

Melinda Feenan

From:

Sent:

Subject:

[REDACTED]
Sunday, 29 November 2015 11:16 AM
Foreshore development plan

To All Councillors

I wish to object to the construction of a concrete path along foreshore drive along the waterfront. There are obstacles to the construction such as limited beachfront in front of some of the residences and there are some large old native trees which could be damaged and which have extensive root patterns. If a bike walking track is to be considered there is no need to ruin the landscape adjacent to the waterfront when such limited access is available.

At the moment walking and bicycle access is already available along Foreshore drive from the wetlands to Wanda headland and beyond. Why spoil and damage the natural environment? As well, any formed path will create damage and due to the terrain will be very expensive. Ratepayers deserve better.

The local residents mow their lawns as well as the areas outside of their boundaries which ought to be the Councils domain.

Interestingly on Salamander Bay foreshore it is the Councils park area which is in need of protection from the tidal movements. Most home owners do a far better job of maintaining their beachfront than does the Council.

Please do not waste money on something most existing home owners who live on the foreshore do not want.
Thank you

[REDACTED]

Melinda Feenan

From: [REDACTED]
Sent: Sunday, 29 November 2015 7:58 PM
Subject: Reply/Appeal re proposed bike track on Wanda Beach

Good Morning Lady and Gentlemen.

We wish to strongly object to the proposed concrete bike track/pedestrian way along Wanda Beach.

The following are considerations which we believe are worthy of deliberation.

1. [REDACTED] and are very much in favour of "shared access to waterfront". We do not consider that we should have exclusive right to the shorefront. We are next but one house to one of the many access points to the beach. People use the beach in front of us to good effect for water activities and general leisure. In our stretch at least there is unencumbered walking along the public way. The area is already used consistently for walking activity. It would not make any difference in our view if a concrete path was installed, except maybe elderly or infirm.
2. Bike riders are often not conscious of the speed they travel and the fact that the foreshore is a safe place for supervised children at present does not need to be compromised.
3. Pushbikes and skateboards etc. while fine on roadways or designated areas away from sedentary recreation, they will certainly in our view diminish the ambience for any who seek recreation along Wanda Beach. Your plan to run the bike track (for that is what it is) along the streetscape behind houses along Foreshore Drive, Salamander Bay and then around Wanda Head will, we believe not affect residents or recreational pursuits in that area. Any pedestrians wanting to enjoy the bay would not choose to use a street landscape instead of the water front. If Council is looking to connect all the way to Soldiers Point with a cycleway, why not run it out the back somewhere through the area of Holberts Oyster facility-or some way of doing it along Soldiers Point Road.
4. We do have some erosion of the waterfront along Wanda Beach, most severe where dwellings have broken the rules (unchecked) and placed concrete ramps to the water, and installed walls which are "testing" the shorescape. Considering that pedestrians do not need a concrete path, to insert a concrete biketrack will require a path wide enough to

handle both pedestrians and bikers anyway, and depending on how close to the shore it goes, there will be more long term problems than any of us will want to deal with from interfering with the natural landscape, especially if sea levels rise!!!.

In short,

1. There is pedestrian access already, and well used.
2. Control what is there already with stopping owners from interfering with the shoreline.
3. Leaving what is ideal and safe recreational area alone.
4. Finding an alternative for bikes etc. to travel and not interfere with the pristine bay. There will be a solution. Cyclists do not enjoy the ambience of the surroundings while they cycle anyway so why put them on the front to spoil what we have already.

We are all for progress, and yes, it would be nice to have cyclists able to travel from one end of Nelson Bay to the other "off road" but why at the expense and the safety compromise of everyone else including toddlers. We have seen what happens with some cyclists along Coronation Drive in Brisbane and it is not a happy scenario. There are many groups who cycle at speed for recreation and we don't want them on our foreshores. Keep them away——PLEASE.

We WOULD appreciate a bike track that we can use without worry of motor vehicles, especially when we have young kids in tow, however, serious cyclists who do so for sport—and hooners, should not/must not be using "sedentary" areas and family use areas for sport—they must be kept on the roads. For us, a stretch along Wanda Beach for cycles etc. would be a GRAVE ERROR. It is for recreation and walking—without any compromise. PLEASE police the foreshore so that it remains a natural landscape. You only have to look to see what happens when man interferes with it. Erosion occurs when we interfere.

If you would appreciate any discussion, please phone [REDACTED] on [REDACTED]
Yours Sincerely,
[REDACTED]

Melinda Feenan

From:

Sent:

Subject:

[REDACTED]
Sunday, 29 November 2015 1:31 PM

Concrete Path/Cycleway proposal for Wand Beach

The proposal to build a cycleway along the Wand beach is ill conceived.
The reasons are:

1. Environmental Vandalism

The project will hasten the erosion of the beach front and as a project it is as ill conceived as the Circular Quay Railway is to the Sydney Harbour foreshore.

2. Threat to public safety Bicycles and people don't mix. We are not allowed to ride on our footpaths so why on a beach which has a high proportion of children and the elderly.

3. Built over the main sewer line. The Hunter Water board has already needed to restore beach forefronts eroded by spills in recent years and I must say totally inadequately. This will only accelerate an existing problem.

4. Council has done nothing to protect erosion of beach foreshores despite over 10 meters of foreshore being washed away in recent years. Council officers have advised there are no funds to repair beach erosion. This project will only accelerate the process as it will destroy the shrubs, grasses and succulents that hold the existing foreshore.

5. It is a poor use of Capital Funds compared to other projects available e.g.
The protection of the existing Wanda beach waterfront.

Recommendation.

My suggestion is that the cycleway be rerouted for the benefit of cyclists, pedestrians and at less cost to the Council.
The proposed route is as follows:-

Soldiers Point Road TO Diemars Road TO Stoney Creek Reserve (upgrade existing track) TO Cromarty Rd TO Soldiers Point Boat Ramp.

The above route is more cycle friendly due to the lack of cars and pedestrians.

The erosion of Wanda beach is a direct result of past Councils ignoring warnings about the environmental consequences of their decisions. The erosion of Wanda beach front has been a direct result of the approval to build the marina at the Anchorage Hotel.

The approval to build a cycleway on Wanda beach would simply perpetuate the errors of the past.

[REDACTED]

28/11/15

The Town Clerk.

Port Stephens Council

I refer to a meeting convened at [REDACTED] on the [REDACTED]. Attended by various local residents and Councillor Sally Dover.

The draft plan proposed by Council for a bycle track along the extent of Wanda Beach was discussed at length.

My thought when I first heard of this proposal was that it was some sort of a joke; besides being impracticable to construct, the continual wash-away of the foreshore, which has resulted in the loss of 4 meters of council land in the last ten years, would soon see the proposed cycleway collapse into the bay in no time at all.

It was significant that of the fifty residents attending the meeting, none were in favour of the proposal.

With so many wants and needs in the Municipality, I would like to think that our Councillor's when debating such matters, would put, the spending of ratepayer's money wisely, **as a priority**.

I totally reject this proposal and I would urge that the bicycle track be eliminated from the draft plan.

[REDACTED]

[REDACTED]

[REDACTED]

Melinda Feenan

From: [REDACTED]
Sent: Friday, 27 November 2015 3:29 PM
Subject: PSC2005-2767 DRAFT PATHWAYS PLAN - SOLDIERS POINT - Attention Mr Wallis

Port Stephens Council
Attention Mr Wallis

Re: PSC2005-2767 DRAFT PATHWAYS PLAN - SOLDIERS POINT - SHEET 16

Dear Mr Wallis,

Thank you for the opportunity to provide feedback on this proposal. The exhibited Draft Plan does not provide any details of the construction details. Therefore the environmental aspects can not be fully considered and consequently this proposal cannot be properly assessed.

The Soldiers Point Peninsular is severely eroded, especially along Sunset Beach and around to the boat ramp. As you would be aware, this been the subject of studies designed to combat erosion. The construction of a hard surface shared cycle and pedestrian pathway along this fragile shoreline would not be supported by studies¹ already completed.

The land on the north eastern side of the approach road to the boat ramp, commonly called Mitchell Street, is very steep and deeply wooded. It is classified as Foreshore and Cultural as is the Community land adjacent to the Soldiers Point Marina. Development of infrastructure will need to be authorised under an Aboriginal Heritage Impact Permit from the Office of Environment and Heritage (OEH) and be in accordance with the National Parks and Wildlife Act 1974, the NSW Local Government Act 1993 and any other applicable legislation or policies.

There needs to be Public consultation with adequate information provided as to piling methods or whether a batter slope back to a more natural gradient is envisaged. This will involve some sand nourishment and planting of natural vegetation.

It would have seemed mandatory that a site inspection and risk assessment be undertaken prior to these plans being drawn up. Considering the lack of information in the exhibited documents it seems to be a waste of the public purse to be advertising the option of a shared cycle and pedestrian pathway until feasibility/environmental studies have been completed.

Kind regards,

[REDACTED]
[REDACTED]

¹ Umwelt Environmental Consultants, July 2006. *Boating Infrastructure and Foreshore Management Plan for Soldiers Point.*

Mr Wayne Wallis
General Manager
Port Stephens Council
P.O. Box 42
Raymond Terrace NSW 2324

Email: [REDACTED]

Re:- Proposed Cycleway Wanda Beach – Salamander Bay

It has come to my attention that a concrete shared pathway is currently being proposed for the entire length of Wanda Beach. As part owner of [REDACTED] I write to strongly object to this proposal.

This proposal was first introduced in 1997 at which time local residents under the guideline of "Will it be beneficial to all concerned" assessed the proposal. The local residents, on behalf of all who enjoy the Bay and that which it has to offer, strongly objected to the desecration of the grassed public foreshore to the beach. The obvious degrading of the local amenity was taken on board by the Council, possibly by the then Crown Lands Department and in the best interests of all concerned the proposal did not proceed.

Council then in February 2005 came up with a plan to build a cycleway along Diemars Road to then head North along the Western Foreshore to Soldiers Point proper. This was a common sense proposal in that firstly it was not a duplication of that which is currently available along Wanda Beach and most importantly it would not adversely affect the various activities of a diverse number of people who enjoy the fully grassed waterside.

This 2005 proposal would include the elimination of potential accidents and injury to the hundreds of children who use the reserve for play activities along with the majority of residents including retirees who enjoy the concrete free grassed reserve. Most importantly it eliminated the visual blight along Wanda Beach being of one of the last remaining fully grassed areas along the Southern Foreshore of the Bay.

Now for reasons not explained the already discounted proposal of twenty years ago has been put forward to again run a concrete strip along the grassed foreshore of the beach.

In the public interest I would like the Councils Statement of Environmental Effects to be made available to establish how such an eyesore can be justified.

Without question the proposal would have a major negative impact on both the visual and physical amenity of one and a half kilometres of well maintained and ascetically pleasing grass public reserve.

Over the [redacted] years the family has owned and enjoyed the property here on [redacted] I can assure council that many comments have been made that the unblemished grassed reserve running to the sandy beach is its primary attribute and attraction. Some enjoy walking along the grassed reserve, some along the beach itself and those that so desire can walk along the current concrete footpath running the length of the Soldiers Point Peninsular.

Currently cyclists use Soldiers Point Road and utilize the various beach access reserves to the beach. The intrusion of a concrete Cycle/Bike/Skate Board/Roller Blade and sometimes motor bikes concrete path for a minority group will as mentioned greatly affect the benefits and amenity enjoyed by the majority. It will without doubt also cause problems between walkers, cyclists and others who enjoy the natural attributes. Refer Fernleigh Track Newcastle.

As previously identified there are alternatives available for a cycleway/path if a concrete cycle way/path can be justified. One being the Councils 2005 plan. Others being the incorporation of a cycle way along Soldiers Point Road for which there are several precedents for same width roads. Seeing funds are apparently available then another suggestion could be for a shared pedestrian/cycle way path along the eastern Footpath of Soldiers Point Road.

Please accept this letter as my formal protest to the proposal and as such I would expect to be fully informed and notified of any activity regarding the proposal.

Yours faithfully,

[redacted]
[redacted]

c.c. Councillor's East Ward.

Ms Sally Dover

Mr John Morello

Mr Jon Nell

Mayor – Cllr Bruce Mackenzie

Mr Wayne Wallis
General Manager
Port Stephens Council
P.O. Box 42
Raymond Terrace NSW 2324

Email: [REDACTED]

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[redacted]
[redacted]

c.c. Councillor's East Ward.
Ms Sally Dover
Mr John Morello
Mr Jon Neil
Mayor – Cllr Bruce Mackenzie

Mr Wayne Wallis
General Manager
Port Stephens Council
P.O. Box 42
Raymond Terrace NSW 2324

Email: [REDACTED]

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[redacted]
[redacted]

c.c. Councillor's East Ward.

Ms Sally Dover

Mr John Morello

Mr Jon Nell

Mayor – Cllr Bruce Mackenzie

- 1 DEC 2015

File No. PSC 2005-2767

Author by [redacted] [redacted]

Date [redacted]



27/11/15

The General Manager
Port Stephens Council

Dear Sir

I've just attended a meeting of concerned residents of Wanda Beach regarding a proposed cycle/walk way along the foreshore. I was only alerted to this by a flyer in my mailbox during the week. There has been no official notification from the Council to any of the residents but you expected any objections to be lodged by Tuesday 17th Nov 15 which extended to 1st Dec 15 after a few residents became aware of it.

This letter is to state that [redacted] + I most strongly object to the proposal citing lack of area, safety issues and lack of privacy. You are probably (or should be) aware and I expect your councillors should be that the Wanda Beach strip alone contributes over \$5 million a year to the Council coffers. I would expect that in the future you keep us fully informed of any proposals or works that may affect us and give us ample time to agree or object.

Regards

[redacted]

[redacted]

Lemon Tree Passage Parks, Reserves and Tidy Towns 355(c) Committee
Submission to Pathways Plan on exhibition **4th November 2015**

The provision of pathways for bicycles and pedestrians requires careful planning with a focus on safety and connectivity.

The Pathways Plan currently on exhibition has been presented as a series of maps with no associated explanation, policy or guidelines.

Lemon Tree Passage Parks, Reserves and Tidy Towns 355(c) Committee requires a lot more information from Port Stephens Council to make a submission. We request the Pathways Plan be put back on exhibition when it includes a policy and guidelines.

The following are comments on footpaths and pathways in Lemon Tree Passage generally:

- At the moment, cars, pedestrians and cyclists cannot move around easily or safely in the centre of Lemon Tree Passage. The management of the interaction between cars driving through or parking, pedestrian traffic and cyclists, park visitors and boat ramp users; needs a separate, detailed study of its own.
- Cyclists legally using the existing footpaths (under 12 years and the adults riding with them), face many hazards in the middle of Lemon Tree Passage at the present time. The footpaths cross residential driveways, busy boat ramps, commercial driveways, narrow lanes where drivers are unsighted, busy parking areas and their entrances and exits, a narrow access lane to the marina and slipway, shop entrances, bumpy, rough, grass and dirt surfaces and people sitting at cafe tables. The road isn't a safe alternative and the intersection of Meredith Avenue and Cook Parade in the centre of the town requires very, very careful negotiation.
- Most of the existing footpaths are old and in very poor condition. There has been no response to requests to have them repaired. Funding for the maintenance of existing footpaths should come before any new infrastructure is built. The fairly new shared path in Henderson Park is cracking and breaking at the joins, becoming undermined and the path gets covered with sand. The gravel path in John Parade is eroding badly at the edges where it crosses drains and has lots of exposed tree roots. Allocating money for the repair of the existing pathways should take priority over drawing new lines on a map. The sea wall in Henderson Park has been collapsing for many years and is right next to the line on the map for a new shared path. At high tides Kooindah Park is inundated with salt water as the foreshore is severely eroded. The foreshore erosion in Lemon Tree Passage parks requires major funding and should be given priority over planning to put new paths in.
- In some locations Council has insisted on applicants laying down a section of concrete as a requirement of a Development Application. This has resulted in "little paths to nowhere". Connecting the existing footpaths should have priority over making new shared paths in other locations.

