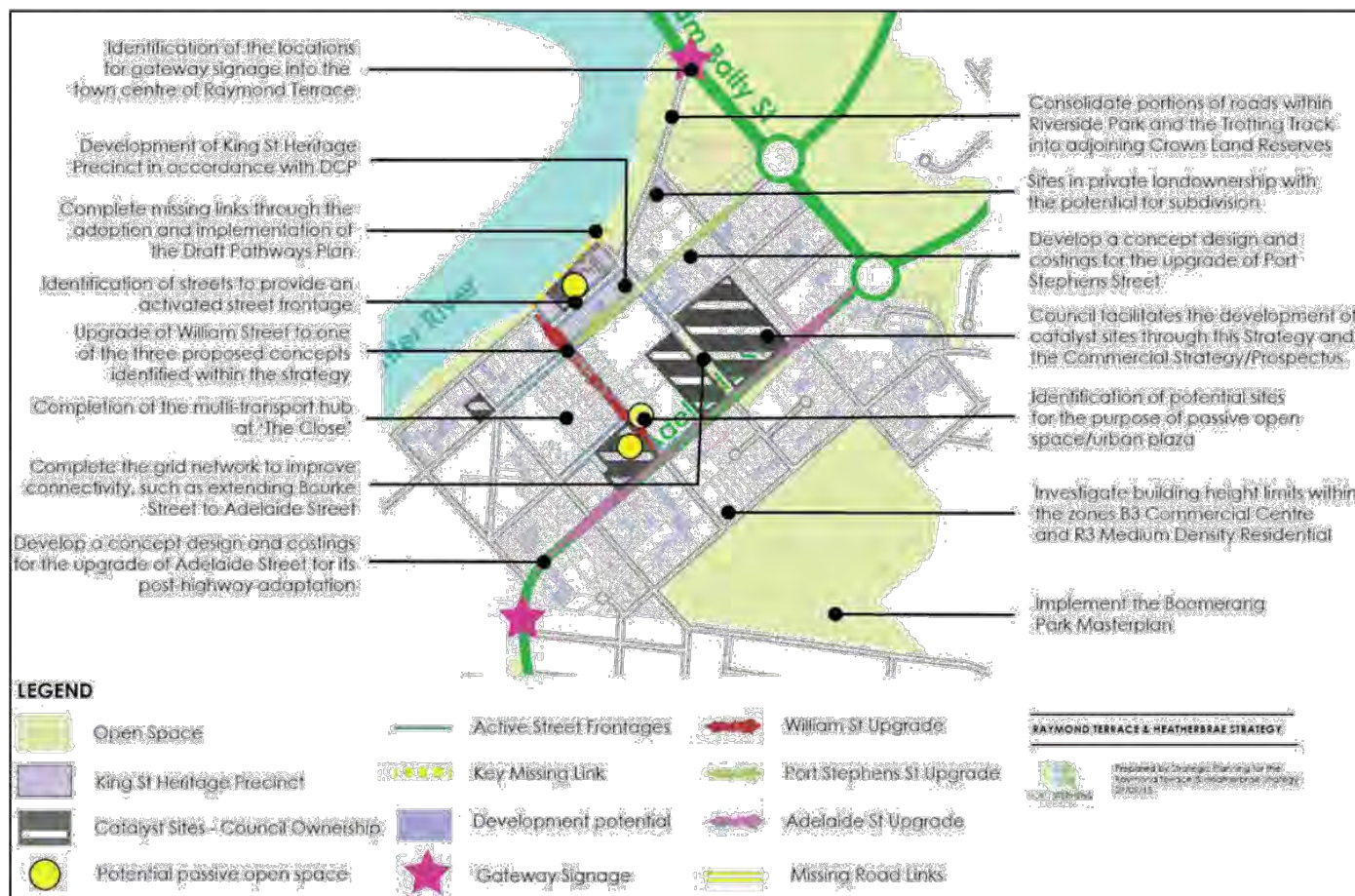


ITEM 2 - ATTACHMENT 1 RAYMOND TERRACE AND HEATHERBRAE STRATEGY.

| | Terrace/Heatherbrae and provide a critical path towards addressing these matters. | | |
|--|---|--------|----------|
| 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 |
| 38 | The Implementation panel identified under Action No.37 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 |

ITEM 2 - ATTACHMENT 1 RAYMOND TERRACE AND HEATHERBRAE STRATEGY.

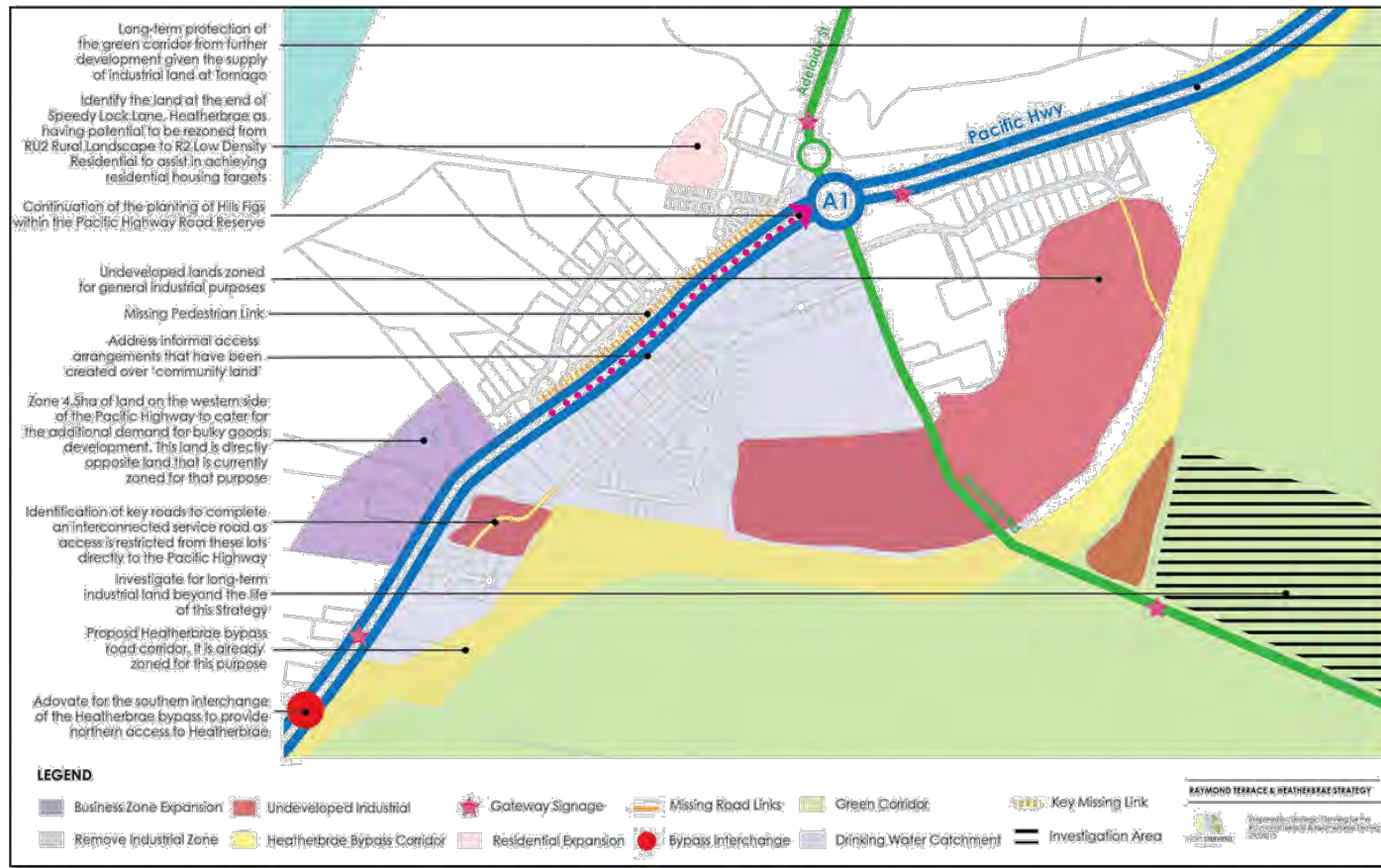
Figure L: KEY ACTION MAP – RAYMOND TERRACE



50

ITEM 2 - ATTACHMENT 1 RAYMOND TERRACE AND HEATHERBRAE STRATEGY.

Figure M: KEY ACTION MAP – HEATHERBRAE



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ITEM 2 - ATTACHMENT 1 RAYMOND TERRACE AND HEATHERBRAE STRATEGY.



D1

HEATHERBRAE

D1 Heatherbrae

| Application | | |
|---|---------------------------------------|--|
| <ul style="list-style-type: none"> 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 D8 (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 D8 (p. D-4) Internal intersections contain concrete medians 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></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 |

D- 1

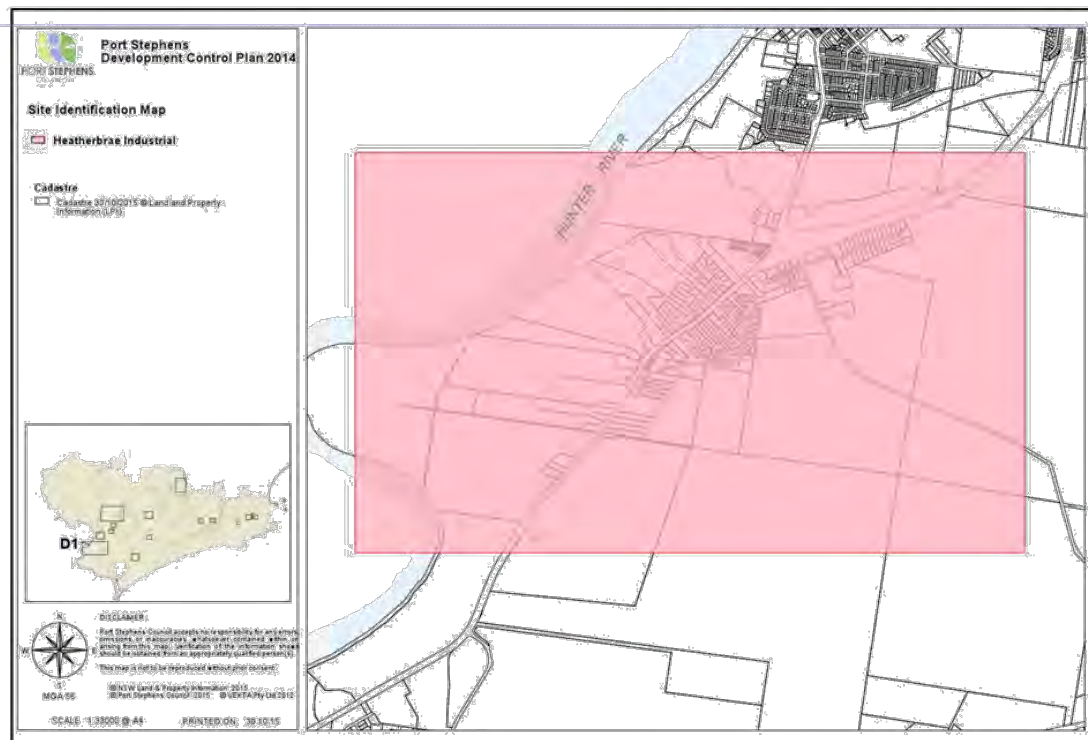
D1**HEATHERBRAE**

| | | |
|---------------------|---|--|
| | 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. B2 (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) |

D1

HEATHERBRAE

Figure DA:
Heatherbrae
Land
Application
Map



Comment [JB1]: Land Application Map boundaries have been amended to be within the boundaries of the Frame.

