC
27	Explore the possibilities for the activation of undeveloped sites, such as those sites identified as 'catalyst sites'. For example, the former Raymond Terrace sports field regularly hosts visiting circuses. While the site on the corner of Adelaide and William Streets could host pop-up stalls to bring people into the town centre	Medium	ED
Direction 3.2 – Allocation and integrating locations for future passive open space			
No	Action	Timing	Owner
28	Determine a preference for a location for passive open space, whether it be one of the three that have been identified: <ul style="list-style-type: none"> 51 William Street (Old RTA Building) Corner Sturgeon & Williams Street 16 & 18 King Street (Marriage Trees); or another suitable alternative. Any future development of these sites could be constructed in lieu of development contributions or Council may seek to construct it with the assistance of federal or state government grants	Long	SP FS IL
Direction 3.3 – Implementing main street upgrades			
No	Action	Timing	Owner
29	Seek community feedback on the William Street upgrade options during the public exhibition of this Draft Plan. Feedback during this period will result in one preferred option in the finalised strategy	Short	FS SD ED
30	Concept designs and costings will be developed for the upgrade of Adelaide and Port Stephens Streets and subsequently placed on public exhibition for comment	Long	FS
31	Develop a parking management plan for Raymond Terrace defining the goals for parking provision and incorporate a Parking Structure Plan with a hierarchy of users, links to policies and controls, considering a proposal to develop the former sports field site would result in a significant amount of car spaces	Long	FS
GOAL 4 – A resilient city with clear directions for improved social, environmental and economic outcomes			
Direction 4.1 – Retaining connections to the past through the integration of heritage into development			
No	Action	Timing	Owner
32	Implement the proposed Part D9 - Raymond Terrace Town Centre of the Port Stephens Development Control Plan provides additional guidance to heritage and incentives for the integration of historical significance into new development	Short	SP
Direction 4.2 – Development a streetscape design guideline for consistency in the town centre			
No	Action	Timing	Owner
33	Develop a streetscape design guideline to be used in the implementation of the William Street, Port Stephens Street and Adelaide Street upgrades. This guideline should seek to provide the same level of detail as the example provided within the City of Ipswich. 2013, 'Ipswich Streetscape Design Guideline – A guide for Council, Developers and the Community'	Short	SP FS
Direction 4.3: Establishing an implementation panel to provide continual input			
No	Action	Timing	Owner
34	Formulate an implementation panel that meets formally on a regular basis to drive the implementation of the actions contained within this Strategy. The constitution of this group will be formalised by Council when the Strategy is reported to Council at the completion of the exhibition period.	Short	SP ED
Direction 4.4 – Reinforcing the role of Raymond Terrace within the Local Government Area commercial hierarchy as the prominent commercial centre to service the future needs of Kings Hill and Medowie			
No	Action	Timing	Owner
35	The implementation panel identified under Action No.34 (p. 34) is to engage and seek input from the sub-region, such as representatives from Newcastle Airport, Medowie, Kings Hill, Karuah, Dungog, Tomaree Peninsula and Tomago	Short	SP ED

Figure J: KEY ACTION MAP – RAYMOND TERRACE



ITEM 2 - ATTACHMENT 1 DRAFT RAYMOND TERRACE AND HEATHERBRAE STRATEGY.

Figure K: KEY ACTION MAP – HEATHERBRAE



ITEM 2 - ATTACHMENT 1 DRAFT RAYMOND TERRACE AND HEATHERBRAE STRATEGY.



ITEM 2 - ATTACHMENT 2 DRAFT AMENDMENTS TO THE PORT STEPHENS DEVELOPMENT CONTROL PLAN.

D1

HEATHERBRAE

D1 Heatherbrae**Application**

- This Part applies to the land identified as Heatherbrae

Objectives

- | | | |
|------|----------------|---|
| D1.A | Setback | <ul style="list-style-type: none"> To ensure development has regard to the Pacific Hwy |
|------|----------------|---|

Requirements

- | | | |
|------|---------------------------------------|--|
| D1.1 | Pacific Highway Setback & Landscaping | <ul style="list-style-type: none"> Provide a minimum 10m front setback from the Pacific Highway <i>road reserve</i> Provide 5m landscaping from the <i>building line or setback</i> and define this as a 'restriction to user' under clause 88D of the Conveyancing Act 1919 <p>Note: C3.3 (p. ##) requires a front setback of 6m from the front property boundary or the existing <i>average building line</i> for development defined as industrial</p> |
|------|---------------------------------------|--|

Objectives

- | | | |
|------|---------------------|---|
| D1.B | Street Trees | <ul style="list-style-type: none"> To ensure suitable street trees are appropriately sited |
|------|---------------------|---|

Requirements

- | | | |
|------|--------------|---|
| D1.2 | Street Trees | <ul style="list-style-type: none"> Development continues the row of Hills Figs on the western side and replicates the row of Hill Figs on the eastern side of the Pacific Highway, Heatherbrae <p>Note: C1.8(p.##) requires street trees as a component of the <i>road reserve</i> at <i>subdivision</i></p> |
|------|--------------|---|

Objectives

- | | | |
|------|----------------------|--|
| D1.C | Street Layout | <ul style="list-style-type: none"> To ensure a permeable and connected street network with safe access from the Pacific Hwy |
|------|----------------------|--|

Requirements

- | | | |
|------|---------------|--|
| D1.3 | Street Layout | <ul style="list-style-type: none"> Street layout adheres with Figure DB (p. D-4) <ul style="list-style-type: none"> Giggins Road connects to Griffin Street Extension of Camfield Drive Access to the Pacific Highway is restricted to those two intersections identified on Figure DB (p. D-4) Internal intersections contain concrete mediums with either a give-way or stop treatment <p>Note: C1.5 (p. C-##) ensures the street layout adheres to the <i>infrastructure specific –design</i>¹¹</p> |
|------|---------------|--|

Objectives

- | | | |
|------|-----------------|---|
| D1.D | Drainage | <ul style="list-style-type: none"> To mitigate for negative impacts on water quality |
|------|-----------------|---|

Requirements

- | | | |
|------|-----------------------|--|
| D1.4 | Water Quality Control | <ul style="list-style-type: none"> Water quality measures comply with the Hunter Water (Special Areas) Regulation 2003 given the area's |
|------|-----------------------|--|

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ITEM 2 - ATTACHMENT 2 DRAFT AMENDMENTS TO THE PORT STEPHENS DEVELOPMENT CONTROL PLAN.

D1

HEATHERBRAE

	Measures	location within the Tomago Sandbeds Catchment. Note: B4.4 (p. B-26) requires water quality measures to provide further guidance to PSLEP 2013 Clause 7.8, 7.9 and 7.10 relating to water quality
Objectives		
D1.E	Airport Operational Requirements	<ul style="list-style-type: none"> To ensure that the operational needs of the Williamstown RAAF Base are provided consideration in the development of lands in proximity to the Airport
Requirements		
D1.5	General Requirements	Note: Heatherbrae is located within the Williamstown RAAF Base obstacle limitations or operations surface map. B7 (p. B-33) provides requirements relating to the Williamstown RAAF Base obstacle limitations or operations surface map
Objectives		
D1.F	Gateway Signage	<ul style="list-style-type: none"> To ensure the location of gateway signage is appropriately sited to signify an entry point
Requirements		
D1.6	Gateway Signage	<ul style="list-style-type: none"> Gateway signage is provided in the locations identified on Figure DB (p. D-4)

ITEM 2 - ATTACHMENT 2 DRAFT AMENDMENTS TO THE PORT STEPHENS DEVELOPMENT CONTROL PLAN.

D1

HEATHERBRAE

Figure DA:

Heatherbrae
Land
Application
Map



D-3

ITEM 2 - ATTACHMENT 2 DRAFT AMENDMENTS TO THE PORT STEPHENS DEVELOPMENT CONTROL PLAN.

D1

HEATHERBRAE

Figure DB: Heatherbrae Locality Controls Map



D-4

ITEM 2 - ATTACHMENT 2 DRAFT AMENDMENTS TO THE PORT STEPHENS DEVELOPMENT CONTROL PLAN.