Following comments relate to the map on exhibition:

- The map legend shows lines nominated as "existing shared path" along Cook Parade from Koala Reserve to Henderson Park. In reality it is a number of sections of different surface types (including bare dirt), with uneven levels. There is no footpath of any kind at the shops and cafes adjoining Henderson Park and barely enough room to walk between the shop entrances, tables and the bumper bars of parked cars.

- The map doesn't show any on-road cycle paths and so it can't be established if there is the connectivity necessary for safe, effective use. Connectivity is the major failing in the existing pathways in Lemon Tree Passage. Residents cannot safely walk or ride out of Lemon Tree Passage and don't have a realistic alternative to driving.
 - The plan fails to specify the design type of the shared paths. Are they single lane or divided by a centre-line, separated using different surfaces or different designs at each location? How wide? How are intersections to be managed for on-road cycleways? How will rules be communicated and then enforced? Nothing happened last weekend when a motorised bike was tearing up and down the shared path in a Council park late on a Sunday afternoon. How is that handled in the Pathways Plan for the future? Where is the list that establishes priority of funding for each pathway? What is the realistic time frame for completion of these projects so they convert from lines on maps? Will residents be forced to contribute to the cost of a new footpath in their street?
 - There is nothing on the map to show how path users are meant to cross Lemon Tree Passage Road at Crawley Avenue or across the busy boat ramp on the foreshore.
 - The map doesn't utilise the uniqueness and appeal of the parks in Lemon Tree Passage. Most of the parks are on the foreshore and connect so you can do a very pleasant walk or ride from the centre of town in either direction. The route south on the map is shown as going along the streets when the more scenic route is on the foreshore in the parks.
- According to Council staff at the information drop-in, the new route along the road (John Parade) was chosen with the safety of children in mind, since it is closer to the houses, yet at the end of John Parade the new path goes through bushland.
- Morton Avenue is very steep. A new footpath would be an appropriate fitness challenge. This is a luxury that should not be funded until new and level footpaths connect the streets in that section of Lemon Tree Passage to the shops and to the new paths marked on the plan. The needs of residents for an easy, pleasant walk around their neighbourhood should always take precedence and a Pathways Plan should reflect this.

- The shared path proposed for north of the town centre appears to have been chosen without regard for the natural and planned uses of each individual park. Bike riders, runners and walkers go through three parks – Henderson Park, Kooindah Park and Rudd Reserve. This involves mixing with other park users in a popular regional park with picnic facilities, children's playground, bbq shed, tidal pool and boat ramp. The northern end of Henderson Park is a quieter park for picnics and has an allocated commercial operators area. Then walk/run/ride through the dog off-leash area, another commercial operators area, koala habitat, migrating shorebird feeding grounds and a park described by Council as a “quiet bushland reserve....The reserve has scenic views across to the Tomaree Peninsula and is a serene location for a wedding ceremony”. The path ends there – will you be in someone's wedding shots?

The exhibition of the Pathways Plan highlights an urgent need for Port Stephens Council to develop individual Plans of Management for all parks, based on a true collection of knowledge. When all the lines on all the maps from all the plans are combined, the effects of mistakes on the community and the environment are permanent.

Pauline Eltoft - Deputy Chair, Lemon Tree Passage Parks, Reserves & Tidy Towns
peltoft@gmail.com

Melinda Feenan

From: [REDACTED]
Sent: Monday, 30 November 2015 2:14 PM
Subject: FW: Proposed cycle track - Salamander Bay

From: [REDACTED]
Subject: Proposed cycle track - Salamander Bay
Date: Mon, 30 Nov 2015 02:40:16 +0000

To The General Manager,

I wish to record my objection to a cycle track being constructed along the foreshores of Salamander Bay. Below are listed the reasons for my objection:-

This will require the cutting down of many mature trees which I thought was what we are trying to prevent in view of the climate warming problems that exist.

Erosion is occurring in areas of the waterfront where a track would run and I should imagine that would cause concern from the engineers.

In some areas the reserve is far too narrow to support such a track.

As the area is very quiet a lot of birds frequent the beach and foreshores.

Residents and visitors alike come to Port Stephens to escape the "concrete jungle" of city living. They know their children are safe to play on the reserve and run across it to the beach. This will no longer be possible and the children will be in danger of being hurt by cyclists.

Many residents on Wanda Beach have boat houses and when launching their boats will need to cross the pathway.

The cost of such a track will obviously run into the millions and one can't help but wonder about the Council's priorities when there are so many other works that need addressing in the area.

Finally I would like to register my disappointment at the Council's cavalier attitude in neglecting to advise any of the residents of Port Stephens of this proposed track.

Yours faithfully,

[REDACTED]

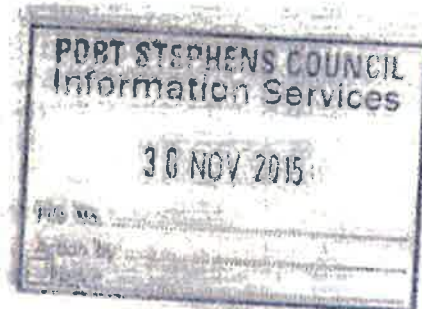
05-2767

L. Lovegrove



20 November 2015

Mr Wayne Wallis
General Manager
Port Stephens Council
PO Box 42
RAYMOND TERRACE NSW 2324



Dear Mr Wallis,

RE: Pathways Plan Port Stephens WANDA BEACH Salamander Bay

I have just learned from interested neighbours about the Pathways Plan. While my house is [REDACTED] my mail is forwarded I received both my August and my November rate notices from council but no notice of this exhibition. Council's process of alerting my neighbours to my plans worked, I am surprised their process for alerting residents of its own plans appears broken.

Just as cyclists may be threatened by larger vehicles moving more quickly than they, so too are pedestrians threatened by cyclists.

Shared pathways for walking and cycling with the purpose of getting somewhere may work on Soldiers Point Road or anywhere else in similar circumstances within the entire council area where people are expecting vehicular traffic, not where they are playing or sitting on the beach between swims.

Along Wanda Beach in particular, there is ample access provided to the foreshore from Wanda Headland in the south and Seaview Crescent, Kangaroo Point to the north, as well as directly from Soldiers Point Road, through reservations of building block sized access parks, and the children's playground and picnic area with Parking for dozens of cars at George Reserve, just north of Fleet Street.

Many families use these access points with small children. A feature of life at this beach are toddlers enjoying the sand and the grassy area, particularly the safety of the later under trees with their families, all protected from UV exposure. The inclusion of faster, easier cycle-ways is totally incompatible with the existing users. We often see cyclists who bring their mountain bikes, using low gear and cycle on the grass or even on the hard sand at low tide. These people are welcome current users who also understand and respect the other users.

There is simply no need for a cycle speedway. These riders can keep to the roadways and the provision of any enhancements for the safety of these cyclists should be kept adjacent to/on Soldiers Point Rd.

Just as it is appropriate to keep jet ski users outside the swimming area, it is appropriate to keep cyclists away from beachgoers.

Is council planning to construct a fence as well as the pathway? How much of the current grassed area will be left as grass? Very little!

The access reserves could provide **enhanced handicapped access** to points to the beachfront at a fraction of the cost of the entire pathway, simply by including a concrete pathway from Soldiers Point Road to the edge of the access reserve. The pathways where there is no adjacent beach usage, to the east of Joe Redman Reserve and around Wanda Headland could still be upgraded to provide walking tracks for those who are unable to walk or be wheeled easily on the grass foreshore. In fact, I notice it is proposed to enhance the shared pathway for walking/cycling on Foreshore Drive to the southwestern side of the houses on Foreshore Drive, not to the northeastern side adjacent to the beach itself. This may be appropriate. Why is it then proposed to build the cyclist speedway to the eastern side of the houses on Wanda Beach?

Did the planners lose their sense of safety for beachgoers somewhere on Cook Street or Randall Drive?

This area along Wanda Beach is available to all as it is and is also kept as natural as is possible and cared for by residents at **NO COST TO COUNCIL**, with minimal built environment upon the waterfront reserve. I am not even certain the proposed development by council is even legally possible. When submitting [REDACTED] council informed me that no construction on the waterfront reserve to enhance the ability to launch a boat across the reserve was permitted by Waterways. [REDACTED] I do not agree with such construction on public waterfront land, and it being my understanding such permanent structures are not permitted under current law. *Why then should such permanent structures as concrete path/cycle ways be permitted, along with the fences needed to protect the other uses of the waterfront reserve from speeding cyclists?*

You should also note that normal high tides, let alone those with added storm surge see the shoreline oscillate between two and three meters annually. The current grassed area recovers naturally. A footpath will require substantial ongoing maintenance. It is poor use of ratepayers contributions. This area should be kept as it is.

I have outlined how access for some can be improved without the loss of amenity for others. I have outlined how safety for cyclists can be enhanced without loss of safety for walkers or beachgoers.

While I am disappointed the council process did not alert me to the exhibition of this senseless "improvement", I am grateful the period for comment was extended, providing me with the opportunity to submit this letter of objection to the proposal.

While this letter specifically details the objection to the proposal along Wanda Beach, its principals should be utilized in analyzing the appropriateness of similar plans in all similar locations. It is appropriate for council to consider the impact of all plans on all users of public access lands.

All proposals should result in win/win not win/loss situations.

Yours sincerely
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

05-2767

J. Gallagher



[REDACTED]
[REDACTED]
To: Mr Wayne Wallis, General Manager, Port Stephens Council

PO Box 42.

RAYMOND TERRACE, NSW 2324

Dear Mr Wallis re: Pathways Plan Port Stephens Wanda Beach Salamander Bay

I have a strong objection to the Planned Pathway at Wanda Beach

I have been [REDACTED] and this "bubble thought" from Council seems to reflect a very poor decision to cater for a minority of people.

This beach has always provided a safe environment for young families to play on the beach as well as the grass, under shady trees. Older people frequently walk the beach and grass area for exercise. For these groups to compete with cyclists will be a disaster and end with a child or elderly person being hurt.

What responsibility does the Council accept for making this unsafe environment if a person is injured by a cyclist? Surely Council can spend public money more wisely.

Why not a pathway/cycleway on the road side, where cyclists are already present in large numbers, including competition days and weekends?

- i) Who is going to maintain the pathway?
- ii) How long does Council view the pathway will last? 10 years/20 years – with current climate change estimates, sea levels rising and more storm sea surges, a pathway like this is at risk of being undermined.
- iii) It will be a DANGER TO THE PUBLIC.
- iv) At the moment, there are some large trees along the beach that drop significant branches onto the grass and sand – these would be dangerous for cyclists.
- v) If cyclists are requesting a pleasant environment for their activity, they are not looking where they are going.

WHAT A WASTE OF PUBLIC MONEY!!

Yours sincerely, [REDACTED]
[REDACTED]

cc by email The Mayor Bruce McKenzie,
East Ward Councillors John Nell, John Morello and Sally Dover.

Melinda Feenan

From: [REDACTED]
Sent: Sunday, 29 November 2015 10:58 PM
Subject: Submission of objection

> Port Stephens Council
> Attention: Mr Wallis

> Re PSC 2005-2767 Draft Pathways Plan- Soldiers Point

>
>

> Dear Sir, As local residents of [REDACTED], avid walkers & members [REDACTED]
object to the proposed cycle/walking track around the headland for the following reasons:-

>

> 1 Pearson Park & Sunset Beach are very popular family playgrounds & picnic spots, with children running around freely. Families are attracted to the BBQ facilities, amenities & waterway. To divide an area as this, with a cycle path would disrupt & endanger the activities of both picnickers & cyclists.

> 2 In conjunction with fellow walkers, [REDACTED] enjoy the natural state of the area & grass surface to walk on. Cyclists already have existing pathways in the general area to enjoy their ride.

> 3 Resident koalas frequent Pearson Park & we fear cyclists would endanger their movements.

> 4 There are many areas requiring urgent attention, which we have more need of than another concreted cycle & footpath. The small playgrounds at Pearson Park, George Reserve & Salamander Oval are inadequate for their usage. Expansion of these would be far more beneficial to the community. Landcare has approached council regarding the severely degraded state of the end of Cook St. leading to the popular Wanda Head walk. Residents have long been awaiting attention to this road.

> 5 Surface interference with concreted areas create increased likelihood of erosion problems compared to permeable grass surfaces that absorb rainfall & runoff. Erosion is already a big problem along the foreshore. Council involvement & expenditure in combatting the existing problems at Soldiers Point would be far more beneficial to residents than another concreted cycle/walk way.

>
>

Yours sincerely
[REDACTED]

Melinda Feenan

From: [REDACTED]
Sent: Sunday, 29 November 2015 9:56 PM
Subject: Cycle way

The General Manager,
Port Stephens Council,
PO Box 42 Raymond Terrace
NSW 2324

Re: **PSC2005-2767 DRAFT PATHWAYS PLAN**

Dear Mr Wallis,

I wish to object to the proposed footpath & shared path in the Soldiers Point and Salamander Bay areas.
The proposed cycle way would not only spoil the beauty of the area but also I feel that it be a safety hazard for users of the foreshore

Please ensure that this proposal does not proceed

Thank you,

[REDACTED]

[REDACTED]

Sent from my iPad

Melinda Feenan

From: [REDACTED]
Sent: Sunday, 29 November 2015 5:59 PM
Subject: Objection - Proposed Cycleway Wanda Beach - Salamander Bay

The Manager,
Port Stephens Council,
116 Adelaide Street,
RAYMOND TERRACE. N.S.W. 2324

Dear Sir,

RE: Proposed Cycleway Wanda Beach - Salamander Bay

It has come to our attention that a concrete shared pathway is currently being proposed for the entire length of Wanda Beach. As owners of [REDACTED] we write to strongly object to this proposal.

We consider it ludicrous that Port Stephens Council would even consider a concrete shared pathway along any of the foreshore in Salamander Bay and/or Soldiers Point, and most especially Wanda Beach. Most homeowners along Wanda Beach work very hard at maintaining their shoreline by growing grasses and succulents to help secure the bank, the grassed areas between residents boundaries and the shoreline are mowed, edged and watered and kept in very good order, this on a whole adds to the safety and beauty of Wanda Beach. The maintenance of the grassed areas by residents enables pedestrians to walk safely along the full length of Wanda Beach. The current pedestrian impact is very low whereas a concrete pathway suitable for cycling, skate boarding, roller skates/blades, mobile scooters and the odd motor bike, will greatly affect the benefits of the area to the majority of residents and beach users. [REDACTED] are particularly concerned as to the safety of our [REDACTED] and holidaying families who could quite easily be hit by a cyclist/skate boarder whilst attempting to access the water. We are also concerned about the environmental damage, that not only the installation of the concrete pathway, but when king tides wash over the shoreline and cause erosion on the edges of the concrete pathway.

Due to the natural environment at both ends of Wanda Beach, it would be a major engineering challenge to provide access at an economical cost. May we suggest it be incorporated into the already existing footpath on the eastern side of Soldiers Point Road or via Diemars Road via Stoney Ridge Reserve, then Cromarty Road back onto the Eastern side of Soldiers Point Road.

Please accept this letter as our **formal objection** to the proposed concrete shared pathway. We would like to be kept informed of all future dealings in relation to the proposed concrete shared pathway.

Thank you in anticipation.

Yours faithfully,

[REDACTED]

[REDACTED]

Postal Address: [REDACTED]

Telephone: [REDACTED]

Melinda Feenan

From: [REDACTED]
Sent: Sunday, 29 November 2015 3:16 PM
Subject: PSC2005-2767 Draft Pathways Plan

The General Manager,
Port Stephens Council.

Dear Mr. Wallis,

I wish to object to the proposed footpath and shared path in the SoldiersPoint Point and Salamander Bay Areas.

We have been waiting for four years for Port Stephens Council to rectify the Sea Wall along Sunset Beach.

Forget the footpaths...

