

ITEM 3 - ATTACHMENT 1 PLANNING PROPOSAL - KINDLEBARK DRIVE, MEDOWIE.

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As can be seen, significant development has occurred resulting in the loss of the majority of koala habitat. It is not considered that the proposed rezoning will in anyway further contribute to the removal of additional vegetation.

While the site is mapped as Preferred Koala Habitat, it is considered that the reality on the site is far different with the majority of the site being cleared with the exception of a small number of large trees. Given the sites isolation from the rest of the Preferred Koala Habitat, separated by both Medowie Road and Kindlebark Drive, it is considered to be inappropriate to encourage Koalas to the site.

From the mapping, it can be seen that the site does not provide linkages to other areas of Preferred Habitat and the proposed rezoning will not substantially alter the current scenario on site. As noted above, given the sites isolation due to two roadways, it is not considered appropriate to be attracting Koalas to the site.

Figure 2 below shows a current aerial photograph indicating the extent of clearing within the mapped preferred habitat. As can be seen in this Figure very little significant vegetation remains through the clearing for a residential subdivision.

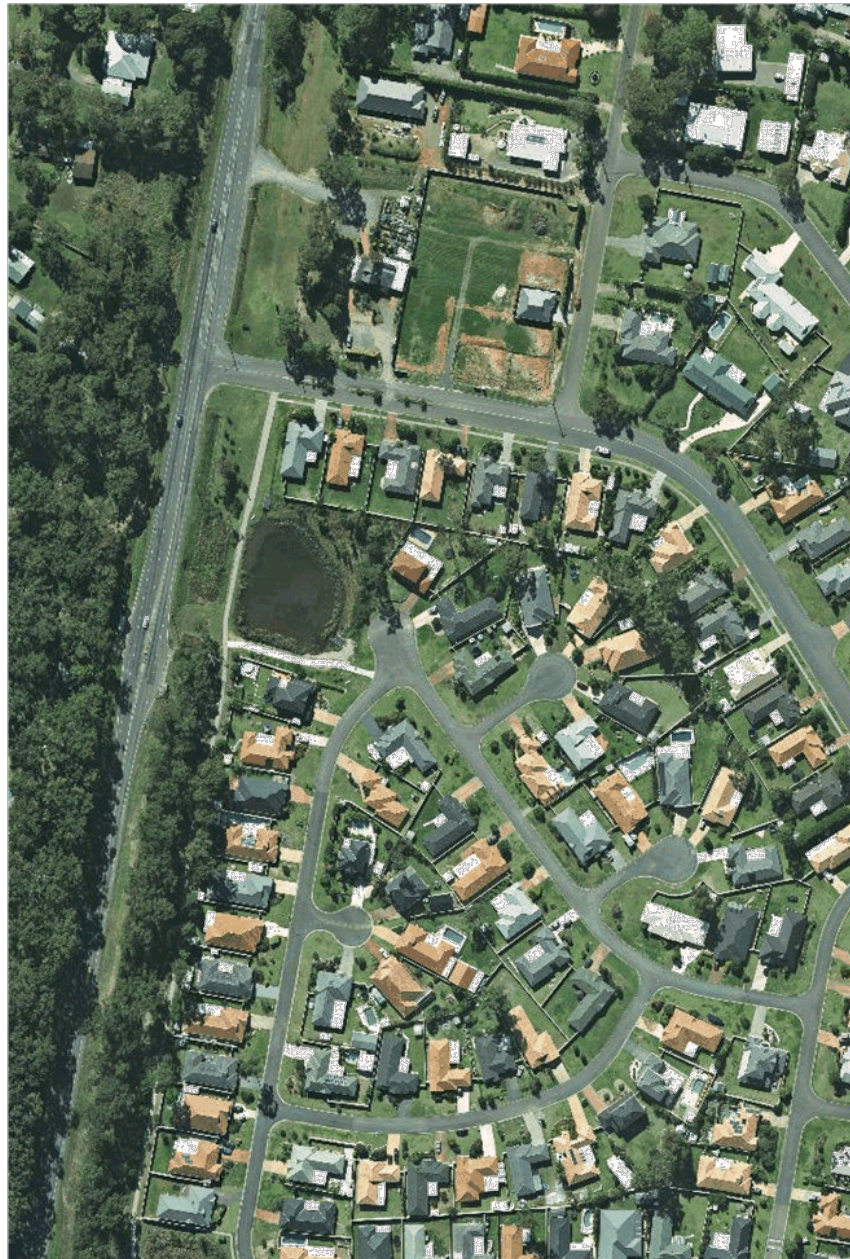


Figure 2: Aerial Photo showing vegetation.

- b) Allow for only low impact development within areas of Supplementary Koala Habitat and Habitat Linking Areas.

Comment:

Given the historical clearing and current approvals on the site, it is considered that any further development on the site would result in minimal, if any impact, or changes to the existing impacts on Koala Populations.

Any vegetation currently remaining on site would be protected by the development controls relating to boundary and street setbacks.

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- c) Minimise the removal of any individuals of preferred koala food trees, where ever they occur on the site: and

Comment

Taking into account existing approvals and the building setbacks around the winery, any future development would be considered to be unlikely to result in the removal of significant vegetation.

The bulk of the existing vegetation is located along the property boundary with Medowie Road. Given the development controls relating to development setbacks, it is considered that the remaining vegetation on site will be protected by Councils own Development Controls.

- d) **Not result in development which would sever koala movement across the site. This should include consideration of the need for maximising tree retention on the site generally and for minimising the likelihood of impediment to safe/unrestricted koala movement.**

Comment:

Given the existing approval, and construction of Seniors Living and associated fencing on the bulk of the site, along with the existing winery, it is considered that koala movement through the site is already restricted.

The change of zoning will not facilitate additional residential density, rather allow a change of usage of the existing buildings to cater to more than just the seniors market.

Development proposed on the winery site for accommodation and boutique commercial space, will occur on land that has previously been disturbed.

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MEDOWIE.**

Attachment 10: Post-Gateway – Economic Assessment (Jenny Rand, 2016)



**PIONEER RIDGE ESTATE
BOUTIQUE VINEYARD & WINERY
142 Kindlebark Drive, Medowie
PROPOSED REZONING**

ECONOMIC IMPACT ASSESSMENT

January 2016

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PIONEER RIDGE ESTATE BOUTIQUE VINEYARD & WINERY

PROPOSED REZONING

ECONOMIC IMPACT STATEMENT

Prepared for:

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ITEM 3 - ATTACHMENT 1 PLANNING PROPOSAL - KINDLEBARK DRIVE, MEDOWIE.**1. EXECUTIVE SUMMARY**

Maclyn Properties Pty has applied to Port Stephens Council seeking to amend the Port Stephens Local Environmental Plan (LEP) 2013 to rezone land bounded by Medowie Road, Kindlebark Drive and Heritage Avenue, Medowie from R5 Large Lot Residential to R2 Low Density Residential, and to allow additional permitted Schedule 1 uses on part of this land. The parcel of land for which additional uses were sought is known as Pioneer Ridge Winery, with the property description being Lot 10, DP1154803 located at 142 Kindlebark Drive Medowie. Current uses on this site are a boutique vineyard, cellar door outlet, restaurant, plant nursery and car parking. The additional permitted uses being sought are hotel or motel accommodation, function centre, restaurant or café, small bar, cellar door and commercial premises (being 'business premises', 'shops', and 'takeaway food and drink premises').

As part of the Rezoning process, Planning and Environment NSW and Port Stephens Council has requested the preparation of an Economic Impact Assessment to identify the role of the development site in the Medowie economy, address supply and demand, identify potential impacts on the Medowie town centre, assess the likely economic impacts of the proposed development including employment opportunities, output and value-added, and address a number of State planning policies and directives, including the Department's guide 'Right Place for Business and Service'.

The Economic Impact Assessment has found that:

- The proposed development will make a positive contribution to the Medowie economy, with this contribution including:
 - Provision of a range of facilities and services that will complement and strengthen the current retail 'offering' and experiences in Medowie and enhance the 'liveability' of the Medowie area. This in turn will assist in attracting new residents and businesses to the town.
 - Providing facilities and services (eg accommodation and function and meeting rooms) that will support development and businesses in the eastern and western growth corridors of Port Stephens LGA.
 - Diversifying and strengthening the attraction base of Medowie, and the Port Stephens LGA, which will encourage and support growth in visitation to the town.
 - Drawing visitors into and through the town centre. Through its location just north of the town centre, the proposed development is strategically placed to draw visitors from Pacific Dunes and Medowie Macadamias (located to the south of the town centre) and Grahamstown Reservoir (to the west) through the town centre, providing exposure to the town centre and increasing the opportunity for visitors to stop and spend.
 - Providing local employment opportunities. The proposed development will employ 4-5 workers over the proposed 3 year construction period and over 30 people (24FTE) when operational.
- Medowie is a nominated growth centre, with the population of the town (currently around 9,400), expected to nearly double by 2036. Medowie is also part of a larger growth corridor that will see substantial growth in the residential, retail, commercial, industrial, aviation and defence sectors over the next decade. Port Stephens LGA also has a strong and growing tourism sector. Demand for the facilities and services proposed in the Pioneer Ridge Estate development will grow in-line with population and economic growth in Medowie and the surrounding areas. The proposed development will also provide facilities and services that will service the residents and businesses located within these growth areas.
- In relation to supply, there is currently a limited supply of accommodation, quality function and meeting venues and specialty shops in Medowie and surrounding areas. The proposed development will help to address this.
- The proposed development is consistent with the criteria outlined in the 'Right Place for Business and Services' Planning policy. The development is an evolution of an existing business. It is located within the Medowie urban area, approximately 100 metres from the edge of the Town Centre precinct. It is located on Medowie Road

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which is a sub-arterial road and the main route through Medowie. It is situated on a regional bus route and is linked to the town centre by a shared pedestrian-cycleway. The development is also well positioned to become a small neighbourhood centre, meeting the day-to-day shopping needs of the surrounding residential and rural residential estates. The clustering of accommodation, function and meeting facilities, restaurant and specialty shops will contribute to reducing the number of trips made by visitors.