D- 3

D1

HEATHERBRAE

Figure D1: Heatherbrae Locality Controls Map



D- 4

D9

RAYMOND TERRACE TOWN CENTRE

D9 Raymond Terrace Town Centre

Application

- 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> |
|------|----------------------|---|

Objectives

- | | | |
|------|--------------|--|
| D9.C | Solar Access | <ul style="list-style-type: none"> To ensure <i>solar access</i> to the public domain |
|------|--------------|--|

Requirements

- | | | |
|------|----------------|--|
| D9.3 | 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 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

- | | | |
|------|--------------------------------|--|
| D9.4 | King Street Heritage Character | <ul style="list-style-type: none"> <i>Development</i> 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) |
|------|--------------------------------|--|

Comment [JB2]: Removed the requirement relating to 'Active Street Frontage' as it made reference to amending the Port Stephens Local Environmental Plan 2013. A planning proposal with these amendments is yet to be reported to Council.

D- 5

D9

RAYMOND TERRACE TOWN CENTRE

| | | |
|------|----------------------------------|---|
| D9.5 | 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 Bammer 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 • 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 • 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: B2.3 (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> |
| D9.6 | 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 B4.2 (p. ##) • On-site car parking is to be screened from King Street frontage and not provided above the Flood Planning Level (FPL) <p>Note: B9.2 (p. ##) requires that all development that has the potential to create demand for on-site parking</p> |

Comment [DB3]: A number of design principles have been removed as they were reflective of Masterplan actions as opposed to Development Control Plan Objectives and Requirements.

D9

RAYMOND TERRACE TOWN CENTRE

| | | |
|---------------------|----------------------------|---|
| | | provides parking in accordance with Figure 3N(p. 3-60) |
| D9.7 | Colours | <ul style="list-style-type: none"> Finishes are earth colours or light tones Roofs are to be light grey/galvanised |
| D9.8 | Materials | <ul style="list-style-type: none"> <i>Development</i> is to be of timber wharf style construction for boardwalk along the riverfront |
| Objectives | | |
| D9.E | Street Layout | <ul style="list-style-type: none"> <i>Development</i> contributes to existing compact and interconnected street patterns |
| Requirements | | |
| D9.9 | Street Layout | <ul style="list-style-type: none"> <i>Development</i> 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 <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 accordance with the technical specifications for durability and safety |
| Requirements | | |
| D9.10 | 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: 89 (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 | | |
| D9.11 | Street Trees | <ul style="list-style-type: none"> <i>Development</i> along Jacaranda Avenue protects and enhances Jacaranda Palms <i>Development</i> along the Southern road reserve of Adelaide Street protects and enhances Poplars <i>Development</i> from Swan Street to Kangaroo Street provides pear trees in the verge of the road reserve and consistent planting in the central median <i>Development</i> along Port Stephens Street provides |

D- 7

D9

RAYMOND TERRACE TOWN CENTRE

| | | |
|---------------------|-----------------------------------|---|
| | | <p>Phoenix Palms and protects within the median strip</p> <ul style="list-style-type: none"> <i>Development</i> enhances and is designed to complement the King Street Marriage Trees <i>Development</i> 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 | | |
| D9.12 | 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 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 |

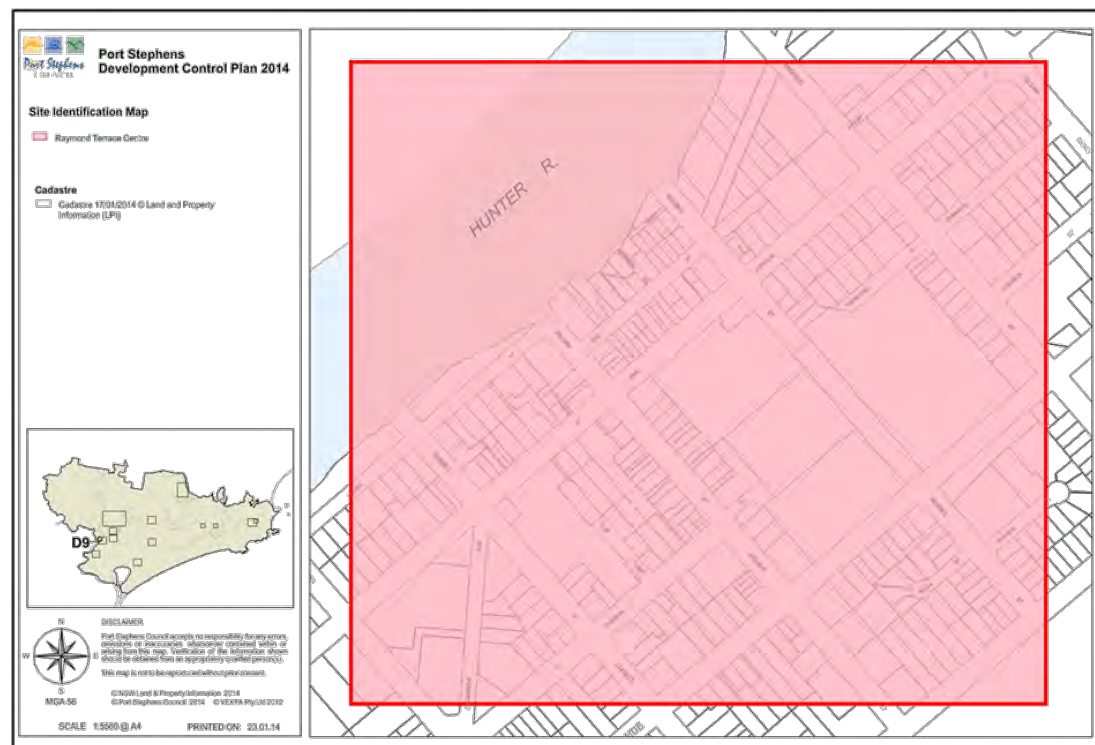
D9

RAYMOND TERRACE TOWN CENTRE

Requirements

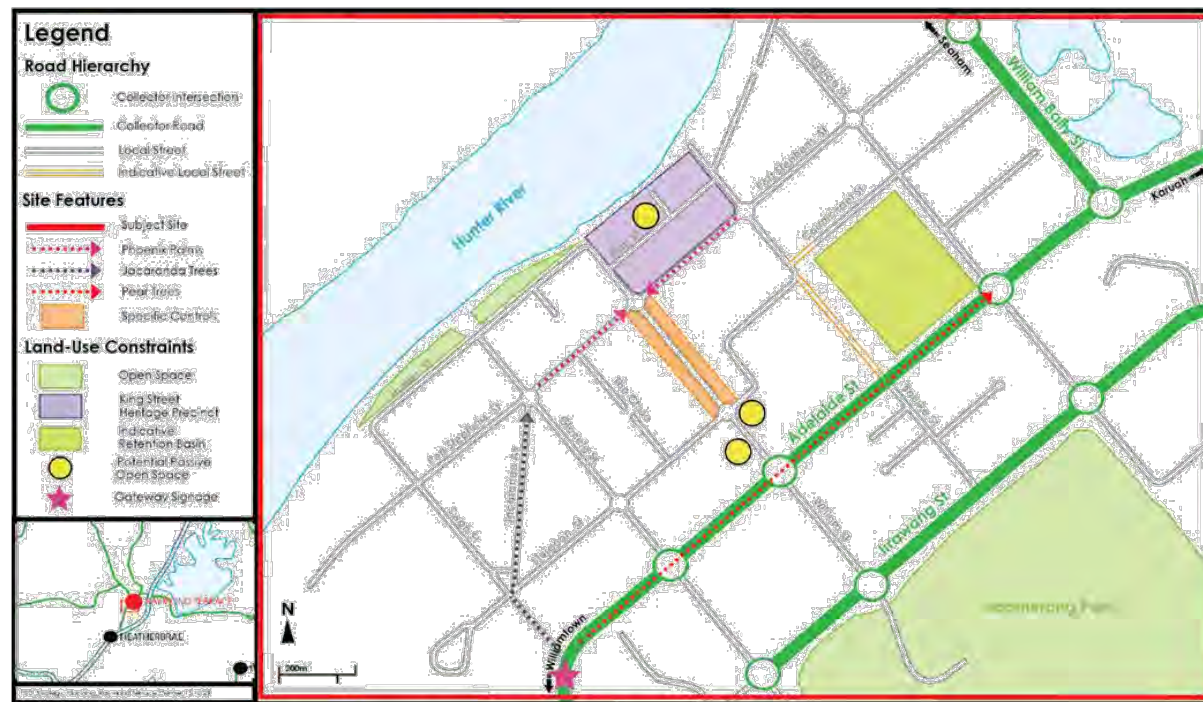
| | | |
|-------|-----------------|---|
| D9.14 | Detention Basin | ▪ Land indicatively drawn on Figure D8 (p. D-11) is reserved for the purpose of a retention basin |
|-------|-----------------|---|

Figure D9:
Raymond
Terrace
Centre
Land
Application
Map



D- 10

Figure DS: Raymond Terrace Locality Controls Map



Comment [J84]: This Locality Controls Map has been amended to incorporate a number of more actions that are identified by the Strategy, which as the proposed location of gateway signage and possible location for passive open space.

