

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

PSC2005-2767

Draft pathways plan

Can we commend the council in elevating consideration of pathways to a significant level. Many cities around the world are adopting strategies that place pedestrians & cyclists facilities ahead of motoring. Port Stephens as a premier tourist destination should be acting similarly.

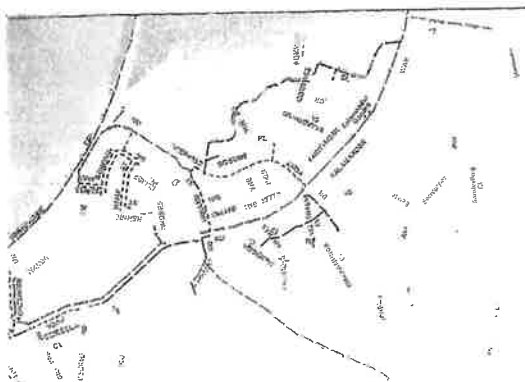
While the pathways plan is of necessity broad brush at this time, its lack of any indication of timing of the implementation of specific parts of the plan makes it difficult to make objective comments. Nevertheless we examined the plans displayed in the Tomaree Library and would like to make the following observations. As residents of Salamander Bay and also members of the Mambo Wanda and Soldiers Point Salamander Bay Landcare committees we are best able to consider our local precinct. We are not writing on behalf of those committees but using our comprehensive first hand knowledge of the parks and reserves in the area. We should also add that we have extensive cycling experience gained on cycle touring adventures in each Australian State as well as numerous overseas countries.

Our first comment relates to the pathways servicing the Soldiers Point Public School in Bagnall Avenue. This merits a broad shared pathway, not a token footpath as indicated on the plan. The proposed shared pathway along the foreshore of Cromarty Bay will not be of functional use for children cycling to school.

This foreshore pathway will be difficult to implement in its own right. The loop around Kent Gardens will not only have difficult grades but traverses through littoral rainforest. It is likely also to meet opposition from residents who are currently in dispute with Council over the maintenance of this foreshore reserve.



Another deficiency in the plans for Soldiers Point is the absence of a continuous shared pathway along Soldiers Point Road to the boat ramp. Disconnected footpaths along this route do not meet the need of many cyclists who currently choose to ride this route.



Our next comments relate principally to the pathway access to be provided to the extensive sports fields off Tarrant Road. The discontinuity of the shared pathway on Soldiers Point Road at the Tarrant Road roundabout will only exacerbate the present danger to cyclists and pedestrians at this intersection. Hopefully this can be addressed in future detail planning.

Also in this general area the lack of a pathway along Wanda Avenue is an unfortunate oversight. This roadway is used frequently by pedestrians and cyclists but unfortunately by fast travelling motorists short cutting off Foreshore Drive. Appeals to the Council for some years to address this problem have not resulted in any outcomes.

Foreshore Drive in its entirety does not seem to be adequately addressed by the Plan. At its easterly end the discontinuities of pathways needs to be addressed. The intersection with Sandy Point Road is difficult for pedestrians and cyclists to negotiate in its present form but the Plan makes no attempt to address that. To assume that merging a shared pathway with an existing pathway past the houses at Roy Wood Reserve will provide a solution is false. This pathway is often not trafficable by bikes due to the parking of resident's cars and the placement of household waste bins.



Proposed along Foreshore Drive through the Mambo Wetlands is a shared path. The Plan doesn't indicate whether this is simply an incorporation of the existing and inadequate painted lane. If that is the case then can we request that it be upgraded to a pathway providing physical separation from the road traffic and of sufficient width to allow opposing streams of pedestrians and cyclists to pass each other safely.

This submission is made in the knowledge that its implementation will require a good deal of detailed planning and budgeting. Can we urge you to move forward as quickly as practical with this phase and we offer to help as appropriate in designing outcomes that will meet our community's need as pedestrians and cyclists.

Thank you for this opportunity to make comment

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

16 November 2015

Melinda Feenan

From: [REDACTED]
Sent: Monday, 16 November 2015 12:38 PM
Subject: Pathways Plan PSC2005-2767

As residents at [REDACTED] we submit our objection to the proposed Shared Path in the Pathways Plan. We chose to live near this reserve because of the natural beauty and wildlife here. It is a Littoral Rain Forest Area and is protected!

Why would council want to have bikes and pedestrians destroy the area?

We, the residents look after the reserve now by keeping it tidy and mowing the lawn area. Council do not seem interested enough to maintain the area now. Will they do so when the pathway is built. I cannot envisage that! All we can see is that the area will become littered with the public's rubbish.

We do not want strangers walking or riding in our backyard!

Regards
[REDACTED]

Melinda Feenan

From: [REDACTED] Mike Petrow Shaw <[REDACTED]>
Sent: Monday, 16 November 2015 7:59 AM
Subject: Draft Pathways Plan ref PSC2005-2767
Attachments: Stage 3 Boardwalk.jpg

The General Manager, Port Stephens Council

Dear Sir

On behalf of several members of the Shoal Bay Beach Preservation Committee I would like to bring to your attention an omission from the Draft Walkways Plan . This relates to section in the Nelson Bay/Shoal Bay plan. Council adopted a motion last year (2014)to include 'The Stage 3 Boardwalk' linking the continuous pathway from Corlette to Tomaree Headland. The project was budgeted in the 2015 works program. The section involved is shown in the attached amended map.

Would you kindly pass on our submission to the review committee and advise if there is any reason for the omission.

Thank you

Mike Shaw

Secretary Shoal Bay Beach Preservation Committee. [REDACTED] 49842209 mob 0425 265 462

LEGEND

Pathways

Existing Infrastructure

..... Footpath

--- Shared Path

Proposed Infrastructure

..... Footpath

--- Shared Path

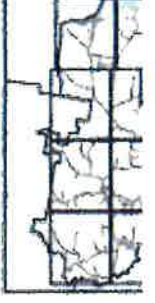
■ Parks/Reserves

Missing link Stage 3 boardwalk plan

PORT STEPHENS

SOUTH PACIFIC
OCEAN

KEY MAP



Melinda Feenan

From: [REDACTED]
Sent: Sunday, 15 November 2015 9:16 AM
Subject: Draft Pathways Plan - Karuah

To Whom It May Concern,

Firstly I would like to say that it is great news that there is going to be a footpath going into the town centre nearby our house.

We live at [REDACTED] so the path shown will start on [REDACTED] were the tarred road section starts.

Having a [REDACTED] we walk into town frequently to the [REDACTED] where my [REDACTED] attends and soon my [REDACTED] will also. [REDACTED] is still getting around in a pram so negotiating the pram on a level footpath will be much easier than on the road which is not flat having a run off slope.

The section of road that is Mustons Rd after Riverside Dr has a terrible section in it. As it goes past the wetlands run off it dips and turns a corner. There is just enough room for oncoming traffic to pass here but it leaves no room for pedestrians. The edge of the road is also a drop off on either side. We rely on the good nature of drivers to stop and let the other car pass. Unfortunately some drivers still travel through this section too fast and it is just luck that they don't hit any pedestrians, although there is a white cross someone has placed there many years ago, I am not sure of the cause of fatality but it adds to the fear of the section of road.

Lots of family's, kids and elderly walk through here every day.

I hope that there is great consideration taken when planning how the pathway will pass through here. Possibly a light bridge is the answer. I have heard talk that there was a bridge there in the past but was removed.

Thank you for taking the time to hear our thoughts and we look forward to using the new pathway in the near future.

Kind Regards,

[REDACTED]

Melinda Feenan

From: [REDACTED]
Sent: Saturday, 14 November 2015 10:17 AM
Subject: Pathways plan submission PSC 2005-2767

Dear General Manager

re Pathways Plan review PSC 2005-2767

re Lemon Tree passage Plan

Major issues in Lemon Tree Passage needing to be addressed

the congestion in the Town Centre and the lack of continuous connected footpath through this area (Meredith Ave)

street parking and traffic movement congestion into Cook Parade and boat ramp

connecting existing pathways to provide continuity and safety for school children in particular riding to school

maintenance of existing footpaths which are broken in many places and a TRIP HAZARD

Any formal formed Path along the foreshore (Cook Parade and Francis Ave) would change the nature of this informal walk perhaps a "trail" category should also be considered ?

Morton Ave has a very steep grade as you are aware and would this be cost effective ?

Cost effectiveness of constructing pathways needs to be considered on the foreshore location and in Morton Ave

Planning for ongoing maintenance of any future paths constructed as this is a major and current need in LTP

Yours sincerely

[REDACTED]

[REDACTED]

Melinda Feenan

From: [REDACTED]
Sent: Friday, 13 November 2015 10:25 PM
Subject: PATHWAYS SUBMISSION

Whilst we agree with plans for Pathways/Cycleways and footpaths around Port Stephens as proposed, Council really needs to get its priorities right....FIX OUR DISGRACEFUL ROADS NETWORK ASAP.

It's all very well to have Section 94 funds from developers for projects close to or adjacent to their development, but developers don't contribute enough to our roads network from Section 94 earnings.

Our Council conducts annual surveys, however, the last one had loaded questions and the community were not permitted to state their top priorities for the LGA. Previous surveys ALWAYS proved that the top priorities wanted by everyone was BETTER ROADS.

It's all well and good to have pathways/cycleways and footpaths for residents and tourists, but our roads need to be safer to save lives, as our roads are used MORE than any pathways/cycleways and footpaths. TRY INSTALLING COUNTERS and this will prove this point.

Mayor, Bruce MacKenzie, prior to the last Council elections, stated 3 years ago that he would fix all the potholes on our roads. Some heavy patching has taken place, but still not enough, and the roads seem to be getting much worse, with only patch-up works, and sub-standard potholes treatment and NO resurfacing taking place in East Ward.

Regards [REDACTED]

Melinda Feenan

From: McGee <mcgee@hotmail.net.au>
Sent: Thursday, 12 November 2015 12:09 PM
Subject: Fwd: Pathways - PSC 2005-2767
Attachments: mcgee.vcf

----- Original Message -----

Subject: Pathways - PSC 2005-2767

Date: Thu, 12 Nov 2015 11:59:40 +1100

From: McGee <mcgee@hotmail.net.au>

To: council@portstephens.nsw.gov.au, ken.jordan@portstephens.nsw.gov.au,
paul.lemottee@portstephens.nsw.gov.au, Peter.Kafer@portstephens.nsw.gov.au

There is NO mention in the the proposed Pathways Plan for the extension of the existing shared pathway in Seaham from Brandon Park to Sophia Jane Drive. There is a shared pathway in existence from Seaham School to Brandon Park and this needs to be extended.

Seaham Park & Wetlands Committee has requested Council to extend the shared pathway from Brandon Park to Sophia Jane Drive to allow children to ride their bikes and walk to Seaham Park, Brandon Park and Seaham School. At present they must ride on or walk alongside a 90kmh road. Dangerous for children/ youth and car drivers.

This pathway would allow those living on or in the vicinity of Brandy Hill Drive, Eskdale Park Drive, Sophia Jane Drive and Alexander Drive to access these sporting and recreational facilities safely and encourage more participants; allow children to walk/ ride their bikes to school.

Pre McGee
Secretary
Seaham Park & Wetlands Committee

--

This email is solely for the named addressee and may be confidential. You should only read, disclose, transmit, copy, distribute, act in reliance on or commercialise the contents if you are authorised to do so. If you are not the intended recipient of this email, please notify (me) the sender by email immediately, then destroy any copy of this message. Except where otherwise specifically stated, views expressed in this email are those of myself.



This email has been checked for viruses by Avast antivirus software.
www.avast.com

South Tomaree Community Association Inc

"The voice of the community"

abcag2015@gmail.com

General Manager Port Stephens Council
Wayne Wallis

3/11/2015

QUOTE for council reference: PSC2005-2767

With the 5 year Pathways Plan 2015 we the S.T.C.A. would request a first year priority listing due to the safety of our residents, particularly the elderly and infirmed.

We have an increasing number of residents living in the mobile homes on Nelson Bay road who then walk or use mobile scooters to access the shops, chemist and doctor - a number of whom have been seen to fall or their mobile scooters tip over this is a real safety issue for these and other residents who could be seriously injured.

On the Saturday of the Markets it is a disaster waiting to happen with bikes, cars, and scooters and no pathways.

I see this as an urgent priority listing in your pathway plan.

I have attached a petition signed by our residents both young old and infirmed.

X

Christine Mitchell
Vice President S.T.C.A.

PORT STEPHENS COUNCIL Information Services	
10 NOV 2015	
File No.	PSC 2005-2767
Action by	V. Lisyu
<input type="checkbox"/> R.H.C.	

95-6-5

Printed Name	Signature	Address	Comment	Date
--------------	-----------	---------	---------	------

[illegible]

Melinda Feenan

From: [REDACTED]
Sent: Saturday, 7 November 2015 6:44 PM
Subject: Pathways plan for Karuah

To the Council Planning Department

We would like to stress how important the proposed pathway along Mustons Road to Riverside Drive is to anyone living in or visiting this part of Karuah.

We have been visiting and staying with family at [REDACTED] and regularly walked along this main route to Karuah township, always fearful as the road is **not safe**.

To access the shops, doctor, community buildings and recreational areas you have to use this narrow roadway that is shared with cars.

if you are on foot, a child on a push bike, a young mum or grandparent pushing a pram or are elderly and have to use a motorised scooter, it is dangerous to traverse this section of the roadway, especially the section that is bounded by the wetland and mangrove areas.

A separated safe pathway is of high importance in this area and we hope the Council proceeds with this much needed plan.

Yours faithfully

[REDACTED]

Melinda Feenan

From:

Sent:

Subject:

Thursday, 5 November 2015 4:44 PM

FW: Draft Pathways Plan - PSC2005-2767

To Whom It May Concern,

I would like to present a submission regarding the proposed construction of a shared pathway from 2 to 70 Sandy Point Road Corlette highlighted on the Draft Pathways Plan PSC2005-2767 (see pdf titled Salamander Bay Corlette Nelson Bay).

The submission is based on a number of concerns:

1. That the initial cost and ongoing maintenance of said shared pathway will far outweigh any perceived advantages
2. Further to above point, the reserve from Number 14 to 36 is very narrow in places, has highly varied land levels and many residents have concreted from their boundary to the rock or have put in place concrete boat ramps making this a costly and impractical exercise for little gain.
3. That the grassed area already provides more than adequate access for any who wish to walk along the waterfront
4. Many residents have currently installed sprinkler systems to maintain the reserve in a high quality condition
5. That a pathway will detract from the overall aesthetics of the currently natural and well maintained environment (for the most part).
6. With restricted access to open grassed areas within this area, the current grassed reserve provides an area for children to recreate which we believe will be lost with the introduction of a 2.5m wide pathway.
7. Ongoing, shared paths can deteriorate and/or become damaged by tree roots with the result being both an eyesore and a safety hazard.