Money should be spent on the Sea Walls and Curb & Guttering.

Please ensure that this proposal does not proceed.

Regards

[REDACTED]

[REDACTED]

The General Manager,
Port Stephens Council,
PO Box 42 Raymond Terrace
NSW 2324

29 November 2015

Re: **PSC2005-2767** DRAFT PATHWAYS PLAN
Dear Mr Wallis,

I wish to support the proposed footpath & shared path in the Soldiers Point and Salamander Bay areas.

It is imperative that we provide adequate walking and cycling facilities for residents and visitors to participate in healthy outdoor sport/pastimes if we are to be a vibrant area for families, youth and the aged. Currently pedestrian and cycling access to many parts of Port Stephens is severely limited and dangerous. I can think of only 3 short dedicated but non-connected paths (fingal, shoal bay and Salamander Bay bush path) where cyclist are safe. Since walking and cycling are wonderful sports for all age groups it is long overdue to have funds dedicated to increasing the shared pathways.

Tourism is not just about providing large-scale expensive ventures. Making a pedestrian/cycle friendly environment has been done so well in many other areas. Tourist locations especially those in Qld such as the Harvey Bay area cater so very well for the disabled, aged and families be they locals or visitors. The Harvey Bay waterfront has a 15 km shared bike and walking path that is used constantly by walkers, cyclists and mobility scooters allowing for maximum use of the location. This is a huge drawcard for tourists. We can do the same here.

Yours faithfully

Name:

[REDACTED]

Address:

[REDACTED]

Phone:

[REDACTED]

The General Manager
Port Stephens Council
116 Adelaide St.,
Raymond Terrace 2324

Dear Sir,

■ attended the Council meeting on ■ March and we would like to thank Councillor John Nell for proposing that Councillors take a bus trip to visit and assess the areas affected by the proposed cycle path. We were also pleased that other Councillors supported his proposal.

As ratepayers of Port Stephens, we were amazed and disappointed to learn that on 8th December 2015, Councillors willingly voted to approve \$64,000 to be spent scoping a shared pathway through a beautiful nature reserve without (a) visiting and assessing the suitability of the location (b) doing any risk analysis and (c) consulting with the community. To us this is putting the cart before the horse and wasting taxpayers' money.

We would hope that after the site visit on 26th April, if Councillors deem the proposed concept to be ill conceived and untenable, the \$64,000 for scoping can be redirected into more needy projects such as maintaining existing Council assets by improving foreshore drainage and repairing collapsed retaining walls along the foreshore.

A second issue Councillor Nell raised at this meeting was the legality of The Port Stephens Scenic Foreshore Cycleway Group canvassing residents and local businesses to donate money and materials for a project that may never eventuate. Does Council condone this? Also, we find it hard to believe that Council would allow non-professional, unlicensed volunteers to construct a foreshore pathway.

We are not against cycle paths and they can successfully operate through bushland areas where there is less danger to the public. However, to traverse a grassy picnic area where people are relaxing and children are playing, poses a much greater hazard to the public. Hopefully, a site visit will alert Councillors' attention to these dangers. The recent serious accident on the Fernleigh Track should also be considered. It should be noted that on 26th April, these areas will not be populated as much as peak times, such as January and Easter (see attached photos).

We hope that after this site visit Port Stephens Council will review the decision made on 8th December to continue scoping this badly researched and unpopular project, which Council cannot afford.

Yours faithfully
■

19th February 2016

The General Manager
Port Stephens Council. c/c: John Maretich

Dear Mr Wallis,

PETITION: PROPOSED CORLETTE BEACH CYCLE PATH

Attached is a petition from concerned residents requesting Council reconsideration of the proposed cycle path.

The petition is signed by virtually all residents along the affected waterfront and by others who routinely use the area for recreational purposes.

Council acknowledgment of receipt of the petition is requested.

Sincerely,



PORT STEPHENS COUNCIL Information Services.	
19 FEB 2016	
File No.	PSC2005-2767
Action By	Julie Samaras
<input type="checkbox"/> R.H.C.	

PETITION
PROPOSED CORLETTE BEACH CYCLE PATH

After extensive consultation with neighbours, we, the undersigned residents, strongly object to the construction of a cycle path along the Corlette Beach waterfront. Our objections are based on a number of considerations including but not limited to:

1. This proposed cycle path would greatly encroach on a very popular picnic area for families. This is already a restricted area between the high water mark and properties and the cycle path would greatly reduce this desirable area used for public enjoyment. The accepted minimum width for a shared walking/cycling path is 2.5m, which would be very intrusive.
2. Many children enjoy playing in this cleared grassy area and speeding cyclists would present a hazard to their safety with the potential of serious injuries. Would the Council be liable? It is also a risk to resident koalas moving around from tree to tree.
3. Construction would **compromise the natural environment** including possible loss of **trees, which would be unacceptable** and a tragedy.
4. The path would have to weave around the many trees in this area. Curves and bends pose a risk to cyclists, as they would **not have a clear view of the path ahead, which then becomes hazardous for walkers.** Again, would Council be liable?
5. The area is also a favoured site for dog walkers. Even if on a lead, dogs can be a serious hazard to cyclists as cyclists would be to dog walkers.
6. There is already a **marked** cycle path on Sandy Point Road from Salamander Shopping Centre, past the Roy Wood Reserve up until 146 Sandy Point Road. At this point the road narrows towards Nelson Bay for **only some 50 meters**, then it returns to the same width cycle path as before. In other parts of the Bay and in the State, bike paths are narrowed and marked for short distances. Sandy Point Road is no different. Can Council afford to spend all this money on a new cycle way because of a mere 50 meters of narrowed road?
7. An alternative option, which would be far more cost effective for Council is to widen this 50meter narrow section by 0.55m. This would only involve removing 0.55m from the median strip to increase the existing 1.7m path to 2.25m, to match the existing cycle path from the shopping centre.
8. Residents presently fertilize and mow grass & maintain irrigation systems to encourage vegetation growth along the foreshore. This is a major factor in preventing erosion of the area. These irrigated areas probably would not be maintained by residents in the event of a cycle path.



PORT STEPHENS
COUNCIL

The Pathways Plan

SALAMANDER BAY/ CORLETTE/ NELSON BAY

LEGEND

Pathways

Existing Infrastructure

Footpath

Shared Path

Proposed Infrastructure

Footpath

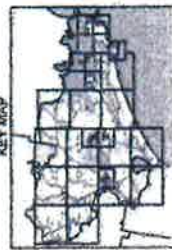
Shared Path

Private Reserves

Private Reserves

PORT STEPHENS

KEY MAP



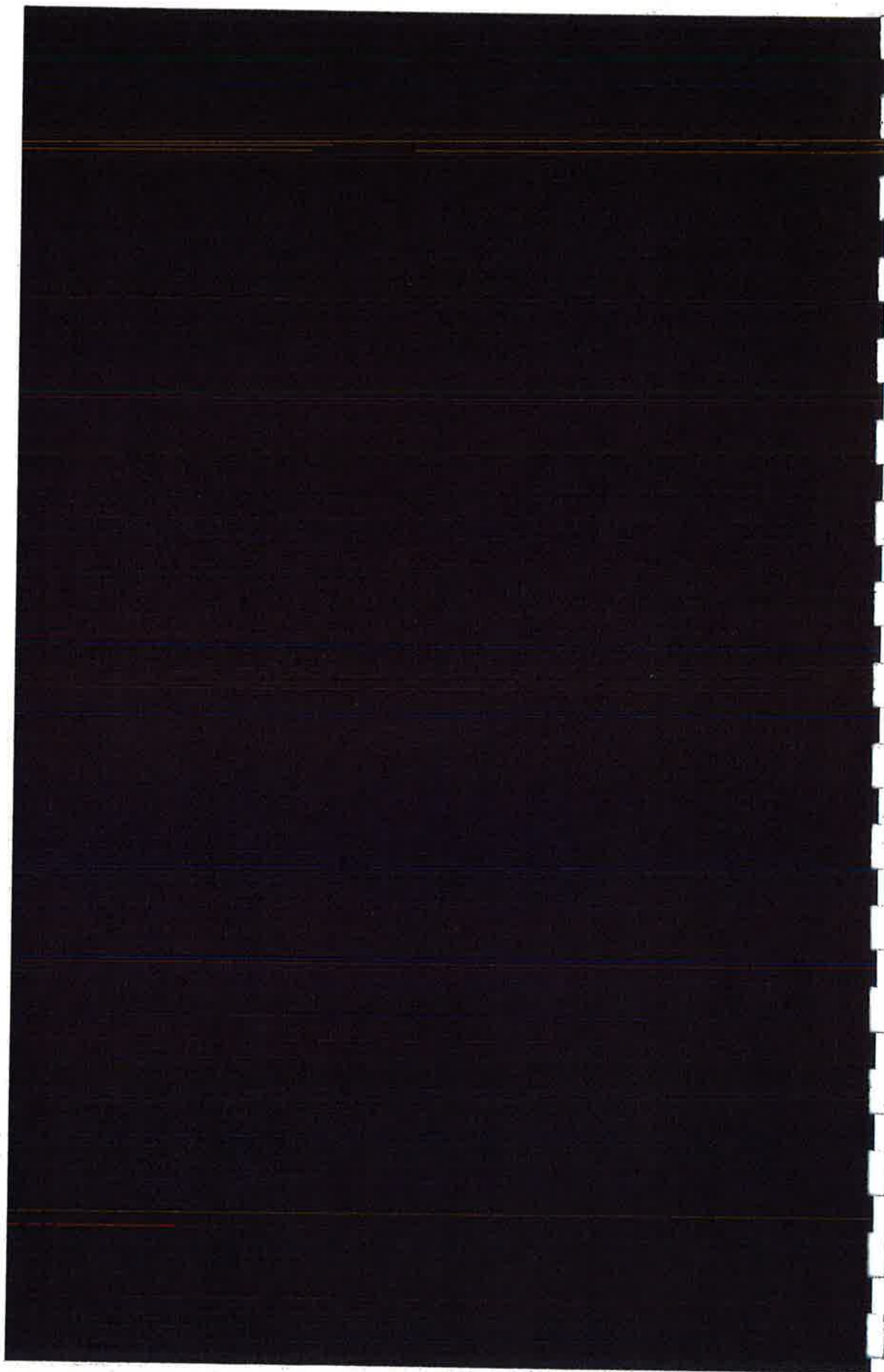
NSW Land & Property Information
© Port Stephens Council



SCALE: 1:15000 @ A3
Editor Date: SEPTEMBER 2015

SHEET 19

PETITION AGAINST PROPOSED CORLETTE BEACH CYCLE PATH



PORT ST GEORGE'S COUNCIL
Information Services
17 FEB 2016
PSC 2005-2767
File No.
Action by *Kristian A. Looney*
☐ R.H.C.

The General Manager
PSSC
Raymond Terrace NSW 2324

13th Feb 2016

Dear Sir/ Madam

As a [REDACTED] and place of [REDACTED] for the last [REDACTED] I am well aware of the local features. I am also a regular bike rider and walker and have walked around the Corlette headland many times.

As much as i would like to ride around the headland, I am firmly convinced that a cycleway and expanded walkway would greatly detract from the natural beauty of the headland and would significantly disturb the natural vegetation which makes it such a lovely walk enjoyed by many.

I therefore ask that the proposed cycleway be reconsidered and not progressed with.

Yours sincerely

[REDACTED]

Cc Lisa Lovegrove

5/1/2016

Mr Wayne Wallis
General Manager
Port Stephens Council
PO Box 42
RAYMOND TERRACE NSW 2324

PORT STEPHENS COUNCIL Information Services	
- 7 JAN 2016	
File No.	PSC2005-2767
Action By	Julie Lawrence
<input type="checkbox"/> R.H.C.	

Dear Mr Wallis

Re: Pathway Plans, Soldiers Point Wanda Beach, Salamander Bay

I refer to my objections to a proposed pedestrian/cycleway concept on the Soldiers Point peninsula area dated 16/11/2015, a copy of which is attached.

I would ask that you attach the article which is with this letter and this letter to my original objection to form part of my objection to the council's proposal.

Yours sincerely

Two-wheel terror on footpath speedways



HAROLD SCRUBY

Duncan Gay deserves congratulations for being the first politician to take on the libertarian Lycra lobby. Most polities will kiss the saddles of this minor but well-organised and vociferous group, which represents fewer than 2 per cent of road users.

While most of his new cycling laws and penalties make sense, Gay refused to tackle the most important issue of all, shared paths, where cyclists are required to give way to pedestrians at all times, even if that means coming to a stop.

Few road-users realise the speed limit on a shared path is the same as the adjacent road. Two years ago, Channel 10 featured Fort Street primary school children walking to school along the footpath on the southern approach to the Harbour Bridge. It's the most used shared path in NSW. The speed limit on that footpath is 70km/h. Petrified parents begged the government to do something as the police were powerless to act. Similarly, cyclists reach speeds of up to 50km/h on the Anzac Bridge and 35km/h on the Spit Bridge paths, which at several points is only 1.2m wide.

Meanwhile the RMS plays road safety with eyes wired shut and fingers crossed.



NSW Minister for Roads Duncan Gay. Picture: Daniel Aarons

And Gay's new laws do absolutely nothing to resolve this vital issue.

Two years ago, a study revealed that even though the Pyrmont Bridge is signposted with a maximum speed limit of 10km/h, the average speed of cyclists in the morning was 23km/h and in the evening, 27km/h. Some cyclists reached speeds of 50km/h.

Absolutely nothing has been done to minimise the potential for harm, except order another study.

Enforcement is a farce. Only police (not rangers) can enforce bicycle laws, even though it's primarily local councils which proclaim shared paths.

Very few fines are issued with 60 per cent unpaid. Every cycling penalty, from not having a bell to reckless riding, has been \$75. While Gay has increased the penalty for reckless and dangerous riding to \$425, there is only one offence for speeding, \$106, the same as a parking fine. And how on earth will police be able to book a cyclist for riding recklessly, when they are within the speed limit on the footpath.

In Victoria and Queensland, the penalties for speeding on a bicycle mirror those for light vehicles, without demerit points. Amazingly, the penalties for riding on a footpath (not a shared path) and

on a pedestrian crossing are also only \$106.

In 2002, Maria Guliano was struck by a cyclist on a shared path, near the Iron Cove Bridge, resulting in a severe head injury. The cyclist disappeared. She required fulltime care. Unlike the victims of motor-vehicle crashes automatically covered by compulsory third party insurance, there is no cover for people injured or killed when hit by a cyclist. Her husband sued Leichhardt Council and the RTA. It took six years. An expert witness in the case estimated the cyclist was travelling at less than 20km/h.

Most cyclists are uninsured and frequently possess

few assets. We live in an ageing society, where the highest cause of death after 50 is from a fall. Injured pedestrians have to pay all costs, unless they can identify and sue the cyclist — and be or she has any money.

Gay refused to impose speed limits on shared paths, in spite of the overwhelming logic and evidence. Even the former CEO of Bicycle NSW, Alex Unwin called for a maximum speed limit of 10km/h. Police also expressed serious concerns.

What most motorists do not realise is that if they cross a shared path (reversing out of a driveway) and they hit a cyclist, they are irrefutably at fault. The driver could be guilty of negligent driving causing grievous bodily harm, or worse. It's extraordinary the NRMA and Insurance Council have not demanded a low speed limit to minimise such risks.

It's the very reason Austroads guidelines recommends a speed limit of "less than 15km/h — because footpaths usually have driveway crossings or side streets intersecting at frequent intervals".

Cycling is an important active transport mode and must be encouraged. But not by sacrificing the safety and amenity of the footpath. Walking is by far the best exercise. The rights of the most vulnerable group must come first. It's incumbent upon Minister Gay to immediately legislate so that all shared paths have a default speed limit of 10km/h and that the penalties for speeding emulate those for light vehicles.

Harold Scruby is chairman of the Pedestrian Council of Australia.

Party hats, choccies and an ice binger



nurses were wearing Christmas lights and hats and the patients were able to get choccies.