- The likely economic impact of the proposed development during the construction and operations phases are:

Table 1.1 Estimated Economic Impact – Construction Phase

	Direct Impact	Industry Effect	Consumption Effect	Total Impact
Output	\$1,440,000	\$1,163,520	\$498,240	\$3,101,760
Employment	5	5.3	3.2	13.5
Wages & Salaries	\$787,500	\$877,275	\$403,200	\$2,067,975
Value - Added	\$397,738	\$389,385	\$237,052	\$1,024,175

Table 1.2 Estimated Economic Impact – Operational Phase

	Direct Impact	Industry Effect	Consumption Effect	Total Impact
Retail				
Output	\$1,710,212	\$766,175	\$868,787	\$3,345,175
Employment	10.75	1.5	3.1	15.4
Wages & Salaries	\$654,749	\$180,710	\$202,317	\$1,037,777
Value - Added	\$1,013,194	\$328,275	\$474,175	\$1,815,644
Loft Restaurant & Function Centre and Boutique Hotel				
Output	\$3,149,017	\$1,539,870	\$1,281,650	\$5,970,537
Employment	13	2.2	2.2	17.3
Wages & Salaries	\$879,116	\$291,867	\$283,075	\$1,454,058
Value - Added	\$1,466,418	\$610,030	\$708,280	\$2,784,728
Total Development				
Output	\$4,859,230	\$2,306,045	\$2,150,438	\$9,315,712
Employment	24	4	5	33
Wages & Salaries	\$1,533,865	\$472,577	\$485,393	\$2,491,835
Value - Added	\$2,479,613	\$938,305	\$1,182,455	\$4,600,372

ITEM 3 - ATTACHMENT 1 PLANNING PROPOSAL - KINDLEBARK DRIVE, MEDOWIE.**2. INTRODUCTION**

Maclyn Properties Pty Ltd has applied to Port Stephens Council seeking to amend the Port Stephens Local Environmental Plan (LEP) 2013 to rezone land bounded by Medowie Road, Kindlebark Drive and Heritage Avenue, Medowie from R5 Large Lot Residential to R2 Low Density Residential and to allow additional permitted Schedule 1 uses on part of this land. The parcel of land for which additional uses were sought is known as Pioneer Ridge Winery, with the property description being Lot 10, DP1154803 located at 142 Kindlebark Drive Medowie. Current uses on this site are a boutique vineyard, cellar door outlet, restaurant, plant nursery and car parking. The additional permitted uses being sought are:

- Hotel or motel accommodation
- Function centre
- Restaurant or café
- Small bar
- Cellar door premises
- Commercial premises being 'business premises', 'shops', and 'takeaway food and drink premises'.

In July 2015 Port Stephens Council adopted the proposal to amend the LEP and forwarded the Planning Proposal to the Planning & Environment NSW for a Gateway Determination and delegated authority to make the amended plan.

In September 2015, under Section 56(2) of the Environmental Planning and Assessment Act, Planning & Environment NSW, approved the amendment to the LEP subject to a number of conditions. Planning & Environment NSW has authorised Port Stephens Council to prepare the rezoning and amendments to the LEP.

As part of preparing the amendments to incorporate the additional permitted uses, Port Stephens Council has requested a number of additional studies including an Economic Assessment for the proposed development. Council has advised that the Economic Assessment should address:

- *'To justify the additional permitted uses a commercial study is requested to support the argument/ provide economic merit and demonstrate the demand for such facilities.*
- *Identify the role of the site in the Medowie economy.*
- *Identify the economic and employment effects on the site.*
- *Identify any economic effects on the Medowie town centre (supply and demand).*
- *Consideration of the Department's guide Right Place for Business and Services for existing isolated commercial developments.*
- *Address EP and A Act (1979) Section 117 Direction 1.1 Business and Industrial Zones; the assessment should inform the amendments to the S117 Directions - 3.4 Integrating Land Use and Transport, 5.1 Implementation of Regional Strategies and 6.3 Site Specific Provisions.*
- *Consider the suitability of these floor space limits.*
- *Consideration on job creation – the number of jobs/and impact on wages and salaries.*
- *Anticipated Output based on capital expenditure.*
- *Value added (or gross regional product)'.*

Maclyn Properties has retained Jenny Rand & Associates to prepare the Economic Assessment.

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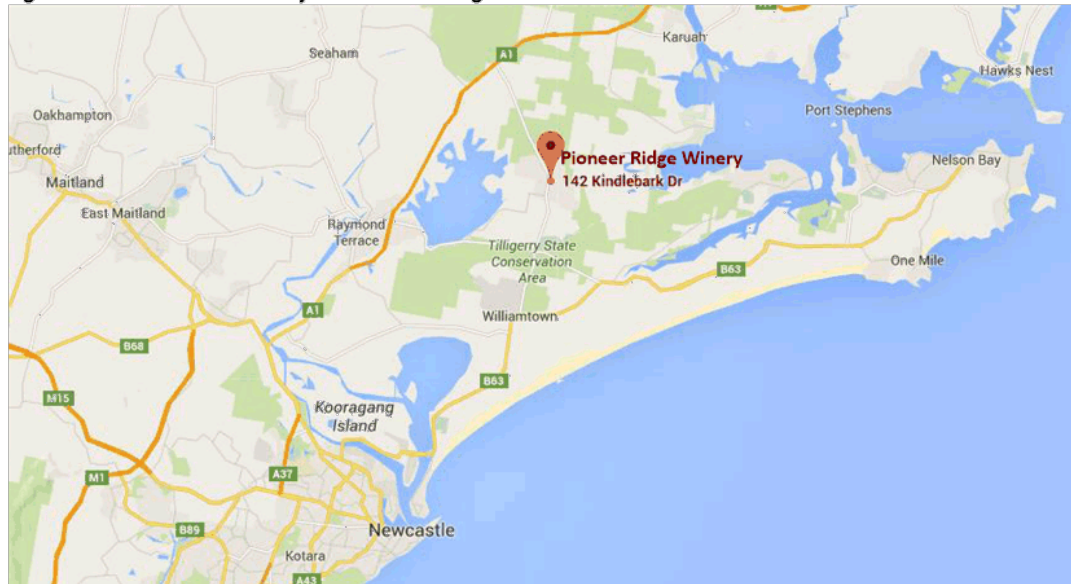
3. THE SUBJECT LAND: PIONEER RIDGE ESTATE BOUTIQUE WINERY

3.1 Location & Access

The subject land is located on the corner of Medowie Road and Kindlebark Drive, Medowie, with the site having frontage to and access from both roads. Medowie Road is a regional sub-arterial road, linking the Pacific Highway at Twelve Mile Creek to Newcastle Airport and the RAAF Base at Williamstown. The subject land is located approximately 9.5km south of the Pacific Highway and 10km north of Newcastle Airport.

Medowie Road is part of the access network for the eastern half of Port Stephens LGA. Just south of Medowie, this road intersects with Richardson Road which is the main link road between the Pacific Highway at Raymond Terrace and the Tomaree and Tilligerry Peninsulas. These Peninsulas are popular tourist destinations. Medowie Road is also a popular tourist drive, with attractions along the route including Fighter World (RAAF Museum), Medowie Macadamias, Pacific Dunes Golf Course, Pioneer Ridge Estate Boutique Winery and Restaurant, and a number of farm gate outlets. Kindlebark Drive is a collector road for the adjoining Kindlebark Residential estate as well as the access road to Kindlebark Oval and the Medowie Little Athletics Centre.

Figure 3.1 Location of the Subject Land – Sub-Regional Context.

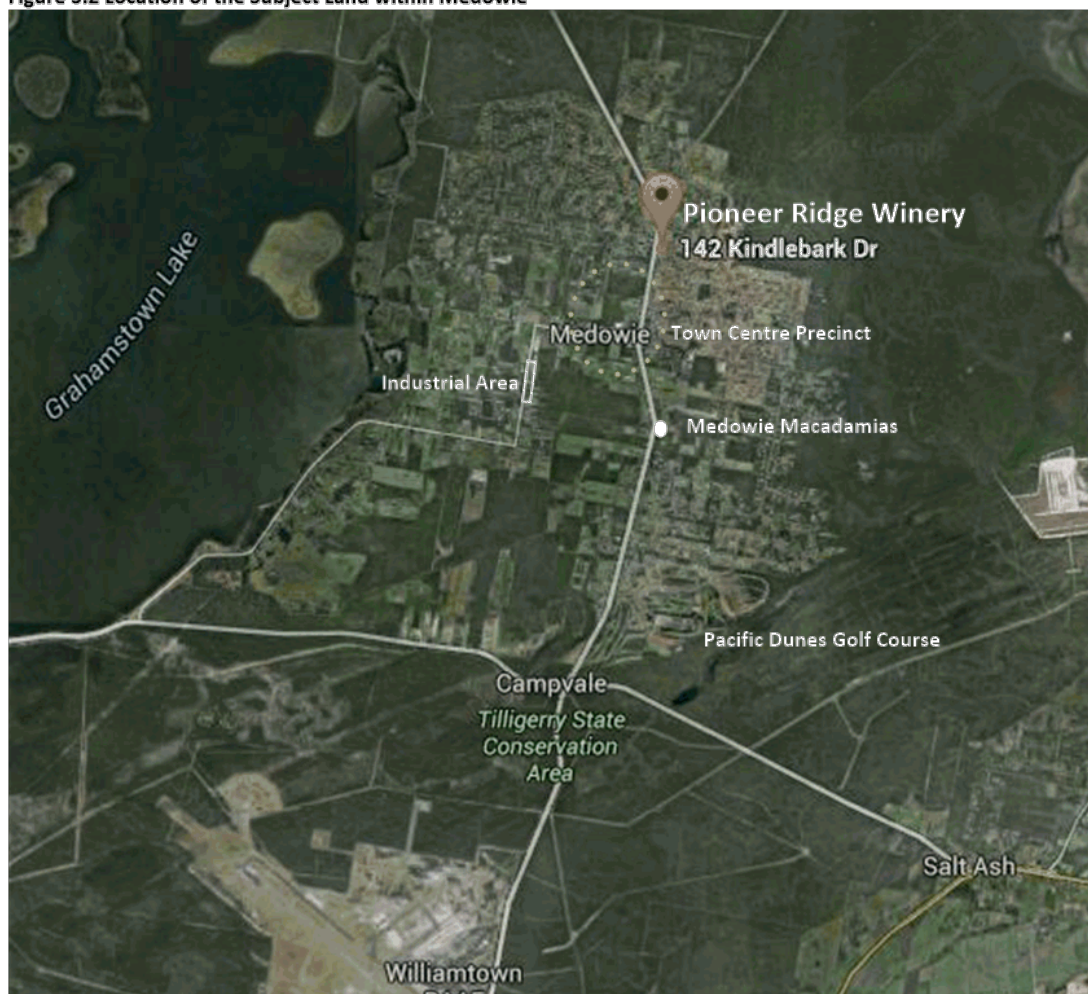


Within Medowie, Pioneer Ridge Winery is located approximately 600-800 metres north of the Medowie shopping centre and sits just north (approximately 100m) of the Town Centre precinct as defined by the draft Medowie Strategy (2015) and draft Medowie Town Centre Masterplan (2015) (Figure 3.3). Medowie Macadamias and Pacific Dunes Golf Course are located in Medowie Road 2km and 4km respectively, south of Pioneer Ridge Winery.