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ITEM 2 - ATTACHMENT 3 SUBMISSION SUMMARY AND PLANNING RESPONSE.

ATTACHMENT 3 – SUBMISSION SUMMARY AND PLANNING RESPONSE

The following table provides a summary of each submission and an appropriate planning comment. Recommendations to amend the Strategy are then listed at the end of the planning comments. These recommendations have been incorporated within the draft strategy, which is provided as (ATTACHMENT 1).

| Draft Port Stephens Development Control Plan 2014 | | | | |
|---|--|--|-----------|---|
| No | Stakeholder | Submission Summary | Amendment | Planning Comment |
| 1 | Port Stephens Council – Property Section | <ol style="list-style-type: none"> Businesses situated along the Pacific Highway, Heatherbrae have direct access onto the Highway across land that is classified as 'community' under the Local Government Act 1993. The purpose of these land parcels was/is to prevent access to the Pacific Highway until the Heatherbrae bypass is completed. Identifies that the following roads have been earmarked for closure and consolidation with the adjoining Council owned Community Land and will require the concurrence of Crown Land to complete: <ol style="list-style-type: none"> Two roads within Riverside Park between Kangaroo Street and Seaham Road Road within the current Trotting Track of Newline Road. Need to have some bulky goods facilities centrally located in relation to current and future urban areas, such as Kings Hill and there are sites in the RT CBD that could accommodate such uses, such as the former Raymond Terrace Sports Fields. Direction 1.2 – There needs to be acknowledgement of the issue around the current use of scattered community land parcels to gain access to properties (and in some instances | Amend. | <ol style="list-style-type: none"> The use of this land presents safety concerns for the users of the road network. Whether this is suitable arrangement for a future point in time when this road is no longer the Pacific Highway requires further investigation. Refer to the proposed actions contained within the Strategy. Noted. This is an operational matter that does not have any implications for the draft strategy. 'Bulky goods premises' are a type of 'Commercial Premises', which are permissible with consent within the existing Zone B3 – Commercial Core under the Port Stephens Local Environmental Plan 2013. The Zone B3 – Commercial Core covers the majority of the Raymond Terrace Town Centre. Development for the purpose of bulky goods would be subject to further consideration at the Development Application Stage of the process. Refer to previous response to Point No.1 and the recommendation to include an action. 'Facilitating' is an open term that does not define specific actions. Council currently owns the land and in turn will play some role in their development, land banking or short-term development outcomes. |

ITEM 2 - ATTACHMENT 3 SUBMISSION SUMMARY AND PLANNING RESPONSE.

| | | |
|--|--|---|
| | <p>display of goods for sale) on both sides of the current highway at Heatherbrae, such as the two motels and various industrial businesses, along with possible solutions, such as a reclass/rezone/disposal to adjoining owners process.</p> <p>5. Direction 2.3 – What is or will be the definition of 'facilitating'?</p> <p>6. Raymond Terrace – we assume that 9.4ha of land is required to accommodate 45,633sqm of buildings – please clarify. Also where does the 5% vacancy rate come from? – This appears to be low – we assumed from the Hill PDA report? It may be worth having this report reviewed.</p> <p>7. Masters Hardware and the like have established on the eastern side not the western side of the Highway Action No.3 – What are the catalyst sites you're referring to?</p> <p>8. The Close cannot be extended through to Adelaide Street without acquiring 29A & 31 Sturgeon Street, which are not owned by Council.</p> <p>9. We considered the strip of land zoned R2 Low Density Residential fronting Hunter/Glenelg/Swan & Port Stephens Streets should be zoned R3 Medium Density Residential to be consistent with the exiting residential zoning that surrounds the town centre.</p> <p>10. Direction 2.1 – the undeveloped section of Bourke Street is zoned B3 (not light industrial) and should be acknowledged in this Direction. Similarly, further down there is a bullet point regarding Bourke Street being retained as light industrial and this need to be amended to reflect the mixed zonings</p> | <p>6. The Hill PDA Report states: 'At the time of Hill PDA's survey, the Centre had a vacancy rate (on a floorspace basis) of 4.9%. A vacancy rate of 3-5% is usually seen as a very healthy rate for a well performing centre. A 5% rate encourages investment and provides opportunities for businesses to move into the centre or to upgrade their locations as businesses expand'.</p> <p>7. Land identified to cater for additional demand in bulky goods is directly opposite the existing 'Masters Hardware' on the western side of the Pacific Highway. The sites are described under Action No.2 and visually illustrated on Figure L: Key Action Map.</p> <p>8. It is now recognised that the extension would not be possible as Council does not own all of the required land.</p> <p>9. The existing Zone - R3 Medium Density applies to flood free land. This site is flood prone land and therefore encouraging density on this site is undesirable especially given the potential on other sites. Its current zoning already allows for multi-dwelling housing and dual occupancies.</p> <p>10. It is acknowledged that Bourke Street is reflective of a commercial zoning. Kangaroo Street to the north is more reflective of the industrial precinct.</p> <p>11. Refer to previous response to Question No.9.</p> <p>12. C2.5 (p. C-73) of the Port Stephens Development Control Plan 2014 requires the minimum ground floor to ceiling height for all development types within a commercial zone to</p> |
|--|--|---|

ITEM 2 - ATTACHMENT 3 SUBMISSION SUMMARY AND PLANNING RESPONSE.

| | | |
|--|---|--|
| | <p>and the current/intended uses along Bourke Street.</p> <p>11. In relation to the fifth bullet point, the R2 zoned land on Port Stephens Street should be rezoned to R3 for this bullet point to be consistent.</p> <p>12. Actions 13 – The Nelson Bay Town Centre Strategy makes reference to floor heights of 3.5m to accommodate services. Action 13 needs to include this information (and if necessary to vary the building heights to accommodate the extra 0.5m/floor level) to maintain consistency across the LGA.</p> <p>13. Item 16 – Due to land having now been reclaimed from the river, the boardwalk is no longer possible however a walkway/cycleway may be.</p> <p>14. Item 19 – Our understanding of shop top housing is that it is appropriate where there are older multi-level buildings with limited or no on/off street parking opportunities in much larger CBDs like Newcastle. This isn't the case here in Raymond Terrace as there are few two level buildings in flood free areas and there is sufficient on/off street parking so we question the need to have Item 19 in this current Strategy</p> <p>15. Last bullet point – we are not aware of the property that you call the Entry Shopping Centre – 7,000sqm – where is this?</p> <p>16. 51 William Street (Old RTA Building) is in fact the Old Fire Station, which is the subject of a current road widening order and is specified as Public Road on the current Title Search. The old RTA Building is at 53-55 William Street. Neither of these properties is yet owned by Council with 51 owned by the State of NSW. The property will still need to</p> | <p>be 3.5m. This allows for future use as commercial premises even if it is not now proposed through proposed residential accommodation which provides for a consistent approach across the Local Government Area.</p> <p>13. If the land has to be reclaimed from the river than a different style of path may be required. The important thing is to ensure that this missing link is completed. This is referred to in the Strategy.</p> <p>14. Shop top housing is a type of permissible development under the LEP. This development type is permissible within the Raymond Terrace town centre, which is zoned B3 – Commercial Core. The market will determine whether this development type is feasible. The strategy contains an action to encourage population and development ground in and around the town centre.</p> <p>15. The site referred to as 'entry shopping centre' is error. It appears to have been confused with another site and the Strategy has since been amended.</p> <p>16. It is acknowledged that the Old Fire Station is not the Old RTA Building.</p> <p>17. Refer to previous response for Point No.16.</p> <p>18. It is acknowledged that a number of development sites within the town centre have been in a holding pattern for a considerable period of time and this may be the result of the feasibility of their redevelopment.</p> <p>Recommendations:</p> <ul style="list-style-type: none"> ▪ Include an action (Action No.10) that identifies |
|--|---|--|

ITEM 2 - ATTACHMENT 3 SUBMISSION SUMMARY AND PLANNING RESPONSE.

| | | | | |
|---|------------|--|--------|--|
| | | <p>be acquired by Council from the State under the Land Acquisition Legislation.</p> <p>17. Actions 27 – In the first bullet point delete (Old RTA Building) and insert (Old Fire Station).</p> <p>18. Seeking an increase across the zone B3 – Commercial Core from 15m to 19m in order to make any proposed development feasible to undertake.</p> | | <p>the need for both Council and RMS identify sites that are using informal access arrangements to the Pacific Highway over land classified as 'community' and prepare a long-term strategy to address this matter.</p> <ul style="list-style-type: none"> ▪ Include an action (Action No.11) that identifies the need to consolidate the identified road reserves within the adjoining parcels of crown land. ▪ It is recommended that Figure L: Key Action Map – Raymond Terrace be amended to remove the identification of the 'The Close' to Adelaide Street as a logical future extension. ▪ It is recommended that 'Bourke Street' is replaced with 'Kangaroo Street' to more accurately reflect the light industrial precinct that is being discussed. ▪ It is recommended that Action No.18 be amended to read 'shared path'. ▪ It is recommended that 'Entry Shopping Centre – 7,000sqm' that is stated on page no. 21 be removed from the strategy. ▪ It is recommended that the wording on page no. 30 be amended from '(Old RTA Building)' to '(Old Fire Station Building)' (p. 30). ▪ It is recommended that Action No.15 be amended to explore maximum heights not just within the zone R3 – Medium Residential Density, but also B3 – Commercial Core. |
| 2 | Individual | <p>1. Selects Option One of the William Street Upgrade and believes that Options Two and Three would be a waste of rate payer's money.</p> | Amend. | <p>1. Options Two & Three have been estimated to cost 25% more than Option One. Both options Two and Three seek to create a more desirable public domain, which has potential to increase</p> |