But it was back to reality quickly. We saw many fractures, mostly wrists, including one from using a hoverboard.

drated. Within 30 minutes of intravenous fluids and treatment, she looked more like a human.

Boxing Day, as expected, saw it all — from one of the first patients who had a chicken bone stuck in their

There were two separate stabbing. A woman was brought in by ambulance and police officers, and refuse to give any information about who happened.

The second-last patient on Satu

[REDACTED]
[REDACTED]
[REDACTED]

[REDACTED]

16 November 2015

Mr Wayne Wallis
General Manager
Port Stephens Council
PO Box 42
RAYMOND TERRACE NSW 2324

Dear Mr Wallis

Re: Pathway Plans, Soldiers Point, Wanda Beach, Salamander Bay

I refer to a proposed concrete pedestrian/cycleway concept on the Soldiers Point peninsula area.

I object to the proposal for the section proposed on the waterfront of Wanda Beach.

My specific objections to this course of action are as follows:

1. The placing of an artificial structure such as a strip of concrete footpath on a grassed Crown reserve on the foreshore is environmentally unsound and will significantly disturb the Crown reserve.
2. The subject land being Crown land should be available to all users rather than have a dedicated concrete strip for a pedestrian/cycleway pathway.
3. In relation to the walkway concept, presently people walk along the beach (usually, I suspect, tourists who are enjoying the beach) and others (usually, I know, are local residents) walk along the well maintained lawns on the Crown reserve, maintained at no cost to Council by adjoining land owners. Given a choice to walk on a beach, a well maintained springy lawn or a rigid concrete strip, dodging cyclists, roller bladders etc., what priority would the existing and future walkers give? I suspect the very expensive concrete strip would come in a significant last.
4. The cost benefit ratio of having a cycleway for the very few cyclists who would use it is outweighed when a perfectly good and large verge is afforded on Soldiers Point Road for cyclists with a number of access points to the beach.
5. The amenity of the area will be disturbed.
6. The safety of the public utilising the Crown reserve for passive recreational activities such as sunbathing, swimming, picnicking and walking will be

disturbed and could create a danger for people, particularly children, undertaking such passive recreational activities. Such activities are incongruous with cycling.

7. The danger would be enhanced in the event that the cycleway was also used, as would logically be expected, for skateboards and roller blades (either legally or illegally). Indeed, it would be reasonable to expect such an area would receive more use by such activities rather than by cyclists.
8. The width of the grassed area available is such that a 2.5 metre concrete path along it would leave an inadequate amount of lawn on which beach users could picnic, as they do at present, without risk of being injured by cycles (or skateboards, skaters or whatever) veering from the pathway accidentally. Additionally, the grassed area slopes downward from property alignments to the edge of the water, as much as one metre at some points. A level concrete strip would leave a very dangerous drop along one or both edges unless major earthworks were undertaken to level the whole grassed area.
9. The present width of the grassed area is not a true indication of the available land. During storms over recent years wave action has eroded the land up to two metres beyond the present edge of the grassed area at some places along the beach.
10. Current use of the waterfront area by residents and other users would be curtailed by the project without any major benefit to walkers and cyclists.
11. Under Section 38 of the Coastal Protection Act 1979 No. 13 there are certain provisions that must be adhered to. Section 38 states:

"38 General supervision of a coastal zone

(1) *A public authority shall not, without the concurrence of the Minister:*

(a) *carry out any development in the coastal zone, or*

(b) *grant any right or consent to a person:*

(i) *to use or occupy any part of the coastal zone, or*

(ii) *to carry out any development in the coastal zone,*

if, in the opinion of the Minister, as advised from time to time by the Minister to the public authority, the development or the use or occupation may, in any way:

(b1) *be inconsistent with the principles of ecologically sustainable development, or*

(c) *adversely affect the behaviour or be adversely affected by the behaviour of the sea or an arm of the sea or any*

bay, inlet, lagoon, lake, body of water, river, stream or watercourse, or

- (d) *adversely affect any beach or dune or the bed, bank, shoreline, foreshore, margin or flood plain of the sea or an arm of the sea or any bay, inlet, lagoon, lake body of water, river, stream or watercourse."*

I refer specifically to (1), (b1), (c) and (d) of Section 38.

Re (1), (b1): A concrete strip which will require significant earthworks and which is an artificial structure would be significantly inconsistent with the principles of ecologically sustainable development. Presently, the foreshore is maintained with grass and foreshore plants.

Re (1), (c): Significant tidal action occurs on the foreshore from time to time. A concrete strip is likely to adversely affect the behaviour or be adversely affected by the behaviour of the sea. There has been significant erosion on Wanda Beach from the behaviour of the sea, particularly at the northern end and because of the narrowness of that section of the Crown reserve, it would be reasonable to believe the concrete strip would adversely affect the behaviour of the sea and itself be adversely affected by the behaviour of the sea.

Re (1), (d): The placing of an artificial structure, such as a concrete strip on what is natural foreshore will adversely affect that foreshore and have the potential to adversely affect the beach, bank and foreshore.

12. Please apply some commonsense rather than bow to a minority:

- Walkers, when faced with the alternative of a beach or grass to walk on or a concrete strip, to be used by cyclists who they will no doubt have to avoid, will simply use the grass or beach. Therefore, the concrete strip will most likely revert by default to a cycleway.
- There are very few cyclists who would use this concrete strip. I am told "true" cyclists do not like to ride on pathways because of the joins. As such, the amenity of the majority of people who use the Crown land section for general purposes of family day outs, picnics, swimming and the like, will have their amenity significantly impacted upon for the benefit of a minority.

Please take this as my objection to the proposal.

Yours faithfully



DRAFT PATHWAY PETITION

FILE NUMBER: PSC2015-01000/740

ITEM 10

PORT STEPHENS COUNCIL Information Services	
PSC 2015-2767	
15 DEC 2015	
File No.	PSC 2015-01000
Action by	K. L. W.
RHC	

The purpose of this petition is to highlight the following areas as requiring immediate attention by council when considering their Pathways Plan.

We have only one Aged care Facility in Raymond Terrace, which is at full capacity and expanding. However, the pathway network around The Opal Raymond Terrace Gardens has a lot to be desired. Improvements must be made to enable people to move around the community safely whether they are walking or in wheelchairs or mobility scooters or pushing prams. Safe access to nearby parkland reserve areas can also be made safer with better pathways linking these areas.

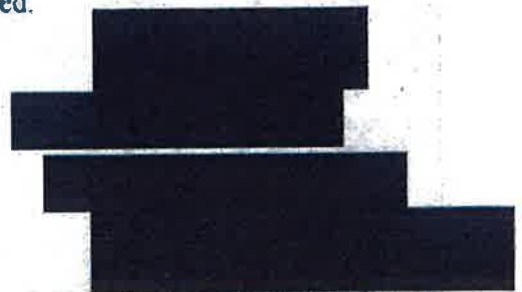
The existing pathways in Kangaroo Street need to be linked and extended down to Port Stephens Street and to the left into Carmichael Street making access to Aldi and Market Town quicker and safer for wheelchair users. These areas are well used by many pedestrians; not just residents from Opal. They need to be adequately pathed. Quick and direct, these pathways would be better used than the pathway in Adelaide Street which runs past the old oval and up to William Street and is a much longer route.

The crossing across Port Stephens Street near Kangaroo Street needs work on path ramp and guttering. Crossings must be a priority also so that pathways connect safely.

The old pathway at the front of Opal facility in Sturgeon Street North needs to be extended through to William Bailey Drive where the old closed intersection did connect the two roads and remains today as an unkept grassy area that cannot be accessed by wheelchairs. This path extension should be continued up past side entrance to MacDonalds and back around into Adelaide Street again past the front of MacDonalds and then back up to Kangaroo Street to connect with the existing path. This is a very well used walk area and should be adequately pathed. These changes would be life changing for residents of Opal, their carers and their visitors as well as every other resident nearby. Many care workers from Opal have expressed the need for a better pathway network.

Many people use Ross Walbridge Reserve so it would be beneficial to have a crossing at the reserve exit connected to the proposed pathway from the Sturgeon Street North Intersection to William Bailey Drive Pathway.

The attached map shows the areas of concern marked in red.



8/12/15

DRAFT PATHWAY PLAN - PETITION

**Request for Additional Paths to Accommodate Wheelchair/Mobility
Scooters/Prams in vicinity of Opal Raymond Terrace Gardens - Care Facility**





Melinda Feenan

From: [REDACTED]
Sent: Wednesday, 14 October 2015 3:24 PM
To: [REDACTED] Joanne Atkins
Subject: RE: PSC2015-01380 Sandy Point / Conroy Park Foreshore Erosion & Drainage Management Plan

Hi Joanne,

I refer to [REDACTED] email below and confirm that I am the owner of Units [REDACTED]

I agree with [REDACTED] that scheme 2 should be adopted. **I am extremely opposed to scheme 3 or any scheme that hinders access to the beach. I rent my [REDACTED] out as holiday rentals and beach access is one of my main selling points, so anything that hinders that will greatly affect my ability to earn an income.**

If you have any queries please do not hesitate to contact me.

Regards,

[REDACTED]

From: [REDACTED]
Sent: Wednesday, 14 October 2015 1:19 PM
To: joanne.atkins@portstephens.nsw.gov.au
Subject: PSC2015-01380 Sandy Point / Conroy Park Foreshore Erosion & Drainage Management Plan

Dear Ms Atkins,

I refer to Council's September letter enclosing copies of the 3 possible schemes for rectifying the foreshore erosion seriously affecting the Sandy Point/Conroy Park shoreline and asking for feedback.

I am the owner of Unit [REDACTED] in the property at [REDACTED] and have been enjoying the amenity of the property for [REDACTED]

In my view, Scheme 2 is the preferable solution: it preserves the beach access which properties in the Precinct have always enjoyed and improves the existing public pedestrian pathway along the foreshore. Perhaps the cost of the scheme could be ameliorated by excavating sand from Precinct 1 to nourish Precinct 2 as contemplated by Scheme 1.

I look forward to hearing from you as to which of the Schemes the Council proposes to adopt.

Kind regards,

[REDACTED]

Melinda Feenan

From: [REDACTED]
Sent: Friday, 11 December 2015 4:16 PM
To: SwitchPC
Subject: FW: Port Stephens Council e-Newsletter 8 December 2015
Attachments: RE: PSC2015-01380 Sandy Point / Conroy Park Foreshore Erosion & Drainage Management Plan

Importance: High

Fyi below in Melanie's absence please.

Regards,



From: [REDACTED]
Sent: Friday, 11 December 2015 3:56 PM
To: 'Melanie Finlay' <Melanie.Finlay@portstephens.nsw.gov.au>
Cc: [REDACTED]
Subject: FW: Port Stephens Council e-Newsletter 8 December 2015
Importance: High

Hi Melanie,

I hope you are well.

Can you please see my below email to the other residents at [REDACTED]


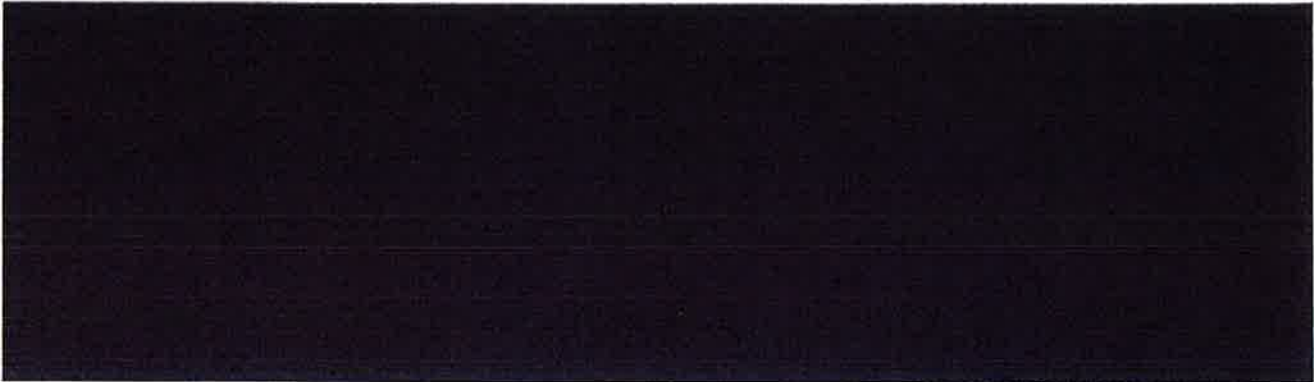
I received a newsletter from Council and I was concerned that the 3rd article was talking about constructing a walkway in front of [REDACTED]. Previously council had sent a request to all residents as to their opinion on which replenishment scheme should go ahead (see attached copy email). I was against scheme 3 which was talking about a walkway being constructed in front of [REDACTED]. This would obstruct beach access and all residents are opposed to it.

Is article 3 in the below council newsletter to do with this or a different section of the foreshore?

I look forward to your response.

Regards,



From: [REDACTED]
Sent: Thursday, 10 December 2015 8:45 PM
To: [REDACTED]
Subject: FW: Port Stephens Council e-Newsletter 8 December 2015

Hi all,

I hope you are well.

Can you please have a read of the third article below, About a cycleway being constructed around the Corlette headland. Is this the suspended walkway thing that the council put to all residents a while ago? I hope not, that would ruin everyone's beach access! Do you think I should contact the Council about it?

Regards,



From: Port Stephens Council [<mailto:media=portstephens.nsw.gov.au@mail14.suw15.mcstv.net>] On Behalf Of Port Stephens Council
Sent: Wednesday, 9 December 2015 3:39 PM
To: [REDACTED]
Subject: Port Stephens Council e-Newsletter 8 December 2015



PSC Informe



Informe

Welcome

Welcome to PSC Informe, Council's bi-monthly e-newsletter. This is an overview of recent events and a summary of issues following Council's Ordinary Meeting on Tuesday 8 December 2015. For copies of the full agenda and minutes, you can visit [Council's website](#).

This Week's Highlights

Plans for sports complex set for kick off

A development application for stage one of the Ferodale Sports Complex will be lodged after Port Stephens Council endorsed concept plans at its 8 December 2015 meeting.

The centrepiece of the proposed plan for a site on Ferodale Road, Medowie is a multi-purpose community facility along with bowling greens, playground and car parking.

Cost of the project has been estimated at \$3.8 million which will be sourced in line with Council's budgetary processes.

Councillors were adamant the new building would not be used for poker machines and gaming.

Mayor of Port Stephens Bruce MacKenzie moved the recommendation to proceed with the development application.

"I support it because I think it's a great thing for Medowie," he said.

Vision in place to make park a centrepiece

Port Stephens councillors have embraced a vision to encourage greater use and enjoyment of Apex Park at Nelson Bay with the formal adoption of a Master Plan for the site.

Among the improvements included in the plan are a grassed terrace amphitheatre with low seating walls, restoration of the cenotaph and remains of the memorial steps, and creation of a water feature.

A funding strategy to meet the estimated \$1.2 million cost of the proposed works includes a range of options including grant funds.

Cr John Nell told Council's 8 December 2015 meeting that the park had been "a little bit neglected" and the master plan was timely with new development in the Nelson Bay town centre, such as the new Woolworths supermarket.

Laying a path to get people active

A community plan for a foreshore cycleway on the Tomaree peninsula are a step closer to realisation after Port Stephens Councillors voted to support a notice of motion moved by Cr Sally Dover on Tuesday night.

The plan, which proposes the construction of a 2.4metre-wide shared pathway around Corlette headland, will now be the subject of project



Halifax Holiday Park shines at NSW Tourism Awards

After another successful year, Halifax Holiday Park at Nelson Bay has been awarded silver in the Caravan & Holiday Parks category at last week's prestigious 2015 NSW Tourism Awards at Darling Harbour.

Halifax's award win follows on from a string of successes including last year's silver award at the NSW Tourism Awards and a gold win at the Qantaslink 2014 Hunter & Central Coast Tourism Awards.