Pioneer Ridge Estate Boutique Winery is located on a bus route, with the bus stop being situated on Medowie Road approximately 80 metres south of the site. The bus route, operated by Hunter Valley Coaches, runs from Raymond Terrace to Stockton (ferry terminal) via Medowie and Newcastle Airport. From Monday to Friday, there are 14 buses per day, with 10 buses on Saturday and 4 on Sunday. This service connects with services at Salt Ash to Lemon Tree Passage (Hunter Valley Coaches), the Tomaree Peninsula (Port Stephens Coaches) and to Newcastle Station and Coach Terminal (Port Stephens Coaches). At Newcastle Airport, the service also connects with services to Newcastle via the industrial areas of Kooragang Island, Mayfield and Tighes Hill (Hunter Valley Coaches).

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Figure 3.2 Location of the Subject Land within Medowie



The Site is also located on the shared pedestrian – cycleway which runs from Medowie, along the Grahamstown Reservoir Foreshore to the Lakeside sporting complex and onto Raymond Terrace.

3.2 Current Use of the Subject Site

Pioneer Ridge Winery is a boutique vineyard and cellar door. Current uses on the site are:

- Boutique vineyard
- Cellar door outlet
- Restaurant – with indoor and outdoor dining
- Small outdoor stage and entertainment area
- Plant nursery – gift shop
- Off-street parking

The restaurant, Bel Piatto, is an Italian restaurant that is open for dinner seven days per week, and for lunch on Sundays. It also opens at other



Figure 3.3 Subject Land in relation to the Medowie Town Centre Precinct as defined by the Medowie Planning Strategy 2015

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times for group and function bookings. The restaurant seats around 80 – 90 people with a mix of indoor, verandah and outdoor seating. Part of the restaurant can be closed off to create a small function area which seats around 30, with the function area being very popular for birthday parties and social functions. The restaurant also provides takeaway food and offers a home delivery service. The outdoor stage area is used occasionally for live entertainment. The restaurant draws primarily from the Medowie – Williamstown – Lakeside – Salt Ash - Karuah area, with the secondary trade area including Raymond Terrace and residents of the eastern areas of the Port Stephens LGA. The restaurant also attracts visitors to the area, particularly on weekends and during school holidays, as well as some passing traffic.

The Pioneer Ridge Estate vineyard and cellar door was established in 1979 as a boutique property. The cellar door incorporates a wine cellar and a small wine tasting area. The adjoining plant nursery primarily sells pots and garden ornaments.

3.3 Surrounding Land Uses

The vineyard was established when Medowie was primarily a rural area. Land around the vineyard has been progressively subdivided and developed for residential use. The land abutting the vineyard is currently being developed for over 55 housing, with 17 dwellings in the complex. To the south and east is the Kindlebark Estate, a large residential subdivision with Kindlebark Drive being the main collector road. This Estate continues south to Ferodale Road. Large rural residential estates are located to the north and west of the vineyard. Further north, Council has approved a large rural-residential estate (The Bower) along Boundary Road. This estate will provide in the order of 350 lots, with lot sizes ranging upwards from 1000 square metres. Further north is the Medowie State Forest.

The Medowie Shopping Centre is located in Ferodale Road, approximately 600-800 metres south of the vineyard. The shopping centre is anchored by Coles and Woolworths supermarkets and the Bull N Bush Hotel. There are also two small plazas providing 26 specialty shops. These shops are occupied by a mix of retail outlets, eateries and professional, commercial and personal service providers, with the mix dominated by the service providers (see Section 6.2). There are also businesses located outside of the shopping centre, spread along Ferodale Road. A small light industrial estate is located in Abundance Drive, with the estate housing a mix of automotive, construction, storage and rural service providers.

The area extending west from Abundance Drive through to Grahamstown Reservoir is a mix of rural residential, market gardens and rural activities, with some rural residential allotments used for home-based businesses.

The area extending along Medowie Road south of Ferodale Road is a mixed use – transition zone. There is a large residential estate adjoining the Pacific Dunes Golf Course, rural residential allotments, market gardens and farm gate outlets, and Medowie Macadamias which is a macadamia nut plantation with a processing plant and café (120+ seats) - retail outlet. There is also a service station with two small commercial tenancies (a Takeaway and Real Estate Office) as well as a number of businesses (eg florist, caravan repairs) operating from rural residential properties.

Based on businesses listed in 'whereis.com.au' and business signs identified during the land-use assessment undertaken as part of this study, there are over 100 registered businesses operating from residential and rural properties within Medowie (ie located outside of the two areas zoned for commercial and industrial use).

Appendix 1 provides a list of businesses within Medowie and the surrounding area.

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Maclyn Properties are proposing a staged development for Pioneer Ridge incorporating:

Stage 1: The Loft

- Restaurant – café and bar with indoor and outdoor dining (retaining current uses).
- Wine cellar and function centre, with the function centre able to seat 100-120 people.
- Small enclosed landscaped courtyard to support the function centre.
- Boutique accommodation – 3 deluxe ensuite rooms.

Stage 2: The Piazza

- Commercial development – two small buildings with a total maximum floorspace of 500 square metres, to house specialty shops (commercial premises). The types of shops envisaged include a specialty deli, patisserie, hair & beauty, boutique, and gift shop - gallery.
- Cobblestone Plaza – landscaped with outdoor seating.

Stage 3: Accommodation

- Small, up market boutique hotel– capable of accommodating a coach tour group
- Guest swimming pool

Onsite car parking is also proposed. Part of the vineyard will be retained, with additional vines planted as part of the landscaping. The vines will contribute strongly to the character and ambience of the development. The vineyard area, function centre deck and function centre courtyard will be suitable locations for small wedding ceremonies.

While a preliminary concept (building footprints) has been prepared for the property, design drawings have only been prepared for Stage 1 – The Loft. The number of shops in the Piazza and the number of rooms in the Boutique Hotel are yet to be determined. In preparing this Assessment assumptions have been made that there will be 6 shops and up to 30 rooms in the Hotel.

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5. THE ROLE OF THE KINDLEBARK SITE IN THE MEDOWIE ECONOMY

5.1 Medowie – Overview

Medowie is located to the east of Grahamstown Dam approximately 30 kilometres north of Newcastle, 15 kilometres north-west of Raymond Terrace, 10 kilometres north of Newcastle Airport and 5km north of the Williamstown RAAF base.

Medowie was originally settled as a farming and forestry area. Williamstown RAAF base was established in 1941 and progressively expanded over the next 4 decades. In the 1980's the base was upgraded to tactical fighter status, resulting in further growth and an influx of personal. Around the same time, there was a property boom in Medowie with the release of both residential and rural residential estates surrounding the small village centre. In 2005, the development of Pacific Dunes integrated golf – residential resort just south of the village resulted in a further influx of residents. Since 2005, six residential 'estates' within the resort have been developed (over 700 lots) with two additional estates recently released.

Medowie Plaza was developed in 1984 with a supermarket (now a Coles) and a small shopping arcade. The town centre was expanded in 1994 with the development of the adjoining Ferodale Plaza, and again in 2014 with the addition of a Woolworths Supermarket (3,865m²). With the adjoining tavern there is now around 11,196 square metres of retail floorspace within the Centre. There is also a small light industrial area in Abundance Drive and a diverse range of commercial and home-based businesses operating from residential and rural-residential areas within the locality.

The sealing of Medowie Road in 2006 provided an alternative access route to Newcastle Airport and the settlements around the southern foreshore of Port Stephens for travellers arriving in the LGA from the north. Medowie Road is classified as a sub-arterial road and is the primary movement corridor within the locality. Medowie Road carries both local and passing traffic. Medowie Road to the north of the Pioneer Ridge Estate site carries an average of 2,970 vehicles per day, with traffic volumes increasing to 6,489 vehicles per day, in the section of Medowie Road between Kindlebark Drive and Ferodale Road, and to 9,238 vehicles per day just south of the access road into the Pacific Dunes Estate¹.

In 2006, the Lower Hunter Regional Strategy identified Medowie as a major urban land release area, with Medowie identified as a future town within the Lower Hunter sub-region. Structure planning for Medowie was undertaken in 2006 with this incorporated into the Port Stephens Settlement and Infrastructure Strategy (CSIS) in 2007. The CSIS identified Medowie as a new town, with an urban release area of 2,000+ residential and rural-residential lots to come on-line over the next 15-20 years, supporting a population increase of approximately 8,100 people. The Port Stephens Planning Strategy 2011-2036 identified Medowie as a Priority 1 Urban Release area.