ITEM 2 - ATTACHMENT 3 SUBMISSION SUMMARY AND PLANNING RESPONSE.

| | | | | |
|---|------------|--|--------|---|
| | | <ol style="list-style-type: none"> 2. Trees provide for a source of hay fever and street furniture creates an opportunity for vandalism. 3. Kerb and guttering is required for Sturgeon Street as well as other drainage solutions. 4. Sturgeon Street takes heavy traffic and this has resulted in a degradation of the street. 5. The installation of the round-a-bout on the corner of Sturgeon and Glenelg contributed to the drainage issues on Glenelg Street. | | <p>investment in the town centre for business and the wider community.</p> <ol style="list-style-type: none"> 2. Street trees and furniture contribute significantly to the quality of the public domain and in turn the amenity for residents and visitors alike 3. These works are identified on the forward works program. However, no timing is provided as no funding is available. 4. Noted. This is a general maintenance issue. 5. The Flood Studies completed for Raymond Terrace identify works that are required to improve drainage. <p>Recommendation:</p> <ul style="list-style-type: none"> ▪ It is recommended that an additional action be included Action No.37 that acknowledges drainage matters identified by the numerous flood and drainage studies completed for Raymond Terrace/Heatherbrae and that any future revision of the Strategy should provide discussion and a critical path towards addressing these matters. |
| 3 | Individual | <ol style="list-style-type: none"> 1. Questions what is meant by an activated street frontage? 2. Identifies that they're a little confused by 'Corner of Sturgeon and William Street' as one of the options for passive open space/urban plaza. | Amend. | <ol style="list-style-type: none"> 1. An 'activated street frontage' provides transparent windows built to the street frontage (i.e. window display or opening) as opposed to non-transparent brick walls. Activated street fronts result in shops overlooking the street, which increases safety and amenity. 2. This means the current building owned and tenanted by 'Port Stephens Business Centre'. <p>Recommendation:</p> <ul style="list-style-type: none"> ▪ It is recommended that a description of this space be re-worded in the strategy to provide a more clear description for the reader. |

ITEM 2 - ATTACHMENT 3 SUBMISSION SUMMARY AND PLANNING RESPONSE.

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| 4 | Central Ward Councillor Tucker | <p>1. Proposes the development of a 'civic precinct' be included as a 'key action', which would involve the following two related actions:</p> <ol style="list-style-type: none"> Realignment of the Council Administration Building to address the changed street frontage, by: <ul style="list-style-type: none"> Acquire the Old RTA Building and Fire Station and extend the Council Forecourt, or Provide an active front to Adelaide Street or the old Sports field Site Development of the existing Council Library Building into a Cultural Hub, which includes: <ul style="list-style-type: none"> Exhibition and Recreation Space Performance Space Worshipping and Training Facilities | Amend. | <p>1. Raymond Terrace is the identified major regional centre for Port Stephens and the logical location to build upon the civic facilities that already exist.</p> <p>2. The Library is an existing part of the civic precinct and the cultural hub for Port Stephens. Its continued development as a cultural hub will be dependent on the owner's ability to invest.</p> <p>Recommendation:</p> <ul style="list-style-type: none"> It is recommended that an additional action be included Action No.30 to identify the need to build upon the civic precinct that already exists within the town centre. |
| 5 | ADW Johnson on behalf of CABP GROUP Pty Ltd | <p>1. CABP Group Pty Ltd submit that it is appropriate for the final Raymond Terrace and Heatherbrae Strategy to be amended to identify lands east of the existing and approved Kinross Industrial Estate as future employment lands. These lands are in single ownership, front Masonite Road and are currently a working plantation. The final strategy should include:</p> <ol style="list-style-type: none"> Deletion of statements about containing developable land to the eastern side of the planned Heatherbrae bypass (pp. 18-19), and specifically delete all reference to back zoning existing zoned and subdivision approved land (such as that which remains on p. 19); Deletion of statements about significant | Amend. | <p>1. The Hill PDA. 2014, 'Raymond Terrace and Heatherbrae Economic Land Use Study (p. 14)' identified the need for an additional 37.7ha of industrial zoned land at either Tomago or Heatherbrae. However, it estimated the existing supply of industrial land to be 1,280ha, when it is in fact closer to 1,359ha. Further to this, significant undeveloped industrial land is present at both Tomago and Heatherbrae, which includes:</p> <ul style="list-style-type: none"> Kinross Estate (66.71Ha) Northbank Industrial Park (340ha) Land that is currently being assessed for subdivision known as Hunter Corporate |

ITEM 2 - ATTACHMENT 3 SUBMISSION SUMMARY AND PLANNING RESPONSE.

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| | | <p>supply of employment land (p.19);</p> <p>c. Deletion/Amendment about not allowing any development in the green corridor (p.18) and deletion specifically of using that green corridor as part of the rationale to back zone (which remains on p. 19) and to exclude additional employment lands to stop incremental encroachment by development into that corridor (p. 19), without recognising that acknowledged flaws in the original mapping of that corridor, that the corridor edges were identified as needing review and the warrant for flexibility based on reliable accurate and detailed ground truthing and investigation of real ecological values (nothing that land that is reference to be protected from incremental encroachment is a working plantation with heavily modified vegetation and ecological values);</p> <p>d. With reference to Figure K – Key Action Map, increase its base plan to include CABP Group Pty Ltd lands to the east;</p> <p>e. With reference to Figure K – Key Action Map, accurately represent the current land zoned (and with subdivision approval) for industrial purposes, including that part of Kinross Industrial Estate which sites east of the Heatherbrae bypass and accurately label as zoned and subdivision approved lands, not just 'future expansion'; and</p> <p>f. Identify CABP Group Pty Ltd lands to the east for rezoning for employment purposes for medium term as 'future expansion', and acknowledge existing plantation as basis for</p> | | <p>Park (300ha)</p> <p>Based on the Preston Rowe Paterson. May 2014, 'Research Report', a total of 108.84ha of industrial land has been sold in Port Stephens over the past 10 years from 2003-2013, which results in an average of 10.88ha per year. It must also be noted that the last five years was during a period of strong growth, which was due partly to the resources boom and in turn as the resources boom has reduced, sales since 2013 has significantly dropped off to a closer yearly average of between 2-3ha. As such significant industrial land exists at Heatherbrae over the life of the Strategy, which is to the year 2031 (15 years).</p> <p>Recommendation:</p> <p>a. Statements relating to back zoning land be removed.</p> <p>b. Statements regarding the significant supply of employment land be retained.</p> <p>c. Ministerial s117 Direction – No. 5.1 Implementation of Regional Strategies ensures that the direction of the Lower Hunter Regional Strategy to prevent development from taking place within the Green Corridor. The strategy is consistent with the role of the Green Corridor as provided by higher order regional strategies, such as the Lower Hunter Regional Strategy.</p> <p>d. It is suggested that Figure L: Key Action Map – Raymond Terrace be amended to identify the approved Kinross Estate Subdivision.</p> <p>e. As per previous response.</p> <p>f. As discussed above demand for additional</p> |
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ITEM 2 - ATTACHMENT 3 SUBMISSION SUMMARY AND PLANNING RESPONSE.

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| | | progressing to planning proposal notwithstanding inaccurate mapping of that land as green corridor. If desired by Council, additional notations can be included relating to key issues to be resolved as part of any rezoning investigation. | | industrial lands is not expected over the life of this strategy however it is recommended that Figure M: Key Action Map – Raymond Terrace be amended to identify the site as future investigation areas due to the length of time that is required to release land. |
| 6 | Individual | <ol style="list-style-type: none"> 1. The aim of the strategy to make Raymond Terrace 'a great place to live, work and play' is very noble. 2. Identifies concern that the thing that stands out is the continual efforts to justify the rezoning of Boomerang Park to partially support the proposed increase of three hundred homes in Raymond Terrace by 2030 and that more appropriate land exists at Ross Walbridge Reserve below Sleepy Hill. 3. States that the proposals for William Street look very promising in that it will decrease the slope down to the northern footpath. 4. Notes the suggestion to open the levee bank in front of King Street and install mobile gates and suggests that this would be a disaster. 5. Identifies the need for a flood action plan that is ready for implementation should a 1955 flood again occur. | Amend. | <ol style="list-style-type: none"> 1. Noted. 2. The strategy is consistent with the adopted Masterplan for Boomerang Park. 3. Noted. 4. The strategy does not provide any discussion around the levee bank or general matters relating to flooding. 5. This is beyond the scope of the strategy. However, it is noted that emergency management response plans exist between Council and relevant emergency support agencies. These were implemented during the bushfire and flooding events of recent years. <p>Recommendation:</p> <ul style="list-style-type: none"> ▪ It is recommended that an additional Action No.37 be included that acknowledges the drainage outcomes identified by the numerous flood and drainage studies completed for Raymond Terrace/Heatherbrae and that any future revision of the Strategy should provide discussion and a critical path towards addressing these matters. |
| 7 | Individual | <ol style="list-style-type: none"> 1. Goal 2 relates to providing for 'affordable accommodation which includes seniors living and student accommodation. Will this goal be applied to the proposed subdivision for Boomerang Park? | Some Amendments Required. | <ol style="list-style-type: none"> 1. The strategy is consistent with the adopted Masterplan for Boomerang Park. The goal of affordable housing is intended to provide a broad framework that applies to the entire area to which |