Port Stephens Council's Manager of Corporate Services, Carmel Foster, attended the ceremony with Holiday Parks Business Development Manager Rebecca Smith.

"Strong guest satisfaction is a primary driver of Halifax Holiday Park's success," Ms Smith said.

Gateway determination for Boomerang Park

The NSW Department of Planning & Environment has given its qualified support to a Port Stephens Council planning proposal to reclassify and rezone a portion of Boomerang Park, Raymond Terrace to allow low density residential development.

The Department has issued a gateway determination that the proposal should proceed, subject to

scoping and cost estimation by Council staff,

A community engagement plan was also requested by Councillors to ensure nearby residents have the opportunity to provide input into the project.

Cr Dover said a completed cycleway would have significant health benefits.

"I believe that we as local government have a responsibility to continue to build infrastructure to get people active," she said.

The project, should it go ahead, would also accommodate people with a disability to "experience the pleasures of the foreshore", Cr Dover said.

'Tis the season for spreading Christmas cheer



Port Stephens Deputy Mayor Chris Doohan and Cr Geoff Dingle (pictured above) helped to bring some Christmas cheer to children affected by cancer at the 11th annual Camp Quality Christmas Party at Lakeside Leisure Centre recently.

Families travelled from the Central Coast, Lake Macquarie, Newcastle and Forster to enjoy some festive fan-fare including a barbecue lunch, Christmas gifts, photo booth and refreshments all donated by Raymond Terrace businesses.

conditions, with Council now required to conduct follow up work in order to progress the matter.

The determination, along with all associated documentation, is available for the public to view on the [Department of Planning & Environment website](#).

Find your zone with new online tool for convenient development

It's now simpler to make plans for any property in Port Stephens with easy access to information about zoning and development controls for every parcel of land available on Council's website.

The all new DA Enquirer tool has been launched in line with Port Stephens Council's new website to make it convenient and efficient for anyone to check permissible development on a site they might be looking at.

The new tool continues Port Stephens' status as one of the leading councils in NSW when it comes to the e-planning space, following on from the digitisation of development applications and acceptance of applications by email.

Matt Brown, Council's Development Assessment and Compliance Manager, said the most common inquiry for Council's planning team was what could be built on a particular site.

"What the DA Enquirer tool means is that people can find that information on the website with the convenience of any device they choose, any time of the day or night," he said.

Electronic access to Council's Development Control Plan (DCP) and Local Environmental Plan (LEP) was also available on Council's website through ePlan.

To use DA Enquirer and ePlan, [click here](#).

Cr Doohan said it was great to see the smiles on the faces of children who had had a pretty tough 2015.

"This event was a fantastic opportunity and an honour to represent Council and help to make the lives of these children a little happier in the lead up to Christmas," he said.



Facebook



Twitter



Website



YouTube



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Instagram

Our mailing address is PO Box 42, Raymond Terrace, NSW 2324

Our phone number is: 4980 0255

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Port Stephens Council · 116 Adelaide Street · Raymond Terrace, NSW 2324 · Australia

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PORT STEPHENS COUNCIL.
RAYMOND TERRACE
PARK / RESERVES

5/12/2015

PORT STEPHENS COUNCIL
Information Services

- 8 DEC 2015

File No. PSC 2005-2767

Action by V L J W

☐ R.H.C.

TO WHOM IT MAY CONCERN
DEAR SIR / MADAM.

I AM WRITING TO OBJECT TO
THE PROPOSED BICYCLE PATH ALONG
WANDA BEACH.

AT PRESENT THE FORESHORE IS
MAINTAINED BY RESIDENTS. AFTER THE
CYCLONES EARLY THIS YEAR, IT WAS UP
TO [REDACTED] TO RESTORE THE FORESHORE
RESERVE IN FRONT OF [REDACTED] PROPERTIES.
WHO WOULD LOOK AFTER A CYCLE PATH?

IT WOULD ALSO BE VERY INTRUSIVE -
SOME HOMES DO NOT HAVE A LARGE
FRONTAGE AND WOULD HAVE PEOPLE IN THEIR HOUSE YARDS
WHEN BICYCLES ARE USING THE CYCLE PATH.
MANY ELDERLY PEOPLE USE THIS AS
A WALKWAY, IT WOULD BE VERY UNSAFE
TO HAVE BICYCLES COMING ALONG AS WELL.

PLEASE NOTE THAT I AM NOT IN FAVOUR
OF THIS PROPOSAL.

YOURS FAITHFULLY
[REDACTED]

05-2767 J. Gallagher

The General Manager.
Port Stephens Council

116 Adelaide St

Raymond Terrace 2324

PORT STEPHENS COUNCIL Information Services	
- 7 DEC 2015	
File No.
Action by
<input type="checkbox"/> R.H.C.

Dear Sir,

At a public meeting held on the 27th November a petition was signed by a number of residents objecting to the proposal to install a shared cycleway in the Salamander Area.

These people were urged to make formal submissions to Council as part of the review process.

Crs. Nell and Dever were in attendance at this meeting.

Would you please arrange to have this petition included in the file for this proposal.

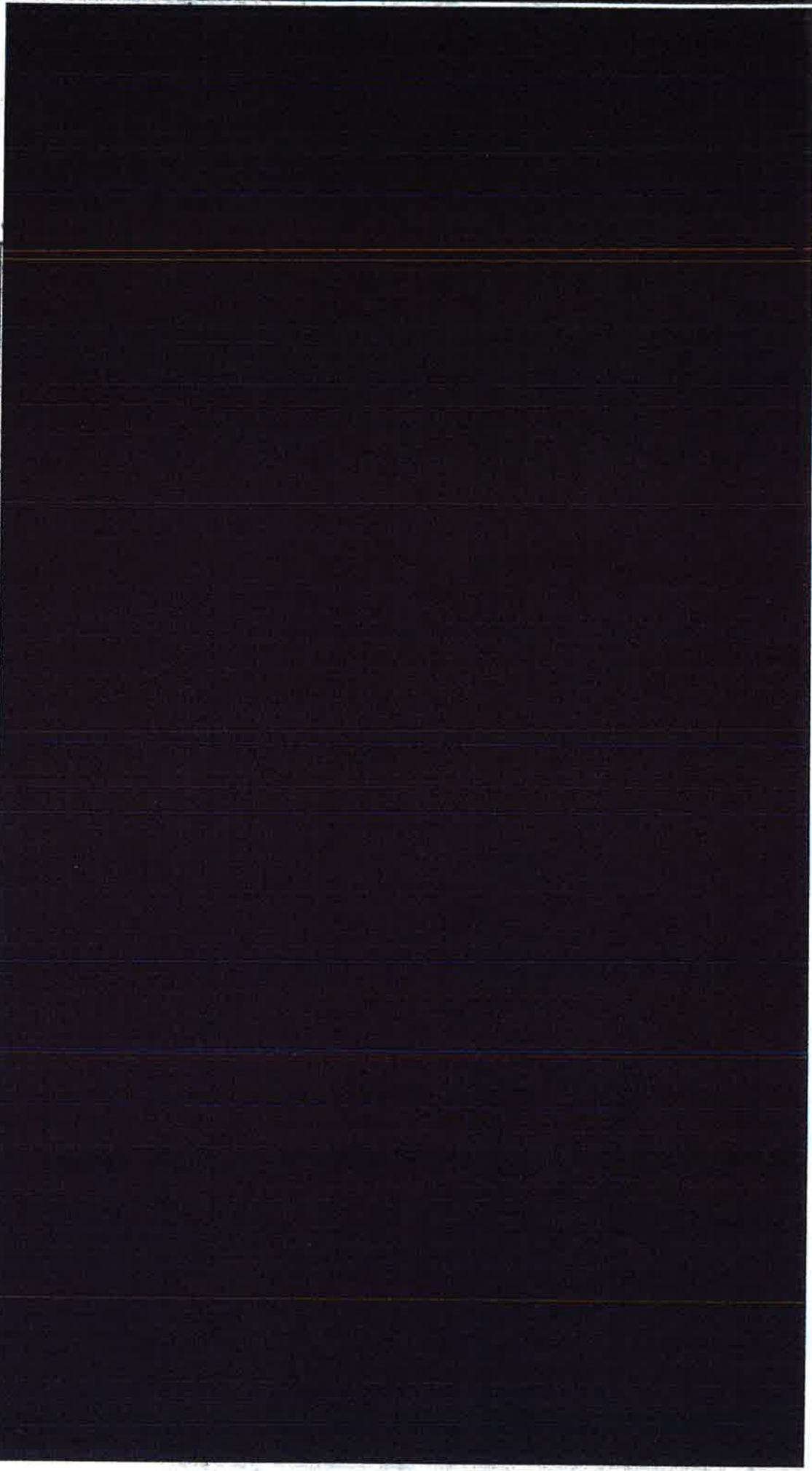
Thank you

[Redacted]

[Redacted]

name

PLEASE PRINT	Petition to Port Stephens Council		Please sign	Email/Phone
	As a concerned citizen I wish to lodge my objection to the proposed Cycleway around the foreshore at Soldiers Point & Salamander Bay.			
Name	Address	Date	Signature	



Melinda Feenan

From: [REDACTED]
Sent: Tuesday, 1 December 2015 2:26 PM
Subject: Comment on Proposal for cycle/footpath across the Wanda Beach foreshore (116)

Mayor and Counsellors. I would like to pass comment in relationship to the proposal to build a concrete combined cycle and footpath along the foreshore of Wanda beach. I do note that this is an old chestnut and part of the wider Nelson Bay cycle plan. Like many others, I was present at the community meeting held on Friday

[REDACTED] Thank you for the two councillors that attended. I am keen to support initiatives that are in the best interests of the broader community, and in this instance am obliged to offer the following comments. There are two issues that became apparent as a result of this proposal: the dissemination of community information and the lack of fidelity in the proposal itself.

- Counsellor Dovers went to great length to say that the community was notified of this (and other proposals) through notifications in the local newspaper. While this may meet the modest legal obligation, the fact remains that those in that part of the Bay were not aware of the proposal. May I offer some form of solution. Many of these proposals are strategic in nature and not necessarily time sensitive. To ensure that everyone is aware of the various proposed developments, such notification could occur through Rates notifications. Secondly I understand that there are several community based groups in the Bay that could use public notice boards at the local newsagents or post offices. More than anything, in my experience, is that the lack of information and consultation, not necessarily the content, that upsets residents and fosters anti-council sentiment.
- Secondly, the proposal. As soon as Counsellor Nell saw the foreshore, he identified that the proposal was flawed from a practical perspective – there was no room for a pathway, particularly on the western end. While I am sure that Counsellor Dover believes the proposal is in the best interests of the Council, she remained pragmatic, totally process oriented and showed little empathy for the ratepayers and concerned citizens. I am not sure that she even looked at the waterfront, and she dismissed various photos of the area off hand. I offer the following observations and comments on the proposal:
 - Council has limited funding which would be better spent on the atrocious roads in the shire and a myriad of other higher priority activities.
 - Demographics would not support cycle ways but the need for enhanced footpaths to cater for what is a disproportionately aged population.
 - The cycle paths are inherently recreational and not functional. Better use of less residential areas e.g. Diemars Road would still meet the aim of the proposed development if it was to go ahead. I understand that this was part of the original planning some years back.
 - The cycle path would in most areas take out most of the grassed verges that residents and visitors currently use for recreational activities. There will be almost no areas to place a towel on the ground much less any other recreational activities associated with the beach.
 - Will create significant danger to those using the water when coming to and from parks and properties. While the majority of cyclists will be observant, we all know that there will be those that wish to race on these pathways.
 - Public liability insurance will also absorb significant Council funds.
 - There are a significant number of cycle paths in the area currently.
 - Incur additional costs for the damage and alteration to watering systems, trees and shrubs and other beautification currently along the verges.

Thanking you in consideration of the preceding points.



Melinda Feenan

From: [REDACTED]
Sent: Tuesday, 1 December 2015 12:52 PM
Subject: Public Concern .

Hello John and Sally ,
This is a report of the Wanda Beach community meeting at [REDACTED]
Our thanks to you both in attending and participating .

Wanda Beach Community Meeting ;
In Attendance : Up to 50 residents and ratepayers .
Cr . John Nell , Cr . Sally Dover .

There was no response at any time from the other East Ward Councillor , John Morella . All communications were ignored .

The meeting was opened by Past MLC John Turner .
Conversation was to the point as to the various concerns of those attending .

- A motion was passed condemning the draft plan for a variety of sensible reasons .

Of particular concern was the fact that most of those who attended will have known nothing as to the possibility of a pathway being installed along the waterfront if a member of the community had not alerted them to the facts by distributing to all households a leaflet .

Those attending were greatly concerned as to the lack of proper community consultation between PSC and the ratepayers of the area of Wanda Beach , Salamander Bay.

- Proper community consultation is not difficult , as was shown by the endeavours of one ratepayer in circularising all households and within 48 hours fifty concerned ratepayers took the time to attend a public meeting. This is a simple way for PSC to consider for the future as to how to ensure the community is given an opportunity to have the proposal explained and allow them the opportunity to express their concerns in circumstances such as this .

Cr . Nell told all those attending that under the circumstances there was no way the draft plan stood up to scrutiny so therefore PSC needed to rethink this part of the proposed cycleway .

It will be appreciated if this report is passed onto the relevant PSC Officers for their consideration .

Confirmation of this request will be appreciated .
Regards ,
[REDACTED]

Melinda Feenan

From: Jennifer Battrick <Jennifer.Battrick@hnehealth.nsw.gov.au>
Sent: Wednesday, 2 December 2015 2:14 PM
Subject: Pathways Plan PSC2005-2767
Attachments: PastedGraphic-2[1].tiff; PastedGraphic-1[1].tiff; 20151117132855.pdf

Hi,

I would like to reply to the Draft Pathway Plan for the area of Lemon Tree Passage, on behalf of the Heart Foundation Walking Group, The Tilli Trekkers, who have been walking in the area for the past 7 years. Our group spent a few hours walking along the proposed pathways along Cook Pde, and around Tilli Creek, as well as along LTP Road and up proposed paths through Morton St.

We raised several concerns:

- Are Shared pathways inclusive of strollers, , wheelchairs and mobile scooters?
- Many people travel in mobilised scooters from LTP to the GP's in Tanilba and currently there is no connected pathway in the plan
- The extension of the pathway along the waterfront past Morton Ave is usually water bound after rain and seating and infrastructure would need to be completed also.
- There is no safe crossing access from the end of the walking track from Mallabulla, along LTP Rd and from Daniel Cres to Blanch ST. This section of Rd is very narrow, and bends, so is not a safe area to place a footpath.
- The proposed path up Morton St into Vera is a very steep incline and decline, it would not be commonly utilised by locals or visitors.

We invite PSC to come for a walk with our group, along the paths, existing and proposed , before this draft is signed off.