D9

RAYMOND TERRACE TOWN CENTRE

D9 Raymond Terrace Town Centre

Application		
<ul style="list-style-type: none"> This Part applies to the land identified as Raymond Terrace Town Centre 		
Objectives		
D9.A	Residential Setbacks	<ul style="list-style-type: none"> To provide a consistent setback to encourage <i>street activation</i>
Requirements		
D9.1	Garage Setback	<ul style="list-style-type: none"> A garage in a residential zone and within the <i>heritage conservation area</i> is to provide a minimum front setback of 2m for that garage <p>Note: C4.13 (p. ##) requires a minimum garage setback of 1m behind the <i>building line or setback</i></p>
Objectives		
D9.B	Facades	<ul style="list-style-type: none"> To provide activate <i>street activation</i>
Requirements		
D9.2	Pedestrian Corridors	<ul style="list-style-type: none"> Pedestrian corridors, such as those within the town centre provide a direct line of sight from entry to exit <p>Note: C2.E (p. ##) requires <i>development</i> to be safe and secure for pedestrians and contributes to the <i>public domain</i> safely by incorporating principles of <i>Crime Prevention through Environmental Design (CPTED)</i></p>
D9.3	Active Street Frontage	<ul style="list-style-type: none"> Provide an <i>active street frontage</i> where identified by the <i>active street frontage map</i> under the Port Stephens Local Environmental Plan 2013 and as also identified by Figure DS (p. D-11) <p>Note: C2.13 (p. ##) requires <i>development</i> to provide continuity of an <i>active street frontage</i> for localities where <i>business or retail premises</i> predominately face the street and have direct pedestrian access from the street as identified in Part D- Specific Areas.</p>
Objectives		
D9.C	Solar Access	<ul style="list-style-type: none"> To ensure <i>solar access</i> to the public domain
Requirements		
D9.4	William Street	<ul style="list-style-type: none"> <i>Development</i> does not impede <i>solar access</i> to the southern side and northern sides of William Street from 11am-4pm, Australian Eastern Standard Time <p>Note: C1.13 (p. C-##) seeks to ensure <i>subdivision</i> provides consideration to <i>solar access</i></p>
Objectives		
D9.D	King Street	<ul style="list-style-type: none"> To provide development that is in-keeping with the existing heritage character of King Street

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ITEM 2 - ATTACHMENT 2 DRAFT AMENDMENTS TO THE PORT STEPHENS DEVELOPMENT CONTROL PLAN.

D9

RAYMOND TERRACE TOWN CENTRE

		<ul style="list-style-type: none"> To ensure development is consistent with the identified Masterplan for the King Street Precinct To provide incentives for the retention and redevelopment of King Street heritage listed items, such as reduced parking requirements
Requirements		
D9.5	King Street Heritage Character	<ul style="list-style-type: none"> Development that provides a frontage to King St will be in accordance with the King Street Masterplan, which is included as Figure DG (p. D-12)
D9.6	King Street Heritage Character	<ul style="list-style-type: none"> Development that provides frontage to King St is in accordance with the following key design principles: <ul style="list-style-type: none"> Establish precinct character through: <ul style="list-style-type: none"> Retention/Reinstatement of identified heritage/character items A cohesive riverfront built edge which reflects the area's river port origins Public domain elements, such as street trees, landscape, signage, lighting and street furniture are consistent with the proposed Streetscape Design Guideline Creation of a public urban riverfront park in the open space fronting Barrier Lane and King Street incorporating the Marriage Trees and edged by the Bond Store and the Masonic Lodge <p>Note: The Raymond Terrace & Heatherbrae Strategy identifies this site as suitable for passive open space/urban plaza within the town centre</p> <ul style="list-style-type: none"> Creation of an accessible riverfront boardwalk that is 1 metre below the flood planning level (approximately at 4.3 AHD) stretching between William and Bourke Streets. The boardwalk is to be located above the levee and all development should consider this aspect as an integral part of their river frontages Replace the flood wall adjacent to the Bond Store with an operable removable flood gate to open up views to the river as well as reinstate the Bond Store to its original riverfront setting. Create a system of accessible ramps as well as stairs to connect the two sides of the opening Create a special use development site East of Barrier Lane on the river front with a river side deck Reinforce the existing views and introduce new vistas and pedestrian connections to the river Minimise vehicular entry points along King Street to maintain integrity of streetscape. Consider development incentives of integrated solutions such as common entry/egress points Consider reduced parking requirements and relocate excess parking to satellite locations

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ITEM 2 - ATTACHMENT 2 DRAFT AMENDMENTS TO THE PORT STEPHENS DEVELOPMENT CONTROL PLAN.

D9

RAYMOND TERRACE TOWN CENTRE

		<p>Note: D9.7 (p. D-7) provides details what will be considered in terms of reduced parking requirements</p> <ul style="list-style-type: none"> Retention of existing post verandahs and cantilevered awnings and these features are to be integrated into new additions where possible Incorporation of light weight construction materials consistent with existing buildings <p>Note: B8.3 (p. ##) requires works on a <i>heritage item</i> or item located in the <i>heritage conservation area</i> consistent with the <i>statement of heritage significance</i> of the existing building or the heritage character of the area</p>
D9.7	King Street Parking Requirements	<ul style="list-style-type: none"> Development within the King Street Precinct as identified by Figure DS (p. D-11) receives a 100% reduction in the total parking required by B9.2 (p. ##) This reduction is off-set by a 75% increase in bike parking as required by B9.2 (p. ##) On-site car parking is to be screened from King Street frontage and not provided above the <i>Flood Planning Level (FPL)</i> <p>Note: B9.2 (p. ##) requires that all development that has the potential to create demand for on-site parking provides parking in accordance with Figure BN(p. B-60)</p>
D9.8	Colours	<ul style="list-style-type: none"> Finishes are earth colours or light tones Roofs are to be light grey/galvanised
D9.9	Materials	<ul style="list-style-type: none"> Development is to be of timber wharf style construction for boardwalk along the riverfront
Objectives		
D9.E	Street Layout	<ul style="list-style-type: none"> Development contributes to existing compact and interconnected street patterns
Requirements		
D9.8	Street Layout	<ul style="list-style-type: none"> Development of riverside lots on the northern side of King St provides waterfront access Bourke St is extended from Adelaide St to Port Stephens St to continue the grid-like network <ul style="list-style-type: none"> This requires the reconfiguration of the Bourke to Adelaide Street intersection to a signalised intersection to allow full turning movements, including right turn from Adelaide St Carmichael St is extended from the existing cul-de-sac to Bourke St 'The Close' is extended to connect to Adelaide Street <p>Note: C1.6 (p. ##) requires the street layout to be interconnected to provide a grid-like structure</p>
Objectives		
D9.F	Pedestrian and Cycling	<ul style="list-style-type: none"> To provide interconnected and accessible pedestrian and cycle paths to encourage walkability To ensure pedestrian and cycle paths are provided in

D- 7

ITEM 2 - ATTACHMENT 2 DRAFT AMENDMENTS TO THE PORT STEPHENS DEVELOPMENT CONTROL PLAN.

D9

RAYMOND TERRACE TOWN CENTRE

		accordance with the technical specifications for durability and safety
Requirements		
D9.9	Pedestrian and Cycle Paths	<ul style="list-style-type: none"> Pedestrian and Cycle Paths are provided in accordance with the Draft Raymond Terrace Pedestrian and Cycling Strategy <p>Note: B9 (p. ##) requires engineering works to be provided in accordance with the <i>Infrastructure Specification – Design</i></p>
Objectives		
D9.G	Street Trees	<ul style="list-style-type: none"> To ensure suitable street trees are appropriately sited
Requirements		
D9.10	Street Trees	<ul style="list-style-type: none"> Development along Jacaranda Avenue protects and enhances Jacaranda Palms Development along the Southern road reserve of Adelaide Street protects and enhances Poplars Development from Swan Street to Kangaroo Street provides pear trees in the verge of the road reserve and consistent planting in the central median Development along Port Stephens Street provides Phoenix Palms and protects within the median strip Development enhances and is designed to complement the King Street Marriage Trees Development provides street trees in accordance with the Adelaide St, Port Stephens St and William St Master plans, which are actions of the Raymond Terrace and Heatherbrae Strategy 2015-2031 <p>Note: C1.8 (p. ##) requires street trees as a component of the <i>road reserve</i> at <i>subdivision</i></p>
Objectives		
D9.H	Open Space	<ul style="list-style-type: none"> To ensure an appropriate site is identified, acquired and protected for the purpose of a Town Park
Requirements		
D9.11	Town Park	<ul style="list-style-type: none"> One of the three sites identified by the Draft Raymond Terrace and Heatherbrae Strategy is identified for acquisition to be developed as a Town Park <ul style="list-style-type: none"> This park considers the relocation of the skate park that is currently positioned at 112 Adelaide Street, Raymond Terrace, Lot 1, DP 1156304 to this Town Park as an alternative to Boomerang Park <p>Note: C1.16 (p. ##) requires a small local park under C1.14 (p. ##) to provide:</p> <ul style="list-style-type: none"> Demonstrates centrality by being located near transport nodes, public buildings, waterfronts, libraries or places of public worship Is bounded by a local street Is faced by lots zoned residential or commercial

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ITEM 2 - ATTACHMENT 2 DRAFT AMENDMENTS TO THE PORT STEPHENS DEVELOPMENT CONTROL PLAN.