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| | | <p>2. Why is the Boomerang Plan of Management not being recognised within the Draft Strategy for Raymond Terrace and Heatherbrae?</p> <p>3. Could the Draft Raymond Terrace and Heatherbrae Strategy define what 'passive open space' actually is in relation to these and any other sites?</p> <p>4. Why under Goal 3 has Boomerang Park not been specifically identified as a 'quality open space'?</p> <p>5. The Strategy does not recognise how Direction 4.1 will be achieved (i.e. How does the plan intend to retain connections to the past through the integration of heritage)</p> <p>6. The strategy seems inconsistent, ill-considered or at least ill-informed in regard to the preservation of this identified heritage area given the proposed subdivision of the park and the lack of referencing/consideration to already existing heritage plans/LEPs.</p> | | <p>the strategy applies.</p> <p>2. Plans of Management (PoM) are relevant in so far as how they relate to the operation and management of the Park.</p> <p>3. It is suggested the Strategy be amended to define what is meant by passive open space, being a space to provide seating and shade for passive activities like reading a book or eating as opposed to active open space, which provides opportunities to run and kick a ball, etc.</p> <p>4. The strategy is consistent with the adopted Masterplan for Boomerang Park.</p> <p>5. Action No.34 identifies how the connections will be retained through the revised site specific Development Control Plan for Kings Street and the development of a streetscape design guideline, which is integral to achieving a consistent look and feel.</p> <p>6. The strategy recognises heritage, while containing actions that seek to ensure it is given further consideration as heritage is already provided with detailed consideration through the statutory planning framework.</p> <p>Recommendation:</p> <ul style="list-style-type: none"> It is recommended that the strategy be amended to more clearly define passive open space and it's distinction from active open space. |
| 8 | Individual | <p>1. Questions how Boomerang Park can be replaced by such a small area of passive open space within the Town Centre.</p> <p>2. Series of questions about koalas in the town</p> | Not Amend. | <p>1. The strategy is consistent with the adopted Masterplan for Boomerang Park and is not intended to replace this Masterplan.</p> <p>2. The strategy does not relate to these matters.</p> |

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| | | centre, drainage and car yards. | | Recommendation: <ul style="list-style-type: none"> No amendments are recommended. |
| 9 | King Street Preservation & Action Group – Raymond Terrace Inc. | <p>1. Given that the King Street revitalisation plan was adopted eight years ago back in March 2007, it is time that some council funding is dedicated to implementing many of its recommendations, such as:</p> <ol style="list-style-type: none"> Paving the west/riverside footpath to form one continuous surface to match the town/eastern side. Perhaps the William Street upgrade will provide spare pavers. Given the emphasis is on people walking into the street rather than expecting to park in the street, adequate footpaths are a must. Creating a small urban park at 16-18 King Street for passive recreation and contemplation. It is also an appropriate space for a public art work. Appropriate signage to designate the historic precinct. Entrance footpath and kerb treatment at Bourke Street end should be upgraded as an appropriate entrance to the Heritage precinct to match the William Street end of King Street. It is hoped that the streetscape guidelines will provide for King Street to have its own special precinct and specific furniture and lighting to enhance the heritage which is distinct from the William Street and Port Stephens Street treatments. This was also a recommendation of the policy adopted in 2007. | Amend. | <p>1. The following matters be addressed through the streetscape design guideline, which is listed as Action No. 35:</p> <ol style="list-style-type: none"> Consistent paving on the west/riverside footpath to match town/eastern side. Consistent themed historic signage. Specific and distinct furniture and lighting for the King Street Precinct. Style and character of public art that is in-keeping and reflective of the locality. <p>The Implementation Panel will seek to source and identify funding opportunities for the actions listed within this strategy. The proposed amendments to the Port Stephens Development Control Plan 2014 seek to provide further guidance to the long-term development of King Street. The implementation panel has the potential to explore more specific strategies for the revitalisation of King Street.</p> <p>Recommendation:</p> <ul style="list-style-type: none"> It is recommended that Action No.36 be amended to ensure that the development of the streetscape design guideline includes the matters raised. |

ITEM 2 - ATTACHMENT 3 SUBMISSION SUMMARY AND PLANNING RESPONSE.

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| | | f. We would like to see some more action plans included for King Street in the summary and the implementation table, particularly actions that can be funded by Council. Higher priority should be given to an area left to languish for too long. King Street is more urgently in need of an upgrade than William Street. | | |
| 10 | Marketplace – Raymond Terrace | <ol style="list-style-type: none"> 1. The former Raymond Terrace Sports Field is an extremely difficult and expensive site for development. 2. Masters has established on the eastern side of the Pacific Highway, not the western side. 3. Key linkages for pedestrians and cyclists are missing to and from parts of Raymond Terrace and surrounding areas. The most prominent missing link is the connectivity on the levee bank from Hunter Street to William Bailey Street. 4. Council should be undertaking whatever action is necessary in the lobbying of various levels of government to ensure that the southern interchange of the Pacific Motorway provides northern access to Heathbrae. 5. Council has seen numerous attempts to create a Chamber of Commerce, Business Association or similar named entities over many years. For far too long there has been minimal support given by Council to the overarching philosophy of such an entity across the entire LGA. 6. Actions 13, 14, 16, 17, 18, 19 and 20 are all sound and are supported generally. 7. Action 15, which relates to the standard instrument clause for activated street frontages, is believed to have the potential to produce negative outcomes. 8. The initiative for possible mechanisms to achieve small lot housing within the R3 Medium Density is | Amend. | <ol style="list-style-type: none"> 1. This is beyond the scope of the Strategy to consider the feasibility of any specific sites for development. 2. Noted. Masters is located on the eastern side of the Pacific Highway. This has been misinterpreted in the draft strategy and the final strategy will be amended to clarify this. 3. The strategy should seek to identify these missing links to be consistent with the Draft Pathways Plan. 4. The revised Strategy contains a map that identified those missing linkages and seeks their incorporation within the forward works program as detailed in Figures C and D. A submission is also being prepared by Council to the draft design that is currently on exhibition. 5. It is suggested that Council provide renewed support to a Chamber of Commerce for Raymond Terrace. 6. Supportive of the following: <ol style="list-style-type: none"> a. Increasing heights from 9 to 15m in the R3 Medium Density Zone; b. Support provided to the Boomerang Park Masterplan; c. Land at the end of Speedy Lock Lane |

ITEM 2 - ATTACHMENT 3 SUBMISSION SUMMARY AND PLANNING RESPONSE.

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| | <p>supported.</p> <p>9. One of the catalyst sites listed is Entry Shopping Centre – 7,000sqm. Clearer identified of the site would be useful to the community when reviewing the strategy.</p> <p>10. The skate park at the junction of Carmichael and Bourke Streets is considered over utilised and under resourced.</p> <p>11. In terms of the William Street Upgrade, main street ambience is one of the critical factors when potential investors and traders seek locations to establish operations. States that Concept 2 is the most favourable.</p> <p>12. Due to the extensive holding of land by Council in this general area there needs to be significant drive by Council to enable and develop partnerships for this crucial redevelopment area.</p> <p>13. The Streetscape Design Guideline is whole heartedly supported and must be driven by Council them as they commence a rejuvenation of William Street.</p> <p>14. In calls for members of the Implementation Panel, representatives of the retail community must be first sought out.</p> | | <p>identified for residential development;</p> <p>d. Monitor the subdivision of lots within the R3 Medium Density Zone;</p> <p>e. Encourage shop-top housing; and</p> <p>f. Review/Audit future potential residential sites through the review of the PSPS.</p> <p>7. Amend to identify locations that have the potential to have the activated street frontages clause appropriately applied.</p> <p>8. Noted.</p> <p>9. The site referred to as 'entry shopping centre' is error. It appears to have been confused with another site and the Strategy will be amended to reflect this.</p> <p>10. Noted. The Facilities & Services Group of Council has been informed about the perception that the skate park is underutilised and under resourced.</p> <p>11. It is acknowledged that Concept 2 is considered to be the most favourable.</p> <p>12. It is agreed that Council holds a key role in facilitating the development of key sites.</p> <p>13. It is agreed that the 'Streetscape Design Guideline' is a worthwhile action that should commence with the rejuvenation of William Street.</p> <p>14. It is agreed that members of the Implementation Panel should include representatives of the retail community.</p> <p>Recommendation:</p> <ul style="list-style-type: none"> It is recommended the Strategy be amended to reflect the location of Masters on the eastern side |
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ITEM 2 - ATTACHMENT 3 SUBMISSION SUMMARY AND PLANNING RESPONSE.

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| | | | | <p>of the Pacific Highway.</p> <ul style="list-style-type: none"> It is recommended that maps be included in the strategy that identifies those missing linkages and seeks their incorporation within the forward works program as detailed in Figures C and D. It is recommended that 'Entry Shopping Centre – 7,000sqm' be removed from the strategy. |
| 11 | Individual | <ol style="list-style-type: none"> Identifies the need for strategic planning to take into account the movement of business online. Council can take leadership in encouraging self-employed and personal service businesses to locate in town by not charging high street rentals Improve walkability around the town Note that people come from beyond Dungog from places such as Hawks Nest, Tea Gardens, Gloucester and Beresfield. Need to retain heritage and keep council owned land well-groomed would help attract investors to the privately owned property on offer. Creating an urban plaza in King Street was identified eight years ago. In favour of option 1, but does not understand the advantage of changing the existing paving nor the landscaping now that it is starting to reach maturity. | Amend. | <ol style="list-style-type: none"> Town centres continue to play an important role for cultural activities and businesses where this human interaction is sought. Council does not control private rents. The revised Strategy contains a map that identified those missing linkages and seeks their incorporation within the forward works program as detailed in Figures C and D. Raymond Terrace is a major regional centre that services a number of surrounding areas both within and external to the Port Stephens Local Government Area. The planning framework seeks to encourage the retention of heritage through identifying items of heritage significance. Council cannot create a plaza until it owns the land or it is dedicated by a landowner. Noted. <p>Recommendation:</p> <ul style="list-style-type: none"> It is recommended that maps be included in the strategy identifying those missing linkages and seek within the forward works program as detailed in Figures C and D. |
| 12 | Individual | <ol style="list-style-type: none"> 26 King Street is private land and Council would need to purchase this land in order to implement its | Amendments | <ol style="list-style-type: none"> Noted. |

ITEM 2 - ATTACHMENT 3 SUBMISSION SUMMARY AND PLANNING RESPONSE.