If the shared pathway is to progress, then the preferred location of the shared pathway would be next to the water where people currently walk rather than near the residential boundaries.

Regards

Melinda Feenan

From: Laura Renehan <Laura.Renehan@portstephens.nsw.gov.au>
Sent: Thursday, 5 November 2015 11:55 AM
Subject: Pathway Plan Submission

Good afternoon,

Please accept this email as a submission for the Draft Pathways Plan on behalf of West Ward Sports Council.

The West Ward Sport Council has pathways within King Park Sports Facility as a priority project as identified by the sporting clubs utilising the facility. Can this please be noted in the submission summary.

Thank you.

Kind regards



Laura Renehan | Community & Recreation Liaison Officer
p (02) 4980 0361
w www.portstephens.nsw.gov.au



Melinda Feenan

From: [REDACTED]
Sent: Tuesday, 3 November 2015 12:19 PM
Subject: PSC2005-2767 Paths Plan. My Input

Hi there,

Not used to doing this, in fact it is my first comment on anything council. Firstly a well done to all involved in the production of the draft paths plan. A forward looking plan it is.

My Details are. [REDACTED]
[REDACTED]

My input to the plan only regards a small section which is on sheet 5A

The plan shows walkers and cyclists crossing Newline road at the end of Beaton Avenue. This is a very dangerous place because:

- 1; The road is 3 lanes wide at this point with turning traffic.
- 2; There is limited visibility for traffic coming in to Raymond Terrace along Newline road because of the bend in Newline Road close to this crossing
- 3: It is an 80 kmh zone.

My suggested change is that the path that is shown on Newline road continue on the same side, cross Beaton Avenue, then cross Newline road where it is shown going into the park behind Field 5. Near where the 60 kmh signs are currently. This would alleviate issues from;

- 1; The road is 2 lanes wide and straight
- 2; It is further from the bend in Newline road for increased visibility
- 3; It could be in a 60kmh zone

I travel this section as it is regularly by bicycle and see lots of people walking dogs, kids on bikes and runners. It is a very dangerous section at present. I am sure that a lot of vehicles including trucks are doing more than the posted 80kmh now. I am worried that the isolation and safety of a path may put people off their guard if the crossing is made where it is on the draft now. As it is now anyone using this section going from Raymond Terrace to Beaton Avenue crosses to the right hand side facing Newline Road traffic well before the intersection. The area is just dangerous

I hope you can understand the way I have tried to put it across. If you wish to contact me please free at any time. Having this section alone built would serve many people in Riverview ridge.

again,



Thanks



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

3rd November 2015

RE: Draft Pathway Plan PSC2005-2767

Dear Sir / Madam,

I write in connection with the above planning proposal put forward by council on 22 September 2015.

I wish to object strongly to the proposed Pathway Plan in particular, the location of the Corlette foreshore and being a shared path from Corlette Point to Sandy Point.

The proposed Pathway Plan is particularly ill-considered: it is on a narrow waterfront reserve used by many locals and tourists for recreation and walking dogs, and building a wide shared path here would both diminish the aesthetics by being out-of-scale and out of character, in terms of its appearance.

Residents currently maintain this waterfront reserve at their own expense without any support from the council. This is done to provide a continuance of natural beauty for the area being a park like grassed area for everyone to enjoy. There is no need to spoil this by installing an ugly concrete shared pathway.

I am very concerned from a safety aspect of combining bicycle riders and walkers on such a narrow section of reserve. Currently there is only a minimal number of bicycle riders using this grassed area and therefore there are no safety incidents.

My other concern is, that as a ratepayer, there are other more Urgent projects that need immediate priority. This being the major foreshore erosion problem. I understand that Council has limited resources and on this basis should be concentrating on the necessary for the good of the environment, the natural beauty and all the local residents and visitors alike and not the indulgent of a small minority.

Yours faithfully,



Submission to Port Stephens Pathway Plan

Thank you for the opportunity to provide suggestions for this very important plan.

I would ask that Sheet 19 include the following alterations:

1. The red proposed shared path continue around the foreshore behind the homes on Foreshore Drive. There already exists a footpath along the road.

Could sheet 21 include the following addition:

1. The red proposed shared path along Beach Road continue along the rock shelf around Lighthouse headland to connect into the red proposed shared path along Shoal Bay Beach.
2. This proposed share path needs to continue along the Shoal Bay beach side until it connect with the red shared path near the junction of Government Road.

Sheet 16 needs to include:

1. The shared path to continue from Seaview Crescent around Kangaroo Headland past Joe Redman headland along the beachfront parallel with Soldiers Point Road to Ridgeway Avenue.

Sheet 17 needs to include:

1. The proposed shared path needs to continue along the beachfront behind the homes on Foreshore Drive between Short Street and Cook Street.

Please include these amendments so that the route for the Port Stephens Scenic Foreshore Shared Path/cycleway will be complete.



2nd November, 2015

Melinda Feenan

From:

Sent:

Subject:

Monday, 26 October 2015 12:54 AM

cycleway/walkway plans on public display.

This is a submission to the Draft Pathways Plan for the western areas of Port Stephens.

I have reviewed the proposals for walkways/cycleways for the West Ward area, particularly to the area encompassing Nelsons Plains, Brandy Hill, Eskdale and Seaham.

My family has been living in [REDACTED] since [REDACTED]. Since then the Brandy Hill quarry has had several owners, increases in tonnage extracted has been supported by Council on several occasions without consultation to the local community as to the impact on it directly. As a consequence Brandy Hill Drive and the area along Seaham Road from Brandy Hill Drive to Hinton Road has become extremely dangerous to walkers and cyclists and to the numerous school children (and their parents) who use the bus stops.

In addition to this, Seaham Road is a major arterial road which services a vast, expanding area of Clarencetown and beyond and the traffic has become a major concern for those people wishing to access Seaham school, parks and other village amenities by foot or by bike from Brandy hill and Eskdale.

It must not be forgotten that this area has a population of more than 1000 people.

In 2000 I requested a review by Council of the possibility of a pathway for residents along Brandy Hill Drive and then to link Brandy hill Drive with Eskdale and Sophia Jane Drive. I received an answer; that it was too dangerous to walk or ride along Brandy hill Drive, something that I knew already, but no review was conducted into the feasibility of providing a pathway.

It is time the Council stopped the mantra it has adopted; "you chose to live in a rural area therefore don't expect residential services". We now are classed as 'rural-residential', pay top rates and get no services. There has been considerable change in the whole area in the last 25 years and council must acknowledge this when proposing strategies such as the path/cycleway strategy. I, as an individual, consider my life as valuable as any other resident in Port Stephens and believe the council must show a duty-of-care to us all equally.

From the draft map it seems that there is indeed a proposal for a bike path from the end of Brandy hill Drive to the Brandon Park area. However, this is a proposal that was already on the plans for this area in the 1983 strategy. So, what is the message council is sending to residents? We plan but don't bother to follow through? It shows that some minor streets in Seaham will get paths to link to the village hub but the residents of Nelsons Plains, including the preschool on Seaham Road, get no link to anywhere. This needs to be addressed.

Brandy Hill quarry expansion is set to go ahead. As part of the negotiations between the residents committee of Brandy Hill/Seaham Action and Hanson Quarries, an agreement has been reached in principle: to make sure that the residents can move more safely along Brandy hill Drive Hanson would support the construction of an off-road cycleway along its length. Council staff have been made aware of this offer for quite a while and yet this is not mentioned in the draft proposals. This also needs to be addressed.

The Brandy hill/Seaham Action committee has recently conducted a survey of Brandy Hill residents asking them of their thoughts of a pathway along Brandy hill Drive and the responses are overwhelmingly in favour, not really a surprise. What was surprising though was the scathing comments made about lack of support on safety issues in this area by council. Some comments by residents include: "now selling up due to dangers of Brandy Hill Drive", "want to cycle but had to stop because too dangerous", "unsafe to access bus transport from both sides of the road....bus not able to pull off safely on uneven ground/drains... fearful that bus would flip over...preferred to drive children to school", "no safe access for children to access bus stops", "walking/riding along the road at present is taking your life in your hands.

Trucks come within a very short distance on most occasions". So, what do we do with potential of 1200 trucks/day in peak times on Brandy Hill Drive and Seaham Road?

THESE ISSUES MUST BE ADDRESSED IN ANY NEW PATH/CYCLEWAY PROPOSALS for the West Ward of the Port Stephens Council area by:

Including Brandy Hill Drive and links to Brandon Park, Sophia Jane Dr and the Jacaranda preschool, in the strategy.

Highlighting the cycleways that are the most critical for public safety and residential amenity, which must include the above.

Identify the cycleways already included in the forward estimates, and those proposed for inclusion

Regards.

A black rectangular redaction box covering the signature of the sender.

Melinda Feenan

From:

Sent:

Subject:

[REDACTED]
Wednesday, 21 October 2015 5:04 PM

PSC2005-2767 Draft Pathways Plan - Raymond Terrace

Greetings and Salutations,

I wish to express my full support for the extension of the shared pathway from Riverside Park, Raymond Terrace, along the river front to meet up with the existing shared pathway behind King Street.

This short distance would open up the entire river front for the many families who like to walk, push the stroller or take their children to ride scooters, bikes etc.

I would rate this with a "priority" as it would be an important addition to our community infrastructure and beautify the river frontage asset.

Regards,

[REDACTED]

Melinda Feenan

From: [REDACTED]
Sent: Thursday, 8 October 2015 10:56 PM
Subject: FW: Submission on pedestrian/cycleway plans
Attachments: Tanilba Bay_Mallabula_Lemon Tree Passage (A3L).pdf

Why is there no path at all shown in Tanilba Bay Boardwalk along the foreshore east from Peace Parade to Caswell Reserve and south to Britannia? Footpath at least... the south concrete path bike path?

The President Wilson Path needs to travel further north to Peace Park.

There appears to be short path on your map from Peace Parade to the foreshore at Foster Park. Aside from 2m of path this does not exist.. it should be a planned path.

Surely some of the area in front/south of Mallabula hall functions as footpath/cycle way.

Meredith is marked with a wide on road lane that looks like a bike path on both sides. Can this be marked as a bike path?

Your diagram appears to show the planned path on Meredith to be on the opposite side of the road. It would b better if the bikes did not cross the road. It seems this lane could be taken west and widened to continue this bike/pedestrian path towards Tanilba Bay staying on the left of the road? Or both sides in different directions- taking out the need to cross.

Your plan has a gap on Lemon Tree Passage Rd that needs to be filled between Tanilba Bay Na Lemon tree Passage.

From: Geoff Dingle [REDACTED]
Sent: Thursday, 8 October 2015 2:08 PM
To: [REDACTED]
Subject: RE: Attached are cycleway plans for the Medowie area

[REDACTED]

You will need to use the zoom in function to get down to the details.

Regards

Geoff Dingle

From: [REDACTED]
Sent: Wednesday, October 07, 2015 11:20 PM
To: 'Geoff Dingle'
Subject: RE: Attached are cycleway plans for the Medowie area

Can you send Tilligerry in a size I can read?

From: Geoff Dingle [REDACTED]
Sent: Wednesday, 7 October 2015 7:33 PM
To: [REDACTED]

[REDACTED]

[REDACTED]

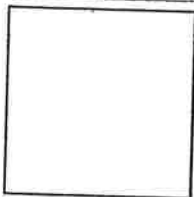
Subject: Attached are cycleway plans for the Medowie area

Dear Medowie Community member,

Attached are cycleway plans for the Medowie area, I mentioned these are currently out on public exhibition at our last Medowie Progress Association meeting. There is an opportunity to mark up an missing connections or routes that you consider are important connections for pedestrians and cyclists to access schools, commercial shopping facilities, Community Centres and services or just to make it safer to move in and around your community. You can either make you own submission and direct to the PSC General Manager or pass your comments back and I will gladly include them in an overall submission. I have included a copy of the overall combined pathways plan and will happy forward any of the plans you request for other sections of Port Stephens. Next step once a report comes back to Council will be to produce an update showing priorities.

Regards,

Geoff Dingle



This email has been checked for viruses by Avast antivirus software.
www.avast.com



This email has been checked for viruses by Avast antivirus software.
www.avast.com



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

LEGEND

- Pathways**
- Existing Infrastructure
 - Footpath
 - Shared Path
 - Proposed Infrastructure
 - Footpath
 - Shared Path
 - Parks/Reserves



© NSW Land & Property Information
© Port Stephens Council



0 750
metres

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

SHEET 14



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.

[REDACTED]

25 April 2016

The Mayor & Councillors,
Port Stephens Council,
116 Adelaide Street,
RAYMOND TERRACE. NSW. 2324

Dear Mayor,

CORLETTE CYCLEWAY – ROY WOOD RESERVE TO CORLETTE POINT

I am writing to formally set out my concerns in respect of parts of a proposed cycleway from Soldiers Point to Fingal Bay and, in particular to that part relating to the area of the Roy Wood reserve to Corlette Point.

I was fortunate enough to be given the opportunity of addressing Council at its meeting on [REDACTED] 2016 and I thank you for the opportunity.

At that meeting I informed Council [REDACTED]
had lived at [REDACTED]

I indicated that I had been back to the reserve on numerous occasions since our relocation, many of those times with our [REDACTED] who has just celebrated [REDACTED] birthday. He is still trying to [REDACTED] like crazy.

[REDACTED] one of the reasons that we took our [REDACTED] to that stretch of beach was because it was safe, shallow and shady. I am aware that a large number of others are of a similar opinion because of the discussions had over the years with visitors and local alike. It was for this reason that I suggested that this section of foreshore had become a "destination" for people looking for those particular attributes. Those attributes improved significantly with the removal of the oyster racks and the efforts made by the locals to turn the scrub into lawn for almost the entire length of the reserve. Those efforts continue.

Unfortunately, I may have spent too much time speaking about my [REDACTED] and not enough on the matters that I had hoped to cover. Five minutes is not a long time.

[REDACTED] my concerns were based upon a number of factors. I seek your indulgence to raise them at this time, noting that Council has graciously agreed to undertake a site inspection on 26 April 2016. Thank you for that consideration in that respect.