D9

RAYMOND TERRACE TOWN CENTRE

		<ul style="list-style-type: none"> • Provides advanced evergreen shade trees • Provides multiple entry and exit points • Creates links between public and private areas • Integrates remnant vegetation • Provides seating
Objectives		
D9.I	Flood Hazard	<ul style="list-style-type: none"> ▪ To ensure that <i>development</i> within the flood planning area does not contribute to the flood hazard ▪ To satisfy the provisions of PSLEP 2013 Clause 7.3 relating to flooding, such as minimising the flood risk to life and property, which are associated with the use of land
Requirements		
D9.13	Flood Hazard	<ul style="list-style-type: none"> ▪ <i>Development</i> is to be constructed to 5.3m AHD <p>Note: B5.1 (p. ##) requires development to be compatible with the <i>flood hazard</i> of the land</p>
Objectives		
D9.J	Drainage and Water Quality	<ul style="list-style-type: none"> ▪ To effectively manage stormwater to ensure downstream impacts are minimised
Requirements		
D9.14	Detention Basin	<ul style="list-style-type: none"> ▪ Land indicatively drawn on Figure DS (p. D-11) is reserved for the purpose of a retention basin

ITEM 2 - ATTACHMENT 2 DRAFT AMENDMENTS TO THE PORT STEPHENS DEVELOPMENT CONTROL PLAN.

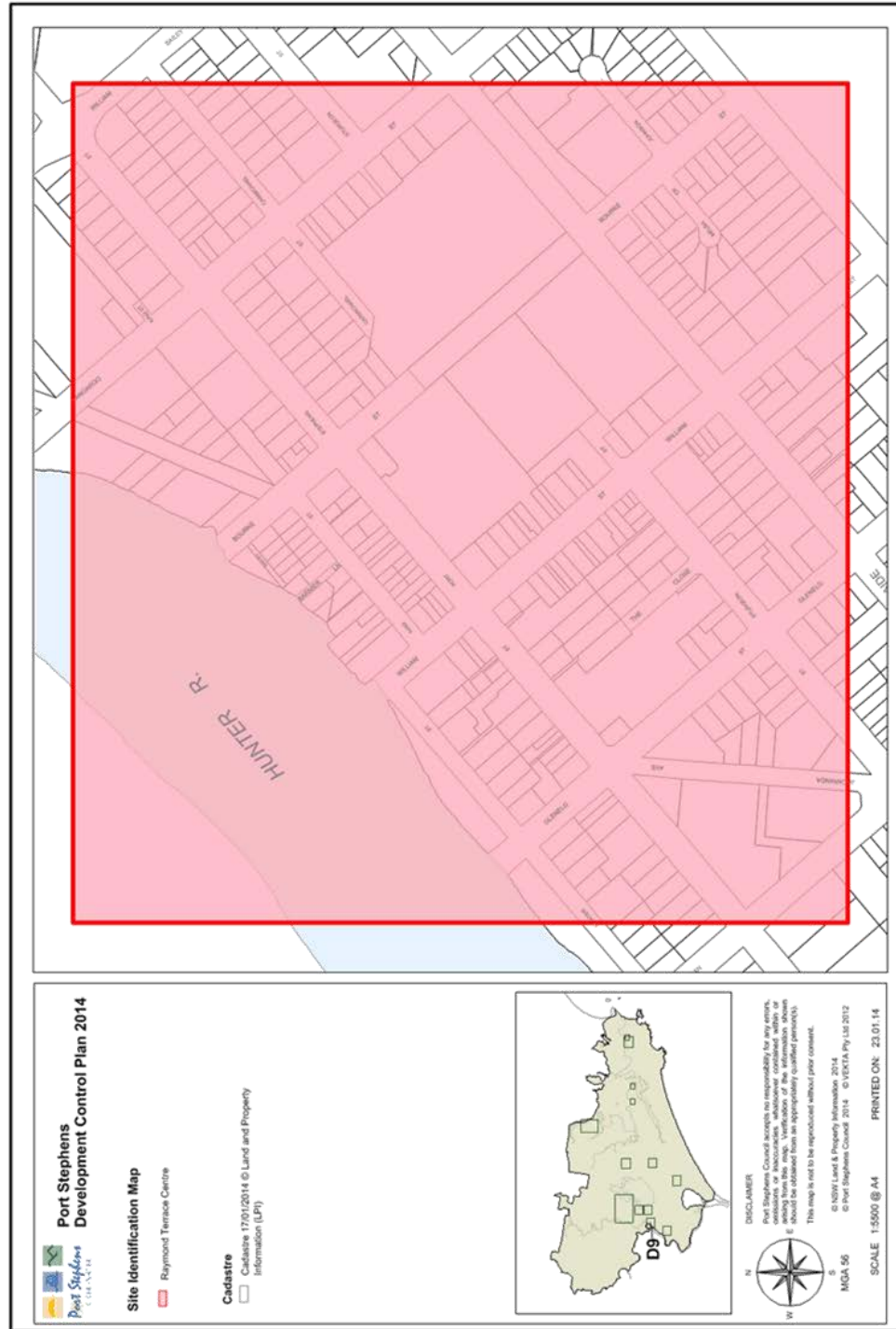
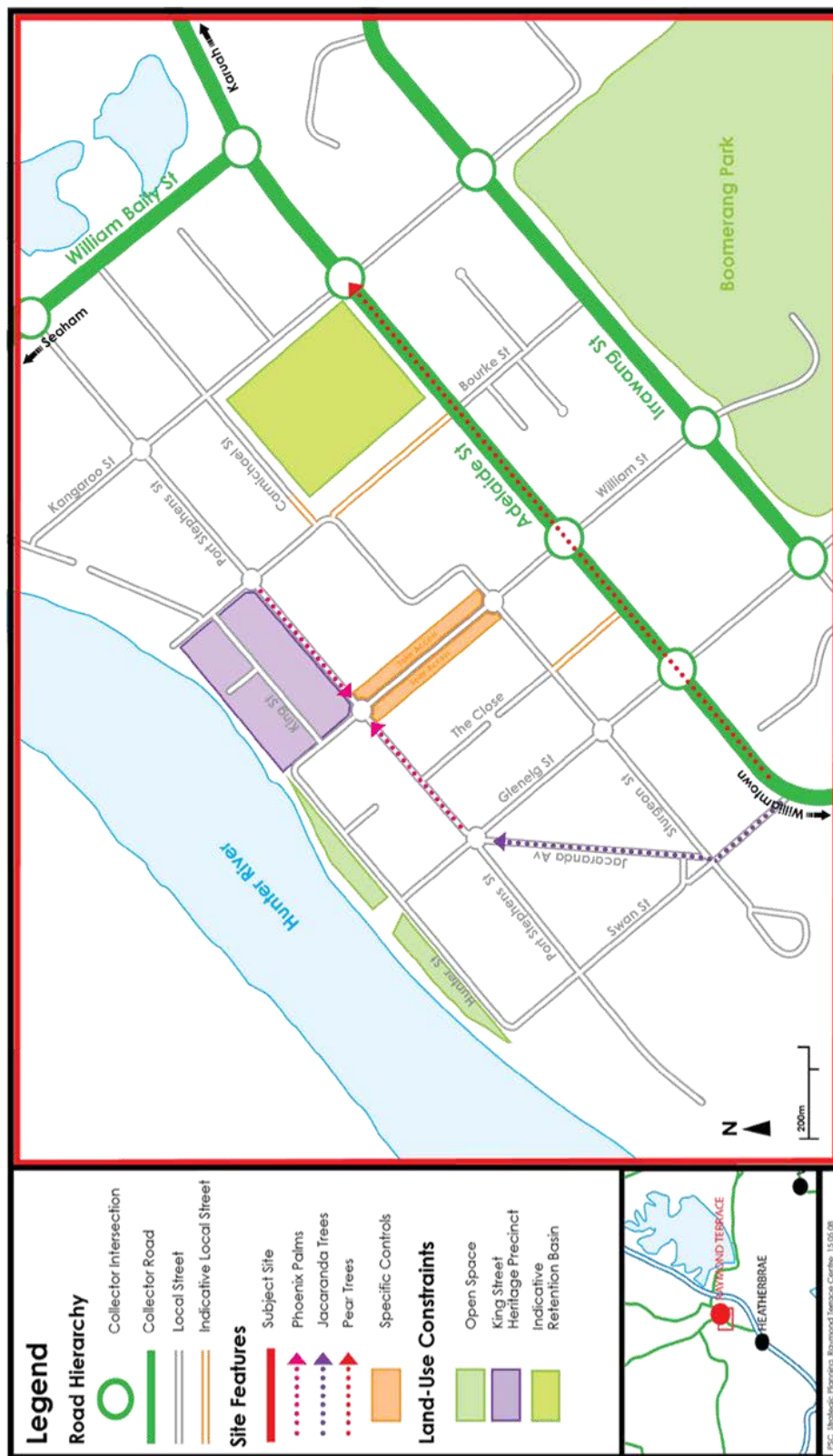


Figure DR
Raymond
Terrace
Centre
Land
Application
Map

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ITEM 2 - ATTACHMENT 2 DRAFT AMENDMENTS TO THE PORT STEPHENS DEVELOPMENT CONTROL PLAN.