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| | | <p>strategy for a boardwalk, cycleway or other public activity on that land.</p> <p>2. Council should actively promote the acquisition of the Scout Hall and Lubrano lands for the purpose of developing a block of retirement units on the total amalgamated site including its own lands.</p> | not required. | <p>2. Council will continue to promote the sites through the Strategy. The eventual development of these sites is dependent on a number of variables. Achieving retirement living in Raymond Terrace is a key goal of the strategy.</p> |
| - | Polling Booth – William Street Upgrade Options | <p>1. During the exhibition period, a polling booth was placed in the Council Foyer that collected votes from members of the community in relation to the three upgrade options for William Street.</p> <p>2. The polling booth received the following three options:</p> <ul style="list-style-type: none"> ▪ Option 1: 10 Votes <ul style="list-style-type: none"> • If angle parking is to remain you need as much width as possible • Parking traffic needs existing arrangements in William Street • Retain existing trees in William Street ▪ Option 2: 5 Votes ▪ Option 3: 19 Votes <ul style="list-style-type: none"> • Where's our Information Centre? • Maintain Gardens • Please look after the gardens if they're put in | Not Applicable. | <p>1. The community has identified Option No.3 as the preferred option. This option differs from the first two by seeking to remove the street trees from the street verge to the central median strip. The William Street Upgrade works will be further considered by Council's Facilities and Services Group.</p> |
| - | Social Pinpoint | <p>1. The following comments were made via social pinpoint on the three options for the upgrade of William Street during the exhibition period:</p> <ul style="list-style-type: none"> ▪ Option 1 <ul style="list-style-type: none"> • A median strip may serve to help alleviate traffic congestion by preventing vehicles from crossing the street to the park. One way traffic between Sturgeon and Port | Not Applicable. | <p>1. The community has identified Option No.3 as the preferred option. This option differs from the first two by seeking to remove the street trees from the street verge to the central median strip. The William Street Upgrade works will be further considered by Council's Facilities and Services Group.</p> |

ITEM 2 - ATTACHMENT 3 SUBMISSION SUMMARY AND PLANNING RESPONSE.

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| | | <p>Stephens Street would suit Option 2.</p> <ul style="list-style-type: none"> • Traffic using the main road should be one way only; this will give sufficient room to work with, also giving café's more opportunity to have outdoor tables. • Let's think to the future and get this right. • It will improve flow of traffic and safety of pedestrians • We need to create an area with calm traffic that is pedestrian friendly including upgrades (lights) to the main pedestrian crossing. Free Wifi, shade and trees will do wonders for the community space. • There is no outdoor space to enjoy coffee or a lunchtime meal other than cafes along this strip. Maybe in some areas the pavement should be wider to accommodate this. • Removing any parking from Raymond Terrace CBD will remove business from the area. It is already hard enough to get parking in William Street. • More modern. • Free WiFi. Other areas in Newcastle have that. <p>▪ Option 2</p> <ul style="list-style-type: none"> • Consideration needs to be given to traffic lights here for pedestrians, this is a particularly busy area most days • Bringing more trees and greenery to this street is a fantastic idea. Moving parking to centre of road is good if traffic calming devices exist, particularly near the cafes that use the frontage now. | | |
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ITEM 2 - ATTACHMENT 3 SUBMISSION SUMMARY AND PLANNING RESPONSE.

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| | | <ul style="list-style-type: none"> • With plans to improve the cycleway along the river consideration should be given to making this area cyclist friendly. ▪ Option 3 <ul style="list-style-type: none"> • The pedestrian crossing lines should be widened to align with the existing outdoor land through to William Street, rather than just leading pedestrians to the chemist shop (since the new taxi hub) • The central median strip has a big, country town feel about it and with vegetation will beautify the main street as well as making it feel more spacious for pedestrians • The zebra lines finish at a raised kerb – the kerb needs to be painted white if it can be lowered to match the crossing lines. • Is this area to be developed? Was it once proposed to be additional shops + facilities? The Terrace is in need of some improved infrastructure (those here, plus ones to raise the socio-economic demo) | | |
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ITEM 2 - ATTACHMENT 4 IMPLEMENTATION PANEL TERMS OF REFERENCE.**RAYMOND TERRACE AND HEATHERBRAE STRATEGY IMPLEMENTATION PANEL
TERMS OF REFERENCE****PURPOSE**

The Raymond Terrace and Heatherbrae Strategy Implementation Panel (the Panel) has been established to provide community advice to Council on implementing the adopted actions contained within the Raymond Terrace and Heatherbrae Strategy (the Strategy).

OBJECTIVES

- To assist Council in implementing the actions contained in the Strategy.
- To provide a forum for information sharing between Council and the community.
- To provide comment into the next review of the Strategy.

TERMS OF REFERENCE

The Panel provides advice as requested by council to assist the implementation of the Strategy. The Panel is not a formal committee of Council and will not have a formal role in decision making, policy direction or delegating work to be carried out by Council.

STRUCTURE

- 1-2 staff members from Economic Development and other staff on an as needs basis depending on the matters being discussed;
- 1-2 staff members from Strategic Planning and other staff on an as needs basis depending on the matters being discussed;
- 2 Councillors; and
- 7 community representatives (2 local business, 2 local residents, 1 education/school representative, 1 non-for-profit representative and 1 sporting group representative) identified through a public nomination process.

Council will administer the panel.

A nominated Councillor will chair the meeting to be determined at the Panel's first meeting.

Minutes will be taken at each meeting.

SELECTION OF PANEL MEMBERS

Expressions of Interest for membership will be sought through advertising in the local paper. Selection of membership will be based on the following:

- Demonstrated knowledge of local issues;
- Demonstrated ability to represent broad community interests; and

ITEM 2 - ATTACHMENT 4 IMPLEMENTATION PANEL TERMS OF REFERENCE.

- Demonstrated commitment/availability to attend meetings.

All nominations received will be reported to Council for their consideration and final recommendation.

FREQUENCY

The Panel will meet every three months initially with ongoing frequency to be determined by determined by the Panel.

EXPECTED OUTCOMES

- Community engagement at key stages of the implementation;
- Community advice to assist Council making decisions concerning the future planning of Raymond Terrace and Heatherbrae;
- The implementation of a Strategy that has a high level of community input so that it is reflective of community needs;
- A Strategy that provides for the sustained growth of Raymond Terrace and Heatherbrae in a structured and balanced way.

ITEM 3 - ATTACHMENT 1 DRAFT REVISED MEDOWIE PLANNING STRATEGY.

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ITEM 3 - ATTACHMENT 1 DRAFT REVISED MEDOWIE PLANNING STRATEGY.**1.0 EXECUTIVE SUMMARY**

The *Medowie Strategy* (the Strategy) has been prepared to provide local strategic planning guidance for land use planning in Medowie over the next 20 to 25 years and aims to accommodate future urban growth identified for the Port Stephens Local Government Area by the *Lower Hunter Regional Strategy 2006-2031* and the *Port Stephens Planning Strategy 2011-2031*. It has been prepared in consultation with a *Medowie Strategy Review Consultative Panel* established by Council in 2013. The valuable feedback provided by the Panel is acknowledged.

The following vision statement has been created with input from Panel members:

'Medowie is a place of tall trees beside the waters of Grahamstown Dam, with a plan to coordinate future growth that is supported by infrastructure and involves the community'

The vision statement has helped to guide the preparation of the Strategy to achieve this desired outcome.

The Strategy estimates population growth of 6,700 to 7,800 people in 2,200 to 2,600 additional dwellings in new residential release areas (+ additional growth in rural residential release areas) in the areas shown on the *Strategy Map*.

The Medowie Strategy is based on the following 6 Key Principles:

- Principle 1 - Urban development is underpinned by the provision of appropriate infrastructure
- Principle 2 - Water quality is improved or maintained within the Grahamstown Dam Drinking Water Catchment
- Principle 3 - Future urban development on flood prone land is avoided
- Principle 4 - Key koala habitat and corridors are identified and maintained
- Principle 5 - Commercial development is focused on the existing town centre
- Principle 6 - Rural residential development continues to contribute to the character of Medowie

In conjunction with the Strategy, a *Medowie Town Centre Master Plan* has also been prepared to:

- Consolidate the town centre as the 'heart' for the social and economic life of the community
- Establish streets and blocks to provide a framework for a properly integrated urban development
- Create high quality streets and places that encourage walking and social interaction
- Preserve and enhance the leafy character of the town while creating a compact and active core
- Guide future design standards and objectives

ITEM 3 - ATTACHMENT 1 DRAFT REVISED MEDOWIE PLANNING STRATEGY.

The Strategy forms part of a suite of related strategic plans (existing and proposed) to manage future urban growth and infrastructure provision, centred around community and recreation facilities, water management, and traffic and transport and key environmental features.

For its delivery, the Strategy identifies related strategic delivery plans; sets out an implementation plan (including responsibilities and timing) and requirements for planning proposals (rezoning requests) on planning precincts within Medowie.

The table below sets out some of the key aspects of future planning in Medowie, followed by the Strategy Map which provides a graphical representation of the Strategy:

KEY ASPECTS OF FUTURE PLANNING IN MEDOWIE

| Item | Description |
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| Lower Hunter Regional Strategy 2006-2031 | 12,500 dwellings for Port Stephens LGA (5,300 in infill areas and 7,200 in new release areas) Identifies Medowie as a proposed urban area with boundaries to be defined through local planning |
| Port Stephens Planning Strategy 2011-2036 | 2,700 dwellings for Medowie Priority 1 Urban Release Area to be developed over a 20 to 25 year period |
| Household Size | 3.0 people per dwelling (higher than the Port Stephens LGA average) |
| Estimated Population (at 2014) | 9,400 people |
| Estimated Population Growth under Medowie Strategy (to 2036) | 6,700 to 7,800 people (+ rural residential population growth) |
| Estimated Future Population (at 2036) | 16,100 to 17,200 people (+ rural residential population growth) |