In April 2013, Port Stephens Council adopted the 'Medowie Strategy' which provides the Structure Plan for the future growth of Medowie. Due to growth pressures, Council has revised the Strategy and in November 2015 adopted the draft Medowie Planning Strategy. This Strategy will go on public exhibition in February 2016. The draft Strategy identifies areas within Medowie suitable for future residential and rural residential development. The estimated lot yield is 2,200-2,600 additional residential lots and 294 additional rural residential lots. The population of Medowie is forecast to grow from 9,400 (2014 population estimate) to



Figure 5.1 Average Daily Traffic Volumes, Medowie Road

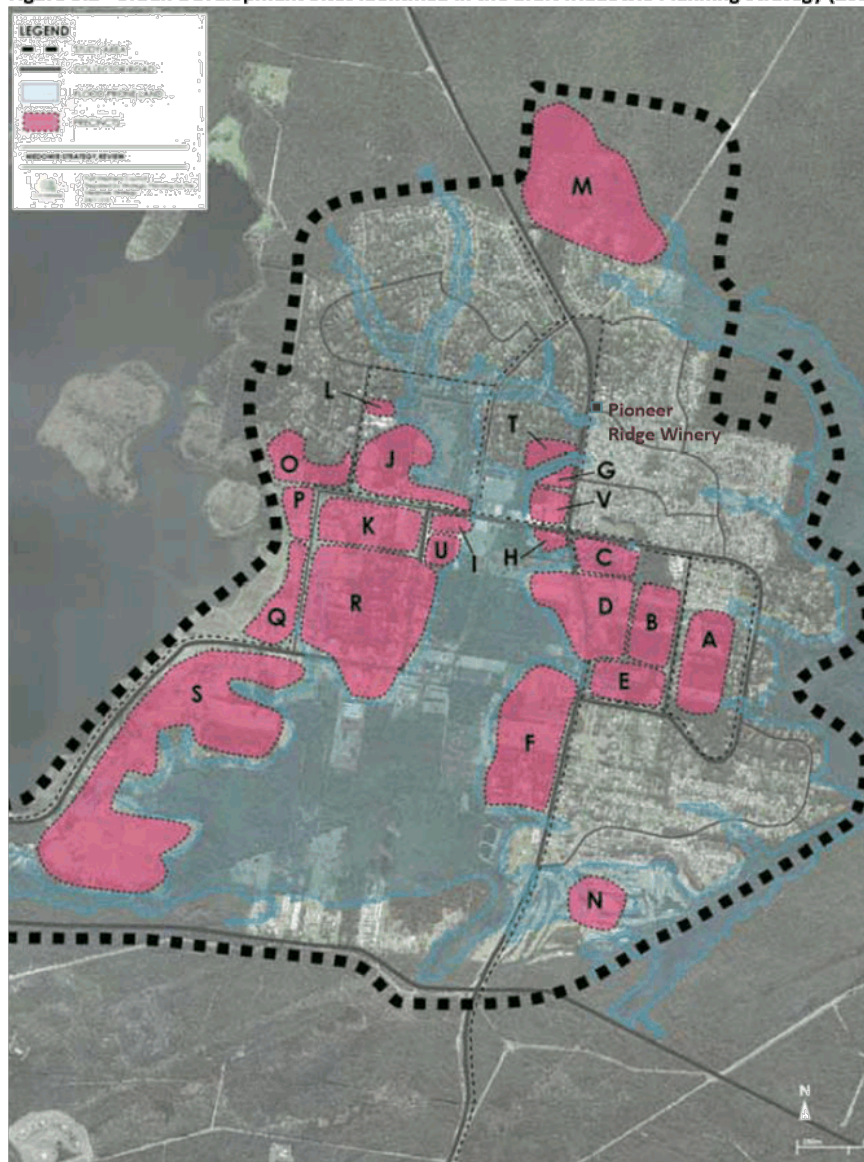
¹ Traffic volumes taken from the Medowie Strategy, Amendment No 1, April 2013.

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16,940 – 18,040 by 2036, with 6,700-7,800 additional people located within the residential area and 840 people in new rural residential estates. Medium density housing will be provided in the Town Centre precinct.

Residential estates that have been approved and likely to come-on line in the next few years include The Bower (345 lots located just north of Pioneer Ridge), the Kingston Estate (320 lots), Pacific Dunes (100 lots) and Waterside Pastures (30-35 rural residential lots).

Figure 5.2 Urban Development Sites identified in the draft Medowie Planning Strategy (2015)

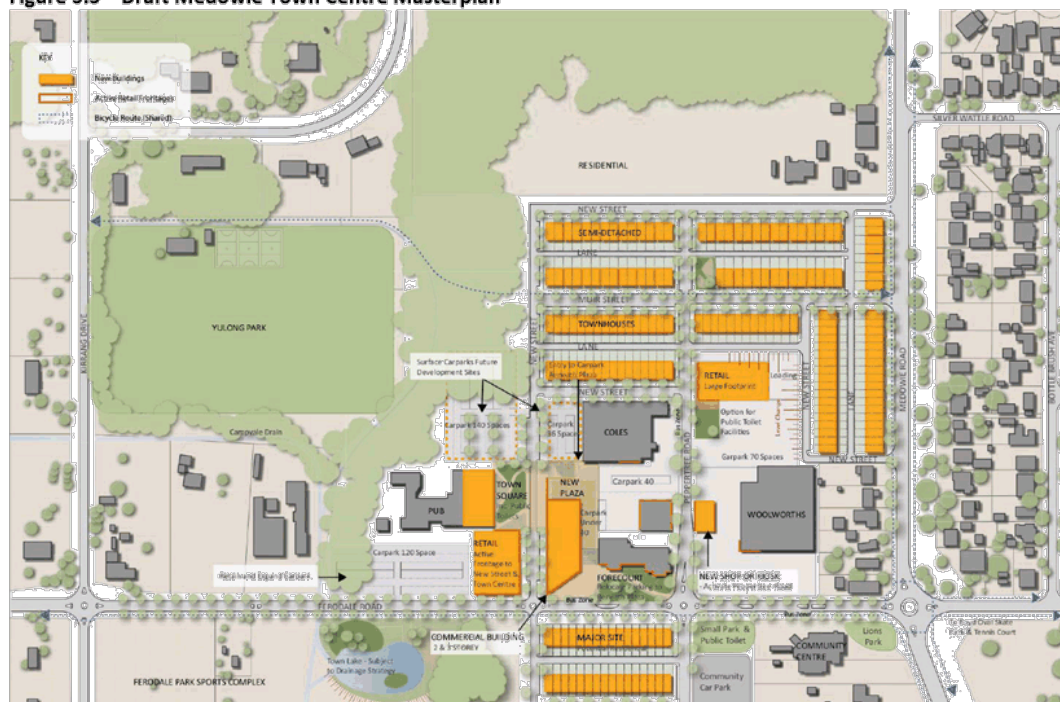


The draft Medowie Planning Strategy proposes expanding the Town Centre by 3.7 hectares, from 5.7 hectares to 9.4 hectares. The draft Medowie Town Centre Masterplan identifies sites for a large 'box' retail development (eg a discount department store), additional shops, a commercial office complex and medium density residential development.

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Figure 5.3 Draft Medowie Town Centre Masterplan



While the draft Medowie Planning Strategy aims to consolidate the Medowie Town Centre as the 'heart' for the social and economic life of the Medowie community, it recognises Pioneer Ridge Winery, Medowie Macadamias Pacific Dunes Golf Resort and a number of other businesses located outside of the Town Centre precinct as site specific commercial uses. The draft Strategy also proposes that in order to meet the immediate day-to-day needs of residents, 'neighbourhood shops' will be permitted (with development consent) in residential and rural-residential areas.

Medowie will remain primarily a dormitory suburb, with a concentration of residents working at the RAAF Base, Newcastle Airport, the Raymond Terrace – Heatherbrae – Tomago area and the industrial estates and business parks in Newcastle City. Economic activities within Medowie include retail, light industrial, rural, health and education services, and tourism.

Medowie has a small tourism sector. The main attractions are:

- Pacific Dunes Golf Resort – award winning Championship course ranked in the top 100 golf courses in Australia.
- Medowie Macadamias (plantation, tours, café – retail outlet) - the café is a popular attraction within the LGA, drawing patronage from the coastal destination areas as well as patronage from the surrounding region.
- Pioneer Ridge Boutique Winery and Bel Piatto Restaurant.
- Grahamstown Reservoir – popular for picnics, cycling and sailing.
- Medowie Markets (monthly market).
- Market gardens and farm gate outlets.
- Fighter World at the Williamstown RAAF Base.

Visitor accommodation within Medowie is very limited. The Bull N Bush Hotel has 10 budget motel rooms. There is also a Bed & Breakfast – Fairway Manor, located in the Pacific Dunes Estate. The accommodation attracts a range of visitors including business and work-related travellers (eg construction and infrastructure contractors), people flying in and out of Newcastle Airport who are looking for budget accommodation, golfers, people visiting friends and relatives in the Medowie area, and overflow from the coastal destinations (when booked out, or people looking for more cost effective accommodation).

ITEM 3 - ATTACHMENT 1 PLANNING PROPOSAL - KINDLEBARK DRIVE, MEDOWIE.**5.2 Role of the Kindlebark Site (Pioneer Ridge Boutique Winery) in the Medowie Economy****Current Role**

The current role of the activities undertaken on the Pioneer Ridge Boutique Winery site within the Medowie community and economy are:

- High profile Italian restaurant (Bel Piatto) which services the Medowie community and draws patronage from the surrounding region. Restaurant patrons coming into Medowie may also patronise other local businesses.
- Availability of an attractive small function venue – providing a different ‘experience’ to that offered by Pacific Dunes, the Bull N Bush Tavern and the community centre. Visitors coming into the area to attend functions, occasionally stay in local accommodation and also patronise other Medowie businesses.
- Part of the attraction base of Medowie, complementing the higher profile attractions in Medowie and contributing to the Port Stephens food and wine experiences promoted by Port Stephens Tourism.
- Provides employment, with the restaurant employing 7-8 core staff with additional casuals as required. The vineyard, cellar door and nursery also employ 1-2 casual staff.
- Grapes harvested at the vineyard are made into wine and bottled within the Hunter Region, contributing (albeit a very small contribution) to the regional wine industry.

Future Role

With the proposed development, the role and contribution of the subject site within the Medowie community and economy will increase significantly, with the contribution including:

- Quality restaurant. The restaurant will continue to service the Medowie community as well as the surrounding area, including the proposed urban release area at Kings Hill (12,000 additional people) and the RAAF Airbase.
- Quality boutique function venue (with a vineyard setting), accommodating up to 120 guests, banquet style. The function centre will attract both functions and meetings, including the high yielding weddings markets. This will have flow-on benefits for local businesses, including businesses such as the florist, hair and beauty service providers, food suppliers, DJ, photographers, accommodation etc.
- Higher profile, quality tourist attraction, complementing and strengthening Medowie’s product and experience base. The Italian Piazza with its specialty shopping and vineyard setting, will attract visitors into Medowie and encourage visitors to stay longer and spend more money within the town. The proposed development is a ‘good fit’ with Medowie Macadamias and the farm gate outlets within the area and is likely to appeal to passing motorists. Being located north of the shopping centre, the proposed development will also draw visitors from Pacific Dunes Golf Resort and Medowie Macadamias (which are located on the southern edge of the town) through the town providing ‘exposure’ and potential patronage for the businesses located along Medowie Road and in the Medowie town centre. Likewise the proposed development has the potential to draw visitors to the Grahamstown Reservoir through the town centre. The proposed development will also strengthen the attraction base in the central corridor of the Port Stephens LGA, encouraging visitors staying in the coastal destinations to explore the Williamstown – Medowie – Raymond Terrace – Karuah area.
- Potential (in the short term) to become a ‘social hub – meeting place’ for the Medowie community and an attractive place where residents can take their visiting friends and relatives. While the implementation of the draft Medowie Town Centre Masterplan will ultimately improve the presentation and amenity of the Medowie Town Centre and create an attractive social hub, this is likely to take a number of years and significant public and private sector investment to achieve.