Figure D5: Raymond Terrace Locality Controls Map



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Port Stephens Council

**Raymond Terrace Town Centre
and Heatherbrae Strategy**

Collaborative Community Map
Output Report

13 May 2013

This report takes into account the particular instructions and requirements of our client.

It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

Job number 229157-00

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Document Verification

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Job title		Raymond Terrace Town Centre and Heatherbrae Strategy		Job number		229157-00	
Document title		Collaborative Community Map Output Report		File reference			
Document ref							
Revision	Date	Filename	130507_Raymond Terrace_portrait.docx				
Draft 1	30 April 2013	Description	First draft				
			Prepared by	Checked by	Approved by		
		Name	IN	MP	MP		
		Signature					
Final	13 March 2013	Filename	130507_Raymond Terrace_portrait.docx				
		Description	Final draft				
			Prepared by	Checked by	Approved by		
		Name	IN	MP	MP		
		Signature					
		Filename					
		Description					
			Prepared by	Checked by	Approved by		
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Raymond Terrace Town Centre and Heatherbrae Strategy
Collaborative Community Map Output Report

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Purpose of this document

The purpose of this document is to summarise the findings of the Raymond Terrace Town Centre and Heatherbrae Strategy's Collaborative Community Mapping tool which was used as part of the engagement process. This includes a brief summary of the users and the comments that were given as well as a quick map analysis to identify comment hotspots.

Further analysis on the comments including identifying key issues and their areas, current site conditions, free text analysis and potential solutions are not included in this report.

1 Introduction

Collaborative Map setup

Collaborative Community Mapping tool is a light weight mapping application that is viewed in a standard internet browser and uses the Google Maps interface as its source of road, property boundary, satellite imagery and address search data.

The tool's aim is to allow people to participate in engagement activities and provide information directly from their own computers, thus broadening the reach of engagement programs. It is also aimed at gathering useful data to assist project teams in mapping constraints associated with planning proposals by enabling stakeholder comments and their associated locations to be drawn into a GIS environment for further analysis and visualisation.

The Raymond Terrace Town Centre and Heatherbrae Strategy's Collaborative map was open for comments from end of March to beginning of May 2013 as part of an engagement strategy for the preparation of a 25 year plan for the Raymond Terrace Town Centre and Heatherbrae.

The Collaborative Community Map allowed members of the public to submit their comments through a free text box. They were required to tag their comment with one of four categories:

- Things I like
- Things I do not like
- Things that are missing

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2 General Comments Analysis

2.1 Web Analytics

During the consultation period, there were 221 visits, and 150 unique visitors. The average time on the site was 2 minutes, 11 seconds. Of the 221 visits, 45.7% were by returning visitors. Figure 1 illustrates the cycling of page views during the consultation period. The largest spike represents 25 visits on Wednesday 17th of April, of which 22 were unique visitors. The regular dips in the graph coincide with weekends.

With a total of 215 comments and 221 page visits, 97% of page views resulted to a comment being posted.



Figure 1: Total comments by categories

2.2 General Summary of Comments

Overall there were 215 comments submitted to the site (excluding repeated or mistaken comments). Of the three categories, 'Things that are missing' comments was numbered over 69%, followed by 'Things I do not like' at 17%, and 'Things I like' at 14%. Total numbers of comments by category can be seen in Figure 2, and the location of comments in Figure 3.

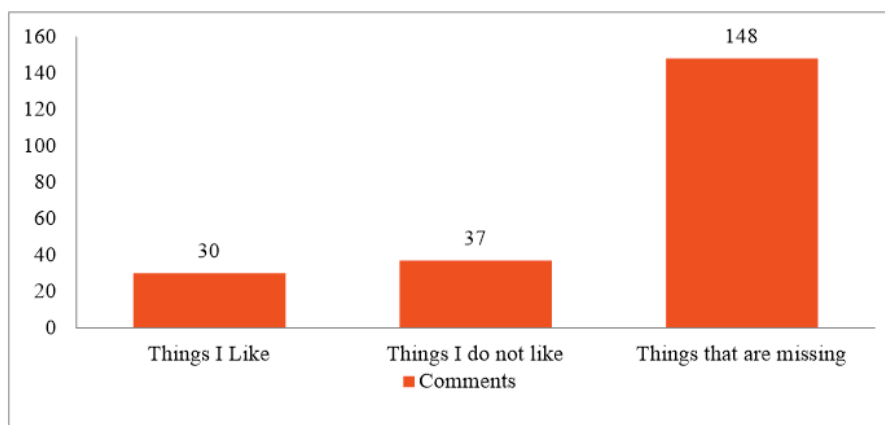


Figure 2: Total comments by categories

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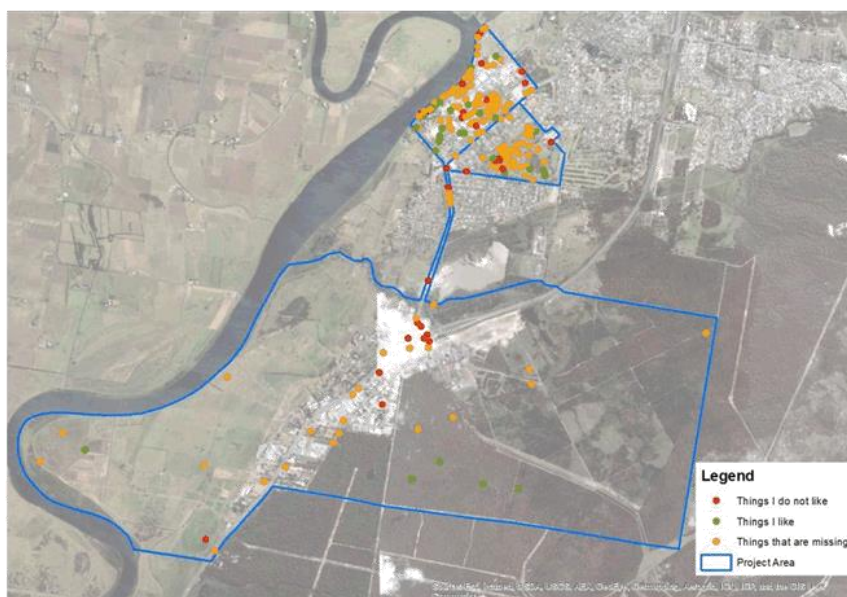
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Figure 3: Location of comments by categories

User's Location

All comments were tagged with a postcode identifier of the commenter's place of residence. Figure 4 shows a majority of comments originated in the suburbs immediately surrounding the site, which is reflected in the comments being dominated by the local community.

The number of comments from the 11 postcodes is listed below:

Postcode	Number of Comments	Suburbs
2324	176	Raymond Terrace/Heatherbrae
2318	11	Medowie/Salt Ash
2320	10	Glen Oak
2317	5	Salamander Bay/Soldiers Point
2321	4	Woodville/Duns Creek

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2305	2	New Lambton
2287	2	Maryland/Wallsend
2323	1	Metford
2315	1	Corlette
2300	1	Newcastle

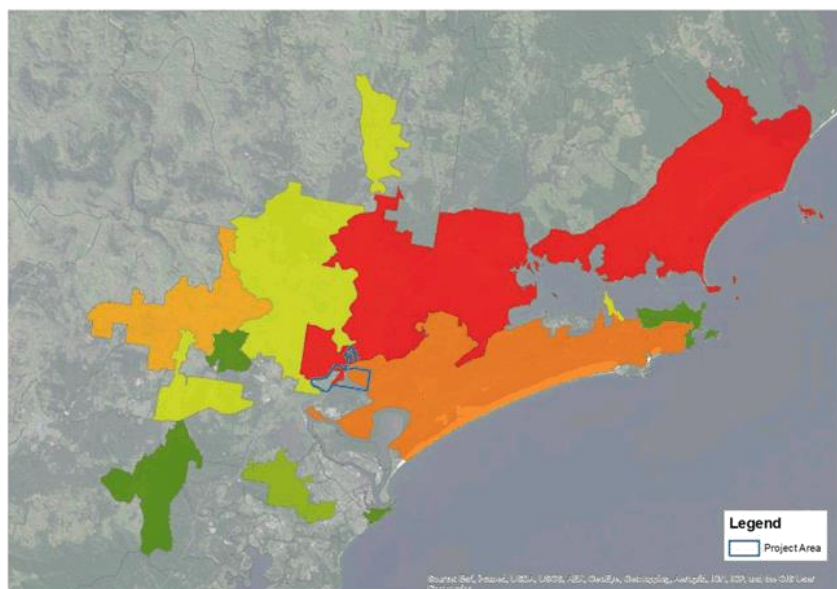


Figure 4: Location of comments by categories

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Collaborative Community Map Output Report

3.2 Things that I do not like

There were 37 comments submitted under the 'Things that I do not like' category. A quick analysis of the free text is shown in Figure 7 with key words of playground, roundabouts and replace.