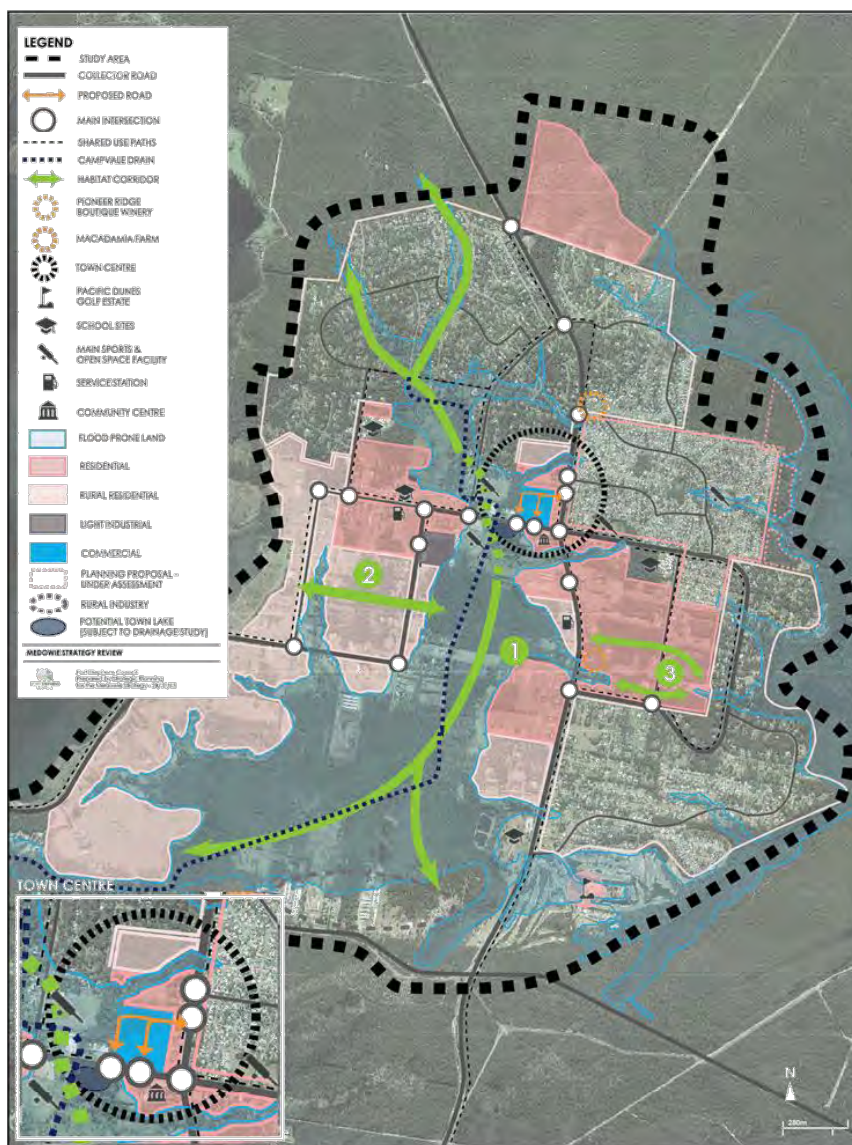
ITEM 3 - ATTACHMENT 1 DRAFT REVISED MEDOWIE PLANNING STRATEGY.

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| Residential Release Area Key Statistics | Land Area = 236.5 hectares Density = 10 to 12 dwellings/ha Yield = 2,200 to 2,600 dwellings (+ rural residential release areas) |
| Light Industrial | 5.5 hectares (existing zoned at Abundance Road) |
| Commercial | 9.4 hectares (5.7 ha existing zoned and 3.7 ha additional) |
| Library Facilities | 1 library lounge (to be provided & location to be determined) |
| Community Centres | Medowie Community Centre - (expansion and/or new facilities Location to be determined maximum of 3) |
| Sports Facilities | Yulong Oval Boyd Oval Kindlebark Oval Ferodale Park Sports Complex (upgrade existing facilities) |
| Traffic and Transport | Road network and pedestrian and cycle network upgrades (outlined in Section 3.3 <i>Traffic and Transport</i>) |
| Water Management | Council to complete drainage strategy (co-funded with Hunter Water Corporation) Town Lake (subject to drainage strategy) Future urban development to demonstrate neutral or beneficial effect on water quality |
| Implementation Panel | Council to establish an Implementation Panel to facilitate delivery of infrastructure and development envisioned by the Strategy including Council, industry and community members |

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STRATEGY MAP



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2.0 INTRODUCTION

2.1 Vision statement

The following vision statement for the *Medowie Strategy* (the Strategy) has been created with input from members of the *Medowie Strategy Review Consultative Panel*:

'Medowie is a place of tall trees beside the waters of Grahamstown Dam, with a plan to coordinate future growth that is supported by infrastructure and involves the community'

The vision statement has helped to guide the preparation of the Strategy to achieve this desired outcome.

2.2 Purpose

The overarching purpose of the Strategy is to provide local strategic direction for land use planning over the next 20 to 25 years within the Medowie area as shown in Figure 1 *Strategy Area*, and aims to accommodate the following urban growth identified by the *Lower Hunter Regional Strategy* and the *Port Stephens Planning Strategy*:

- *Lower Hunter Regional Strategy*: 12,500 total dwellings for the Port Stephens LGA, comprised of 5,300 dwellings in infill areas and 7,200 dwellings in new release areas.
- *Port Stephens Planning Strategy*: 2,700 dwellings for Medowie over a 20 to 25 year period and a Priority 1 Area (in a category range of 1 to 3 for various locations for across the LGA).

It also aims to guide land use allocation and other provisions of the *Port Stephens Local Environmental Plan 2013* and considers a range of other local and State planning instruments and policies that are used to regulate sustainable development.

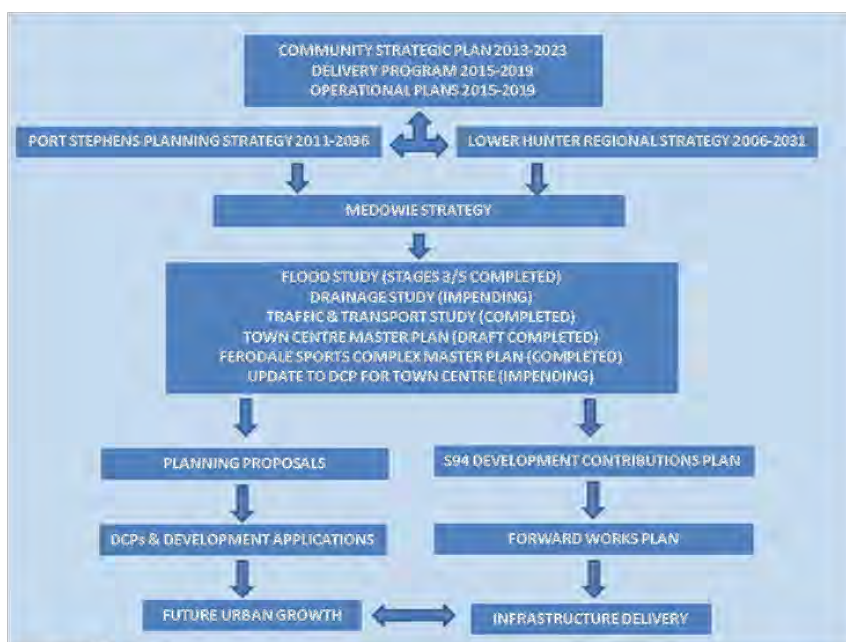
The Strategy has been prepared in consultation with the *Medowie Strategy Review Consultative Panel* established by Council in 2013 (the valuable feedback provided by the Panel is acknowledged).

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2.3 Planning framework

In order to support the future growth and development of Medowie, the Strategy identifies relevant infrastructure planning requirements, and will guide Council's consideration of future works (outlined in a range of infrastructure plans) as well as informing funding sources (such as local developer contributions). Figure 2 *Process* shows where the Strategy fits within Council's planning framework, and the processes required for the implementation of both development and infrastructure provisions.

Figure 2 Process



The delivery of urban development and infrastructure identified in the Strategy is subject to a wide range of factors (including market demand) and its implementation may take an extended period of time (approximately 20 to 25 years). It also involves a range of stakeholders in the private and public sectors and a variety of funding sources. Section 5.0 *Implementation* of the Strategy clearly identifies a range of implementation tasks to facilitate expanded growth in Medowie in consultation with a community-based Implementation Panel.

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2.4 Document structure

The Strategy is structured to initially set out the purpose for undertaking a Strategy for Medowie, setting down key principles and providing a strategy map presenting the main features in graphic form. It then proceeds to describe the main proposed land uses, and provide a summary of present and future infrastructure provision including: community and recreational facilities; water management; and traffic and transport. Environmental matters are also discussed, with a focus on koala habitat and key habitat corridors. The Strategy then sets actions for its implementation and establishes a framework for the monitoring and review of its implementation. In addition to input from the community-based Panel, the Strategy has been developed on the basis of analysis of a range of supporting information followed by supporting information. This information includes location and population description, policy and legislative context, water catchments description, and existing traffic and transport information, and is outlined in Section 6.0 *Supporting Information*.

2.5 Key aspects and principles

This section provides an overview of the key aspects of future planning of Medowie, including the key principles underpinning the Strategy.

Key aspects

The table below sets out some of the key aspects of future planning in Medowie:

Table 1 Key Aspects of Future Planning

| Item | Description |
|---|--|
| Lower Hunter Regional Strategy 2006-2031 | 12,500 dwellings for Port Stephens LGA (5,300 in infill areas and 7,200 in new release areas) Identifies Medowie as a proposed urban area with boundaries to be defined through local planning |
| Port Stephens Planning Strategy 2011-2036 | 2,700 dwellings for Medowie Priority 1 Urban Release Area to be developed over a 20 to 25 year period |
| Household Size | 3.0 people per dwelling (higher than the Port Stephens LGA average) |
| Estimated Population (at 2014) | 9,400 people |

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| | |
|--|--|
| Estimated Population Growth under Medowie Strategy (to 2036) | 6,700 to 7,800 people (+ rural residential population growth) |
| Estimated Future Population (at 2036) | 16,100 to 17,200 people (+ rural residential population growth) |
| Residential Release Area Key Statistics | Land Area = 236.5 hectares Density = 10 to 12 dwellings/ha Yield = 2,200 to 2,600 dwellings (+ rural residential release areas) |
| Light Industrial | 5.5 hectares (existing zoned at Abundance Road) |
| Commercial | 9.4 hectares (5.7 ha existing zoned and 3.7 ha additional) |
| Library Facilities | 1 library lounge (to be provided & location to be determined) |
| Community Centres | Medowie Community Centre - (expansion and/or new facilities Location to be determined maximum of 3) |
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| | |
|----------------------|---|
| Water Management | <p>Council to complete drainage strategy (co-funded with Hunter Water Corporation)</p> <p>Town Lake (subject to drainage strategy)</p> <p>Future urban development to demonstrate neutral or beneficial effect on water quality</p> |
| Implementation Panel | <p>Council to establish an Implementation Panel to facilitate delivery of infrastructure and development envisioned by the Strategy including Council, industry and community members</p> |

Key principles

Land use planning in Medowie is based on the following six key principles:

Principle 1 - Urban development is underpinned by the provision of appropriate infrastructure

Urban release areas will be focused on the expansion of existing urban areas including access to key transport routes and community facilities.