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- Provision of additional retail and commercial floorspace within Medowie. Floorspace within the Medowie town centre is at a premium, with only one vacant shop in the town centre. The draft Medowie Town Centre Masterplan recognises that there are some 'missing uses' within the Medowie Town Centre including specialty retail. The proposed development will help to address this issue. Additional floorspace may also provide the opportunity for new business start-ups and/or provide premises to enable some of the local home-based businesses to grow.

The proposed shops may also function as 'neighbourhood shops' servicing the adjoining Kindiebark Estate as well as the rural-residential estates on the north and north-western edges of the town². The shops will be very convenient for the adjoining over 55 residential complex and be more accessible and safer to access than the town centre for younger people in the adjoining residential area. The subject site is also located on the local bus route and on the cycleway network and will potentially service users of these transport modes.

- Provision of quality, boutique accommodation within Medowie. In addition to servicing the on-site function centre (function guests and meeting delegates), the accommodation is also likely to attract:
 - Golfers and Golf Club patrons – with the opportunity for the property to work with the Golf Club to offer a range of mid-week and weekend golf packages. It will also provide accommodation for people attending golf clinics, tournaments and functions at the Golf Club.
 - People attending functions and events in the Medowie and central areas of the LGA.
 - Business and work-related travellers, including people working at Newcastle Airport and the RAAF Base. It will provide an attractive alternative to the Mercure Hotel at Williamstown, providing access to a range of eateries and activities in Medowie as opposed to a hotel located in a business park.
 - Contactors and service providers involved in the development of the new estates and residential development in Medowie and surrounding areas, and possibly in the proposed extension of the Pacific Highway and, depending on timing, the expansion of the Williamstown RAAF base.
 - People flying in and out of Newcastle Airport, with the property providing an attractive alternative to the Mercure Hotel. The property will also attract 'overflow' patronage when the Mercure is booked out and provide an option for the Airlines to accommodate people when needed (eg delayed or cancelled flights, air crew etc).
 - Event attendees and overflow from surrounding areas, including from the holiday towns in peak time and during major events held in Port Stephens LGA and the Lower Hunter (eg the large concerts at Pokolbin and large sporting and entertainment events in Newcastle).
 - The visiting friends and relatives market (VFR) – including people coming into Medowie for social functions and activities. Research into the VFR market, shows that around 50% of VFR visitors stay in commercial accommodation as opposed to homes of friends and relatives³.
- Provide local employment, including full-time, part-time and casual jobs for both qualified and entry level staff. As discussed in Chapter 7, the proposed development is expected to employ 4-5 builders plus a range of contractors over the 3 year construction period, and over 30 staff when operational. Wages paid directly to staff during construction will inject in the order of \$787,000 into the local economy, with the estimated wage bill being just over \$1.53 million per annum when the development is fully operational.

² The draft Medowie Planning Strategy 2015 recognises the need for neighbourhood shops located within residential and rural residential areas to meet the immediate, day-to-day needs of residents.

³ My Travel Research (2015) Visiting Friends & Relatives Market

ITEM 3 - ATTACHMENT 1 PLANNING PROPOSAL - KINDLEBARK DRIVE, MEDOWIE.**6. SUPPLY & DEMAND – POSSIBLE IMPACT ON MEDOWIE BUSINESSES****6.1 The Changing Environment – Potential Drivers of Demand**

The proposed development is located within the Eastern Growth Corridor of Port Stephens LGA. It is also well located to service the Western Growth corridor which includes the Kings Hill urban release area. These corridors are, and will continue to experience strong growth in the residential, business and defence sectors. Key changes include:

- Medowie is a nominated growth area. It is one of the fastest growing areas within Port Stephens LGA, with the population of the town (currently 9,400 people) expected to nearly double by 2036.
- Kings Hill, on the western side of Grahamstown Reservoir is also a significant urban release area, with this area to accommodate around 12,000 additional people over the next two decades. Located less than 20 kilometres from Medowie, residents of the Kings Hill area will form part of the catchment area for the proposed development as well as for other attractions, facilities and services in Medowie including the Pacific Dunes Golf Course, Medowie Macadamias and Grahamstown Reservoir.
- Significant expansion of commercial activities in Raymond Terrace and in the business parks and industrial estates at Heatherbrae, Tomago and Newcastle Airport. This is potentially a source of corporate business (meetings, seminars, workshops, functions and accommodation) for the proposed development.
- Continued growth in the number of flights and passengers through Newcastle Airport. From 2003 to 2014/15, passenger numbers increased by 434% from 214,000 to 1,144,000. Newcastle Airport is being progressively expanded and upgraded, with the Airport seeking to increase capacity on existing domestic routes, expand its domestic route network, grow its international charter flights, and introduce RPT international services. The Newcastle Airport Masterplan is planning for passenger numbers of 3 – 4 million per annum when the Airport is fully developed.
- \$1.5 billion expansion of the Williamstown RAAF base over the next 5 years to accommodate the Joint Strike Fighters. An additional 950 people are expected to be stationed at the base. The Base will also see an increase in visitors and contractors.

Port Stephens LGA is also continuing to grow as a tourism destination. Destination NSW estimates that for the YE September 2014, the LGA attracted 1.366 million visitors incorporating 26,000 international and 641,000 domestic visitors who stayed one or more nights in the LGA, as well as 699,000 domestic day-trippers. Dining out and shopping are in the top 4 activities undertaken by visitors to the LGA.

6.2 Supply & Demand for the Proposed Development**Restaurant**

The restaurant is an existing business that has been operating successfully, for dine-in and takeaway, for around nine years. It sits alongside other eateries within the Medowie area, including:

- Four restaurants that provide evening meals – the Dunes Café and Bar at the Pacific Dunes Golf Club, the bistro at the Bull N Bush Hotel, Chinese Restaurant adjacent to the Bull N Bush and the Jasmine Thai Restaurant in the town centre.
- Four cafes – the Oasis, Tall Trees and the Bakehouse in the Medowie town centre and the Medowie Macadamias café – which are open for breakfast and lunch.

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- Three takeaways – Domino's Pizza and Magic Noodle in the town centre and the Call In Kitchen on Medowie Road.

Demand for restaurants and eateries within Medowie will increase in-line with residential and commercial development within Medowie and the surrounding area. Due to differences in cuisine and 'ambience', the proposed upgrading of the restaurant will have no or very minimal impact on the trading performance of the existing restaurants in Medowie.

Function Centre

The proposed function centre will be a boutique operation targeting small meetings, seminars and workshops, plus corporate and social functions. There are four venues within the Medowie area that are regularly used for functions:

- Bel Piatto Restaurant (located at Pioneer Ridge Boutique Winery) – small function area for up to 30 people, with the option to book additional tables or the whole restaurant.
- Pacific Dunes Golf Club - the Club can accommodate up to 70 people in the Dunes-Café Bar and up to 140 people in a marquee erected adjacent to the Club. The Golf Club is currently being expanded to include a function centre that will seat up to 200 guests banquet style.
- Bull N Bush Hotel – function room that can accommodate around 80 people banquet style.
- Medowie Community Centre – the Community Centre provides two function rooms able to seat 120 in the large hall and 70 in the smaller hall. The Community Centre is a 'hire venue' only and does not provide catering.

There are also a number of function and meeting facilities within the surrounding area including:

- Mercure Hotel at Newcastle Airport - a function – meeting room that can seat 120 theatre style with this room divisible into two smaller rooms plus two boardrooms, each seating 12 people.
- Fighter World at Williamstown – a unique venue that caters for functions up to 200 guests within the exhibition hanger.
- Cookaburra Restaurant and Function Centre at Bobs Farm. Specialises in weddings of up to 100 guests.
- Club Lemon Tree, at Lemon Tree Passage.
- Tilligerry RSL Sports Club and Golf Club at Tanilba Bay, with both venues seating up to 150 banquet style.
- RSL Club and Big 4 Caravan Park at Karuah.
- Sir Francis Drake Motel at Heatherbrae – 3 function – meeting rooms capable of accommodating around 120, 60 and 20 delegates theatre style, with the largest room accommodating around 100 for a function.
- Motto Farm Motel at Heatherbrae – 2 function rooms, seating up to 120 guests banquet style.
- Raymond Terrace Bowling Club and the Muree Golf Club at Raymond Terrace. The Bowling Club has an auditorium that can seat 200 theatre style and 130 banquet style, with this room divisible into a number of smaller rooms.
- A range of conference and function facilities on the Tomaree Peninsula and in Newcastle City.

Tourism Port Stephens is actively targeting the business events and weddings markets. The proposed development will provide a quality boutique venue with a vineyard setting that can be promoted as part of the product offering in the LGA. Demand for function venues will increase in-line with population growth within Medowie and the surrounding areas. Growth in retail, commercial and industrial activities within the Williamstown, Heatherbrae, Tomago and Raymond Terrace areas will also generate additional demand for function and meeting facilities.

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Specialty Shops

The proposed development will incorporate a number of small, specialty shops as part of the Piazza. The shops will be lifestyle oriented and provide different products and experiences to that offered by the Medowie Town Centre.

The Medowie Town Centre is essentially a local shopping centre. The catchment area for the centre includes Medowie, Karuah, Swan Bay, Salt Ash, Williamtown and Fern Bay⁴. The Centre has two supermarkets, a hotel (with attached bottle shop, Chinese restaurant, motel and real estate agent) and 26 shops. The shops house a range of convenience goods stores, eateries and professional, commercial and personal service providers. The supermarkets account for around 62% of the current floorspace. The current retail and commercial mix is:

Table 6.1 Retail Mix Medowie Town Centre (December 2015)

Type	Mix [#]	No. Businesses
Supermarkets	Coles & Woolworths + BWS	2
Hotel (with Bistro)		1
Motel		1
Eatery	Restaurant (2) Café (3) Takeaway (2)	7
Food & Liquor	Butcher (1), Bottle shop (2)	3
Clothing	Children's clothing (1)	1
General Retail	Newsagent / PO (1), Video (1) 2 nd hand books (1) Chemist (1)	4
Professional Services	Medical (1) Legal (1) Physiotherapy (1) Dentist (1) Vet (1)	5
Commercial Services	Real Estate (2) Tax Agent (1) Travel Agent (1), Building Society (1)	5
Personal Services	Hair & Beauty (2) Massage (1)	3
Vacant		1
Total		32

In determining the retail mix, the businesses located within the Bull N Bush Hotel complex are listed as separate businesses.