I wish to bring to Council's attention the following matters:

(a) A perception of a lack of consultation:

I did wonder why it was not until early this year that the proposed cycleway came to my notice. Because of our [REDACTED] contact with the "locals" living in the area.

I did a little research and noted that the minutes of Council's meeting of 22 September, 2015 recommended, amongst other things, to place the draft Pathways Plan on public exhibition. The "Background" indicated that the Plan is a "series of maps, which document all existing and proposed footpaths, cycleways (my emphasis) and shared paths throughout Port Stephens Council Local Government Area".

A check of Council Notices the Port Stephens Examiner for 8/10/2015, 15/10/2015 and 22/10/2015 certainly advises that the "Draft pathways Plan" is on exhibition but there is no mention of "cycleway" and no specific notice of a proposed cycleway from Roy Wood Reserve to Corlette Point.

Minutes of Council's meeting of 8 December 2015 indicates that Council considered a Motion from Councillor Dover in respect of the partnering with Port Stephens Scenic Foreshore Cycleway Inc to construct the "first section of the Corlette Headland Cycleway from Ray Wood reserve to the Rock Shelf using volunteers and donated materials" (again, my emphasis).

Surprisingly, the minutes noted that Council staff had had "preliminary conversations with Councillor Dover and members of the proposed incorporated body", and whilst the minutes qualified the matter by noting that to proceed there would need to be preparation and agreement on a project management plan (PMP) for the proposal, it is interesting to note that there had been no discussion with members of the immediate community.

What was even more surprising were the attachments (1 and 2) to the motion. Reference is made to these attachments in a submission below. The purpose of this submission is, hopefully, to point out the glaring lack of consultation with very relevant stakeholders, the "locals".

It is pleasing to note that Council officers advised at the meeting on [REDACTED] 2016 that such consultation will take place but it seems to me that it may have been more efficient to carry that out consultation prior to the scoping procedure, which I understand is being undertaken at a cost of some \$64,000.00. Are we able to access the document instructing the planners retained to prepare the scoping report?

(b) The proposal:

If I am understanding the proposal of Port Stephens Scenic Foreshore Cycleway Inc correctly, a relatively short part (900 metres) of a proposed cycleway from Soldiers Point to Fingal Bay (approximately 15km) is to be constructed by (seemingly) unqualified volunteers using donated, "unused left-over concrete" on an adhoc basis in 5 metre bays as funds become available.

I understand that the incorporated body is presently canvassing for funds for this and I note that Council has been provided with a copy of the document canvassing such funds. I am interested in Council's position in respect of this canvassing and the matters set out in the document. (The construction of "the missing links". The cycleway "which has been especially designed for families with strollers and disabled residents and visitors to enjoy") It seems to me that it must raise considerable concerns for Council.

2016, the proposal is perplexing in that it is proposing the construction of a (part) cycleway in an area where there is already a cycleway on both sides of the adjacent Sandy Point Road which is about 30 – 50 metres from the proposed route. (ie: two cycleways already exist as that point.)

Just to the west of the proposed cycleway is Foreshore Drive and the Mambo Creek marine park area. I understand that the project for the entire pathway project (Soldiers Point to Fingal Bay) proposes the cycleway along Foreshore Drive though that marine park area. It is interesting to note that there is a signposted "cycleway" along Foreshore Drive. This cycleway stops abruptly to the western side of Mambo Creek. As such, it "goes nowhere", it is very narrow and, in its present state, I would submit quite dangerous. I assume that it is proposed that, one day, it might join up with the cycleways through Corlette (on the way to Fingal Bay). Where is the cycleway going to go as it passes the homes on the eastern end of Foreshore Drive? In front of or behind those homes. There is not a lot of land on the foreshore and there is no room on the roadside.

I understand that cycleway as presently proposed to the east of the Reserve involves the rock platform of Corlette Point. Apart from the environmental considerations, which I am sure Council will be taking into account, there must be considerations of the considerable funding that would be required to facilitate this in the face of the fact of cycleways presently available in the vicinity. Surely, the whole of the proposed cycleway (Soldiers Point to Fingal Bay) does not have to hug the foreshore and, from presently proposed plans, we can see that it doesn't in other areas.

Those issues and the state of the cycle way on Foreshore Drive and in the vicinity of Mambo Creek all adds to the perplexions as to why Council might be spending a considerable sum of community funds and associated grants on a small area of grassed shandy parklands which, on my submission, will require the removal of and or damage to trees in the area when those funds could be put to better use elsewhere.

The proposal gives rise to a danger that you stuff up an area that well provides for its present function only to be left with subsequent decisions to the effect that the sections of the cycleway on either end of the section presently under consideration will never be completed. "Do the easy bits first and hope that the difficult and expensive bits fall into place later".

This may give rise to an unintended consequence in that you may have a cycleway traversing the reserve abruptly ending at the rock shelf on Corlette Point forcing cyclists to turn around and cycle back through most of the reserve to enable them to access a route that would enable them to cycle on towards Fingal Bay. It seems they would have to use the cycleway that is already there!!!! The consequence of this

would have the effect for doubling the number of users for that part of the cycleway thereby adding to the dangers expressed in this submission and in the submissions made by others.

Perhaps a "No through cycleway sign" might have to be considered.

(c) **Other considerations:**

Risk Management: I am aware of Council's Risk Management Strategy Document and I note that Council is "prepared to take risks" in certain circumstances. The relevant provisions of the *Civil Liability Act* 2002 should not be overlooked. Maybe the parents of infants will be required to sign indemnity waivers before using the foreshores.

Might Council be saddled with the extra burden of signage to the effect "Playing on the foreshore is a dangerous activity."

Is Council prepared to risk injury to infants like [REDACTED] and injury to others. (Council would not doubt be aware of recent publicity regarding injuries on the Fernleigh Track.) There is no doubt a foreseeable risk of injury.

Environmental Concerns:

- (a) **Drainage:** I know that Council is aware of the various drainage problems associated with the proposed area. Council offices are regularly called to repair and or clean and or maintain the drains along that area of foreshore. Council would also be aware of the periodic king tides and "storm driven" tides in the area and it would be my respectfully (albeit unqualified submission) that a 2-5 – 3.0 metre concrete pathway would do nothing to assist the drainage on that Reserve.

Not a lot has ever been done by Council in respect of the drainage. It might be expected that the introduction of a cycleway, with the attendant drainage problems, Council's resources will be called upon more to address those issues.

- (b) **Koalas:** There is a resident koala population in the area of the reserve and Corlette Point. In particular, there is one koala who regularly walks along the foreshore for relatively long distances.
- (c) As stated elsewhere, it is my belief that the proposed 3 metre wide cycleway cannot be built without the removal of trees or without such damage to tree roots as to cause the trees to die. I have noted the draft plan of the proposed route through the reserve (as attached to Council documents) and I repeat the submission I made to Council on 22 March 2016 that the proposed route cannot be used without such removal or destructions
- (d) The visual impact of having advertising along the cycleway as proposed by Port Stephens Scenic Foreshore Cycleway Inc is offensive.

(d) **Conflict of Interest**

At the Council meeting on [REDACTED], [REDACTED] raised the question of a conflict of interest on the part of Councillor Dover. Despite the best efforts of the Mayor to espouse the virtues of Councillor Dover generally (and I do not doubt her efforts on behalf of the community), I respectfully believe that there can be no doubt that there is a conflict of interest in this matter and [REDACTED] was right to raise it.

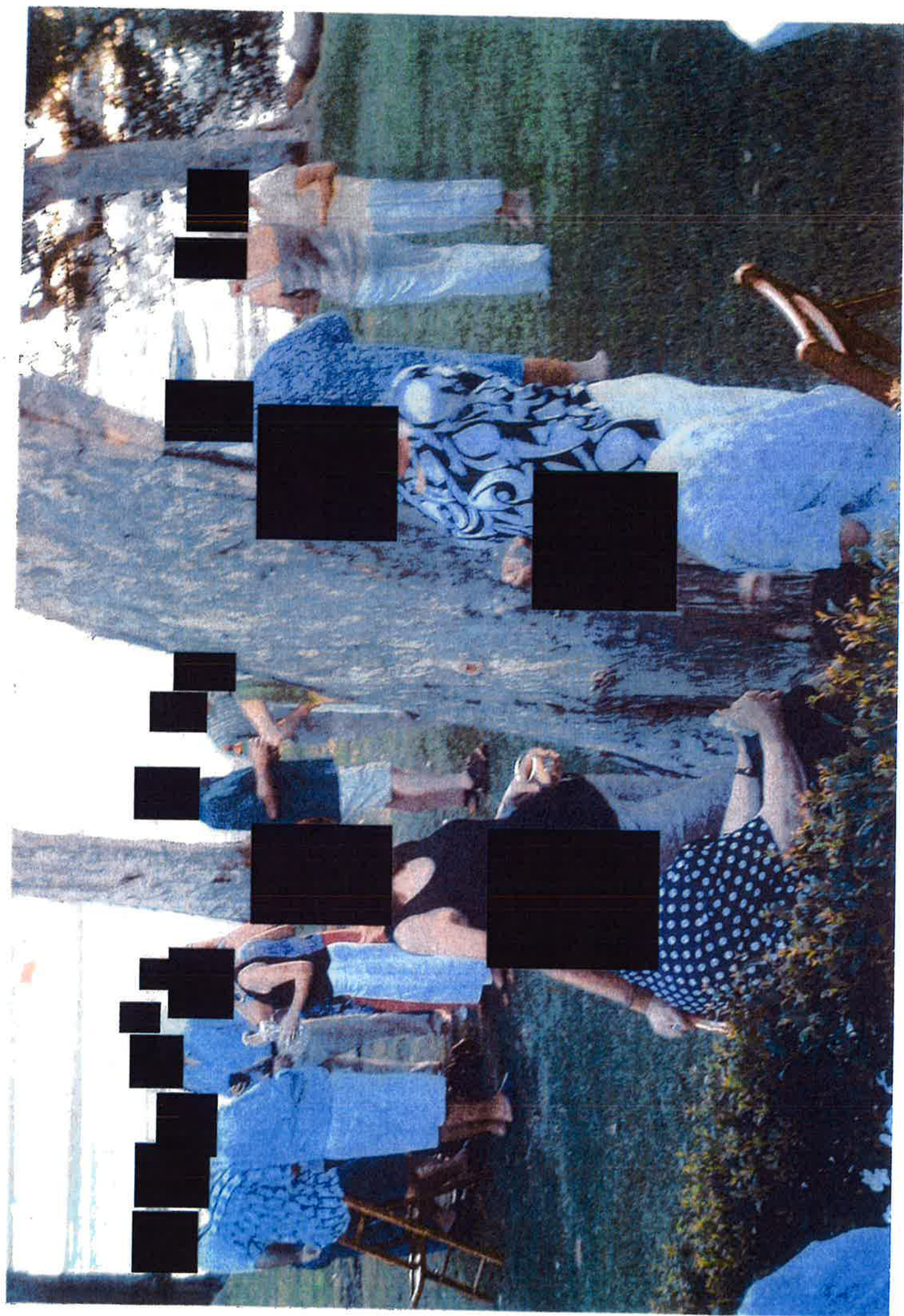
A conflict of interest arises when a person has a private interest in a matter in which they are to exercise a public duty. As I understand it, the general rule is that where such a conflict exists the person has a responsibility to remove the conflict so that it is **clear to other people** (my emphasis) that their private interests have not unduly influenced the public decision or action. Generally this means that the person discloses the conflict and steps aside from the particular decision or action.

As I understand it, Councillor Dover is the Public Officer of Port Stephens Scenic Foreshore Cycleway Inc.

I thank you for your consideration.

Yours faithfully

A large black rectangular redaction box covering the signature area.













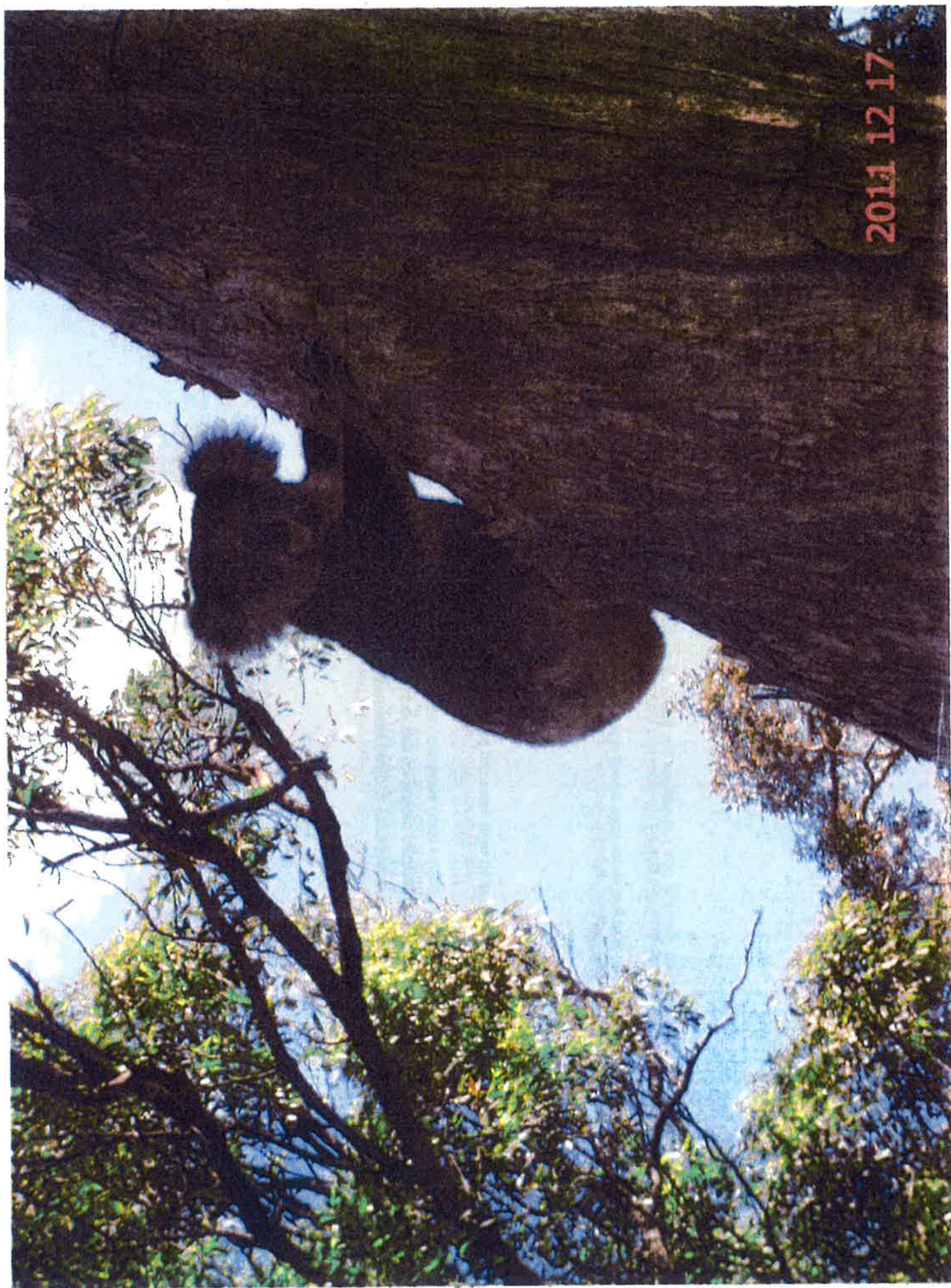












2011 12 17



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.