A density analysis of the comments reveals the following spatial patterns for the 'Things that I do not like' comments shown in **Error! Reference source not found..** The two hotspot areas was around Boomerang Park and the road intersections of Adelaide Street and Pacific Highway.



Figure 7: Word cloud of ‘Things that I don’t like’ comments

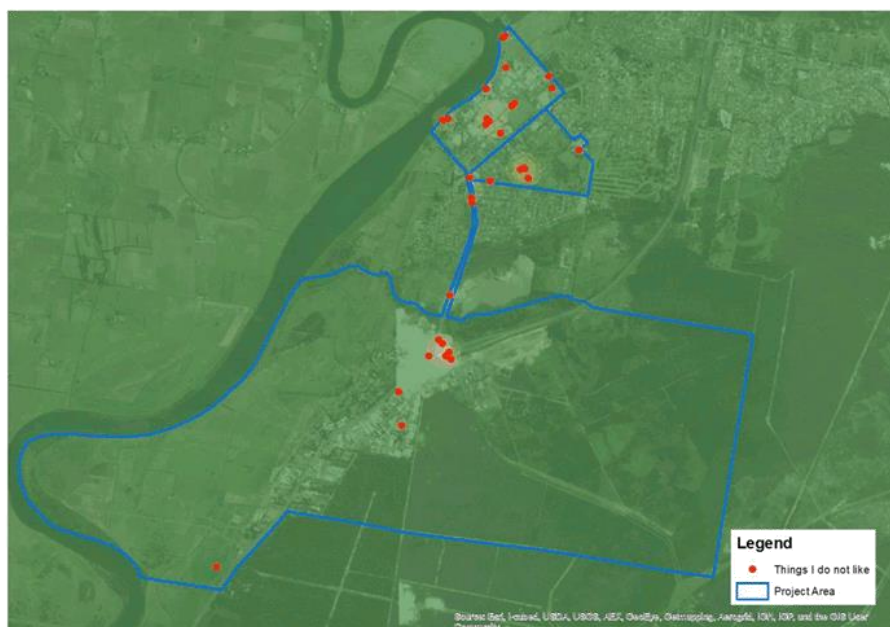


Figure 8: Location of ‘Things that I don’t like’ comments

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3.3 Things that are missing

There were 148 comments submitted (over half of the total comments) under the 'Things that are missing' category. A quick analysis of the free text is shown in Figure 9 with keywords of park, playground and heritage.

A density analysis of the comments reveals the following spatial patterns for the 'Things that are missing' shown in **Error! Reference source not found.** The main hotspot is along Riverside Park, Hunter Street and King Street. The two other key hotspots are based around the shopping centre and adjacent park as well as Boomerang Park.



Figure 9: Word cloud of 'Things that are missing' comments



Figure 10: Location of 'Things that are missing' comments and hot spot analysis

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Appendix: Full Comment Text

Receipt Number	Description	Additional	Added	Category
CM2	Great place for family bbq's, markets etc		5/03/2013	Things I like
CM3	Need more retail shops - like Kotara or Charlestown		5/03/2013	Things that are missing
CM4	Just a quick comment Map is out of date Metacorp no longer open in Heatherbrae need a comment on the website	To be more positive Good breakfast meeting and opportunities for local businesses to have input - arian hunter rural heatherbrae	5/03/2013	Things I do not like
CM5	F3 freeway extension coming through and Masters across the road is it really a rural/ residential area?	I note on the map you have equestrian/tourism and while there is a horse farm further up there is a block of houses which are just simply for residential then there are some which house "home" businesses which are getting larger and larger, could this be light industrial? Commercial etc?	5/03/2013	Things that are missing
CM6	Revamp street with heritage appeal - similar to Morpeth.		5/03/2013	Things that are missing
CM7	We need a retail shopping hub the size of westfield or charlestown and a bulky goods retail centre to service the port stephens area!		5/03/2013	Things that are missing
CM8	What about a waterski cabin park to make the most of this beautiful river and bring more visitors to the area!		5/03/2013	Things that are missing
CM9	The Roundabouts on Pacific Highway and Adelaide Street are unappealing. A Town Entry type treatment would be more attractive and inviting		5/03/2013	Things I do not like

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Receipt Number	Description	Additional	Added	Category
CM10	Continue the shared path along the entire river front. Its a beautiful walk, but has a big missing link in front of defence etc.		5/03/2013	Things that are missing
CM11	The pine tree theme in the roundabouts is great and the gardens in the centre of Port Stephens Street are nice to continue from Jacaranda Av		5/03/2013	Things I like
CM12	I'd love to see a Childrens 'Precinct' in Boomerang Park. A bike park etc similar to Speers Point or Maitland. It would attract visitors		5/03/2013	Things that are missing
CM13	The Main Street could be one way with front in parking on one side only, creating a wider footpath or tiered outdoor dining etc	The shape of the street currently is not friendly for bicycle riders and there is nowhere to store bikes etc.	5/03/2013	Things I do not like
CM14	Preserve this bushland at all costs! It can be the lungs of the city for generations to come - call it the Raymond Terrace Oxygen Farm.		5/03/2013	Things I like
CM15	Port Stephens Street needs a landscaped median like the one opposite the library.		5/03/2013	Things that are missing
CM16	King Street is a unique heritage area and needs serious revitalization before it is lost forever. A recreational park would be a great idea.	A recreational park created in the block of the old brick warehouse (university rowing building) would entice people into Kings Street which in turn encourage businesses and cafes to be opened in the street. Information plaques describing the history and buildings that once stood would be wonderful and attract tourism. Maybe even a boardwalk along the riverside utilizing the untapped beauty of the Hunter River would work wonders.	6/03/2013	Things that are missing
CM17	History seeps through the very stones under their feet and yet council refuses to embrace restoration of a historic		6/03/2013	Things that are missing

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Receipt Number	Description	Additional	Added	Category
	centre like King St.			
CM18	King St is a national treasure. Our heritage in this pioneer town is rapidly being lost	Raymond Terrace is a town historic importance and needs support and restoration to bring shops back into King street which will then help sustain its ongoing maintenance cost and support our heritage conservation	6/03/2013	Things that are missing
CM19	cool tree		6/03/2013	Things I like
CM20	Take advantage of the river view along King Street and have outdoor cafe's/ restaurants that service the town and office staff in the area.		6/03/2013	Things that are missing
CM21	Boomerang Park is a fantastic area central to town and should be further developed to include more family friendly areas		6/03/2013	Things that are missing
CM22	Isolated location Limited Bus services No Train line	I am from the Port Stephens Youth Support Project	7/03/2013	Things I do not like
CM23	Isolated Limited Bus service No train line	I am from the Port Stephens Youth Support Project	7/03/2013	Things I do not like
CM24	No Hospital or similar service with bulk billing. The health One service being built in Raymond Terrace will not bulk bill	I am from Port Stephens Youth Support Project	7/03/2013	Things I do not like
CM25	Please allow an extension of Centro. Would like more shops here		7/03/2013	Things that are missing

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Receipt Number	Description	Additional	Added	Category
CM26	Great place to take the kids, birthday parties etc		7/03/2013	Things I like
CM27	There are no refuges for Youth, women or men	I am from Port Stephens Youth Support Project	7/03/2013	Things that are missing
CM28	Close the main street off for markets on a sunday once a month.	This would encourage stall holders to come the the Tee and greater community participation	7/03/2013	Things that are missing
CM29	Would be great to have a walking track/bike path around the park, and good playground facilities (that aren't hidden away).		7/03/2013	Things that are missing
CM30	Better facilities for youth	I am from Port Stephens Youth Support Project	7/03/2013	Things that are missing
CM31	Use Boomerang park for more community events eg outdoor cinema etc		7/03/2013	Things that are missing
CM32	Railway link with Newcastle somewhere in Raymond Terrace		7/03/2013	Things that are missing
CM33	Railway link in with Newcastle somewhere in Heatherbrae		7/03/2013	Things that are missing
CM34	Raymond Terrace has the potential to be a great Community but struggles due to its isolation	Port Stephens Youth Support Project	7/03/2013	Things I like
CM35	Centro and the main street are clean, tidy and welcoming		7/03/2013	Things I like
CM36	A continuous footpath along both sides of Adelaide St	As the moment neither side has a continuous path making it unsafe. When walking a pram or a child on a bike is	7/03/2013	Things that are missing