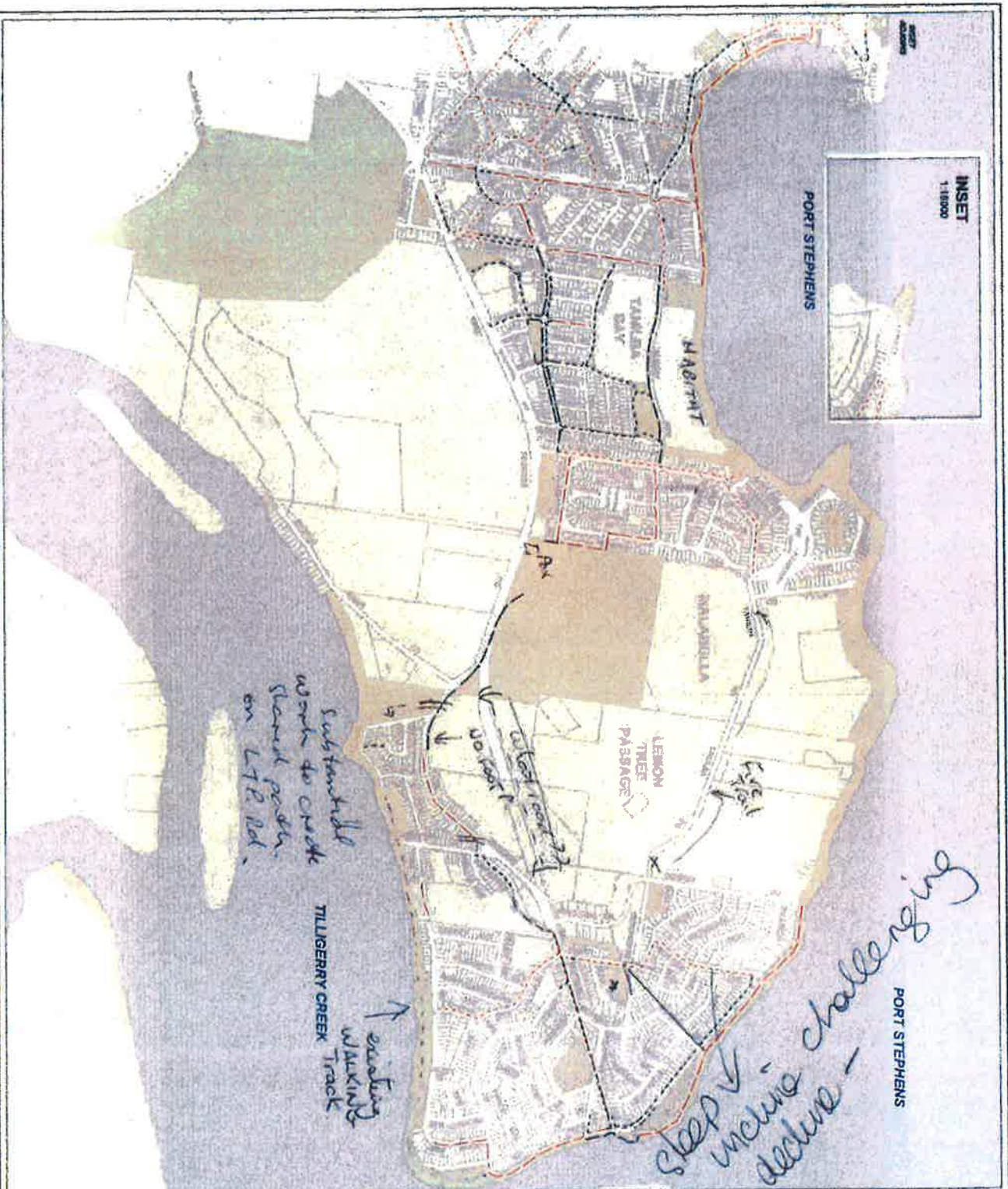
I include several attachments with this submission. These include previous feedback from our Parks representative below:

- at first look, the overall plan for LTP lacks connectivity but after talking to Council staff at the drop in session it uses existing roads (with a possible cycle lane marking on the edge of the road). The maps don't show this.
- the most direct bike route "out of town" - along Lemon Tree Passage Road, shows a new footpath along Meredith Avenue and then you ride into Kwararren St, along the new shared path on the southern side of Lemon Tree Passage Road. There needs to be a safe crossing of LTP Road nominated on the map to join to the existing path.
- for walkers/tourists/locals/cycling for pleasure people - the plan doesn't allow for a walk/ride through the parks along the whole foreshore - from the caravan park to the end of Rudd Reserve. With an upgrade of the gravel path in John Parade Reserve and some creative thinking with the steps at Lilli Pilli Park, we would have a really great community asset. The steps problem is not an insurmountable one. A bloke I know well, who wishes to remain nameless, said all you have to do is put in an overhead walkway across the slope on Lilli Pilli hill. I'm sure there are other solutions in people's heads as well.
- Upgrading the existing path in John Parade Reserve cuts out the need for a new path through the Helen Avenue corridor (the red line between Rose Street and the end of John Parade). Council thinking was that you are more visible and therefore safer, walking/ riding along the road, next to houses, than in the park.
- the footpath up the steep hill of Morton Avenue was put there as a fitness challenge but I think that idea would be ok if you were adding to a lot of good footpaths or cycleways already there on the streets.

Since that isn't the case, I suggested a new footpath up Morton Ave from Cook Parade, then left into Dean Pde, right into Russell Ave and then to the new shared path along Meredith Ave.

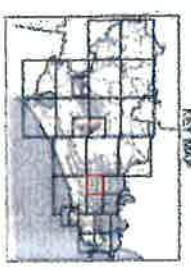
- the plan doesn't replace the footpath along Cook Parade for the use of residents who don't want to or aren't able to walk along the shared path on the foreshore.
- I showed the staff the photo of the so called "existing shared path" marked on the map between Cook Pde/Shearman Ave corner and the Cook Pde/Meredith Ave corner.
- there is also a big problem with the sea wall (photo) that all the plans and lines on maps don't address.

Kind regards,
Jenny Battrick
Area Walking Coordinator
Heart Foundation Walking Group



PORT STEPHENS
The Pathways Plan
**TANILBA BAY/
MALLABULA/
LEMON TREE PASSAGE**

- LEGEND**
- Pathways
 - Existing Infrastructure
 - Footpath
 - Shared Path
 - Proposed Infrastructure
 - Footpath
 - Shared Path
 - Park/Reserves







The General Manager,
Port Stephens Council,
PO Box 42 Raymond Terrace
NSW 2324

Re: PSC2005-2767 DRAFT PATHWAYS PLAN

Dear Mr Wallis,

I wish to object to the proposed footpath & shared path in the Soldiers Point and Salamander Bay areas.

keep the area in front of [REDACTED] with immaculate grass always cut watered and fertilized so that everyone can enjoy. The young children can walk on it with out shoes, as there are no bindis or anything else to hurt their little feet. The beach is clean sand and has a gentle slop, which is perfect for the little ones. There are plenty of bike paths and surf beaches for the older people where as there are not many like this.

The children play on the grass and they are safe. If a bike track goes through they could be knocked down so the parents would not bring them and then we have just a bike path.

Who will maintain the path? [REDACTED] not be able to do this so there will be more cost to council where as now there is none. If the area is not maintained with the high tide [REDACTED] are now getting the land will finally go and so will the path. [REDACTED] have already lost some of the sand from the last high tide but our grassed area has kept the area for the public. There are bike riders along the grass now and there are plenty of walkers enjoying it.

It is good you have a little money to spend but I have seen poor young mothers pushing prams and strollers with small children in the new areas where there are no paths. Would that not be a better place so spend the money.

Please ensure that this proposal does not proceed and perhaps spend the money more wisely.

Thank you,

Att: MANUEL PORT STEPHENS SHIRE COUNCIL

- 26.11.15

DEAR SIR,

IN RELATION TO THE S.E.P. PROPOSED CYCLE WAY IN THE KENT GARDENS - (COMMUNITY) BAY ROAD AREA. AS COUNCIL ARE AWARE THESE PRISTINE AREAS ARE QUITE UNIQUE, THE RAINFOREST IN THE COMMUNITY BAY ROAD IS FLOURISHING AND NATIVE BIRD LIFE ABOUNDS THROUGHOUT THESE AREAS.

COUNCIL DOES MAINTAIN OPEN AREAS IN THESE REGIONS WHERE WALKING IS QUITE COMFORTABLE, SCHOOL CHILDREN WALK HOME FROM THE NEARBY PRIMARY SCHOOL WHICH OVERLOOKS THE EXISTING RAINFORESTS.

HOW FORTUNATE THEY ARE TO BE ABLE TO VIEW THE RAINFOREST AND ITS WILD LIFE.

Tell me WHY WOULD THE S.E.P. WANT TO CONSTRUCT A "CONCRETE" CYCLE WAY IN THIS AREA, WHEN WE ALL KNOW THAT RAINFORESTS AND WILD LIFE ARE UNDER THREAT "WORLD WIDE"

YOURS SINCERELY

PORT STEPHENS COUNCIL Information Services	
- 1 DEC 2015	
File No.	PSC2005-2767
Action By	K. Lusk
<input type="checkbox"/> RHC	

5 March 2016

Bruce MacKenzie
Mayor and Fellow Councillors
Port Stephens Council
Via email - mayor@portstephens.nsw.gov.au

Dear Mr Mayor and Councillors

RE – RESIDENT OBJECTION TO PROPOSED CYCLEWAY CORLETTE BEACH

We have recently become aware from our neighbours about a Proposed Cycleway along Corlette Beach and we wish to confirm in writing our objection to this proposal. Firstly we are furious that as a Resident and Ratepayer that we have not been formally advised in writing by the Port Stephen Council. We have owned the [REDACTED] at [REDACTED] for over [REDACTED] years. There has been no notification and no consultation with residents or the Landcare Group for the area. Council should not be progressing with a proposal that fails to consider the adjoining landowner's rights and opinions in favour of a non-professional volunteer group who have only presented their own interests.

This beautiful stretch of beach and foreshore is currently utilized by residents and day trippers – families' picnic on the grassed area at the foreshore which we personally have maintained for [REDACTED] years. There are children who move between the grassed areas of either private or public land space to the water including our own [REDACTED]. The proposed shared cycleway is at a minimum of 2.5m this would diminish all the grassed foreshore where families picnic and rest.

Daily the foreshore is enjoyed in its current undeveloped format by walkers and dog-walkers, many are retirees/elderly persons. Cyclists do in fact ride along the foreshore at a slower pace due to the grassed are, this is not a speed cycle way but a family used foreshore. The potential for speeding cyclists to knock down, injure children, elderly and holiday makers is extremely high.

Cyclists already have appropriately marked cycle ways on Sandy Point Road, new road safety laws also protect cyclists by passerby traffic requiring one metre clearance, this would be the appropriate location for building on cycleways in the Corlette region.

Construction of the proposed cycleway is by a non-professional group with little or no resources. What is the likelihood of a compliant and safe shared cycleway and the impact on the natural environment. This would impact local fauna including the koalas often found resting in the foreshore and private property trees. Also the potential erosion impacts from the high water mark and the natural drainage from soft landscaping's such as grasses, soils and sands being replaced with hard high run-off surface areas.

Bruce MacKenzie

Page 2

On Council's website you have the Port Stephens Council Integrated Risk Management Policy which would need to be adhered to in any PLANNING process of a proposed cycleway. This includes refers to:

- 'Our corporate risk management system will comprehensively integrate all risks, including safety, environmental risks and business risks (financial, property, security, commercial etc), into our decision making, business planning and reporting at all levels'; and
- 'Council has no appetite for risks that may compromise the safety and welfare of staff, volunteers, contractors and/or members of the public'.

We ask Council to provide a copy of the risk studies to the local environment and the safety and welfare of members of the public and residents as part of the planning proposal.

We strongly oppose the proposed cycleway as a long term resident of Corlette. It will severely diminish the local environment and the public recreation on the foreshore for a small number of self-interested cyclists who have access to the Sandy Point Road cycle areas.

We are happy to meet with Council and discuss any items and need to receive:

1. Formal notification of the proposed cycleway as a resident adjoining the foreshore;
2. Confirmation of upcoming Council meetings where this matter will be discussed and we are entitled to attend and/or be represented; AND
3. **Copies of the completed risk studies to the local environment and the safety and welfare of members of the public and residents as part of the planning proposal which Port Stephen's Council has completed in accordance with its Integrated Risk Management Policy.**

The **motion** tabled by the Port Stephens Scenic Foreshore Cycleway Group Inc does not refer or have any regard to the impact on the local environment and welfare of members of the public and residents. The motion is only concerned with the Groups methods of construction, funding and timing. This is contrary to the Council's obligations under its Integrated Risk Management Policy.

Our mailing address is [REDACTED] and my contact number is [REDACTED]

We AGAINST the proposed CORLETTE beach cyclepath.

Yours sincerely, and we await your reply in writing to our queries by 15 March 2016.

[REDACTED]

CC –

john.nell@portstephens.nsw.gov.au
john.morello@portstephens.nsw.gov.au
steve.tucker@portstephens.nsw.gov.au
ken.jordan@portstephens.nsw.gov.au
paul.lemotte@portstephens.nsw.gov.au

sally.dover@portstephens.nsw.gov.au
geoff.dingle@portstephens.nsw.gov.au
chris.doohan@portstephens.nsw.gov.au
peter.kafer@portstephens.nsw.gov.au

[REDACTED]

From: [REDACTED]
Sent: Wednesday, 9 March 2016 5:24 PM
To: Mayor
Cc: Cr John Nell; Cr John Morello; Cr Steve Tucker; Cr Ken Jordan; Cr Paul Le Mottee; Cr Geoff Dingle; Cr Sally Dover; Cr Chris Doohan; Cr Peter Kafer
Subject: OBJECTION TO PROPOSED CYCLEWAY - CORLETTE BEACH

9th March 2016

Bruce MacKenzie

Mayor and Fellow Councillors

Port Stephens Council

Dear Mr Mayor and Councillors

RE – OBJECTION TO PROPOSED CYCLEWAY along CORLETTE BEACH

It has come to my attention that a cycleway has been proposed for the Corlette foreshore and I would like to express my strong objections to this being approved.

Whilst we are not residents along the affected strip of foreshore we are among the large number of young families who regularly make use of the park and beautiful reserve.

Our objections are:

1. Public spaces should be for the majority, not a select minority.

The foreshore is currently very family friendly. The water is ideal for small children and the grass and trees provide the perfect location for picnics and spending a day at the beach. On weekends and during the holidays this public space is highly utilized by a very large number of people including residents, day trippers, runners, dog walkers and recreational cyclists. Installing a 2.5m wide concrete pathway will significantly restrict the activities of these members of the public for absolutely no positive reason. Serious cyclists have an alternate route on the road and recreational cyclists use the area already.

2. Safety.

Has a risk assessment been performed by the Council?

At the moment the public can move safely and freely from the grassy reserve to the water. Parents sit under trees while children run back and forth. Games of cricket, soccer and bocce are played along the grass and sand. Elderly people stroll with dogs, parents push prams and toddlers ride tricycles. None of these activities will be safe, for either party, if a cycleway is installed.

3. Environmental Impact.

Has an environmental impact study take place?

Is it intended that trees will be removed and if so what are the implications for erosion and rising sea levels? Are you aware that Koalas often wander along from one tree to the next? Surely this will have an impact on them also.

4. Construction.

I believe the group undertaking construction are volunteers. Are they qualified to construct this cycleway? Where are they getting their funds? I have heard they are asking the public for donations already - is this legal? Does this mean the cycleway is a fait accompli?

I have been informed that a residents group will be presenting their objections to this cycleway at an upcoming Council meeting. I support their views entirely and would like to add my voice to theirs. I have forwarded them a copy of this email.

Yours sincerely



05-2767 L. Lovegrove

General Manager
Port Stephens Council
PO Box 42
Raymond Terrace NSW 2324

Friday, 19 February 2016

Dear Sir.

RE: Proposed Cycle Path near Roy Wood Reserve CORLETTE.

I am the part owner of [REDACTED] and believe there is some recent speculation in relation to the "**Port Stephens Scenic Foreshore Pathway Inc**" for a proposed cycle pathway along Corlette Beach from Roy Wood Reserve and are extremely concerned about the potential Safety and Environmental impacts that such a path would have on the busy recreational area.

I would be interested in any further information you may have in relation to the so called action group and who at Council is responsible for this proposal if any.

Thank you for your time and I look forward to your response.

Yours Faithfully,



PORT STEPHENS COUNCIL	
Information Services	
- 1 MAR 2016	
File No.
Action by
<input type="checkbox"/> R.H.C.