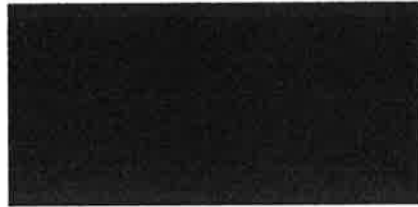
Can't see your way clear to make a monetary donation ... maybe you can assist by helping our little group with some physical help, on site.

"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

PORT STEPHENS COUNCIL Information Services	
17 NOV 2015	
File No.	PSU 2005-2767
Action By	K. Lister
<input type="checkbox"/> R.H.C.	



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

Dear Sir,

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 the owner of [REDACTED] [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] the family has [REDACTED] and enjoyed the [REDACTED] on Wanda Beach 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 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 strongly object to this proposal.

Joni Mitchell once sang 'they take paradise and put up a parking lot' and that is my view of this senseless proposal. Wanda Beach is a beautiful amenity for the people of Port Stephens, ratepayers and tourists alike. In summer many people swim, sunbake and children frolic in the safe waters.

Wanda Beach is especially great for children, they learn to swim, fish, they interact with other children, play with and in boats. It is a beautiful place for people to picnic and lie in the sun. There are lovely grassy lawns (maintained by the ratepayers) that people walk along and exercise their pets.

This beach will be severely damaged by an unsightly concrete path and speeding cyclists.

If this was to be built, parents would need to watch their children much more carefully, or risk them being run down by a group of cyclists travelling at 30 KPH. It will be dangerous in the summer on this beach, innocent kids will be injured. At the northern end of Wanda the erosion has narrowed grass areas, the concrete path would take up more than 50% of the area making it useless for both cyclists and pedestrians alike.

Each day dozens of people walk and exercise along this beach, they presently have the choice to walk on maintained grass pathways or the beach itself, I can't imagine anyone of them wanting to walk on a concrete pathway. If they do, less than 60 metres away is Soldiers Point Road, with wide nature strips and a concrete path on the western side.

Cyclists already have the wide Soldiers Point Road with adequate space. Most Sundays the road hosts various cycling events, road racing, time trials etc. They cycle from Soldiers Point to the round-a-bout near the Wanda Beach shops and back again. On Sunday early there is very little traffic and there are marshals posted at all the relevant areas to assuage traffic.

I agree Cyclists need better paths and Soldiers Point Road could cheaply be amended by adding a designated cycleway. To better cater for cyclists in the area Foreshore Drive in the Mambo Wetlands needs a much better cycle facility, the road is narrow and unkempt and cyclists take their lives in their hands with motorists when they ride there.

What I am also not clear about is due process [REDACTED] Wanda Beach and am directly affected by this proposal. Yet I heard about it from a neighbour yesterday, the day before submissions close. Surely all residents should have been invited to comment or make submissions before this was approved. If there is limited feedback it will be because people are not aware of this proposal not because it is silent approval.

I have not met anyone who advocates this irreversible blight on a beautiful beach. Where do these suggestions come from ? Is it merely to spend the state governments allocation for cycleways ? Why is it even suggested ?

There are many things that need to be improved in Nelson Bay and surrounds, this is not one of them.

[REDACTED]

Melinda Feenan

From: [REDACTED]
Sent: Tuesday, 17 November 2015 9:26 AM
Subject: Cycle track in Soldiers Point

To the General Manager

[REDACTED] the following information has come to me second hand. I have been told council intends to make a cycle track [REDACTED] at [REDACTED] I have never had any indication from council by any means of communication that there was any such plan and I object most strongly to it.

Why was I not notified? When was this plan made? Who was consulted? I find it appalling in these days where consultation is paramount and ease of communication makes consultation by many means possible, that the council should chose to conduct business in this manner.

Cycling is a form of sport and recreation for some people. They need a safe place to cycle. However, putting a cycle track through Green Play Reserve is, in my opinion and that of many others, inappropriate.

There is a littoral rain forest that some council officers are at great pains to preserve and protect yet it now seems that others in council have no qualms in cutting through and round this significant piece of forest. Where is the internal consultation over that.

Many people, myself included, like the peace and serenity of the natural environment that exists at this reserve. People, including and especially children, can currently walk or play on this reserve in safety and in peace. This would be destroyed if a cycle track was to cut through it. There is a lovely naturalness, informality and close connection with nature existing at present and that is how it has been for decades. The cycle track would permanently destroy it!

In New Zealand there are magnificent cycle tracks that attract visitors from all over NZ and other parts of the world. They allow people to cycle through nature, well away from suburbs and settlements. Why have you not looked at this model and given it real consideration and where is the discussion with all the parties who would be involved? Port Stephens has plenty of reserve land away from suburbs and settlements where cyclists can have a good ride, enjoy nature, and not upset people or the environment.

Apart from my objection to this cycle track in this location I am mystified as to how it can be funded. The council has no money to fix the roads to a good or even reasonable standards. Holes and patches, endless patches, predominate. There has been inadequate money for vegetation management. There are urgent matters to deal with like the congestion and danger that exists every school day in the area in and around Soldiers Point Primary school. Why is money, if it is so available, not spent on this very real issue. Also, why is there so little funding for women's shelters/refuges?

Yours sincerely
[REDACTED]

Melinda Feenan

From: [REDACTED]
Sent: Tuesday, 17 November 2015 10:07 AM
Subject: PSC 2005 2767

Good Morning,

We wish to submit our concerns regarding a shared pathway being proposed for the foreshore side of Kent Gardens, Soldiers Point. Our objections are mainly:

The pathway would require special engineering to allow for unsuitable terrain (please reference your map).
The pathway would interfere with the designated Littoral rainforest at the [REDACTED]
The isolated nature of the area could encourage unsafe behaviour such as: people attempting motor bike passage (this has been experienced in this area before).

We do hope you consider our concerns.
Regards

[REDACTED]

This message is intended for the addressee named and may contain
privileged information or confidential information or both. If you
are not the intended recipient please delete it and notify the sender.

Submission re PSC Pathways Plan.

Please find attached my submission in relation to the PSC Pathways Plan on public exhibition until 17th November 2015.

via email at council@portstephens.nsw.gov.au

Reference PSC2005-2767

Medowie Plan Sheets 8A and 9A

Highest Priorities: These are pathways that are critical for pedestrian movement to schools and shopping facilities, also links between rural and residential communities and transport links. They also align with pedestrian refuges and popular tracks that are utilized as pathways but not currently formalized.

Location details	General Comments
Waropara Rd. from existing Ferrodale Rd. Cycleway on northern side as proposed.	Critical section is through to Medowie Christian School this has been high on the forward works listing and should be a number one priority
Medowie Rd from the Ferrodale intersection south to the proposed Kingston estate and the existing small commercial area on Medowie Rd. NB. Not the north side as shown on the pathway plan.	A section 94 VPA should be negotiated with Kingston development to connect the new estate on the southern side of the Medowie Rd not the north as shown on the plan. Reason is a connection is required with the existing pathway that commences in front of Medowie community centre. At this point there is a refuge crossing point. NB the pathway in front of Medowie community centre is not shown on the Medowie plan
Cherry Tree Close connection to Medowie Rd.	This is an important connection linking Sutton park with a major bus stop and a refuge crossing at Medowie Rd to Tallowood pathway. This connecting pathway is just earth and gravel and requires hard surfacing, it has not been properly constructed, it is shown on the map as completed but this is not correct.

Federation /Meadowie/Kirrang roundabout from Federation intersection through to Kindlebark. This is in preference to the route following the power line reserve shown on the plan.	A well-used bush track exists along Medowie Rd back towards Kindlebark it starts the roundabout intersection on the eastern side of the Federation leg. This should be formalized and constructed as it links with the Talwood cycleway which commences at Kindlebark and runs all the way to Silverwattle. The existing bush track becomes muddy in wet conditions forcing residents onto the Medowie Rd which is high risk.
Peppertree through to Medowie rd. via Muir rd.	This will be an important link with the commercial precinct and the residential areas of Medowie and it links with the existing Medowie rd. Silverwattle /Ferodale pathway.
Brocklesby rd. from the Wirreanda Dr intersection through to James rd. on the northern side	The north side is preferred to the south side as shown on the plan. Reason is this connects to an existing pathway and is in front of rural residential housing all the way to James Rd. It's an important link between the Medowie SE rural residential communities and Wirreanda Public school.

Important short connections; There are many pathway section I place but not linked or not shown on the plan , constructed as part of new developments but not connected with older and existing pathways.

Location details	General Comments
Grevillea Silverwattle connection	This is only one house block in length and should be completed.
Coachwood Dr between the drainage reserve to just north of Robina Ave. intersection	This provides a link with the new Medowie off leash dog area an important facility that community members walk to.
Casuarina to pathway through to Coolabah reserve park and playground.	This connection has only just been completed and should be shown on the plan as completed.

Important longer sections. Pathways that connect the east to west and north to south extremities of the community are important for safe walking and cycling. NB. The connection between Medowie and Raymond Terrace connecting Grahamstown aquatic centre is heavily utilized and valued by the community.

Location details	General Comments
Medowie Rd southern side from the commercial area (garage/shops) through to the South St and the proposed Medowie Catholic School	Negotiation should take place to encourage the developer of the Catholic High school to contribute toward pathways from the school entrance east to connect with pathways proposed to connect Kingston estate and the commercial areas along Medowie rd.
A cycleway between South St / Richardson rd. intersection and Williamtown RAAF base.	Many RAAF employees currently run or ride bikes from Medowie through to the RAAF base, they take a risky trip each day and this should be improved to allow RAAF employees to keep fit and get to work in one piece.
Williamtown RAAF base to the Williamtown aerospace industrial area.	This connection would link with existing pathways in front of the RAAF base taking employees to the aerospace industrial area avoiding Nelson bay Rd and taking cyclists and pedestrians through Slades Rd avoiding Williamtown Dr.

Woodville/Wallalong/Hinton Plan Sheets 2

Brandy hill Drive. I'm specifically commenting on this specific road and plan because of special social and economic issues.

Location details	General Comments
Pathway from the Brandy Hill Dr. Seaham rd. intersection ultimately through to Clarence Town rd. on the western side but essentially to Tandara Rd. intersection	<p>The residents of Brandy Hill Drive are being heavily imposed on by heavy transport taking raw materials from Hanson's quarry and also coming from Martins Creek Daracon. Both these quarry's have plans for substantial expansion with State Planning. Residents currently suffer more than one heavy vehicle every minute depending on contract deliveries. The issue is both serious noise and risk to road users with current very poor walkability along Brandy Hill Dr. and no formed verge</p> <p>Hanson's quarries have been negotiating with residents and are more than happy to assist with a VPA contribution toward a shared pathway for residents. A suggestion has been tabled at their community consultative panel meetings they would provide all raw materials for the construction of a pathway estimated between 0.75 and 1.0 million dollars in value. Council should be negotiating on this matter</p>



Melinda Feenan

From: [REDACTED]
Sent: Monday, 16 November 2015 9:31 PM
Subject: Draft pathway plan running behind Kent Gardens, Soldiers Point -PSC 2005-2767

We refer to the above draft pathway plan.

We wish to state that we have no objection to the draft pathway plan being considered by council on the reserve behind the houses in Kent Gardens, Soldiers Point, but, it appears, according to the map, that the pathway will be close to the boundaries of those houses that back onto the reserve.

- . Would it not be prudent to consider placing it along the flat land on which the sewer line was constructed, allowing walkers/cyclers to view the magnificent waterway, dolphins and koalas? Most people already walk down there anyway.
- . Also consideration should be given to the hazards that could occur, due to the closeness of the pathway on the boundary line of the houses which may effect the privacy of the residents, as all houses are open to the reserve.
- . And finally, if anyone hurt themselves by accidentally falling on or striking the boundary walls, if the pathway is built close to the house boundaries, it would be hoped that there would be sufficient insurance.

We do hope that the points above will be taken into account by council before final approval of a pathway.



Sent from my iPad

Melinda Feenan

From: [REDACTED]
Sent: Monday, 16 November 2015 7:01 PM
Subject: Soldiers Point Cycle Path PSC2005-2767

Good Afternoon

I have been made aware today that submissions on this plan close tomorrow.

I cannot oppose the plan in principle, having gained so much benefit from coastal bike paths myself in the past.

My suggestion from both being a cyclist and observing the path taken by pedestrians through the Greenplay Point Council Reserve is that people prefer to be as close to the sea as practical, because that is why they are there. They want the coastal experience and not that of walking meters from someones front window.

There are places, especially on the eastern side of the peninsular, where there is very little space between the houses and high tide giving little option with regard to the track location. In the reserve, however, at Greenplay Point off Kent Gardens there is ample space. There are a couple of locations on the Point that offer beautiful views, especially with the late afternoon sun and sunsets and it would be an ideal place to install a seat for walkers.

We understand the Council is intent on keeping the coastal fringe natural so they will want to locate back from the top of the embankment, but not too far back. In discussion with other residents and cyclists it was felt that an alignment to the seaward side of the sewer line would satisfy most of the track users. This alignment would be ideal given that it has already been cleared and formed and will need to stay cleared.

Your plan as presented shows the path hard against the seaward boundary of the Kent Garden's houses. I believe that locating the path closer to the sea on the western side of the sewer line will provide a much more aesthetically pleasing experience for those who use the path.