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Receipt Number	Description	Additional	Added	Category
		forced to go onto the road or keep crossing the road		
CM37	Continuous footpath along the river linking Riverview Ridge, the sports complexes and the town centre.		7/03/2013	Things that are missing
CM38	Continuous footpath on both sides of Richardson Rd from Riverview Ridge to Lakeside Leisure Centre.	I know Richardson Rd isn't in the strategy but a footpath is badly needed	7/03/2013	Things that are missing
CM39	Larger superstores eg furniture, appliances, hardware etc		7/03/2013	Things that are missing
CM40	Keep the trees!! Redevelop the areas in Heatherbrae that have shut down or are run down. Please don't remove the trees for more of the same.		7/03/2013	Things I like
CM41	Attractive river and parklands - could be utilised more and expanded more.		7/03/2013	Things that are missing
CM42	The 10 year plan for the riverfront that was presented in the mid 90's and again in the 00's with only the dates changed would be great.	Some improvements have been made but better lighting, path extensions to make it a real Riverside walk and the levee bank to protect the houses at the lower end of Port Stephens and Hunter streets	7/03/2013	Things that are missing
CM43	I agree - keep the bushland!		7/03/2013	Things I like

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Receipt Number	Description	Additional	Added	Category
CM44	This cemetery needs to be maintained and keep as part of our town's history.		7/03/2013	Things I like
CM45	A family friendly area: BBQ and picnic tables; fenced playground; toilets etc.	But not at the cost of the park and the space - we need to be able to run our dogs and walk around Boomerang park but a small patch of it could go towards playgrounds and picnic areas.	7/03/2013	Things that are missing
CM46	Completely re-develop area btw Centre and Marketplace - under-cover, bigger shopping centre (i.e. Christown Sq) more shops!		7/03/2013	Things I do not like
CM47	This could be developed with cafes and restaurants and parks and trees. And develop shops where shops already are (around main street).		7/03/2013	Things that are missing
CM48	Turn King St into a heritage area with a local museum, art gallery and cafes.		7/03/2013	Things that are missing
CM49	I like the river. Would like to walk the length of it.		7/03/2013	Things I like
CM50	Keep this area as rural. Less urban sprawl. More nature!		7/03/2013	Things I like
CM51	Currently a mish-mash of no planning. Need to raise the profile of Raymond Terrace by making it nicer.		7/03/2013	Things I do not like
CM52	have a wide cycle way - path along the river so as to join up with others north and south in due course		7/03/2013	Things that are missing
CM53	Provide an out door entertainment facility, sound shell and terrace seating for several hundred punters		7/03/2013	Things that are missing

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Receipt Number	Description	Additional	Added	Category
CM54	Improve the riverfront experience all way down William st. Make it a more desirable place for families from outside the area to visit us.	Business or leisure improvement is about attracting more people/families to rt as a great place to visit. Get rid of the unsightly growth between the jetty and the bank to open up the river view. Get rid of the bushes and tree that are impractical for family shade and park playing. Put in more park benches under the large trees that would remain. More bins. Create a family park experience that has a beautiful river view. Maximise our potential	8/03/2013	Things I do not like
CM55	...ooops, I meant improve the riverfront experience right down 'HUNTER' street.		8/03/2013	Things I do not like
CM56	I feel a Variety Park like speers park would be such an asset here	Letter already drafted and submitted to council in June 2012. Councillors have copy to action as well.	9/03/2013	Things that are missing
CM57	A fitness trail around the park to help residence exercise free of charge.	Letter already drafted and submitted to council in June 2012. Councillors have copy to action as well.	9/03/2013	Things that are missing
CM58	A variety park like speers point would be fantastic here.	Letter already drafted and submitted to council in June 2012. Councillors have copy to action as well.	9/03/2013	Things that are missing
CM59	Move the mens shed up here with a new building to incorporate gardens.	Letter already drafted and submitted to council in June 2012. Councillors have copy to action as well.	9/03/2013	Things that are missing
CM60	Create a Mental health and community garden to help with isolation and get the community involved and help each other.	Letter already drafted and submitted to council in June 2012. Councillors have copy to action as well.	9/03/2013	Things that are missing

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Receipt Number	Description	Additional	Added	Category
CM61	A Cafe run by the salvation army to educate young persons in hospitality like sals on lake at warners bay.	Letter already drafted and submitted to council in June 2012. Councillors have copy to action as well.	9/03/2013	Things that are missing
CM62	There needs to be a Zebra crossing as there has been some very close misses with cars on this road.		9/03/2013	Things that are missing
CM63	Nice grass area for bbq's, outdoor entertainment stage and shelters like speers point variety park.	Letter already drafted and submitted to council in June 2012. Councillors have copy to action as well.	9/03/2013	Things that are missing
CM64	Fence the park to stop cars being dumped and vandalising area. Help with securing childred within the park.	Letter already drafted and submitted to council in June 2012. Councillors have copy to action as well.	9/03/2013	Things that are missing
CM65	Continue pathway from kings park to riverside park, for both walking and riding.		9/03/2013	Things that are missing
CM66	These facilities are great and allows for lots of community involvement.	however typical council stuff up with very little parking facilities. The council needs to reely investigate the town planner for this stuff up.	9/03/2013	Things that are missing
CM68	A carpark to help with the court and pick up for primary school children.		11/03/2013	Things that are missing
CM69	Ovals need upgrading for playing.		11/03/2013	Things that are missing
CM70	There is a need for a crossing to the pictures from the shopping centre.	Every day I see people crossing putting there life at risk, for the best interest of safety.	11/03/2013	Things that are missing

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Receipt Number	Description	Additional	Added	Category
CM71	With the new library, a cafe looking out to the park would be a wonderful place to read or even have persons read.		11/03/2013	Things that are missing
CM72	Heritage area needs money, why not a comedy store with a wine bar to raise the money.	They have lots of this type of thing in sydney why not here...	11/03/2013	Things that are missing
CM73	A cycleway from L.L.C. swimming pool to Medowie.	Went on the pathway from dam sailing club to medowie, great ride, little shade, needs a mow but is a good ride just need it bigger.	11/03/2013	Things that are missing
CM74	Need to be made more family and user friendly, play equipment, bbq areas, shelter area, chairs, tables		12/03/2013	Things that are missing
CM75	Family friendly park with bbq area, shelter, chairs, tables, fenced play equipment, bike tracks, run/walk tracks, fitness stations,	skate park, water play area	12/03/2013	Things that are missing
CM76	Skate park needs to more to Boomerang Park and built bigger and better		12/03/2013	Things I do not like
CM77	River front is arguably the best draw-card in attracting visitors & families to the area. Make the jetty area more appealing, presently not.	Most suburbs and towns within the hunter valley would kill for such a lovely river. Many people in Hunter Valley don't even know R/T has such a nice river. Attracting more visitors and permanents to R/T would be easy by creating an extraordinary river front. Long term; so much can be done... boardwalks...etc. Short term we could simply improve the jetty/wharf and adjoining parkland (stern end).	13/03/2013	Things I do not like
CM78	like to see a stage area for music and concerts.		13/03/2013	Things that are missing

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Receipt Number	Description	Additional	Added	Category
CM84	shelter		13/03/2013	Things that are missing
CM85	Ideal location for a town park, a gathering area for lunch, a fitness track, a play area for families that shop in Raymond Terrace		13/03/2013	Things that are missing
CM86	This is an absolute highly valuable barren waste. Only area left flood free close to CBD. Should be residential.		13/03/2013	Things that are missing
CM87	a legal art wall would be cool in this area		15/03/2013	Things that are missing
CM88	Only need one woolies, use for youth space - with tech stores, sports store, youth clothes shops (e.g. supreme), arcade games, indoor sports		15/03/2013	Things that are missing
CM89	Investigate the presence of sharks in this area so the river is safe for swimming		15/03/2013	Things I do not like
CM90	Aboriginal cultural area - for art, dancing etc - possibly in an area that has significance		15/03/2013	Things that are missing
CM91	Great public transport - safe, efficient, easy to use		15/03/2013	Things I like
CM92	A skate-friendly path to link skate park to the river. Path could have areas for grinding		15/03/2013	Things that are missing
CM93	storage areas for skateboards, bikes etc so that youth can use shops. Not allowed to take boards in shops but get		15/03/2013	Things that are missing

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Receipt Number	Description	Additional	Added	Category
	stolen outside			
CM94	This landscaping is good, but need more around the other boundaries of the park, especially near skate park for shade		15/03/2013	Things I like
CM95	encourage use of this oval by putting footy posts, goals, outdoor fitness equipment, bmx track and increase size of skate park		15/03/2013	Things that are missing
CM96	swimming nets, jetty and shower area would enable / encourage safe swimming in the river		15/03/2013	Things that are missing
CM97	A good park, with play equipment suited for both older kids (e.g. large flying fox) and young kids would encourage visitors to town		15/03/2013	Things that are missing
CM98	Youth areas should be integrated into the main street		18/03/2013	Things I do not like
CM99	the old building could be used for a late night youth space, with mentoring and security. A youth-run cafe could be incorporated		18/03/2013	Things that are missing
CM100	This area should be sports orientated activities - including a large screen for community viewing of NRL		18/03/2013	Things that are missing
CM101	The main street lacks any interactive activities (esp for youth) to encourage people to use the area, trendy seating areas would be cool		18/03/2013	Things that are missing
CM103	Need a decent family park in the LGA eg like Speers Point Park that encourages use by all ages.		18/03/2013	Things that are missing