The Centre is dominated by supermarkets and service providers and, as identified in the draft Medowie Town Centre Masterplan 2015, lacks of specialty retail shops. There are also no neighbourhood shops within residential areas within Medowie to meet the immediate day-to-day needs of local residents. There is a high level of out-shopping from Medowie with leakage to Raymond Terrace, Green Hills and Maitland and to the large shopping malls in Newcastle City.

There is currently 1 vacant shop within the Centre, with the shop located in the older Medowie Plaza. Vacancy rates within the Centre have been very low for a number of years. When the Commercial and Industrial Lands Study was undertaken in 2010, the vacancy rate was less than 1% with only one vacant shop at this time. There are a number of retail (hardware, takeaway, chemist, nursery, restaurant) and service providers (medical, hair & beauty, real estate) located outside of the Town Centre on Medowie and Ferodale Roads. There are also over 100 businesses operating from residential and rural-residential properties within Medowie. (See Appendix 1).

The draft Medowie Planning Strategy proposes to expand the commercial zone by 3.7 hectares. The draft Medowie Town Centre Masterplan makes provision for a 'large box' retail development (eg a discount department store), a commercial office complex, additional specialty shops and medium density housing.

The proposed Pioneer Ridge Estate development will provide a few specialty lifestyle and boutique shops in an attractive setting. As such it will diversify, complement and strengthen rather than compete with the existing retail 'offer' in Medowie. It will also enhance the 'liveability' of Medowie for both existing residents and people looking to move to the area.

Being located just north of the Town Centre, the proposed development is also likely to have 'spin-off' benefits for the town centre. Visitor activity is currently concentrated around the periphery of Medowie, primarily south of the town centre at Pacific Dunes, Medowie Macadamias and the farm gate outlets along Medowie Road and to the west of the town at Grahamstown Reservoir. The proposed development will provide Medowie with another quality tourist attraction, which will encourage visitors to Medowie's other attractions to drive through the town, providing

⁴ Draft Medowie Town Centre Masterplan 2015.

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exposure to the Medowie Town Centre and increasing the opportunity for visitors to stop and spend within the centre.

Accommodation

The proposed development incorporates three deluxe hotel rooms in Stage 1 as part of the Loft development, and a small, boutique hotel as Stage 3.

The current supply of accommodation in Medowie is limited to the Bull N Bush Motel which provides 10 motel rooms (budget standard) and the Fairways Manor B&B in the Pacific Dunes Estate.

Within Port Stephens's LGA accommodation is concentrated in the coastal areas on the Tomaree Peninsula, with over 2,000 beds available. There are also small clusters of tourist accommodation at Lemon Tree Passage, Tanilba Bay and Karuah.

Accommodation in the central are of Port Stephens LGA is relatively limited. In addition to the two small properties in Medowie, accommodation includes:

- Mercure Hotel at Newcastle Airport. The Mercure, with 95 rooms, primarily services the Airport, RAAF base and businesses located in the Williamstown – Tomago Area.
- Two motels (120 rooms total) and two caravan parks on the Pacific Highway at Heatherbrae.
- Two motels (60 rooms total) and two B&Bs in Raymond Terrace.

The accommodation properties in Medowie currently attract a range of visitors including business and work-related travellers (eg construction and infrastructure contractors), people flying in and out of Newcastle Airport who are looking for budget and mid-range accommodation, golfers, people visiting friends and relatives in the Medowie area, and overflow from the coastal destinations (when booked out, or people looking for more cost effective accommodation).

Demand for accommodation in the Medowie and the central corridor of the LGA is expected to increase in-line with growth in the residential, commercial, industrial, aviation and defence sectors. The availability of accommodation will also generate supply-lead opportunities to grow visitation. Potential demand includes:

- People attending functions and meetings. Availability of on-site accommodation will enable the Pioneer Ridge Winery function centre to target a range of residential style small conferences and meetings (eg multi-day training workshops). It will also enable the property to offer a range of packages to attract the functions market, in particular, the capacity to offer accommodation to bridal parties.
- Golfers and Golf Club patrons – Pacific Dunes is one of the top golf courses in NSW and one of the few resort courses that does not have on-site accommodation. There is potential for the proposed hotel to work with the Golf Club to offer a range of mid-week and weekend golf packages. The proposed hotel could also provide accommodation for people attending golf clinics and tournaments.
- People attending functions and events in the Medowie and central areas of the LGA. The proposed hotel will not only support the on-site function centre, but also the other venues in Medowie, including the new Pacific Dunes function centre.
- Business and work-related travellers, including people working at Newcastle Airport and the RAAF Base. It will provide an attractive alternative to the Mercure Hotel at Williamstown, providing access to a range of eateries and activities in Medowie as opposed to a hotel located in an Airport business park with very limited facilities and services.

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- Contactors and service providers involved in the upgrading of infrastructure and the development of the new estates and residential properties in Medowie and surrounding areas. Major construction projects associated with the development of the Kings Hill area and the proposed extension of the Pacific Motorway to Raymond Terrace will put considerable pressure on the limited accommodation available in the Raymond Terrace – Heatherbrae area, with the proposed hotel at Medowie well located to service this demand and also to attract over-flow when the accommodation in Raymond Terrace – Heatherbrae is booked out.
- People flying in and out of Newcastle Airport, with the property providing an attractive alternative to the Mercure Hotel. The property will also attract ‘overflow’ patronage when the Mercure is booked out and provide an option for the Airlines to accommodate people when needed (eg delayed or cancelled flights, air crew etc). With the proposed expansion of domestic routes and the introduction of international flights, passengers through Newcastle Airport are forecast to increase from 1.144 million to 3 – 4 million per annum.
- Event attendees and overflow from surrounding areas, including from the holiday towns in peak time and during major events held in Port Stephens LGA and the Lower Hunter Region, including the large concerts at Pokolbin and sporting and entertainment events in Newcastle. The motels in Raymond Terrace often book out during the large events in the Lower Hunter region. The proposed hotel could be expected to attract a share of this market.
- The visiting friends and relatives market (VFR) – including people coming into Medowie for social functions and activities. The population of Medowie will nearly double by 2036, with a resultant growth in demand for commercial accommodation. Research into the VFR market, shows that around 50% of VFR visitors stay in commercial accommodation as opposed to homes of friends and relatives⁵.
- ‘Tree Changers’ and relocatees. The Hotel is likely to attract people who are looking at buying or leasing residential properties within the Medowie area – for example, RAAF staff who are relocating to Williamstown Air Base visiting the area to inspect potential dwellings. The hotel could also attract people from outside the area who are building in Medowie (site visits) and also people (particularly RAAF staff and contractors) who need temporary accommodation between properties.
- Special interest and activity based markets – the combination of accommodation and function room in an attractive setting, provides the opportunity for the proposed hotel to target coach tours and other groups (eg Probus Clubs, car clubs etc) as well as organise and host residential workshops such as wine appreciation, photography, art and crafts etc.

Additional visitors staying in Medowie will have flow-on benefits for the Town Centre and other attractions and businesses.

⁵ My Travel Research (2015) Visiting Friends & Relatives Market

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The proposed development will provide local employment opportunities, with direct and indirect flow-on revenue benefits.

7.1 Employment**Current Employment**

The restaurant currently employs a mix of full-time and casual staff, with the basic staffing structure being:

- 2 chefs
- 2 kitchen hands
- 2-3 waiting staff
- 1 delivery driver.

Additional casual waiting and kitchen staff are bought in as required.

The Nursery, Vineyard and Cellar Door employ on average 1-2 staff on an as needs basis.

Estimated Construction Workforce

Each of the stages are estimated to take up to a year to construct (combined - 3 year construction period). Maclyn Properties Pty Ltd estimates that it will employ 5 full-time builders for Stages 1 and 3, and 4 full-time builders for Stage 2. In addition a range of trade contractors will also be employed, with these contractors including:

- Electrician
- Plumber
- Water-Proofers
- Concreter
- Tiler
- Kitchen Installer
- Carpet Layer
- Painter
- Landscaper

Maclyn Properties is a local company that employs local builders and contractors and sources materials locally where possible.

Estimated Operational Workforce

The workforce for each of the activities proposed on-site is estimated as follows:

The Loft (Stage 1)

The Loft incorporates the restaurant, function centre, wine cellar and boutique accommodation (3 rooms). It is assumed that the Loft will be operated as a single entity, and have a core staff of 6.5 full-time equivalent (FTE) of full and part-time employees, plus up to 25 casuals.

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Table 7.1 Estimated Staff – The Loft

Core Staff	FTE	Casual	Staff
Venue Manager	1	Wait & Bar Staff – Restaurant	2 – 6
Chef	2	Kitchen Hand - Functions	2 – 3
Kitchen Hand	2	Wait & Bar Staff – Functions	6 – 10
Front of House Manager	1	Delivery Driver	1 – 2
Function Sales & Marketing	0.5	Cleaner	1 – 2
		House Keeper	1
		Gardener / Vineyard Manager	1
Total	6.5		14 - 25

The Venue will employ casual waiting and bar staff in the restaurant, with employment spread over 7 days for dinner and lunch shifts on weekends. A minimum of two waiting-bar staff per shift are required, increasing to 5-6 staff per shift during peak times. If the restaurant continues to provide home deliveries, it will require 1-2 casual drivers.

Functions will require additional kitchen, wait and bar staff, with the number of staff required dependent on the number of guests, the format of the functions (eg cocktail party vs sit-down menu) and the menu. For example, a 'formal' function with food and beverage service to the table, could require 8-10 bar and waiting staff plus 2-3 kitchen hands.

The boutique accommodation will require one casual house-keeper. The venue will also employ casual cleaners and a gardener – vineyard manager. Total employment in the Loft equates to approximately 9.59 FTE.

The Piazza (Stage 2)

As the number and type of shops are yet to be determined, it is only possible to provide an estimate of the operational workforce. Given the small size of the shops (up to 100m²) it is expected that they will each have an owner / manager, and employ casual staff during peak periods. For purposes of this assessment it is assumed that there will be 6 shops, with each shop having an owner/manager and employing casuals for an average of 20 hours per week. This equates to 10.74 full-time equivalent positions.