Regards

[REDACTED]

Melinda Feenan

From: Wayne Wallis <Wayne.Wallis@portstephens.nsw.gov.au>
Sent: Tuesday, 17 November 2015 5:58 AM
Subject: Fwd: Proposed Cycleway at Wanda Beach, Salamander Bay

J - please TRIM and refer to responsible officer.

Thanks

Wayne Wallis
General Manager
Port Stephens Council

----- Forwarded message -----

From: [REDACTED]
Date: Mon, Nov 16, 2015 at 12:18 AM -0800
Subject: Proposed Cycleway at Wanda Beach, Salamander Bay
To: "Wayne Wallis" <Wayne.Wallis@portstephens.nsw.gov.au>
Cc: "Cr Sally Dover" <Sally.Dover@portstephens.nsw.gov.au>, "Cr John Morello" <John.Morello@portstephens.nsw.gov.au>

Dear Mr Wallis,

We are [REDACTED] We have been informed this afternoon that the Council is considering a proposal for a concrete shared pathway along the entire length of Wanda Beach. We would like it noted that we strongly object to this proposal. We would also like to know why the local residents were not informed of an issue of such importance and with such an impact on the local environment. What community consultation was carried out?

The property that [REDACTED] owns is a Holiday Rental Property, regularly occupied by guests with families who use the grassed area between the property and the water in much the same way as the rest of those who enjoy Wanda Beach. Children and adults walk along the grassy verge, play games and generally enjoy the natural environment. A concrete path along the foreshore would not only be an eyesore, but it would be an issue of public liability, with the issue of being hit by a rider a strong possibility. Bike riders (and no doubt skateboarders, scooter riders etc) would create a completely different environment along Wanda Beach. It would no longer be an area to relax and enjoy the natural beauty of the local area, instead you would need to watch that you don't get knocked over by someone "flying past".

It astounds us that the Council would even consider the proposal for a path along Wanda Beach whilst there are no decent, continuous footpaths all the way along Soldiers Point Road. Surely the funds would be better spent here. If we walk along Soldiers Point Road, much of the time we need to walk on the road, which is particularly unsafe, as I am sure you would agree. Considering that Port Stephens is a major tourist destination, safe and continuous footpaths along the main roads would seem to be an area of much higher priority than one along a beautiful, grassy beach area.

[REDACTED] has owned [REDACTED] since [REDACTED]. In front of the property, outside our driveway, is a "council maintained" road. This road is in shocking condition, with potholes and dips throughout. We have had to repair it in some areas at our own expense to avoid damage to guests cars. If the Council has plentiful funds to construct a path of this magnitude, why does Council not maintain the small section of road in the front of our property and that of our neighbours?

As we understand it, this proposal was first introduced in 1997 and it was determined that the proposal would not be of benefit to all concerned, therefore, thankfully, the proposal did not proceed. We would like it noted that we are extremely disappointed and quite frankly surprised that we were not informed of this proposal in writing by the council. We would like it recorded that we strongly disagree with this proposal and as such we expect to be fully informed of anything relating to this proposal in the future.

Yours faithfully

[REDACTED]

[REDACTED]

16th November 2015

The General Manager
Port Stephens Council
council@portstephens.nsw.gov.au
Po Box 42
Raymond Terrace NSW 2324

To The General Manager

RE – Draft Pathways Plan PSC2005-2767

It has recently been brought to my attention that the council has a draft pathway plan PSC2005-2767 on display that may affect the rear of our property, [REDACTED] I understand this is a draft pathways plan, and the council is asking for community comment.

As a parent and resident I am certainly in favour of joining our community with pathways, but must stress that it is difficult to make comment when we don't have all the information. I am particularly concerned over the lack of detail in the drawings provided, particularly the exact position of the pathway and the distance from the rear of our homes.

I would like to express the following concerns, as a resident of [REDACTED] the map does not show how close the pathway will be to the back of our properties. I feel the setback is extremely important and without knowing exactly where the path is to go it is difficult to put together detailed feedback.

We have a lot of bush between ourselves and the water and during peak tourist time we have had several neighbourhood break-ins using the bush as cover. I am concerned that if the path is too close to the rear of our property, it could be used for the purpose of casing (surveying) our properties making it easier for them to be broken into.

[REDACTED] also like to play in our backyard, and one of the reasons we moved to the area was the privacy, and I am also worried if the path is too close to our boundary this is going to detrimentally affect the privacy in our backyard. Can the council provide the following:

- Proposed Time line for the pathway installation in our area
- How far the pathway will be away from our rear boundary
- Exact position of the pathway around Kent gardens

In closing, I would also like to highlight the fact that our street has been requesting curb and guttering for many years, and it seems strange that the council would allocate funds to a pathway plan when our road is full of pot holes, has major drainage issues, is incorrectly aligned in places and is in desperate need of an upgrade. Can you please provide an update on the time frame for Kerb and Guttering in Kent Gardens.

I look forward to receiving more information about the draft pathways plan and an update on when Kent Gardens is scheduled for Kerb and Guttering,

Kind regards,

[REDACTED]

[REDACTED]

Melinda Feenan

From: [REDACTED]
Sent: Tuesday, 17 November 2015 3:48 PM
Subject: Draft Pathways Plan

Mr Wayne Wallis
General Manager
Port Stephens council
PO Box 42
Raymond Terrace
NSW 2324

Dear Mr Wallis,

Submission regarding the Draft Pathways Plan.

Port Stephens has long benefited from its combined cycle and walking paths. A facility that would benefit more residents and visitors if is extended.

It would be a shame if maximum benefit could not be gained from extensions if the policy were rushed through. It would seem appropriate for council to wait for the State Government's new Coastal Environment Plan to be released as it could override the Pathways Plan.

Looking at the plan for soldiers Point [REDACTED] there appears to be a clash between different projects/plans that council have currently or are envisaged for the area. The pathway is obviously planned to be put around Kent Gardens to take advantage of the water views however another council group is planting out the area in such a way that the water views will be non existent. Some sections do not have water views at the moment. A pathway with views into backyards on one side and no water views on the other is not as appealing. There are parts of the plan that have the pathway passing through a wooded section where trees are growing right to the boundary of properties. In this area a group supported by council have been upset by residents clearing plant litter for fire prevention purposes. A pathway here would seem again to be in conflict with other plans.

In the plan for Cromarty Bay Road it appears the pathway would have to be put through an existing bush area whilst there is a quiet street with minimal traffic just beside the envisaged pathway. It does not seem to be the best use of limited resources.

There is a proposed footpath in front of numbers 1 to 11 Kent Gardens. This is in an area with minimal foot traffic equally distributed on both sides of the street, the pathway does not seem to lead anywhere in particular and seems to have no purpose in an area without curbing and guttering.

In conclusion I would ask that the Draft Pathways Plan be rejected so that it could be further looked at by Council and the Port Stephens community so that the best possible plan be the final result, i.e. get it right.

I declare that I have made no reportable political donations in the last two years.

Yours faithfully,
[REDACTED]



Melinda Feenan

From: [REDACTED]
Sent: Tuesday, 17 November 2015 9:21 AM
Subject: Fwd: Proposed Cycleway, Wanda Beach.

Dear Mr MacKenzie,

I wanted to forward this email directly to you as I am particularly opposed to the proposal for a shared path along Wanda Beach.

Please feel free to contact me on [REDACTED] for further discussion.
Sincerely
[REDACTED]

Sent from my iPhone

Begin forwarded message:

From: [REDACTED]
Date: 16 November 2015 at 7:45:25 PM AEDT
To: [REDACTED]
Subject: FW: Proposed Cycleway, Wanda Beach.

From: [REDACTED]
Sent: Monday, November 16, 2015 5:58 PM
To: 'wayne.wallis@portstephens.nsw.gov.au'
Cc: 'sally.dover@portstephens.nsw.gov.au'; 'john.morello@portstephens.nsw.gov.au'
Subject: Proposed Cycleway, Wanda Beach.

Dear Mr Wallis,

I am the owner of [REDACTED] I have just discovered that the Council is proposing to build a shared concrete pathway along the entire length of Wanda Beach on the foreshore. I would like it noted that I strongly object to this proposal.

To begin with, I believe that it is extremely unsafe to have a concrete/bike path between the houses and the beach. All year round and particularly during holiday periods, the beach is well used by the public. The grassed area is commonly used by families and children of all ages to play games, relax and generally enjoy the natural environment, without having to worry if they need to look out for "traffic" of any kind. Parents can watch their children playing on the grass and also on the beach without having to worry that they may be hit by a fast moving bike as they are playing. As I understand this proposal was first introduced in 1997 and did not proceed due to strong resident objection. The council took onboard the local opinion that it would be detrimental to the amenity of the area and did not go ahead with the project. I feel very strongly that this was the correct decision. Port Stephens is an extremely popular holiday destination and it could be argued that one of the reasons for this is that it is still largely "untouched" by over development. The Wanda Beach foreshore is a perfect example of this and it is enjoyed by tourists year round who walk and play in the area. If this path is approved it will be an accident waiting to happen and a potential minefield of legal issues for the council in the future. I can think of many better ways to spend my hard earned rates.

I also find it very difficult to understand how the council can justify spending money on such a pathway when many parts of the roadway have not even got a footpath. On the road side of our property there is no footpath and in my opinion the money should be used to install footpaths along the road where it would be of greater benefit. If the funding is to be used for a combined footpath/bike path is available, a better position for the path would surely be along Soldiers Point Road.

The idea that council would install a pathway along this beach front seems to me to be catering to a minority of bike riders, rather than the numerous residents and tourists who enjoy the area. I have owned the property at [REDACTED] now and visitors regularly comment on how beautiful the foreshore is and what a benefit to the whole area it is to have such a beautiful grassy public area.

Furthermore, I am very upset that neither I, nor any of our neighbours, were informed by Council of this proposal, which will certainly affect the amenity of our beautiful area.

As I have stated, I strongly object to the proposal and as such I expect to be fully informed by Council and notified of any developments regarding this proposal.

Sincerely

[REDACTED]

Melinda Feenan

From: [REDACTED]
Sent: Tuesday, 17 November 2015 3:12 PM
Subject: DRAFT Pathways Plan PSC2005-2767

The General Manager
Port Stephens Council

Attention: Mr Wallis

I wish to object to the DRAFT plan to place shared pathways on Council reserves and foreshore reserve around the Soldiers Point Peninsular.

In light of the forthcoming new SEP relating to Coastal Planning that the State Government will shortly release and in light of the dynamic nature of the foreshore and threats from climate change and the inevitable rise of sea levels, it is ludicrous that Council has developed a plan for a hard surfaced path that will only add to the environmental threats from climate change.

It is even more ludicrous that this proposal has seen the light of day in view of the hard work of volunteers and Council staff to reinstate the native vegetation along the foreshore adjacent to Cromarty Bay Rd and Kent Gardens. If the plan became policy a significant amount of this vegetation would be destroyed to make way for the hard surface that cyclists require.

Currently it is possible and safe for pedestrians to walk around the entire foreshore from Upton St to Ridgeway Avenue and from Seaview Cres all the way along Wanda Beach and beyond. Pedestrian impact is very low whereas a pathway suitable for cycling would be high impact in a very sensitive zone. Cyclists often gather to ride in groups and tend to be noisy. The added traffic along the foreshore has the potential to negatively impact on the social amenity of the area and will threaten already endangered species of wildlife, not only because of the loss of habitat but also because of the increase in noise and traffic.

It seems that Council staff, in preparing this plan and developing the glamping facility at Thou Walla, have a perception that absolute water frontage and unimpeded views of the waterway are essential and should override the environmental needs of the foreshore. If this is the case they are not serving the best interests of the community or the environment. We need more vegetation, not less around the foreshore.

I recommend that Council develop a plan in which the shared cycle and pedestrian pathway in Soldiers Point and other similar areas is placed entirely along current roads and footpaths so as not to further compromise the environmental values of this already sensitive foreshore zone.

I declare I have never made any political donations to any political parties.

[REDACTED]

Melinda Feenan

From: [REDACTED]
Sent: Tuesday, 17 November 2015 3:04 PM
Subject: PSC2005-2767

Thank you for the opportunity to view the draft pathways plan for Port Stephens.

1 I note the proposed shared pathway shown on the map for the south side of Glenelg Street, Raymond Terrace between Port Stephens Street and Sturgeon Street. This is needed urgently. It is not safe to cross the street half way along where the current footpath ends, as you have to step out onto the street to get a view past the angled parked cars. This street is frequently fully parked. The unsealed surface to get to the roundabout crossing at Sturgeon Street is bumpy and muddy after rain.

2 I hope some priority is being given to completing the path and providing continuity from Riverside Park to the path on top of the levee bank near King Street which leads to the Fitzgerald bridge. This will improve the amenity of the riverside bank north of the jetty to have better pedestrian and cycle access without going onto Hunter or Williams Street at the corner by the Junction Inn Hotel.



Melinda Feenan

From: [REDACTED]
Sent: Tuesday, 17 November 2015 5:02 PM
Subject: Pathways Plan PSC2005-2767

To whom it may concern,

We are the owners of the [REDACTED] properties at [REDACTED]. We have just viewed the draft pathways plan for Soldiers Point online and would like to express strong concern about how close the path appears to be to the properties, when there is a large area of reserve just beyond, which would not interfere with privacy. The proposed path would bring people within a couple of metres of [REDACTED]. If the path goes ahead as planned, it will impact significantly - and negatively - on both our outdoor life and our indoor life too, with passers by being easily able to stare into our house while we are trying to go about our daily life.

This is a big violation of our privacy. One of the reasons we purchased at this part of Soldiers Point, is because of how quiet and leafy it is. We have never wanted to live in a fish bowl. Our bedroom is right upstairs on the [REDACTED] [REDACTED] and which raises a separate privacy concern.

Please respect the privacy of residents in our street, and move the path a greater distance away from houses. Our family, [REDACTED] will not feel comfortable sitting outside [REDACTED] and having passers-by skimming past within a few metres, with bikes and dogs and in groups. We are also concerned about an increase in night time activity and noise.

Thank you for your consideration.



This email has been checked for viruses by Avast antivirus software.
www.avast.com

[REDACTED]
[REDACTED]
[REDACTED]

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

Dear Sir,

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 the 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 aesthetically pleasing grass public reserve.

Over the [REDACTED] the [REDACTED] and enjoyed [REDACTED] Wanda Beach 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]

c.c. Councillor's East Ward.