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Receipt Number	Description	Additional	Added	Category
CM104	Major intersection needed to cope with 7,500 more cars from the Wallalong urban scheme, plus thousands more from F3 via new Hinton bridge.		19/03/2013	Things that are missing
CM105	Close off the street from Best & Less roundabout to clock round about and make a beautiful Mall to join both shopping centres together		19/03/2013	Things that are missing
CM106	New fenced playground in Bettes Park, improved toilets.		19/03/2013	Things that are missing
CM107	It would be good to have a mega cinema complex with cafe's so you can have a meal then watch a movie in style.	or extend it from the Market place to the field with more shops.	19/03/2013	Things that are missing
CM108	We really don't need two Woolworths so why not have a Target Store or JB HiFi Store.		19/03/2013	Things that are missing
CM109	Restore old rowing club house before it is too late.		19/03/2013	Things I like
CM110	Reopen sports & leisure centre		19/03/2013	Things I like
CM111	Large indoor/outdoor aquatic center for leisure/fitness		19/03/2013	Things that are missing
CM112	No, we don't need two Woolworths stores.	When is someone going to end their monopoly and welcome a Coles, or other competitor? Also, a town this size without a decent shoe store is just ridiculous.	19/03/2013	Things that are missing
CM113	A small plaza with seating and a cafe would be great at the Williams Street pedestrian crossing		19/03/2013	Things that are missing
CM114	Maybe put in a commercial indoor play centre for all local children.		19/03/2013	Things that are missing

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Receipt Number	Description	Additional	Added	Category
CM115	Add a playground, a cafe, and something for families can sit with friends and just relax.		19/03/2013	Things that are missing
CM116	Fenced playground / water park. They are big hits the Port lacks great playgrounds. Parents travel to come to a good park		19/03/2013	Things that are missing
CM117	Better maintenance of the lawn and roundabouts on Richardson Road, very untidy		19/03/2013	Things that are missing
CM118	We need a Coles! This town has been taken over by Woolworths		19/03/2013	Things that are missing
CM119	Outdoor fitness equipment		19/03/2013	Things that are missing
CM120	Bulk billing Medical Center		19/03/2013	Things that are missing
CM121	Gloria Jeans coffee		19/03/2013	Things that are missing
CM122	More variety more shops, more selection. target/kmart? Coles? Coffee shops?		19/03/2013	Things that are missing
CM123	Rubbish all along the old highway and Richardson Road		19/03/2013	Things I do not like
CM124	Poor Street Lighting in most residential parts of the town		19/03/2013	Things I do not like
CM125	IGA for more choices		19/03/2013	Things that are missing

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Receipt Number	Description	Additional	Added	Category
CM126	Bulk billing medical centre		19/03/2013	Things that are missing
CM127	Kids play centre! None here. See "jumbos" port Macquarie industrial area for inspiration		19/03/2013	Things that are missing
CM128	CBD needs beautification. It's boring & ugly.		19/03/2013	Things I do not like
CM129	Ferry Service to link Morpeth/Maitland Tourists to Raymond Terrace/King St	Morpeth is upgrading it's jetty. Maitland is looking at a Jetty in the Mall Revitalisation plan. Hinton could do with a Jetty Upgrade. What if Raymond Terrace was but one link in a Heritage River Tourism service? It could be an accommodation base for tours upstream, or a destination for tours downstream from Morpeth.	19/03/2013	Things that are missing
CM130	Fenced in off leash dog area. Include shade and bins		20/03/2013	Things that are missing
CM132	Play Area 4 children like at Broadwater, Gold Coast. With climbing rope equipt, flying foxes, water play etc attraction to area - business		20/03/2013	Things that are missing
CM133	Drive in movies		20/03/2013	Things that are missing
CM134	port stephens entertainment centre		20/03/2013	Things that are missing
CM135	Could this be a possible new location for a skate park?		20/03/2013	Things that are missing
CM136	Bettles Park could become a memorial tree avenue for all the local fallen war vets, include themed playground eg. a sit in plane etc.	Maybe network with RSL, or other like institutions, to expedite this?	20/03/2013	Things that are missing

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Receipt Number	Description	Additional	Added	Category
CM137	Playground a disgrace been blocked off for well over a year. Fix up or remove unfair on locals, users at care centre a nod visitors eyesore		20/03/2013	Things I do not like
CM138	What a mess. Replace or remove playground unfair on kids at centre and families in area. Not very good image for council. Child friendly?		20/03/2013	Things I do not like
CM139	Replace the kids playground at preschool building urgently		20/03/2013	Things I do not like
CM140	Kids Play Equipment and Public Toilet.		20/03/2013	Things that are missing
CM141	High Profile Anchor Tennant with Heritage. (Like Campbell's Store Morpeth)		20/03/2013	Things that are missing
CM142	Bike Trail linking to North Bank of Hunter River, with Riverbank trail all the way to Hinton (and then to Morpeth/Wallalong).	Raymond Terrace, like Maitland should, should embark on a long-term strategic path of reclaiming Hunter River Riparian Land for public thoroughfare.	20/03/2013	Things that are missing
CM143	Riverbank Bike Trail linking to Hexham/Tomago		20/03/2013	Things that are missing
CM144	Bridge and major road upgrade to link new Wallalong Urban Development to Pacific Highway without clogging Raymond Terrace		20/03/2013	Things that are missing
CM145	Consider re-opening Elkin Rd as Exit Ramp from highway northbound to all eviate left-turn congestion. Landscape and sign as City Entrance.	Think of the Maitland Entrance signage near their visitor Centre and the Hospital.	20/03/2013	Things I do not like

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Receipt Number	Description	Additional	Added	Category
CM146	Luxury Riverview Multistory Accommodation for King Street/ Morpeth/ Maitland heritage tourism.		20/03/2013	Things that are missing
CM147	I loved that plane :-)		20/03/2013	Things I do not like
CM148	That you have not included Hunter Region Botanic Gardens which belongs to your area and a great shame its not advertised more by you.		21/03/2013	Things I do not like
CM149	Ticket booth. (for flying fox and waterslide	theme park because we want one in Raymond Terrace instead of Queensland	21/03/2013	Things that are missing
CM151	A ball pit(to fall into at the end of the flying fox)	for safety reasons you will land into a ball pit at the end of the flying fox	21/03/2013	Things that are missing
CM152	Video Game arcade	We need more for young people to do with the area that joins the park tp the river	21/03/2013	Things that are missing
CM153	Replace existing park equipment chn are there every day and it extremely unsafe as it is. It's been a disgrace for over 18mths		22/03/2013	Things I do not like
CM154	The path going across the park into Roselyn Park estate needs to be extended to join onto Adelaide Street.	I have noticed that there are many people of all ages which use the park path to lead into the town centre for shopping, using the skate park, fishing etc. Many come back carrying	24/03/2013	Things that are missing

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Receipt Number	Description	Additional	Added	Category
		groceries, shopping etc. Many use the short cut from entry into the park from Roselyn estate up to Adelaide Street in front of the Motel in order to get to the housing estates behind Adelaide Street. It would be good if this pathway could be made permanent, especially after rain or in winter when the path is muddy and slippery.		
CM155	What a waste but what an opportunity! Take a leaf out of Maitland Park's book.		24/03/2013	Things that are missing
CM156	Make improvements to Bettles Park such as toilets, tar the carpark, include more picnic tables & kids playground		24/03/2013	Things that are missing
CM157	The walkway between RTee & Heatherbrae flooding from Winderay Ck. Can the pathway level be raised to avoid people walking on road?		24/03/2013	Things I do not like
CM158	The 2nd roundabout could be landscaped/improved. Faded road markings need painting badly!		24/03/2013	Things I do not like
CM159	Need more council bins under bridge. Always excess garbage laying about		24/03/2013	Things I do not like
CM160	Unbroken walkway & cycleway needed from Riverside Pk to Kings Park (at least)		24/03/2013	Things that are missing
CM161	Hunter Street requires speed humps to slow traffic around the playground area.		25/03/2013	Things that are missing
CM162	I like new playground in Riverside Park BUT feel it needs more. The park at Maitland is a good example of more.		25/03/2013	Things I like
CM163	More lighting required in Riverside Park to help prevent vandalism and disruptive behaviour.		26/03/2013	Things that are missing