CORLETTE PARKS RESERVES AND LANDCARE GROUP

(a 355c Committee of Port Stephens Council)

Caring for Corlette

Councillor Representative:

Cr John Morello

Chairperson: Richard Davis

Phone: 4984 2214

Treasurer: Alma Naylor

Phone: 0429452055

16th January 2016

Honorary Secretary:

Margaret Wilkinson

38 Ketch Close

Corlette NSW 2315

Phone: 49812881

Email: keithandmargw@ozemail.com.au

The General Manager
Port Stephens Council
RAYMOND TERRACE
and

Cr Sally Dover (via email)

Dear General Manager and Cr Dover

Following a meeting of the Corlette Parks Reserves and Landcare Group Committee yesterday, I have been asked to write to Council and Councillor Dover to express our objection to the implementation of a resolution carried at the Port Stephens Council meeting of 8th December 2015 to commence a cycleway at and through Roy Wood Reserve.

We are supportive of the cycleway concept to and around Corlette Headland, recognizing that the section around the Headland rockshelf could be a pipedream and costly. We do not support the proposed commencement at Roy Wood Reserve adjacent the toilet block. We would consider supporting other starting points if the project must go ahead immediately – see attachment for issues and alternatives.

We were particularly concerned that no consultation took place with our Group nor the community prior to this proposal being presented to Council. Our volunteers have worked at this precious small reserve for many years and the proposal will have a major impact if the plan proceeds. Due to the size of this reserve, it will threaten the safety of a huge number of children and park users. The idea was well described yesterday as “like making a children’s playground in the middle of Pennant Hills Road!”

It is also evident that only limited consultation took place with the different sections of Council and the Traffic Committee.

We request that all sections of Council and the Traffic Committee be involved in preparing a paper plan for the whole area around the intersection of Foreshore Drive and Sandy Point Road, the Roy Wood Reserve carpark and the Reserve. This should include future roundabout, future safe entry and exit points for vehicles, pedestrians and cyclists and include staged implementation of any plan depending on available funding. Until such time as that plan is available, our Committee believes we are wasting our time in having on site meetings or further discussions with Cr Dover and the Port Stephens Scenic Foreshore Group Inc. This planning should be done by professional Council officers in liaison with each other. The Roy Wood Reserve segment of the proposal should be placed on hold immediately until this is done.

I have attached a summary page of some of the discussion which took place and our meeting. This lists clearly our issues with the proposal and also some potential suggested alternatives that should be looked into. Finally, I have been asked to convey to Council and Cr Dover that the Executive of our 355c Committee will not be taking responsibility for registration of volunteers from the Incorporated Cycleway Group for cover for insurance for volunteers working on Council land in our 355c designated area. As volunteers we have enough to do already.

Yours sincerely

Margaret Wilkinson (via email)

Hon Secretary

CORLETTE PARKS RESERVES AND LANDCARE GROUP

(A 355C Committee of Port Stephens Council)

Committee meeting of 15.1.16

SUMMARY OF ISSUES AND ALTERNATIVES – CYCLEWAY PROPOSAL BY PORT STEPHENS SCENIC CYCLEWAY GROUP INC

Main Issues:

- Safety of children - highlighting the huge usage this reserve receives at holiday time and weekends all year round.
- The size of the reserve in comparison with other reserves with cycleways going through, particularly limited shaded areas available to picnickers.
- The width of the proposed cycleway and the impact on the picnic areas in the limited shade at Roy Wood Reserve
- The need for a plan to show where the proposed cycleway will go – Council business paper map insufficient
- Overall plan needed for the intersection, carpark and reserve – entrances, exits
- Barrier created between carpark and reserve by a cycleway – bollards (extra cost) and designated entry points will be needed – at extra cost. Who pays?
- Drainage and tree root issues (existing already) where dinghies were previously stored (Presumed to be the route)
- Potential for valuable shade tree roots to be damaged and die back.
- How will elderly volunteers deal with tree roots in shovelling footings for concrete?
- The potential for a concrete cycleway to have a damming effect and cause erosion (existing problem already)
- The boundaries of the eastern neighbour which could affect the proposed way through the reserve (refer to diagram included with Rick McKenzie email of May 2015 (separate issue) and his comments relating to use of existing path near toilet for any future cycleway)
- Insurance of Incorporated organization volunteers working in our designated 355c Committee area (Shoal Bay experience) Extra work and responsibility for executive.
- Reports of existing rock walls sinking further along the proposed route. Is this a good base for a concrete path?
- Acid sulfate soils in areas further along proposed route requiring Marine Parks attention. Who applies and how long will this take?

Alternate Route Suggestions Discussed:

- Perceived that this cycleway will become a “cycleway to nowhere” if funding for the more expensive rock shelf Headland to The Anchorage section is a long way

off. Cyclists will need to turn around and come back as the Headland is inaccessible.

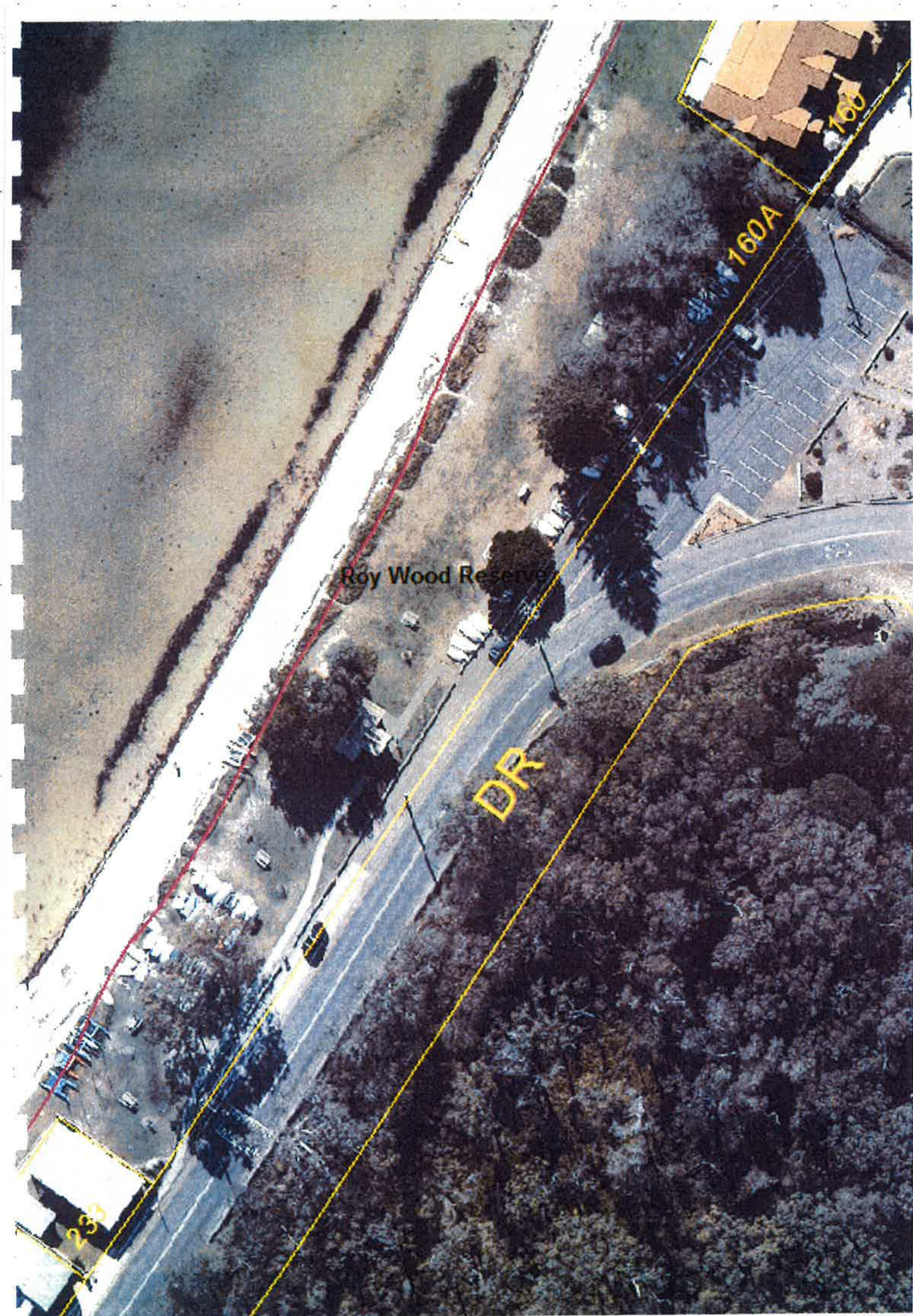
- Cycleway access to existing streets that link to Sandy Point Road should be higher priority, eg links through Carroll or Cornford Reserve to Danalene Parade (then on-road to Sandy Point Road via Clarence/Judith).
- Consider use of the previous cycleway plan (attached) from the corner of Foreshore Drive to Carroll Avenue along the existing footpath on Sandy Point Road. This would alleviate any interference with cyclists riding through Roy Wood Reserve. It is acknowledged that this would pass several driveways and require some engineering works to take the cycleway to the lower level adjacent the vegetated verge on Sandy Point Road near the bus stop and junction of Carroll Avenue with Sandy Point Road. The end of Carroll Avenue where the cycleway would link back to the rock wall and existing gravel path (proposed cycleway route) is a current drainage issue and this section would need professional help. Completion of this section of cycleway would be better value for cyclists than the Foreshore Drive to Worimi Close which has been approved and funded (and probably about to commence!)
- Potential for carpark to be extended into the mulched garden area and the edge of the carpark become aligned with the power poles near the bins. A concrete cycleway would not then be required as the existing bitumen of the current carpark could be used. The savings could be used to bitumen seal a corresponding section in the mulched garden area. Overall replanning of the carpark entrances and exits, potentially including the whole road reserve east of the current carpark and currently used as a front garden for Lot 160.

Related Issues:

- Roy Wood Reserve has been designated a No dogs area in the recent Dog Review and dogs can transit the area to reach the area between Roy Wood Reserve and Corlette Headland (and beyond) which is designated Dogs on Lead on designated path. Currently there is no designated path leading off Roy Wood Reserve towards Corlette Headland. There is an opportunity to commence the cycleway proposal on the foreshore side of Lot 160 to provide a dual benefit.
- How the wide concrete cycleway transits from the carpark through Roy Wood Reserve through the most popular and shady part of this reserve remains an issue for this small reserve.
- If all dinghies on logs (9 remain at the eastern end), parking and safety issues could arise adjacent the dinghy racks to the west. This is an already single lane & narrow section of road with only parallel parking and 2 slots for 15 minute unloading area for dinghy owners. Need for a management plan for Reserve was identified showing where dinghies are stored, trees, benches, seating placed etc.



	<p>Scale: 1 inch = 100 feet</p>	<p>North Arrow</p>	<p>Surveyed by: [Name]</p>	<p>Map No. [Number]</p>	<p>Date: [Date]</p>	<p>Project: [Project Name]</p>	<p>Sheet: [Sheet Number]</p>	<p>Notes: [Notes]</p>
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PORT STEPHENS COUNCIL
Information Services

22 FEB 2016

File No. PSC 2005-2767
Action by J. Gallagher
☐ R.H.C.

Dear Sir/ Madam,

I am one of the many residents objecting to the planning and construction of a cycle path which is to run from Roy Wood Reserve, along the beachfront and supposedly around the Corlette Headland and past The Anchorage. I am aware that there has been talk about this for a few years, but I have not spoken to one person who knew that a draft plan was displayed at the library or that the time for people's comments/suggestions had closed. The rate payers who live along that beach pay for turf and maintain the grassed area so that many locals and tourists can sit under shady trees right at the water's edge. A cycle path would certainly encroach on people picnicking and those hoping for a spot where they can freely move from grassed area to water without having to navigate around cyclists and walkers with dogs, many of which are never on a lead.

1. Roy Wood Reserve cannot cope with the amount of people who already frequent it. The overflow of families are scattered under the trees, right up the beach towards Corlette Headland. There is no other place in the area that is protected from the winds, provides amazing shade from the trees and has a safe, sandy beach which is popular at both high tide and low tide. [REDACTED] king tides, the water's edge meets the grass, so the area for where people sit is very restricted. A 2.5m path would only make matters worse, especially during our holiday season when there are so many little children running backwards and forwards to the water.
2. Most cyclists ride in groups, and so they should be allowed to, but for safety reasons, they need to be clear of any pedestrians. These cyclists would also be sharing the path with walkers, walkers with dogs on leads and those who continue to do their own thing and let their dogs run free!
3. I certainly hope Council is not contemplating the cutting down of any of our beautiful paper bark trees to make way for a cycle way that only a very small part of our community is in favour of having along the beachfront. [REDACTED] the west and these huge trees provide us with the much needed shade as well as a great place for groups of people to gather and stay and watch our spectacular sunsets.
4. My suggestion is that the cycle path which is already on Sandy Point Road, should be continued on that main road, but cut into the bank which backs the homes down Sandy Point Rd laneway [REDACTED]. I have included a few photos of this area and as you can see, we have huge trees hanging dangerously over the cars travelling along Sandy Point Rd. I'm sure it would be a much cheaper option to remove that large tree and any others in order to widen the cycle way. Whenever residents have asked for Council to cut or trim trees, they have been told that they can do it at their own expense because Council do not have sufficient funds for this kind of thing. I have also included photos of our overgrown laneway that is not maintained by Council and as you can see, the growth from the bank has narrowed the laneway which makes it only suitable for a small car. Delivery vans, garbage trucks and removalist trucks have great difficulty trying to enter and leave the laneway. I would much prefer to see our ratepayer's money spent on these areas that should be addressed.

Yours sincerely,

[REDACTED]



For the Community, by the Community.

Dear Residents of our wonderful community!

Further community involvement is being sought for the long awaited Corlette headland pathway project. **Port Stephens Scenic Foreshore pathway Inc** has been incorporated as a 'not for profit' Community Association to construct the missing links of the foreshore pathway network from Soldiers Point to Fingal bay. The association is seeking additional volunteers to work on the project as well as financial donations from supporters.

For the outlay of **\$400** a **family** or **business** can provide the funds needed to build a **6m** bay of the pathway with their **Family name** or their **Business name** implanted in the side of the concrete.

Other, smaller donations may also be made.

Can't see your way clear to make a monetary donation ... maybe you can assist by helping our little group with some physical help, on site.

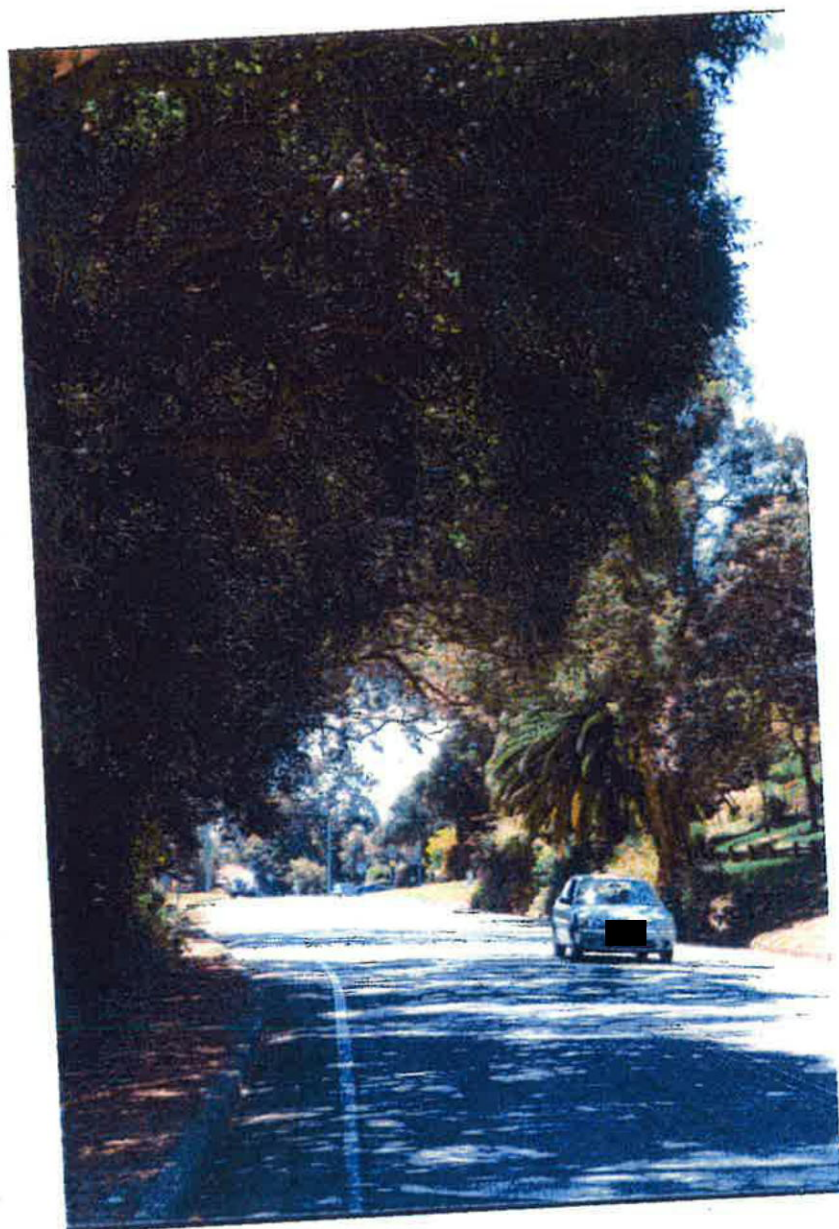
"The project provides for an unbroken community shared pathway from little Salamander along the waterfront and out over the water and through the Anchorage to meet the Bagnalls Beach pathway."