Ms Sally Dover

Mr John Morello

Mr Jon Nell

Mayor – Cllr Bruce Mackenzie



Submission on proposed Cycleways for the Raymond Terrace Township.

Members of our committee have reviewed the proposal for cycleways within the Raymond Terrace Township and are generally impressed with the extensive layout as shown on the plan.

In May 2011 our committee wrote to Council urging them to complete the section of the cycleway from Medowie to run under the Grahamstown Canal overpass and link with the cycleway that connects Rosemount Drive with Elizabeth Avenue. We note that this is indicated on the plan and suggest that it should be given the highest priority.

The current cycleway that feeds out onto the eastern end of Elizabeth Avenue should then be extended along the north side of Elizabeth Avenue to link up with the cycleway indicated on Boomerang Park. This section of approximately half a kilometre is not indicated on the map.

The section of cycleway through Boomerang Park is based on Council gaining approval to subdivide a large section of the Park for residential development and as this may or may not go ahead this section should be put on hold until a determination is made. If the residential subdivision does not go ahead it may be better to continue the cycleway along the northern side of Elizabeth Avenue to a point where it could be angled across to meet the roadway that leads to the top of the Boomerang Park (there is a former pathway that could be utilised). This would then give an unbroken cycleway link from Medowie all the way to the Raymond Terrace CBD and would also provide a connection from most areas of Lakeside Village to the CBD.

The proposed cycleway along the edge of King Park and linking onto the western end of Beaton Avenue crosses New Line Road at a point with very poor vision of traffic coming south along New Line Road. Heavy vehicles coming from the Bedminster facility travel at speed along this section of road. Our committee would strongly recommend that a pedestrian refuge be installed at this crossing point.

*There is a section of pathway / cycleway that runs along the top of the levee bank beside the river from William Street to Bourke Street and parallel to King Street. Where the section of levee bank is replaced with a concrete wall the pathway dips down inside the wall and then climbs back to the top of the levee at the end of the wall. This concrete section of levee was originally put in place because there were two buildings directly behind it that could not be moved, one was brick and the other sandstone blocks. Both these buildings have been demolished. We recommend that the earthen levee now be completed along this section and the pathway / cycleway continued along the top of the levee.

Overall Council is to be congratulated and commended for its efforts in putting together such an extensive network of cycleways and our committee would be keen to be involved in setting priorities for the development and implementation of the system.

Regards,

Dave Davies,

Chairperson Raymond Terrace Parks Reserves and Tidy Towns Committee.

Melinda Feenan

From: [REDACTED]
Sent: Friday, 20 November 2015 5:32 PM
Subject: OBJECTION TO PSC2005-2767 DRAFT PATHWAYS PLAN - SOLDIERS POINT

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

Attention: Mr Wallis

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

Dear Mr Wallis

I have perused the above Council plan showing the proposed footpath & shared path & I am formally objecting to the proposal in the Soldiers Point area.

I assume that the footpath will be 1.2 metres wide & the shared path will be 2.0 metres wide (vide Table 9.1 of Council's Design Specification) but this is unclear on Council's plan. I find that the plan is very confusing in the Mitchell Street area as it appears to have both paths located on opposite sides of the road. This needs clarifying. It would seem to be a waste of Council's money to provide concrete footpaths on both sides of the road in an area of very low pedestrian activity.

The location of these pathways adjacent to the Mitchell Street will require earthworks & the clearing of vegetation, some of the existing trees are significant & I can point out one tree that contains a permanent kookaburra nesting hollow in that location, I have also seen koalas in these trees.

The construction of a footpath on the west side of Mitchell Street will require substantial earthworks & clearing of vegetation in Leonard Everett Park if a formation width of 2.0 metres is to be provided. This will have a severe impact on the park & its vegetation. This may well be in conflict with the recently approved Aboriginal Place Plan of Management.

The construction of a shared pathway on the east side of Mitchell Street will also require earthworks & the removal of trees. Whilst most of this area is wide enough to contain a 3.0 metre formation width there is one section of this existing pathway area that narrows down to 2.0 meters. This narrow point will require the installation of a retaining wall as, in my opinion, an earth batter here is not feasible. Significant trees will also have to be removed to accommodate this shared path. An existing 1.2 metre wide concrete footpath will also have to be removed & replaced with a 2.0 metre shared path which seems to be a further waste of Council's money.

I request from Council a more detailed plan showing Council's intentions with respect to this area.

I also object to Council installing a 2.0 metre wide concrete shared path along Sunset Beach as it will detract from the amenity of this area that is enjoyed by the local residents. I regularly walk along this strip & would prefer to walk along the grass or sand rather than a formal concrete pathway. Council would be better served in fixing up the existing problems that have occurred along this strip of beach over the past few years.

I am willing to meet Council's representatives on site to further discuss these matters.

[REDACTED]
[REDACTED]

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

Dear Sir,

Re-Proposed cycleway Wanda Beach-Salamander Bay

I have been notified that there is a possibility of a cycleway path to be installed along the grass front on Wanda Beach.

I am aghast that this could even be thought of.

How could a council spend any thoughts or funds on this when our footpaths in the bay are appalling.

My [REDACTED] and I like to take a 40minute walk every day. Our walk takes on Randall, Foreshore, Wanda Boronia etc then back along the waters edge. The majority of this walk has to be taken on the road as there are no footpaths. When we hear a car coming we try to get onto the grassy muddy side to keep out of the way. I see mothers wheeling their prams on roads, elderly people on the roads and I know it is a dangerous game our residents are taking.

We are supposed to be an attraction for holiday makers. When [REDACTED] and I have visitors they are horrified at having to walk on the road not to mention our embarrassment that they have to do this.

Please tell me that sense will prevail and the council will install a footpath on at least one side of a road before wasting our money on a "cycleway".

Yours hopefully,

[REDACTED]

Melinda Feenan

From: [REDACTED]
Sent: Thursday, 19 November 2015 11:21 AM
Subject: Proposed Pathway, Wanda Beach.

Dear Mr MacKenzie,

Thank you for arranging an extension of a further 14 days for the community to respond to the proposal of a combined pathway along Wanda Beach.

We understand that there may be funding considerations related to the proposal and have no objection to the idea of cycle ways in general, however, as previously mentioned, we are very opposed to the idea of a concrete pathway along Wanda Beach.

Our objection is in regard to the positioning of any pathway on the grassy verge of Wanda Beach. We believe that the pathway needs to be reviewed for this reason. We feel that the proposal should be postponed until the appropriate community consultation and environmental evaluation have been carried out, much the same as any other entity would be obliged to do. A proposal of this magnitude, environmental sensitivity and cost (to the rate payers) deems these measures necessary in our opinion.

Yours faithfully,

[REDACTED]

Melinda Feenan

From: [REDACTED]
Sent: Wednesday, 18 November 2015 4:23 PM
Subject: PSC 2005-2767 - Shared footpaths Soldiers Point

The General Manager
Port Stephens Council

Dear Sir,

I wish to object to a shared footpath on the Soldiers Point foreshore. Not too sure who we would be sharing it with.

The Soldiers Point foreshore is in a very, very sensitive environment. The flora and fauna species are wonderful. The Council are dogged with massive erosion problems within an area of Aboriginal Significance - to put a shared footpath would be totally ridiculous and it should never happen! I am assuming that the proposed shared footpath would be some sort of concrete and not a boardwalk or a natural bush track pathway as us walkers have to tread.

It would be nice for residents and visitors to appreciate the bay but let's keep it as green and bushy as we can, let's not ruin the foreshore anymore by brick and concrete structures.

I also notice that the present footpath between the Soldiers Point marina and Port Stephens Yacht Club (off Ridgeway Ave) seems not to be on your map as a footpath. Is this an error or have you purposely eliminated this pathway to the beach to the benefit of the marina. I hope not. I hope being that it is a present public walkway it wasn't listed amongst your proposals.

Please be advised that I do not and have not made any political donations ever.

Yours faithfully

[REDACTED]
[REDACTED]

Melinda Feenan

From: [REDACTED]
Sent: Tuesday, 17 November 2015 9:11 PM
Subject: PSC2005-2767 - Submission

To Council,

I wish to lodge an objection to the proposed pathway described under PSC2005-2767 in Soldiers Point for the following reasons.

- The area designated has quite considerable changes in the terrain with steep inclines and descents in some sections which would require considerable cost to overcome.
- We have been advised by council of the nature of a specific rainforest on the Kent Gardens reserve which is not to be disturbed in any manner and will be subject to a vegetation management plan being undertaken by council. This is directly on the proposed pathway.
- The relative isolation of the soldiers point peninsula could encourage some activity / bad behavior on such a path eg motor bikes which we have seen in the instances of in the past.

[REDACTED]

Melinda Feenan

From: Wayne Wallis <Wayne.Wallis@portstephens.nsw.gov.au>
Sent: Tuesday, 17 November 2015 5:46 PM
Subject: FW: Pathway Plans,Soldiers Point,Wanda Beach,Salamander Bay.

J – please TRIM and refer to responsible officer.

Thanks

Wayne



Wayne Wallis | General Manager
p (02) 4980 0246
w www.portstephens.nsw.gov.au



From: [REDACTED]

Sent: Tuesday, 17 November 2015 4:09 PM
To: Wayne Wallis
Cc: Cr Sally Dover; Cr John Morello
Subject: Pathway Plans,Soldiers Point,Wanda Beach,Salamander Bay.

Dear Mr. Wallis

Today I was informed that Council is proposing Pathway/Cycleway passing our property at [REDACTED]

No notice of this intention has been received by us either via Mail or Email allowing us time to respond and express our concerns.

So ... a very hasty "Objection".

We have been the owners of the property since [REDACTED] and have watched over all the years many many locals and visitors enjoy the existing grassed walkway/reserve stretching from the residents' properties down to the sand on Wanda Beach.

This grassed walkway is well maintained by the residents (not Council) and is used by walkers joggers kids and yes the occasional bike rider, all of whom ride at walking pace or a little faster, certainly very safely for all concerned.

So my concerns:

1. Safety and therefore Council liability.
2. The existing grassed reserve is well used now and certainly does not need changes.
3. Why not spend the funds and change the alignment on Soldiers Point Road and make a proper Cycleway.
4. Why doesn't Council provide footpaths on the eastern side of Soldiers Point Road ,Randall Drive, etc etc.
5. The proposals of 1997 and again in 2005 for the Wanda Beach area were considered by Council and most definitely rejected ... why is this being proposed yet again???

My [REDACTED] and I are strongly against the proposed Pathway/Cycleway and would appreciate if Council would keep us informed of any development.



This email has been checked for viruses by Avast antivirus software.
www.avast.com



The General Manager, Port Stephens Council

Tuesday 17th November

email: council@portstephens.nsw.gov.au

c.c. John.Maretich@portstephens.nsw.gov.au

RE: TRRA Inc. Submission on Draft Pathways Plan PSC2005-2767

Introduction

The Tomaree Ratepayers and Residents Association congratulate Port Stephens Council for this initiative to prepare a Pathways Plan for the LGA. This will meet the need for a blueprint for this important infrastructure and help to set priorities for future investment.

Once there is a credible plan in place, Council will be in a position to more effectively bid for grant funding from other levels of government when such funding becomes available.

An extensive safe network of paths which provide the obvious health benefits and reduce the number of vehicle trips for the population as a whole.

A large percentage of population of the Tomaree Peninsula are either young or elderly. These age groups have particular needs for an accessible and excellent pathway network.

The network has the potential to become a major tourist feature of the area, providing access to our bushland and to vistas and attractions along the ocean and bay foreshores.

TRRA recommends that the Pathways Plan needs to be introduced by a narrative which sets out the objectives, policies, a statement of need as well as details of environmental, safety and other constraints which have been taken into account. This written part of the plan should also include details of consultations and place the Plan in some context, including opportunities for integration with other networks in National Parks.

General Concerns

1. Process in preparing the Plan

TRRA does not believe that there has been sufficient consultation with the community at large or with stakeholders such as sporting groups, dog owners or other providers of key segments of the pathways such as National Parks.

More general publicity should have been given to the draft plan.

There is no mention of how feedback from the exhibition will be handled. Will suggestions be incorporated into another draft or will it just be submitted to councillors for approval?

TRRA would be very keen to be involved in further consultation.

2. Objectives, Background, Definitions and Criteria

The plan appears to consist entirely of maps showing existing and proposed pathways. Any proposed investment of this scale in infrastructure should be prefaced by a clear statement of:

- Objectives
- Evidence of the need (current and projected usage)
- Discussion of the broad context underlying the proposed developments including some history on major projects which have been under consideration such as the Corlette Point circuit path
- The technical specifications of the various types of pathway including safety requirements
- Criteria to be used in determining needs and practicality.

For example, has there been an assessment of current and future usage (possible new residential/ educational/tourist facilities etc.) and constraints relating to grades, local environmental factors and impacts on adjoining landholders. Is there any provision to regularly review this demand?

Is there a criterion for deciding that there is a need for a footpath on both sides of a street?

Other criteria such as safety should be discussed in such a plan. For example, what volume and mix of traffic is tolerated for shared pathways? Are there any criteria for accepting shared pathways with motor vehicles e.g. on Victoria Parade around Fly Point? Can shared pedestrian/ cycle ways be viable on an existing footpath or roadway such as along Sandy Point Road? (This being an alternative to the route around the Corlette Headland).

Are there budget / cost constraints which have been applied to rule in or reject proposals from members of the public?

3. Tourist and Recreational Potential

TRRA believes that a well-planned and constructed network of pathways and cycle ways could add significantly to the attraction of visitors to the LGA, particularly to the Tomaree Peninsula. There is evidence that cycling for recreation and transport is growing rapidly. The demand is for both on road and off-road pathways. The spectacular scenic qualities of our existing cycle routes are already a major attraction for visitors. If these can be strategically joined up their attraction can be greatly enhanced. There is also potential to include some sections of unsealed or rough track to cater for off road enthusiasts.

Integration of the PSC Pathways Plan with tracks and service roads maintained by authorities such as National Parks, Hunter Water and the Rural Fire Authority could be productive.

Walking tracks have equal potential for better integration.

Our nearby cities are prime markets for this type of recreation.

TRRA recommends consultation with Destination Port Stephens and National Parks as a prerequisite to finalising the Pathways Plan. **Their input and endorsement would greatly strengthen the status of the plan and assist in attracting funding.**

4. Budget

TRRA would have expected some indication of how priorities will be set and a broad indication of costs into the future, say over the next 1 to 2 years, or is this a 5 to 10 year (10 to 20 year) plan?