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Receipt Number	Description	Additional	Added	Category
CM164	small waterfront café and more seating in the area		26/03/2013	Things that are missing
CM165	Make on central family friendly multi use park. Play area, fitness trail, BBQ and bike track. Skate park		26/03/2013	Things that are missing
CM166	Waterfront café, even foot paths,		26/03/2013	Things that are missing
CM167	No regular public transport for airport commuters, expensive return taxi fares, especially to east of airport		29/03/2013	Things that are missing
CM168	This whole area could become a Zoo		1/04/2013	Things that are missing
CM169	Fantastic street. Great trees		1/04/2013	Things I like
CM170	Link pathway linkage from boat ramp to Riverside Park.		2/04/2013	Things that are missing

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Receipt Number	Description	Additional	Added	Category
CM171	Connect pathway along river bank from eastern side of King Park complex along Newline Road to Beaton Ave.	I see people everyday (of all ages - especially school children) walking from Riverview Ridge estate along Newline Road to access public transport or get from point A to point B. There is adequate space on the "northern" side of Newline Road to construct a pathway to keep pedestrians off the road shoulders through the 80km zone between King Park and Beaton Ave.	2/04/2013	Things that are missing
CM172	Great new playground. Would love it to be further improved with BBQ's and more facilities or outdoor exercise equipment.	I realise that it is in an area that is regularly flooded. If the pathway can be extended from the park along the riverbank to V1 Denny-Bowtell and across King Park, it would provide an excellent place for families to walk to or exercise along using outdoor exercise equipment. Linking active & passive recreation areas.	2/04/2013	Things I like
CM173	Needs waterslides.		3/04/2013	Things that are missing
CM174	Kids activity park like at Speers Point including cafe, toilets, area for physical exercise, area for bicycles, seating, possibly BBQs too		3/04/2013	Things that are missing
CM175	A BIG park, similar to Matland or Speers Point.	With BBQ areas, plenty of shade, and a path around it for kids to ride there bikes & scooters. Suitable lock up toilets (stop the morons destroying them). Also fenced like Matlands park would be great considering it is a main road :-)	4/04/2013	Things that are missing
CM177	Solar panels to provide the Airport & surrounds with sustainable energy and put some back into the grid		5/04/2013	Things that are missing
CM178	No gateway in to Raymond Terrace. This could incorporate		5/04/2013	Things I do not like

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Receipt Number	Description	Additional	Added	Category
	heritage aspects of the area and showcase special areas, such as King St and river			
CM179	we need a link road between these two industrial areas.		7/04/2013	Things that are missing
CM180	need to look at physical spaces to provide education and training for all residents somewhere withing KT with easy transport access.		11/04/2013	Things that are missing
CM181	Access to Adelaide Street from roundabout is unsafe - bridge needs to be widened to two lane s going in to RT.		11/04/2013	Things that are missing
CM182	Access to Hexham Bridge crossing desperately needs improving - another bridge!		11/04/2013	Things that are missing
CM183	Use King Street to provide cultural and heritage focus	Need an alternative to pubs/ clubs at night. Cafes open at night - performing arts, debating / poets Would attract people from out of town.	11/04/2013	Things that are missing
CM184	Pretty unimaginative play equipment.		11/04/2013	Things that are missing
CM189	Pretty unimaginative play equipment.		11/04/2013	Things that are missing
CM190	Port Stephens St is one of the most attractive streets in town.		11/04/2013	Things I like
CM191	The playground and toilets in this park have not been maintained and are no longer useful for the public. Fix it!		12/04/2013	Things I do not like

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Receipt Number	Description	Additional	Added	Category
CM193	Free overnight camp for caravans & motor homes, cheap to install, only a dump point & water required would bring extra business to town	Could be placed in other suitable location.	14/04/2013	Things that are missing
CM194	A carpark for families attending St Brigids.	Council could go halves in cost with the St Brigids school and make a large carpark that can be used by families with children attending the school. We struggle daily to get a close park and the dangers of looking for parks and getting one is a major risk. You have your rangers there many mornings each week to fine and document this crisis but do not have a long term plan. My complaint and suggestion is that you could go halves with the school/church and create a large carpark for whatever new park etc that you do with that HUGE amount of wasted space in boomerang park. Can I also ask council how it can be called a park, the play swings are condemned and is just ugly, the toilets are looked at all times and there is nothing there that makes it a community park!	16/04/2013	Things that are missing
CM195	Condemned play equipment is ugly and unsafe.	Why have you not fixed or removed this dangerous ugly mess? The children have nothing to play on so still climb	16/04/2013	Things I do not like

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Receipt Number	Description	Additional	Added	Category
		and play on this.		
CM196	Fenced playground needed.		17/04/2013	Things that are missing
CM197	Beautiful street.		17/04/2013	Things I like
CM198	Recognition in the form of better facilities (picnic, playground) to highlight the marriage trees.		17/04/2013	Things that are missing
CM199	Boardwalk and more cafe options		17/04/2013	Things that are missing
CM200	Wonderful heritage area needs revitalisation to attract tourists and locals ie park, better facilities, cafe's etc		17/04/2013	Things that are missing
CM201	Great off leash dog exercise area		17/04/2013	Things I like
CM202	Beautiful cemetery - important part of area's history.		17/04/2013	Things I like
CM203	Protect the bushland		17/04/2013	Things I like
CM204	More youth friendly options		17/04/2013	Things that are missing
CM205	Fantastic sporting facilities		17/04/2013	Things I like
CM206	Senior Citizens Centre - fantastic facility		17/04/2013	Things I like
CM207	Roundabout dangerous. Needs Traffic Lights.		17/04/2013	Things I do not like
CM208	What's going on here at the moment. Looks like something very impressive for us might be on the cards.		17/04/2013	Things that are missing

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Receipt Number	Description	Additional	Added	Category
CM209	Rail Link from Hexham to Raymond Terrace to Nelson Bay		17/04/2013	Things that are missing
CM210	Improve visible approaches along highway from Hexham through to Raymond Terrace. Take away the semi industrial look of the area.		17/04/2013	Things that are missing
CM211	We really need an arcade or gaming place for kids (and even kids at heart) to go and have fun, like timezone, or games Workshop		18/04/2013	Things that are missing
CM212	Need better access to parking for eateries		18/04/2013	Things that are missing
CM213	Need better layout of area 2 roundabouts so close does not work and confuses people that are not locals.		18/04/2013	Things I do not like
CM214	Jacaranda Avenue	Looks great any time of the year but especially in November with purple flowers.	18/04/2013	Things I like
CM215	Fabulous trees in Swan Street		18/04/2013	Things I like
CM216	Great connectivity by buses	Good to have bus connections to airport, Green Hills, Newcastle, Lemon Tree Passage meadow in spite of small town population.	18/04/2013	Things I like
CM217	Some appropriate seating is needed on the foreshore in this area.		19/04/2013	Things that are missing

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Receipt Number	Description	Additional	Added	Category
CM218	There are too many roundabouts in the row. Maybe switch to lights?		21/04/2013	Things I do not like
CM219	Extend the walking path along the river to link with Beaton ave. Move the 60 Kim zone past Beaton ave intersection.		23/04/2013	Things that are missing
CM220	Family friendly park with play area. This town has 4 primary schools and people travel to Speers point or Maitland for picnics		23/04/2013	Things that are missing
CM222	Move the depot out of town. Liaise with Golf Club and build Combined sports/golf club on this location, including accomodation.		1/05/2013	Things I do not like
CM223	Develop Park to standard of Maitland park to attract full day visitors. Better facilities. Decent palyground. Skate Park. Exercise track.		1/05/2013	Things that are missing
CM224	Clean up the pond and make ti attractive ti visitors. Place more tables and BBQs around pond area.		1/05/2013	Things that are missing
CM225	Deepen retention pond to below outlet drain level and create permanent pond in this location.		1/05/2013	Things that are missing
CM226	Secondary study area should be primary study area.		1/05/2013	Things I do not like
CM227	Join up the two ends of Gig Rd. This will allow traffic from Heather St to access the hwy via Hank St lights and ease the Motto Lane exit	Adjust hank St suit the extra traffic flow	1/05/2013	Things that are missing
CM228	Replace concrete section of levee bank with normal earth bank. Graffiti gone. Walkway complete.		1/05/2013	Things I do not like

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Receipt Number	Description	Additional	Added	Category
CM229	Community Garden is in wrong place. Relocate to Boomerang Park		1/05/2013	Things I do not like
CM230	Great new playground in park		1/05/2013	Things I like
CM231	Bettles Park is still the first stop on entry to RT. Improve Park facilities. Small playground and fix BBQ and tables opp Sketchley Cottage.		1/05/2013	Things that are missing
CM232	Complete cycleway from lakeside across Boomerang park to CBD. Also complete section under highway bypass.		1/05/2013	Things that are missing

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