The main aspects of infrastructure for accommodating future urban growth in Medowie include: traffic and transport infrastructure (including for pedestrians and cyclists) to recognised standards and acceptable levels of service; acknowledgement of flooding constraints and implementation of potential mitigation measures; implementation of drainage management measures (including the investigation of a potential town lake/water quality control structure); provision of community and recreation facilities to recognised standards; and provision of reticulated sewer and water.

The availability of infrastructure, community facilities and shops within the town centre provides opportunity for the provision of medium density housing (town houses and smaller lot housing, seniors housing) and will facilitate greater housing choice for the community.

For most community and recreational facilities, the focus will be on ongoing improvements and upgrades to existing facilities (for example implementation of the adopted *Ferodale Park Sports Complex Master Plan*) rather than identifying additional land.

Development design standards will be in accordance with the *Port Stephens Development Control Plan 2014*. Planning proposals are to be prepared on a planning precinct basis and demonstrate appropriate provision of infrastructure in the

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event of land being rezoned and developed. Each planning precinct will require the preparation of its own development control plan chapter.

Principle 2 - Water quality is improved or maintained within the Grahamstown Dam Drinking Water Catchment

Large areas of Medowie are within the Grahamstown Dam Drinking Water Catchment. Grahamstown Dam is a major source of drinking water for the Region and supplies around 50% of its needs on an ongoing basis: maintaining or improving drinking water quality is of very high importance.

Future urban development within the Grahamstown Dam Drinking Water Catchment needs to demonstrate neutral or beneficial effect on water quality and should be connected to the reticulated sewer and water system.

A small area of land along the western edge of Medowie drains directly into Grahamstown Dam. Controls on development in areas draining directly to the Dam are of critical importance for the protection of water quality.

Council and the Hunter Water Corporation will work collaboratively to identify a catchment-wide solution to drainage and water quality through completion of a drainage strategy. This includes the investigation of a potential town lake/water quality control structure within the vicinity of the town centre. The management of Campvale Drain is important, and will need to be considered on a catchment-wide basis and informed by relevant studies at the various stages of the development process.

The Strategy includes a number of water management principles given the unique and high level of importance of this issue (refer to Section 3.2 *Water Management*).

Principle 3 - Future urban development on flood prone land is avoided

Significant parts of Medowie are prone to flooding, and affected areas are avoided for future urban development under the Strategy. However flood prone land is also not sterilised from appropriate uses (for example recreation facilities and some commercial development) and their development is subject to assessment in accordance with the provisions of Section 79C of the *Environmental Planning and Assessment Act 1979* (NSW)

Principle 4 - Key koala habitat and corridors are identified and maintained

Key koala habitat corridors are identified and will be maintained. Conservation of the koala - a threatened species under the *Threatened Species Conservation Act 1995* (NSW) - is the most significant ecological issue for future urban planning in Medowie. Other threatened species occur in the area, but most would not require additional protection where the koala is adequately protected.

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Avoiding the development of flood prone land will assist in achieving or maintaining conservation outcomes. The large majority of endangered ecological communities and koala habitat in Medowie are situated within and along the border of flood prone land.

Key habitat corridors on higher ground are identified and will need to be maintained and integrated with development as it takes place.

Notwithstanding the protection of identified areas and corridors, there are areas of koala habitat impacted by proposed urban growth under the Strategy. Any impact on flora and fauna will require assessment against applicable legislation and policy, and loss of biodiversity is likely to require offsetting in accordance with NSW Office of Environment and Heritage policy and guidelines.

Principle 5 - Commercial development is focused on the existing town centre

New commercial development will be focused on the existing town centre and will be in accordance with the *Medowie Town Centre Master Plan* (in draft). The objective is to: consolidate the town centre as the 'heart' for the social and economic life of the community; establish streets and blocks to provide the framework for a properly integrated urban development; create high quality streets and places that encourage walking and social interaction; preserve and enhance the leafy character of the town while creating a compact and active core; and guide future design standards and objectives.

In order to support the town centre, Council has identified a range of infrastructure works to be undertaken including: road extensions; the provision of new public space; and public toilets (feedback on the options raised in the *Medowie Town Centre Master Plan* for the location of public open space and public toilets are being sought from the community).

Site-specific commercial uses in locations outside of the town centre will continue to be acknowledged, to cater for existing uses and attractions along the main transport routes. These include: Pioneer Ridge Boutique Winery; Medowie Macadamias; Medowie Indoor Sports Centre; and the existing service centres on Medowie Road and Ferodale Road.

Principle 6 - Rural residential development continues to contribute to the character of Medowie

Rural residential development in the area is extensive and will continue to be part of its character.

Land ownership in some parts of Medowie is also fragmented, presenting difficulties to the delivery of residential urban release areas. This presents an opportunity for

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accommodating some further rural residential development, while maintaining the environment ('a place of tall trees') and semi-rural character of the area.

The establishment and development of rural residential land use within Medowie will also need to address consistency with Council's *Rural Residential Strategy 2015* (in draft).

Draft for 24 Nov 2015

ITEM 3 - ATTACHMENT 1 DRAFT REVISED MEDOWIE PLANNING STRATEGY.**2.6 Strategy map**

The overall vision for the management of urban development in Medowie is illustrated in Figure 3 *Strategy Map*. It illustrates, in summary form, the Strategy's key principles and provides an overview of the anticipated future urban form and main features of Medowie.

The Strategy achieves the projections identified for Medowie in the residential urban release areas identified on the *Strategy Map*. These areas are concentrated along Medowie Road and Ferodale Road, which are the main transport routes and links to the town centre and community infrastructure (the Community Centre, sports fields and schools). They also expand on existing urban areas; are located on flood free land; and may be developed while maintaining broader environmental values.

The *Strategy Map* also shows: existing developed areas; the town centre (including important link roads and potential town lake/water quality control structure); main transport routes and intersections (existing and proposed); major community facilities (the Community Centre, sports fields and schools); flood prone land; and key habitat corridors.

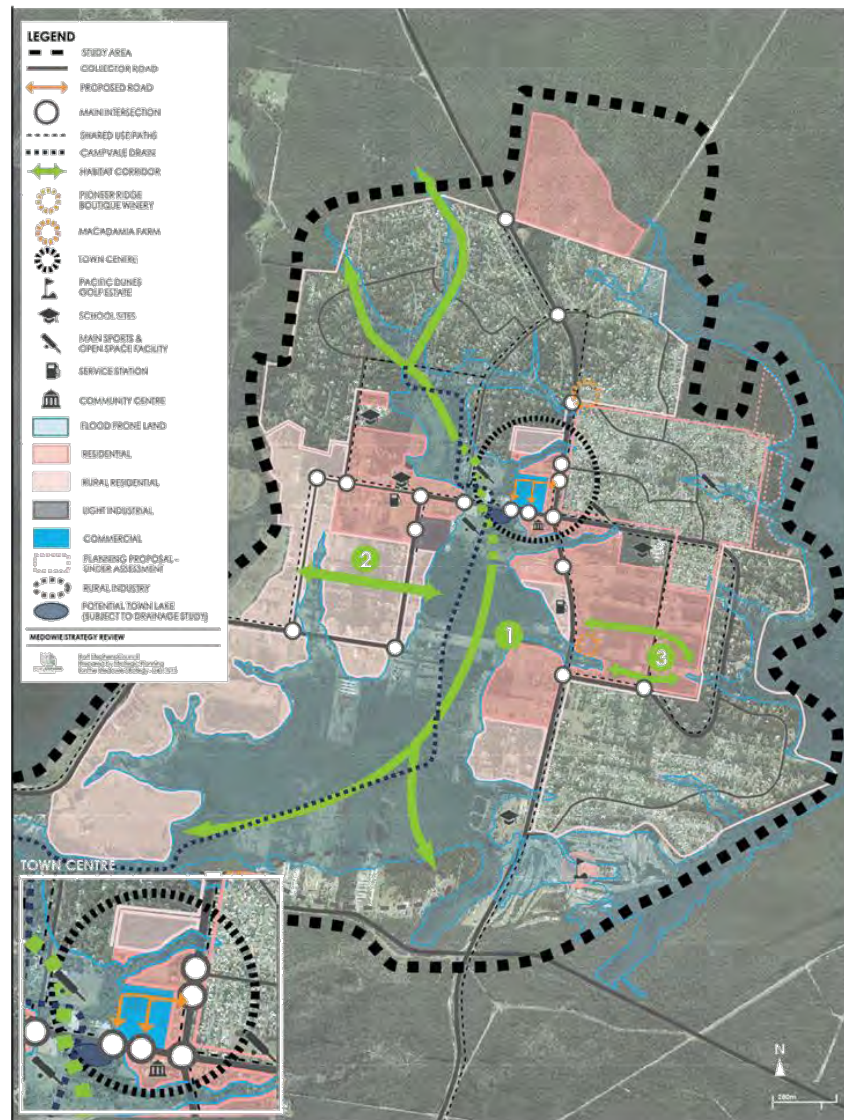
It is important to link the *Strategy Map* to Figure 4 *Planning Precincts* of this Strategy. Each planning precinct defines an area for further detailed investigations at subsequent stages of the planning process, including during the preparation of planning proposals (rezonings) and detailed development control plans and subdivision development applications. The purpose of adopting this approach is to facilitate the coordinated and comprehensive consideration and delivery of land for urban release.

The planning precincts also provide for further detail on potential lot yield and growth over the next 20 to 25 years (as outlined in Table 2 *Precinct Yield*). It is acknowledged that a range of complex factors are required in order to provide for future growth, including population trends, market forces, development permits and infrastructure provision.

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Figure 3 Strategy Map



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Figure 4 Planning Precincts