This section should also address the sources of funds available to PSC. What are the opportunities for grant funding from State and Federal sources and what strings are attached? Is it intended to levy new subdivisions or developments to contribute to pathways? Can Section 94 funds be applied?

5. Design Standards and Environmental impacts

Are there any criteria for construction, surfaces, appearance, drainage or signage?

Some suggested paths, particularly around the foreshore are through very sensitive environmental and aboriginal areas. When is a feasibility study going to be undertaken?

Some residents have expressed concerns relating to safety and security where it is proposed to insert pathways along narrow bayside reserves in front of residential properties. Is there a policy on this situation?

In some sections a separate cycle path may be required where there is high pedestrian traffic. Have these locations been identified?

6. Future processes

TRRA requests that details be provided as to the steps going forward including adoption of a draft plan, further consultation with the community and user groups, and determination of priorities.

Given the need to address the questions raised above and to obtain further local input, TRRA considers that the Pathways Plan needs significant additional work before it is ready for submission to Council.

Comments on individual maps

Some members of TRRA have examined the Maps for localities on the Tomaree Peninsula and made suggestions and/or comments. These are limited to local knowledge and experience and should not be taken as a complete or fully representative review of the draft plan.

Anna Bay Fishermans Bay Boat Harbour

- The existing shared path along Patterson Road could require further consideration given the heavy road traffic to Birubi Point. The proposed additional pathways linking the Anna Bay Centre to Ocean Avenue and the existing path to the Surf Club may be a safer and better option. (Suggest further consultation with locals).

Bobs Farm Anna Bay

- The gap on Nelson Bay Road is unfortunate. It coincides with the recently upgraded 4-lane road. A number of touring cyclists use this to gain access to the Tomaree Peninsula. There are a number of mobile home developments and a 350 room resort proposed for this stretch of road, all of which could generate demand including scooters for the aged residents.

Fingal Bay

- The proposed plan seems desirable subject to local opinions. This is a locality where pathways should link directly into those on National Park land. There are existing pathways running west and south from Rocky Point Road and Boulder Bay Road in the National Park.

Nelson Bay Shoal Bay

- Recommend upgrade to shared pathway along Dowling Street from Stockton St through to proposed new shared pathway in Austral St.
- Additional pathways could extend east from Kerrigan Street and or Austral Street through the National Park to Government Road or Shoal Bay making use of existing roads and tracks. The Kerrigan Street extension is already sealed for quite some distance.
- The proposed upgrade to "shared" along Shoal Bay Rd near the shopping village is required but may need to be a separate pedestrian path from cycle path for safety reasons.
- Existing pathway through the Tomaree Lodge around the base of headland should be protected (as a new use or ownership is in prospect, with the impending closure of the Lodge)

- Agree that new Fingal Bay/Gan Gan Road link (Shoal Bay bypass route) should have a cycle way incorporated. In the interim there are existing unsealed roads which could be incorporated.
- Agree with new proposed shared pathway around Fly Point/Little Beach/Anzac Park, as long as environment issues are covered and in the beach/playground areas cycles are separate from pedestrians. The existing Fly Point shared pathway **on the road** separated only by a white line) is too narrow and conflict with road traffic is dangerous.
- Agree with proposed shared pathway along northern end of Church St but should be extended to connect with Galoola Dr/Moorrooba Cr extension.

An informal track links the western end of Apex Park from the Bridle Path to the Fishermans Co-op. This is steep and heavily eroded and should be formalised. (Suggest discussion with section 355b park committee).

- Many pedestrians walk from Magnus Street through the extension of Donald Street across the sloping reserve to Victoria Parade to gain access to the Marina. This will increase when the new Marina Resort is built. Suggest this route be formalised.
- There is a gap in the pathway along the foreshore from Anzac Park to Shoal Bay Village. It is appreciated that this is a narrow strip but would complete a very scenic and useful route from Little Beach all the way to Tomaree Headland

Salamander Bay Corlette Nelson Bay

- No requirement for a new path along the eastern side of Wallawa Road south from Spinnaker Way as there is already a path on the other side of the road.
- The new route from Stockton St along Galoola Dr/Moorrooba Cr/Nelson St/Dalton St is excellent but should have a connection along Church St to connect to the CBD/Marina area, also a new connection to Dowling St (see Nelson Bay suggestion of upgrading existing path to shared path in front of Bowling and Golf Clubs) to allow cycle traffic to remain on the ridge when travelling from Corlette to Little Beach.
- Route around Corlette Headland from Foreshore Dr to western end of Bagnalls Beach is nice in principle but when proposed previously revealed many environmental and economic issues. Further details are required before we can comment on the value of a route around the foreshore compared to along the road way.
- Proposed routes along Sandy Point Road and Spinnaker Way appear reasonable.

Salamander Bay One Mile

- Proposed routes are excellent. May need to rely on alternative existing roads/tracks through National Park until Fingal by-pass constructed.

Salamander Bay Taylors Beach

- Proposed shared pathway around base of Randall Dr ok but extension along the foreshore extending northward to Seaview Cr (along Soldier Point Rd) has been proposed before and rejected. Further consideration required to examine route along the road rather than foreshore such as proposed along Foreshore Dr to the east of Randall Dr, extending through the Mambo Wetlands region although environmental issues may arise. Currently this is a very dangerous route for cyclists and should be given a high priority.

- Gap in shared pathway along Muller Street. (Consultation with Soldiers Point Community Association recommended).
- Routes along Salamander Way and Point Stephens Dr (towards Taylors Beach) OK.

Soldiers Point

- Gap in shared pathway from Cromarty Bay Road to Wanda Beach is unfortunate
- The northern tip and western foreshore proposed shared pathway seems good in principle. We have major concerns about environmental constraints and in most areas it will not be physically possible. In general, the public will want to walk along the sand/ beach front. A marked cycle way along the roads may be a better option, but needs much more consideration/consultation.
- May also be necessary to ensure continuity of shared pathway at tip of point past the marina. (Consultation with Soldiers Point Community Association recommended).

Cath Norman
Secretary
TRRA Inc.

[REDACTED]

Mr Wayne Wallis

General Manager

Port Stephens Council

PO Box 42

Raymond Terrace NSW 2324

Dear Sir,

Re:- Proposed Concrete Cycleway Soldiers Point, Wanda Beach -- Salamander Bay

- 1/ I have recently been informed of the proposal to construct a concrete cycleway along the Crown land reserve of Wanda Beach, and to this proposal strongly object to such construction taking place.
 - 2/ My family reside at the above address, and the [REDACTED] reserve is used by people to access the Crown reserve, for the purpose of picnics on the grass strip in front of our home. We welcome this activity and any use of the beach reserve by passive use, including walking, picnicking, fishing, family and group gatherings.

Cycling, rollerblading and skateboarding are inconsistent with the preferred use by visitors and residents alike, who frequent Wanda Beach, and as such would be in conflict with the current quiet and passive environment enjoyed.

Residents, who maintain the Crown land for all, must be given full consideration of the needs as currently seen. Children playing on the grass reserve would become a thing of the past.
 - 3/ If such development took place, there would be considerable tree removal, mainly in the middle and northern end of Wanda Beach. These trees currently play a significant role in mitigating erosion, which is extensive where the large pine trees are on the northern end.
- [REDACTED]

- 4/ Some property boundaries are under threat from erosion and council would well serve the community by restoring the major erosion to improve the walking area at the northern end, as access is currently limited and potentially dangerous.
- 5/ I understand, a 2.5 metre concrete strip, would need the approval of the State Minister, under section 38 of the Coastal Protection Act of 1979 No 13 and the Water Board consensus for developing over the sewer line. There would certainly be objections lodged to the State due to the proposed desecration of the strip and the potentially damaging the sensitive nature, with potential undermining by storm tides.
- 6/ If council have the funding, available, a concrete footpath on the eastern side of Soldiers Point Road, Salamander Bay, would be a welcome addition, and could be constructed to accommodate cyclists as well as pedestrians.
- Cyclists, skateboarding, and rollerblading would definitely pose a risk to the welfare of children, swimmers, picnic groups, senior people and should be accessing other proposed areas, including also the possible proposal through the lands behind and south of the retirement village in Soldiers Point Road.
- 7/ This correspondence is a submission of a formal objection to the proposal by a current walking user, local rate payer and [REDACTED] and those other visiting families who use the Crown reserve.

Yours faithfully

[REDACTED]

[REDACTED]

c.c. Mayor Bruce MacKenzie

mayor@portstephens.nsw.gov.au

Ms Sally Dover

sally.dover@portstephens.nsw.gov.au

Mr John Morello

john.morello@portstephens.nsw.gov.au

Mr John Nell

john.nell@portstephens.nsw.gov.au

[REDACTED]

Melinda Feenan

From: [REDACTED]
Sent: Wednesday, 25 November 2015 4:07 PM
Subject: Concrete Path/Cycleway Proposal for Wanda Beach

Dear Sir,

I have a [REDACTED] at Number [REDACTED]. I understand, from an e-mail I received today that the council are considering putting a Cycleway along Wanda Beach.

I don't know who's mad idea this was, but not only would it completely ruin the area but would become a danger to adults and children who live on, and enjoy the beachfront. We already have enough traffic along the road without more on the front by the beach. Also we have had in the past erosion along the front. If this does take place, which I am sure it will, due to sea levels rising, who will pay for any damage.

I feel that if any person is hurt or even killed while trying to cross this pathway, the council should be wholly held responsible.

As I live in [REDACTED] I will be unable to attend the meeting on the 27th of this month, and look forward to a favourable outcome.

Yours sincerely

[REDACTED]

Melinda Feenan

From:

Sent:

Subject:

Wednesday, 25 November 2015 9:22 AM

Re: STRONG OBJECTION TO PATH/CYCLE-WAY PROPOSAL FOR WANDA BEACH.

Dear Councillors,

As residents of [REDACTED] for the past [REDACTED] we strongly object to council's path/cycle-way proposal for Wanda Beach.

Reasons:

1. Council's own Foreshore Management Staff advised us that the method we are using to maintain the bank is the best option. We have planted native plants on the bank & maintained a strong & healthy lawn. The root system holds the bank together. To put a concrete path through this area would desecrate the bank.
2. Over the period we have lived on [REDACTED] we have witnessed the erosion of the beach foreshore. Council have not offered financially or manually in anyway to assist residents maintain the bank and now want to put a concrete path, at great cost though it, that would only accentuate the problem.
3. Last April we had a storm that caused major damage to the foreshore. There are areas along the beach where there has been no effort to maintain the bank & consequently major damage has occurred. To repair these areas and then put a concrete path over it would be ineffective as the next storm (We have one or two per year) would undermine the path and cause it to collapse.
4. In some areas along the beach the path would have to be constructed extremely close to resident's boundary fence causing safety problems for both residents & cyclists.
5. The Water Board's sewer line would be directly under the proposed path on the north side of George's Reserve. This could create a major problem if we have further erosion along the beach causing the path to collapse &

Melinda Feenan

From: [REDACTED]
Sent: Tuesday, 24 November 2015 10:32 PM
Subject: Fwd: Pathways Plan PSC2005-2767

Sent from my Samsung Galaxy Note 4 on the Telstra Mobile network

----- Original message -----

From: [REDACTED]
Date: 24/11/2015 10:27 PM (GMT+10:00)
To: council@portstephens.nsw.gov.au
Subject: Pathways Plan PSC2005-2767

Dear General Manager,

We strongly oppose the proposed Cycleway along Wanda Beach foreshore Salamander Bay for many reasons. The most important point is

1: Safety. This is the biggest issue. The waterfront is frequented every day of the year, day & night by families and groups of people who picnic, walk, fish and play or just sit and enjoy the ambience. With residential boundaries being just inches or feet or yards from the sand, how can it be possible for the public to continue enjoying the waterfront if

there is a cycleway of 2.5 meters wide. At high tide it is impossible to sit on the sand, even at Georges reserve as well as the other waterfront reserves along Wanda Beach. A proposed cycleway would make it very hard for the public to frequent the amenities and beach safely with cyclers racing past. Another point is boating. Many individual boaties and groups of sailing clubs frequent Wanda Beach, and they have a need for the foreshore. Another point of concern is the safety of residents. Most of these homes are only feet from the beach. Fast travelling bicycles will pose a great risk. In other words it will be an accident in the waiting.

Also how will it be policed. To have a public cycleway is it open to skateboarders, rollerbladers, scooters which can be and are now motorised

This is really an accident in the making.

I am a cycling enthusiast and enjoy the cycling tracks (which are mostly away from pedestrians) available in the bay, however to ride where I will be constantly looking out for children, obstacles or anyone crossing to the beach will be a nuisance. Any cycling enthusiast will agree. Somehow I cannot picture cyclers riding their bikes through families picnicking, children running back and forth from making sandcastles and flying kites, games of cricket and mums and dads strolling along with prams.

A cycle way will spoil a perfect holiday for many, all for the price of a few.

Yours sincerely [REDACTED]

Sent from my Samsung Galaxy Note 4 on the Telstra Mobile network

Melinda Feenan

From:

Sent:

Subject:

Tuesday, 24 November 2015 7:45 PM

PSC 2005-2767 Draft Pathways Plan - Soldiers Point - Sheet 16.

I object to the plan for a shared footpath on the Soldiers Point foreshore. Walkers and cyclists no longer mix as low tech recreation, cycling is now high powered and high speed sport and the two activities are incompatible. It should be a walking path to enjoy the serenity and beauty of that area with the only exceptions being for small children accompanied by an adult on foot.

Regards

[Redacted]

[Redacted]

Melinda Feenan

From:

Sent:

Subject:

[REDACTED]
Tuesday, 24 November 2015 4:29 PM

Proposal for Cycleway on Wanda Beach.

I wish to lodge my objection to the above proposal. This is a fatal accident waiting to happen if a cycle way is placed in this area. My family has lived on [REDACTED]. [REDACTED] This a accident waiting to happen if such a cycleway was to occur as all it will take is when a child runs to the water, they could be hit by a cyclist traveling fast, this can happen in seconds. The main attraction to such a beautiful foreshore is the freedom for babies to crawl across the grass, Children running and people just sitting on the grassed area for picnics. Having such a cycleway will take this all away for the majority I object strongly against this proposal. [REDACTED]

COMMENTS – PSC 2005-2767 - DRAFT PATHWAYS PLAN – VERSION 25.11.15
MAP 19 SALAMANDER BAY/CORLETTE/NELSON BAY

Please note the following additional comments I have been able to add due to the extended deadline for comments. They are included in *red italics* below.