We can only Thank You for your interest and participation.

Kevin Mosley, President 49842643.

February 2016

I strongly object to this request when most residents
are already funding the maintenance of Council land &
paying higher rates as well.



Huge limbs hanging
over cars on Sandy

Point Rd. These could be
removed for safety

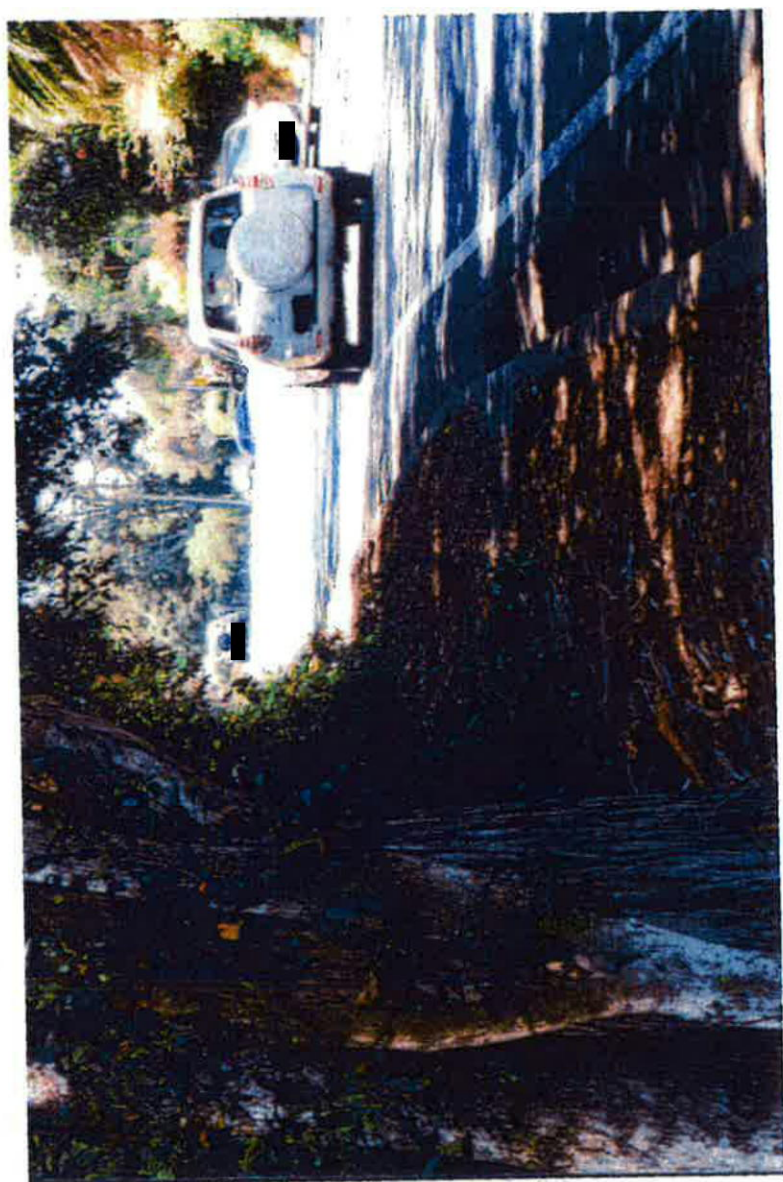
purposes and put
cyclepath in place

of trees.





limbs hanging over —
— 2 lanes of traffic



—
[Redacted]
Area behind
Sandy Pt Rd.





Koy Wood Reserve on
a quiet day.



This knewday is
getting worse.



— Which side of the
trees for cyclepath? —

— Over the drain or
— cut down trees!! —

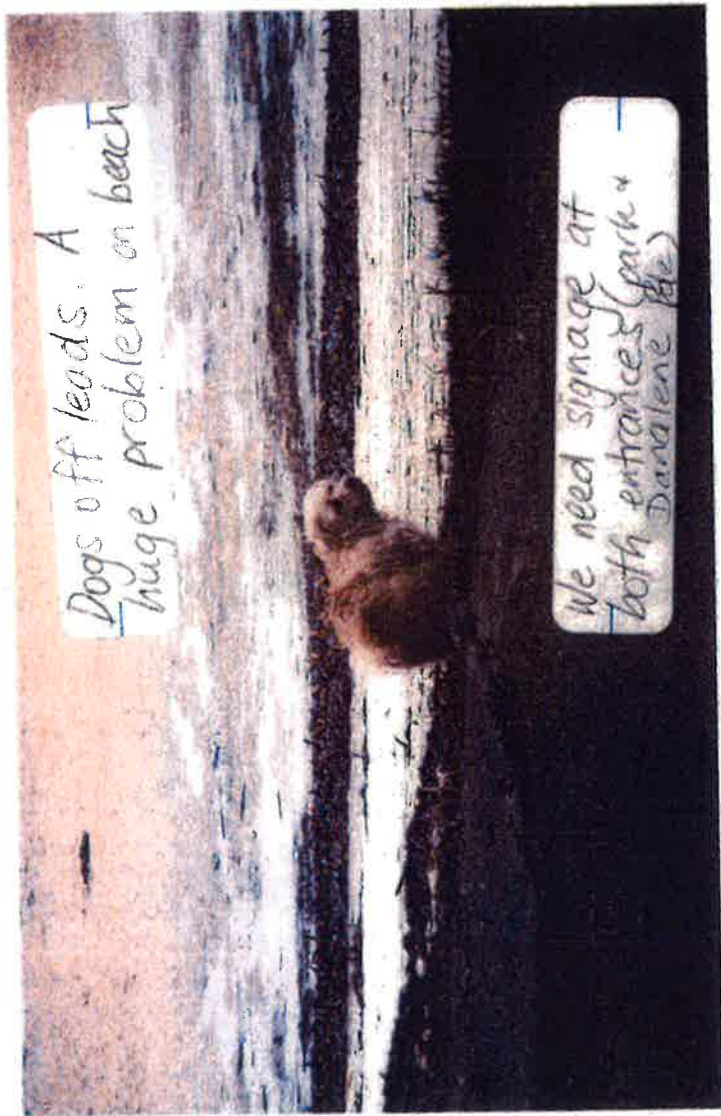


overgrown laneway



Owners of [REDACTED]
- were told to remove

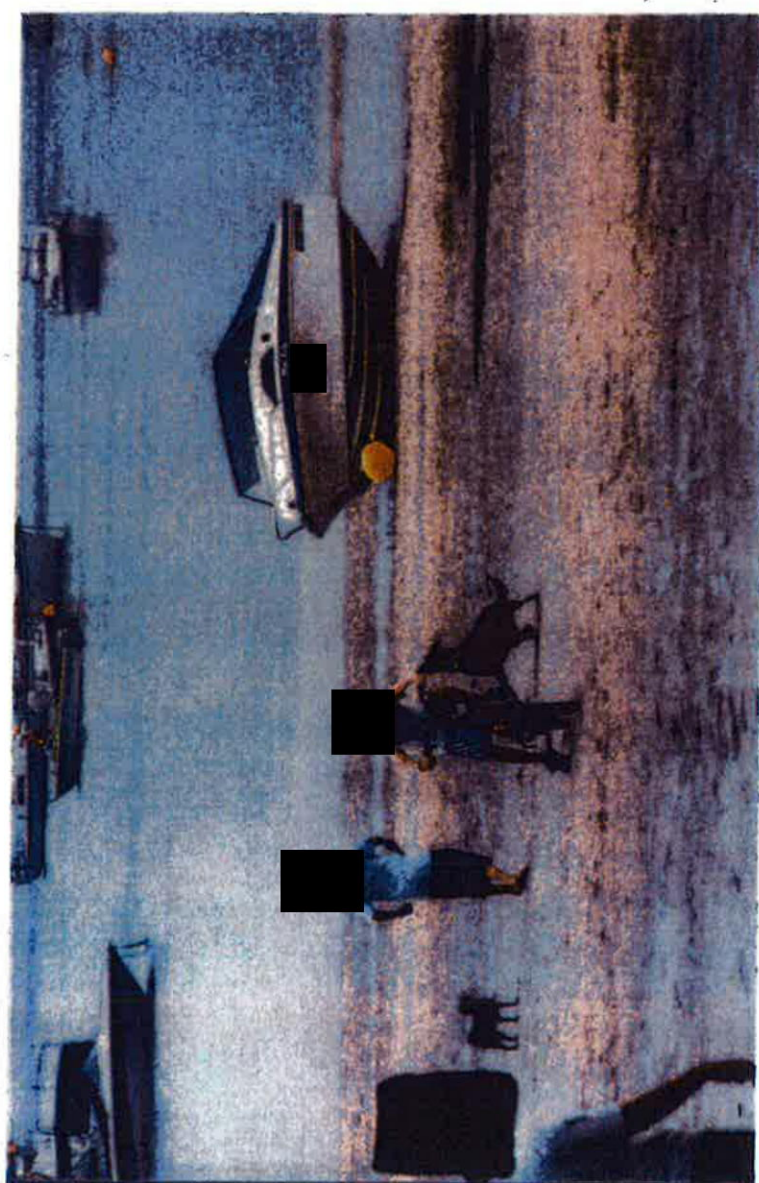
- dangerous limbs at their
- own expense.



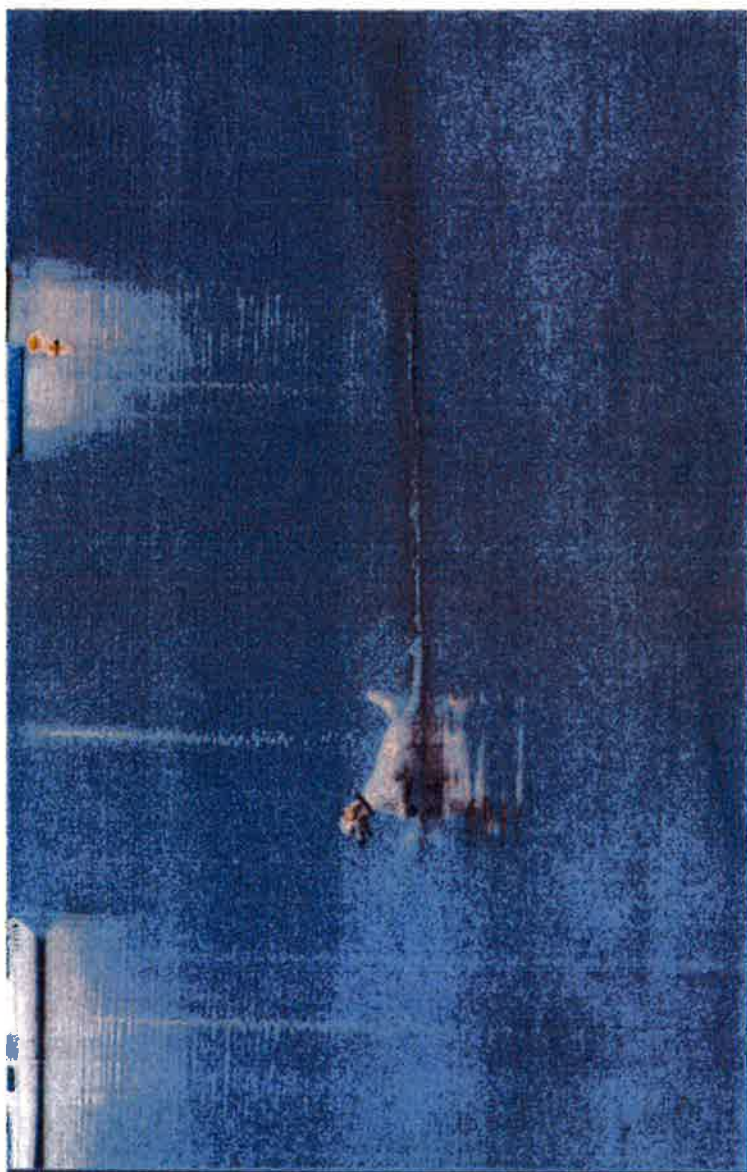
Dogs off leads. A huge problem on beach

We need signage at both entrances (park & Danalene Rd)









[REDACTED]

The General Manager
Port Stephens Council
116 Adelaide St.,
Raymond Terrace 2324

Dear Sir,

Attached is a petition with 197 signatures of people objecting to the proposed Corlette Cycle Path. These signatures were collected over the recent four-day Easter period when there were a lot of visitors to the area.

We request that Councillors are made aware of this petition and that they give due consideration to these objections when they visit the site on 26th April.

Yours faithfully

[REDACTED]

PORT STEPHENS COUNCIL Information Services	
19 APR 2016	
File No.	PSC2005-2537
Action by	J. Gallagher
<input type="checkbox"/> R.H.C.	

PETITION
PROPOSED CORLETTE BEACH CYCLE PATH

After extensive consultation with neighbours, we, the undersigned residents, strongly object to the construction of a cycle path along the Corlette Beach waterfront. Our objections are based on a number of considerations including but not limited to:

1. This proposed cycle path would greatly encroach on a very popular picnic area for families. This is already a restricted area between the high water mark and properties and the cycle path would greatly reduce this desirable area used for public enjoyment. The accepted minimum width for a shared walking/cycling path is 2.5m, which would be very intrusive.
2. Many children enjoy playing in this cleared grassy area and speeding cyclists would present a hazard to their safety with the potential of serious injuries. Would the Council be liable? It is also a risk to resident koalas moving around from tree to tree.
3. Construction would compromise the natural environment including possible loss of trees, which would be unacceptable and a tragedy.
4. The path would have to weave around the many trees in this area. Curves and bends pose a risk to cyclists, as they would not have a clear view of the path ahead, which then becomes hazardous for walkers. Again, would Council be liable?
5. The area is also a favoured site for dog walkers. Even if on a lead, dogs can be a serious hazard to cyclists as cyclists would be to dog walkers.
6. There is already a **marked** cycle path on both sides of Sandy Point Road from Salamander Shopping Centre, past the Roy Wood Reserve up until 146 Sandy Point Road. At this point the road narrows towards Nelson Bay for **only some 50 meters**, then it returns to the same width cycle path as before. In other parts of the Bay and in the State, bike paths are narrowed and marked for short distances. Sandy Point Road is no different. Can Council afford to spend all this money on a new cycle way because of a mere 50 meters of narrowed road?
7. Residents presently fertilize and mow grass & maintain irrigation systems to encourage vegetation growth along the foreshore. This is a major factor in preventing erosion of the area. These irrigated areas probably would not be maintained by residents in the event of a cycle path.

61
10/13/20

PETITION AGAINST PROPOSED CORLETTE BEACH CYCLEPATH