Boutique Hotel (Stage 3)

The proposed accommodation will be a small, boutique property. It is likely that the property will be managed by a couple who live on-site, with the couple employing a casual receptionist and casual house-keeping staff. For a small property (up to 30 rooms), it is likely there would be 1 casual receptionist working around 20 hours per week, with 1 to 4 house-keepers per day (depending on occupancy), each working 4 hour shifts. The casual staff equate to around 1.47 full-time equivalent positions, with total employment being 3.47 FTE.

7.2 Wages

The wages generated by the proposed development are based on the employment structure outlined in Section 7.1.

Construction

The salary range for construction workers employed by Maclyn Properties is \$40,000 - \$50,000 per annum plus on-costs. With 5 construction workers in Years 1 and 3 and four construction workers in Year 2, and an average salary of \$45,000 per worker per annum, the estimated construction wages are:

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Table 7.2 Estimated Direct Wages – Construction Period

	Year 1	Year 2	Year 3	Total
Wages	\$225,000	\$180,000	\$225,000	\$630,000
On-costs @25%	\$ 56,250	\$ 45,000	\$ 56,250	\$157,500
Total Wages	\$281,250	\$225,000	\$281,250	\$787,500

Operational

The assumptions on which the operational wages are estimated are outlined in Appendix 2. Once the development becomes fully operational, the estimated total wage bill will be in the order of \$1,533,864 per annum.

Table 7.3 Estimated Direct Wages - Operations

	Staff	Wages	On-Costs @ 25%	Total
The Loft	Core Staff	\$259,000		
	Casuals – Restaurant	\$143,297		
	Casuals – Functions	\$ 62,770		
	Casual – Cleaning & Grounds	\$ 48,295		
	Total – The Loft	\$513,362	\$128,340	\$641,702
The Piazza	Owner / Manager	\$290,922		
	Casual Retail Assistants	\$232,877		
	Total – The Piazza	\$523,799	\$130,950	\$654,749
Accommodation	Management Couple	\$100,000		
	Casual – Reception	\$ 23,130		
	Casual - Housekeeping	\$ 66,801		
	Total - Accommodation	\$189,931	\$ 47,483	\$237,414
Total		\$1,226,993	\$306,733	\$1,533,864

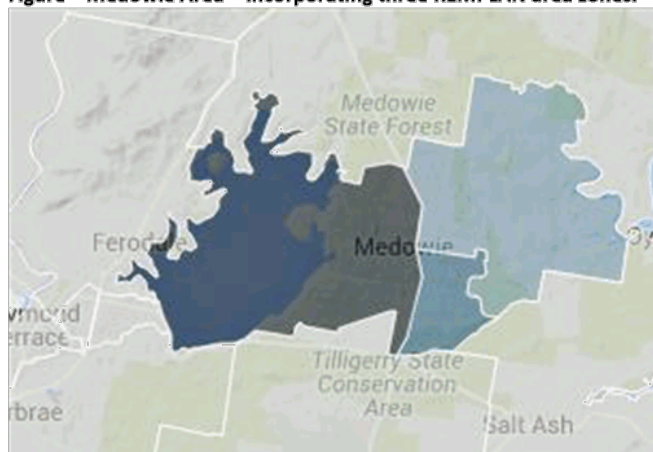
The wages bill and on-costs for the current activities on the site is estimated to be in the order of \$250,000 to \$300,000 per annum. As such the proposed development will inject an additional \$1.23 to \$1.25 million in wages into the local economy.

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8. ECONOMIC IMPACT ASSESSMENT

The following economic impact assessment is based on preliminary construction cost, employment and wages estimates for the proposed development. It also draws information on the REMPLAN economic data for the Medowie area taken from the Port Stephens Council website. For the purposes of this analysis, the Medowie area incorporates 3 of the REMPLAN area zones. Economic data for the Medowie Area is provided in Appendix 3.

Figure Medowie Area – Incorporating three REMPLAN area zones.



The key economic impacts of the proposed development will be the contribution to:

- Output – gross revenue generated
- Employment – the number of positions created and the wages paid, and the multiplier impacts as the wages are spent locally.
- Value-Add – the marginal economic activity added by the activity.

Economic impacts will be incurred during the construction and operational phases. Impacts during the construction phase will be short-lived and only apply during the construction period.

8.1 Estimated Economic Impact – Construction Phase

In estimating the economic impact of the construction phase it is assumed that:

- Total construction cost will be \$1.6 million.
- 90% of construction services and materials will be sourced locally.
- The development will be staged over 3 years, with an average of 5 people employed throughout the duration of the construction period.
- The total (direct) wages cost (including on-costs) of construction will be \$787,000.

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Output

The demand for local goods and services will have a direct benefit for local suppliers. The suppliers in turn will generate their own output and demand for goods and services (the Industry Effect) with subsequent flow-on employment and revenue benefits as the money moves through the economy. The development will generate both direct and indirect employment, with these employees spending part of their income on goods and services (Consumption Effect). This creates direct and indirect multiplier benefits.

Assuming that 90% of construction services and materials are sourced locally, the \$1.6million project will inject an estimated \$1.44 million into the local economy. Total output, including direct and the industrial and consumption effects, is estimated at \$3.1 million.

Employment

Five construction jobs will be maintained during the construction period. The purchase of goods and services is estimated to generate a further 5.3 jobs within the construction sector and support and additional 3.2 jobs in the broader economy, creating a total of 13.5 jobs.

Value Add

The direct value-add of the proposed construction is estimated at 397,738. The total value-add, including direct, industrial and consumption effects is estimated at \$1.024 million.

Table 8.1 Estimated Economic Impact – Construction Phase

	Direct Impact	Industry Effect	Consumption Effect	Total Impact
Output	\$1,440,000	\$1,163,520	\$498,240	\$3,101,760
Employment	5	5.3	3.2	13.5
Wages & Salaries	\$787,500	\$877,275	\$403,200	\$2,067,975
Value - Added	\$397,738	\$389,385	\$237,052	\$1,024,175

8.2 Estimated Economic Impact – Operational Phase

The proposed development incorporates a restaurant – function centre (food services), specialty shops (retail) and a boutique hotel. In estimating the economic impact, the development is split into retail and accommodation – food services to reflect the Australian Bureau of Statistics Industry categories.

The employment and wages used in the analysis are based on assumptions outlined in Chapter 7. The demand for goods and services created by the development will have both direct and indirect impacts on local service providers and producers.

It is estimated that the proposed development will have a total output of \$9.31 million and value-add of \$4.6 million. It will provide 23.75 FTE positions and generate a further 9.25 positions within the local area.

Table 8.2 Estimated Economic Impact – Operational Phase

	Direct Impact	Industry Effect	Consumption Effect	Total Impact
Retail				
Output	\$1,710,212	\$766,175	\$868,787	\$3,345,175
Employment	10.75	1.5	3.1	15.4
Wages & Salaries	\$654,749	\$180,710	\$202,317	\$1,037,777
Value - Added	\$1,013,194	\$328,275	\$474,175	\$1,815,644
Loft Restaurant & Function Centre and Boutique Hotel				
Output	\$3,149,017	\$1,539,870	\$1,281,650	\$5,970,537
Employment	13	2.2	2.2	17.3
Wages & Salaries	\$879,116	\$291,867	\$283,075	\$1,454,058
Value - Added	\$1,466,418	\$610,030	\$708,280	\$2,784,728

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	Direct Impact	Industry Effect	Consumption Effect	Total Impact
Total Development				
Output	\$4,859,230	\$2,306,045	\$2,150,438	\$9,315,712
Employment	24	4	5	33
Wages & Salaries	\$1,533,865	\$472,577	\$485,393	\$2,491,835
Value - Added	\$2,479,613	\$938,305	\$1,182,455	\$4,600,372

ITEM 3 - ATTACHMENT 1 PLANNING PROPOSAL - KINDLEBARK DRIVE, MEDOWIE.**9. PLANNING CONSIDERATIONS**

As part of the rezoning application, Planning & Environment NSW and Port Stephens Council requires consideration of the following planning policies:

- Right Place for Business and Services- Planning Policy - for existing isolated commercial developments.
- The Environmental Planning and Assessment Act (1979) Section 117 Directions:
 - 1.1 Business and Industrial Zones
 - 3.4 Integrating Land Use and Transport
 - 5.1 Implementation of Regional Strategies
 - 6.3 Site Specific Provisions.

Consideration also needs to be given to the suitability of the proposed floor space limits on the Piazza shops.

9.1 Right Place for Business and Services - Planning Policy

This Policy primarily relates to Integrating Land Use and Transport. Its stated aims and objectives are:

Aims:

To encourage a network of vibrant, accessible mixed use centres which are closely aligned with and accessible by public transport, walking and cycling.

Responsive planning, consistent decision making and good design and management are needed to ensure that:

- There are development opportunities in centres for businesses and services.
- Community investment in infrastructure is protected.
- Investor confidence in centres is maintained.

Objectives:

The planning objectives of this policy are to:

- Locate trip-generating development which provides important services in places that:
 - Help reduce reliance on cars and moderate the demand for car travel.
 - Encourage multi-purpose trips.
 - Encourage people to travel on public transport, walk or cycle.
 - Provide people with equitable and efficient access.
- Minimise dispersed trip generating development that can only be accessed by cars.
- Ensure that a network of viable, mixed use centres closely aligned with the public transport system accommodates and creates opportunities for business growth and service delivery.
- Protect and maximise community investment in centres and in transport infrastructure and facilities.
- Encourage continuing private and public investment in centres and ensure that they are well designed, managed and maintained.
- Foster growth, competition, innovation and investment confidence in centres especially in the retail and entertainment sectors, through consistent and responsive decision-making.

Application:

This Policy applies to developments that:

ITEM 3 - ATTACHMENT 1 PLANNING PROPOSAL - KINDLEBARK DRIVE, MEDOWIE.

- Generate many trips from employees, customers or visitors.
- Provide important services and generally have a gross floor area of 1,000m² or more.

Such developments include:

- Retailing
- Leisure and entertainment facilities
- Offices
- Health and education facilities
- Community and personal services.

The proposed development is essentially a boutique tourism - lifestyle development with a small retail component of less than 500m². It will not generate significant volumes of trips from employees, customers or visitors. The Policy does not specifically address the type of development that is proposed.