I only have time to comment on Map 19. I would urge some major changes to the whole network in Corlette as proposed.

I have attempted to mark my main areas of concern circled on the attached map

- A. The shared path link proposed on Bagnall Beach Road is one I have expressed concerns about on numerous occasions. The last 200 metres of Bagnall Beach Road is steep and lacks visibility. If a shared path is constructed on either side of Bagnall Beach Road it will involve very steep driveways and limited visibility, combined with the speed of cyclists making a downhill run. A Blackspot just waiting to happen plus the removal of several large trees. It is unnatural for cyclists to turn back towards Nelson Bay to access a link to the Bartlett Cycleway. There is already a link west of Bagnall Beach roundabout made recently by Urban Growth to access Bartlett Cycleway. The gradient on Bagnall Beach Road will be far too steep for people with a disability – in reality, they would not attempt to negotiate such a gradient so rules relating to them should not be the overriding factor.

My Suggestion: Regardless of the cost, link the northern lower section of the Vantage Estate with the bush trail (currently mulched) and construct this in such a way (*zig-zag or the like) as to take the gradient out of the slope. Creative thinking is required – it has been done elsewhere in the world – Why not here? If Council can afford to suggest a shared path right along the foreshore and around Corlette Headland (excellent ideas and I support them as well) surely this link should come first as it directly affects all residents south of Bagnall Beach Reserve and the 300 houses in Vantage Estate. There is already a crossing made to the Bartlett cycleway west of the Bagnall Beach roundabout. *There is already a mulched path link from the roadside which links with the Bartlett Cycleway. I have attached a photo of a potential way to handle the steep slope using the “zig zag” method as suggested above. It may be necessary to have a separate firetrail for vehicular access in a small section. The existing path is also the firetrail.*

- B. **Spinnaker Way-Sandy Point Road Shared Path** – This link needs a complete rethink. Multiple driveways on a steep road will not work. See E. for alternative. On road links would also be possible via Midshipman and The Quarterdeck to link with access through to Sandy Point Road (and the beach). The top section is unnecessary as there is a perfectly good new shared path going through to Lorikeet Reserve from Vantage Estate area and further onto the Salamander Shops. *The section from Lorikeet Reserve to the junction of Sandy Point Road/Spinnaker Way is a little less steep and has better visibility compared to the top area. A shared path as proposed may work. However, it should not be a high priority and comment E should be the highest.*
- C. **Pantowara Intersection with Sandy Point Road** – Another rethink needed here and an alternate way to get cyclists off Sandy Point Road. Major change to crossing point at Pantowara to include cyclist crossing. The section shown as pathway along Sandy Point Road between the corner of Pantowara Street and Karalinka Reserve and through the reserve should be shared pathway and once out of the

reserve, on road on Pantowara to the access through to Corlette Hall (widened to accommodate shared pathway)

Further suggestion: To save costs and to have Sandy Point Road safer sooner, this option should receive higher priority than the proposed shared pathway in front of the houses as part of the Sandy Point Erosion Strategy. Safety could be improved immediately if the existing Bartlett cycleway were extended along the well worn track in front of the play equipment at West Bagnall Beach reserve and continue along as a shared pathway width on Sandy Point Road behind the houses on the foreshore until opposite the Karalinka Park access point. There a raised level pedestrian/cycleway crossing should be provided and the shared path continue on as I have suggested above along Pantowara (on road) until Corlette Hall access point. Having a raised pedestrian crossing and protectors would also slow the traffic on Sandy Point Road which would assist vehicular access from Pantowara Street, which is a main traffic flow intersection onto Sandy Point Road. This would improve safety greatly.

- D. **Corlette Hall to Conroy – Missing link** needs addressing and a safe crossing provided to Conroy Park – This is not an expensive option, particularly compared to the shared path option along the foreshore in front of the houses, which is a major funding issue – but still to be applauded within a 10 year plan. We could have a safer road much sooner if Points C and D were seriously considered.
- E. **Bagnall Beach Road from the bus stops adjacent Regis through to Sandy Point Road roundabout** should have a shared pathway on **both** sides of the road. This then provides a similar link to Sandy Point Road (as Spinnaker Way option) and further on to Salamander Way roundabout. I challenge the link being made to Salamander Way via the “to be built” section around the Salamander Shopping Centre. This is unnatural.
- F. A formal pedestrian link should be installed from Vantage Estate to Kalaroo Street – *preferably with some steps* and hand rails on the steeper sections This is the most natural way to go to the foreshore, regardless of the steepness of Kalaroo. Why the link was made from Mulubinda and the other extremely steep street (*Warrunga*) as shown is beyond belief. Both should have been linked. Similarly, in that area of Vantage Estate, a more formal entry to the “bush trail” should be highlighted as it will quickly overgrow if this is not done.
- G. *Additional shared path link (not marked on map below)– from Yawl Close to Ketch Close bridge, behind the 3 storey Yawl Close units and using part of the retention basin. These paths have already been established as informal mulched paths. If these were formalized, some cyclists could come off busy Sandy Point Road to access the beach at Roy Wood Reserve and/or Salamander Shopping Centre. Some are using Midshipman Crescent (on road) and the pedestrian access near The Quarterdeck now. If that pedestrian access were fully cemented to widen it, that too would improve safety greatly on Sandy Point Road. The link from Ketch Close bridge to Spinnaker Way would need to be on road for a small section of Ketch/Yawl Close. Fully recognize the width could be problematical. Otherwise, consider planning for a path along the edge of the pond (formalizing a path already there using a boardwalk concept)*

Note: I have never agreed with the NSW Cycleway route along Sandy Point Road between Foreshore Drive intersection and Woromi Drive, but recognize this is unfortunately in my view, going ahead. Every attempt should have been made to keep cyclists & mobility scooters off Sandy Point Road. It is far too

busy. The suggestions made relating to Ketch Close bridge would give them the same access to the Salamander Shopping Centre (front entrance) The Foreshore Drive/Sandy Point Road intersection at Roy Wood Reserve is always going to be an expensive option. I'm advised plans are underway for there. I do hope there is community consultation about this!

- H. Additional shared path on part of Sandy Point Road and through public access area adjacent The Peninsula intersection to corner of Judith Street. This section was previously deleted as part of the full plan for Sandy Point Road. However, if the shared path were continued along this section only, there would be limited houses affected and cyclists could continue "on road" through Judith/Clarence/Danalene Parade to link with the proposed shared path from Roy Wood Reserve and (eventually) around the headland. The section from Roy Wood Reserve to Cornford Reserve should be a priority section for this proposal. This would provide "safety sooner" as the Headland project will be quite costly.
- I. Comment on Shared Path Proposal on The Peninsula – This will be a very steep section and I'd be interested to know the logic for this proposal? Where does it lead to? Once again, regardless of the cost and to improve safety, the very steep hill opposite Conroy Park behind the SES might be a better option provided it has a zig zag pattern to take the steepness of the climb. The access path at Clipper Close could provide an entry point, and would also assist those living in Mullubinda with having a little less steep access to their homes.

Most importantly suggestions outlined in Points A and F should be able to be funded from Section 94 received for Vantage Estate as they are of direct benefit for the residents of the new subdivision.

I would be willing to sit down with Council officers and go through some of these suggestions when I return after 20th November. This is not just about cyclists, it is about everyone! I have had preliminary talks with Cr Dover and would welcome a drive/walk around Corlette to explain my suggestions.

ADDITIONAL COMMENTS ON OTHER AREAS:

Nelson Bay Link from Galoola Drive area – Does the shared path come out at Dalton Street? Signage needs consideration

Links to foreshore in Nelson Bay –

There should be plans for steps or the like to link the Donald Street intersection on Magnus Street to Victoria Parade

There should be plans for steps at the end of Teramby Road near the Co-op to link with the Bridle Path above. Would be an extremely popular loop (for the fit and healthy anyway!)





Idea – Point A - to take steepness out of access from/to Vantage Estate to link with Bagnall Beach Reserve cycleway just west of Bagnall Beach/Sandy Point Road roundabout. Currently the path is steep and mulched and this work was done recently by Urban Growth. The proposed access (as per draft plan, via Bagnall Beach Road for 200 metres on a steep downhill slope is an extremely dangerous proposal. The extra cost is worth saving a future life. Section 94 from Vantage Estate should be an option for funding.

Map 19 (Extract)



PORT STEPHENS
COUNCIL

Oct
2015

The Pathways Plan
**SALAMANDER BAY/
CORLETTE/
NELSON BAY**

LEGEND

Pathways

Existing Infrastructure

..... Footpath

--- Shared Path

Proposed Infrastructure

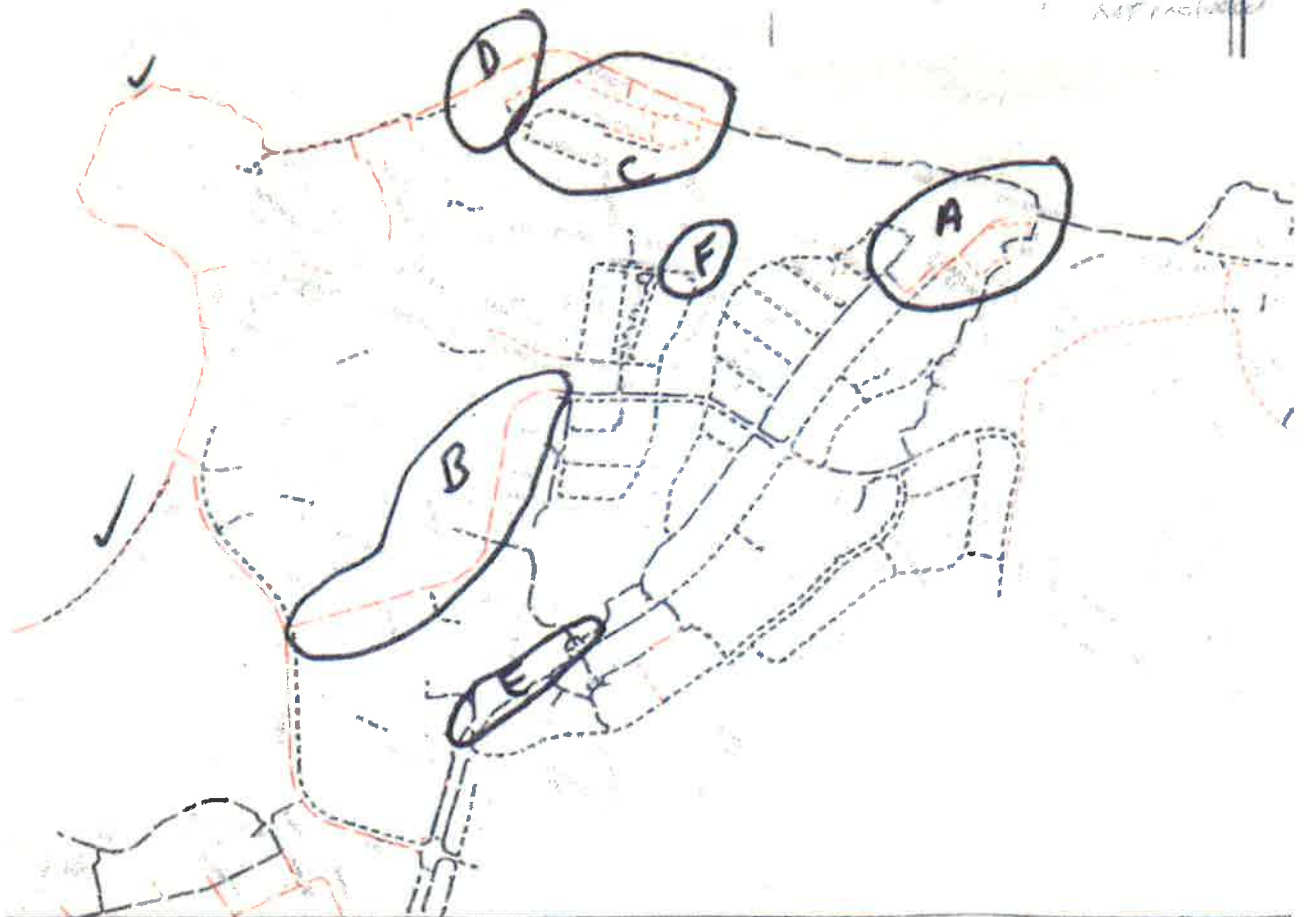
..... Footpath

--- Shared Path

Parks/Reserves

PORT STEPHENS

NB - Closed paths are
not included



Melinda Feenan

From: Jean Armstrong <soldierspointcommunitygroupinc@gmail.com>
Sent: Monday, 23 November 2015 1:43 PM
Subject: Objection to: Draft Pathways Plan PSC 2005-2767 - Soldiers Poin - Sheet 16
Attachments: Erosion and collapsed pathway Soldiers Point Western foreshore.JPG; Erosion and collapsed pathway Soldiers Point Western foreshore.JPG

Port Stephens Council
Attention Mr Wallis

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

Dear Mr Wallis,

As you would be aware the tip of the Soldiers Point Peninsular is badly eroded and has for many years been the subject of studies designed to combat erosion.

Current studies are to be undertaken in conjunction with the Aboriginal Place Plan of Management and the Draft Soldiers Point Master Plan.

The construction of a hard surface shared cycle and pedestrian pathway along this environmentally sensitive shoreline would not be supported by the studies already completed.

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

One of the options identified to minimise erosion was the conservation of natural environment and inter-tidal habitat and no disturbance to near shore seagrass.

A further study - Umwelt 2009 - discusses rehabilitation/regeneration of vegetation.

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 a mandatory requirement 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 would seem 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. A site inspection would

The Draft Plan on Exhibition does not provide any details of the construction details and therefore cannot be properly assessed.

Please see attached photographs of erosion and collapsed pathway - Soldiers Point western foreshore.

Yours sincerely,

Jean Armstrong
Soldiers Point community Group Inc
PO Box. 691,
Salamander Bay. 2317



Melinda Feenan

From: [REDACTED]
Sent: Sunday, 29 November 2015 11:57 AM
Subject: Proposed footpath Salamander Bay

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.

I believe this is not a good location for the path (in front of the houses along wanda beach) there isn't enough width from the front of the properties to the beach(about 4 metres) .there would be safety issues with residents crossing the path while cyclists are wizzing along.

Please ensure that this proposal does not proceed

Thank you,

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

[REDACTED]