Existing Isolated Commercial Developments:

The Policy discusses existing isolated commercial developments throughout the metropolitan area, which are inconsistent with contemporary planning practices. It notes that as 'commercial operations need to change over time, decision makers are faced with the following planning options:

- Allow for change and growth conditional on improvements to manage travel demand and improve access by public transport.
- Plan for the commercial operation's evolution into an appropriate mixed use centre with suitable social and transport infrastructure.
- Limit any expansion, and plan for an orderly and fair phasing out of the land use.

The option adopted needs to be guided by 'net community benefit'.

The proposed Pioneer Ridge Boutique Winery development reflects Option 2 in that it is an evolution of the existing commercial operation into a small mixed use centre. The centre itself will become part of the social fabric of Medowie.

Pioneer Ridge Boutique Winery was established in 1979 in what was then a rural area, with the development being relatively 'isolated'. This is no longer the case. Since 1979, the land surrounding the Winery has been progressively subdivided and developed for residential and rural residential development. The property is now located within the Medowie urban area. Medowie Road has become a sub-arterial road and is now the main traffic route through Medowie. As such the proposed development is highly accessible to passing traffic with no deviation required off this route.

The Pioneer Ridge site is approximately 100 metres from the boundary of the Medowie Town Centre precinct as defined in the draft Medowie Planning Strategy and the draft Medowie Town Centre Masterplan. It is within easy walking distance of the existing Medowie shopping centre, and the proposed medium density residential areas within the Town Centre Precinct. Visitors staying within the proposed boutique hotel will be able to easily walk into the Town Centre to access the hotel, eateries and other services that are available. The site is also highly accessible from the adjoining Kindlebark residential estate and from the rural residential areas along the northern edge of Medowie, with the proposed shops likely to become 'local' shops for residents of these estates.

The Winery site is connected to the Town Centre by a shared pedestrian – cycleway. This pathway is being extended through to the existing and proposed (The Bower) rural residential estates to the north of the Winery. The cycleway is part of the regional cycleway network that links Medowie and Lakeside via the Grahamstown Reservoir foreshore, with links through to Raymond Terrace. The draft Medowie Planning Strategy proposes to extend the cycleway network, including to the south along Medowie Road to link with Pacific Dunes and the proposed South Street residential precinct.

The Winery site is also located on a regional bus route, with the bus stop being within 80 metres of the property. It is also located within easy walking distance of the main bus stop proposed for the Town Centre. The shops located

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within the proposed development will provide a 'local shopping' option for people using the bus stop close to the site. The bus service provides a link between the proposed hotel and Raymond Terrace, Newcastle Airport, Williamtown RAAF base and the employment areas in Newcastle City. The service also links with other services to the Tomaree and Tilligerry peninsulas.

The proposed development also integrates a number of activities – accommodation, function and meeting facilities, restaurant and specialty retailing. This 'mixed' use will reduce the number of car trips, with function guests and meeting delegates able to stay on site, and accommodation guests able to dine and/or shop on site if they wish or walk into the town centre.

Net Community Benefit Assessment Criteria:

The proposed development is likely to have a net community benefit in that:

Criteria 1: It (the development) satisfies the objectives of the Policy in relation to:

- Being located on the main access road in Medowie and close to Medowie Town Centre precinct.
- The site is accessible by public transport and is located on the pedestrian and cycleway network.
- The design concept and proposed uses encourages visitors staying on the property to make fewer trips.
- Creating opportunities for business growth.
- Providing local employment.
- Delivering services to the surrounding community.
- Protecting and improving the private investment in the existing Winery business.
- Diversifying and enhancing the range of facilities and services available within Medowie, including providing specialty shops which are 'missing' from the existing shopping centre.
- Being an innovation development that will increase the appeal and 'liveability' of Medowie which in turn will help to foster growth and investment.

Criteria 2: The proposed level of accessibility to the catchment of the development by public transport, walking and cycling.

As discussed in the previous section, the Pioneer Ridge Site is highly accessible. It is located on the main route to and through Medowie, as well as being on the regional bus route and the regional cycleway. It is approximately 100m from the edge of the Town Centre precinct and within easy walking and cycling distance of the existing shopping centre.

Criteria 3: Likely effect on trip patterns, travel demand and car use.

The integration of accommodation, function and meeting facilities, a restaurant and bar and specialty retail in one location will reduce the number of trips made by visitors staying at the site. Proximity to the town centre also provides the opportunity for guests staying in the proposed hotel to walk or cycle to the shops. The proposed development is also within easy driving, walking and cycling distance for all residents of Medowie.

Criteria 4: The likely impact on the economic performance and viability of existing centres including the confidence of future investment in centres and the likely effects of any oversupply in commercial or office space on centres.

As discussed in Chapters 5 , 6, 7 and 8, the proposed development is likely to generate positive benefits for the Medowie Town Centre and other businesses and strengthen the economic performance and viability of the existing shopping centre and tourist attractions and facilities within the town.

Criteria 5: The amount of use of public infrastructure and facilities in centres and the direct and indirect cost of the proposal to the public sector.

The proposed development does not involve any use of public infrastructure or facilities and there will be no direct or indirect cost to the public sector.

Criteria 6: The practicality of alternative locations which may better achieve the outcomes the Policy is seeking.

The proposed development is an evolution of an existing land use (boutique vineyard and winery) and commercial activities.

ITEM 3 - ATTACHMENT 1 PLANNING PROPOSAL - KINDLEBARK DRIVE, MEDOWIE.**Criteria 7: The ability of the proposal to adapt its format or design to more likely secure a site within or adjoining a centre on in another location.**

The proposed development is an evolution of an existing land use (boutique vineyard and winery) and commercial activities. It is ideally located to service the local community and to attract visitors, including passing traffic, and to provide facilities and services for visitors to the Medowie area.

Criteria 8: Any proposal to rezone land for trip-generating businesses or services should conform to a local strategy which incorporates the policy objectives.

The Pioneer Ridge Boutique Winery is recognised in the draft Medowie Planning Strategy as a stand-alone, site specific commercial development. The draft Medowie Planning Strategy takes into consideration 'The Right Place for Businesses and Services Planning Policy'.

9.2 Environmental Planning and Assessment Act (1979) Section 117 Directions:**Direction 1.1 Business and Industrial Zones**

The objectives of this direction are to:

- (a) Encourage employment growth in suitable locations.
- (b) Protect employment land in business and industrial zones.
- (c) Support the viability of identified strategic centres.

The proposed development is an evolution of an existing land-use and commercial activities. It will provide additional employment opportunities for the local community. The proposed development is not located within a business or industrial zone, nor will it exert any negative impacts on land or businesses within business or industrial zones. As discussed in previous chapters, the proposed development will enhance and strengthen the appeal and 'liveability' of the Medowie area and complement and support the Medowie Town Centre.

Direction 3.4 Integrating Land Use and Transport

The objective of this direction is ensure that urban structures, building forms, land use locations, development designs, subdivision and street layouts achieve the following planning objectives:

- (a) Improving access to housing, jobs and services by walking, cycling and public transport, and
- (b) Increasing the choice of available transport and reducing dependence on cars, and
- (c) Reducing travel demand including the number of trips generated by development and the distances travelled, especially by car, and
- (d) Support the efficient and viable operation of public transport services, and
- (e) Providing for the efficient movement of freight.

Planning proposals have to be consistent with '*The Right Place for Businesses and Services – Planning Policy*'. Consistency of the proposed development with this Planning Policy is discussed above in Section 9.1. Overall the proposed development is of minor significance.

Direction 5.1 Implementation of Regional Strategies

The objective of this direction is to give legal effect to the vision, land use strategy, policies, outcomes and actions contained in regional strategies.

For Medowie, the Lower Hunter Regional Strategy applies.

As summarised in the Table below, the proposed Pioneer Ridge development is consistent with the vision, land uses strategy, policies, outcomes and action of the Lower Hunter Regional Strategy (LHRS). The development however builds on an existing use and, in relation to the Lower Hunter Region, is of minor significance, with many of the actions in the LHRS not applicable to the proposal.

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Table 9.1 Consistency of the Pioneer Ridge Development with the Lower Hunter Regional Planning Strategy

Lower Hunter Regional Strategy (LHRS)	Proposed Pioneer Ridge Development (PRD)
Vision <i>The Vision for the LHR is for a sustainable future – balancing environmental, economic and social outcomes so that quality of life can be enhanced without burdening future generations. This future will be sustainable, affordable, prosperous and liveable.</i>	PRD is consistent with the vision for the Region, and will help to meet this vision through its contribution to quality of life and 'liveability'. It will create a small social hub in Medowie, contributing to the sense of community. It will also provide diverse employment opportunities as well as facilities and services for the local community, and ensure that the vineyard (now 38 years old) remains as part of the Medowie 'landscape'.
Centres and Corridors – Outcomes and Actions <i>Medowie is identified as a town centre. The LHRS requires Councils to prepare local strategies that reflect the role of the nominated centres.</i>	The draft Medowie Planning Strategy is consistent with this action, with the draft Strategy recognising the PRD as a site specific development. As discussed in Section 9.1, the PRD is consistent with the 'Right Place for Business Planning Policy. It is also located on the main road through Medowie, is on a major bus route and is on the shared pedestrian – cycleway network. The PRD is also located in very close proximity to the Medowie Town Centre Precinct. The PRD will also contribute to the revitalisation and liveability of Medowie.
Employment and the Economy <i>The LHRS aims to grow and diversify employment opportunities within the Region, with this to be achieved through the provision and protection of employment lands, encouraging employment in local town and neighbourhood centres, and encouraging home-based businesses.</i>	The PRD will provide local employment opportunities, as well as small business opportunities. Through its accommodation and function – meeting venue, it will also provide facilities that will be used by businesses in surrounding employment zones, including the Newcastle Airport Business Park and Williamstown RAAF base.
Housing <i>Medowie is a nominated growth centre. The LHRS provides neighbourhood planning principles for growth centres, with these principles including provision of a full range of shops, recreational facilities and services; local employment; reduced demand for transport services, and protection of environmental diversity.</i>	Medowie is, and will continue to experience strong population growth, with the population forecast to almost double by 2036. The PRD will help to support this growth by contributing to the range of shops available and providing local employment opportunities. It will also provide a social hub – meeting place, facilities and services for the Medowie community. As an existing developed site, the proposed development will have no impact on environmental diversity. The rezoning of the PRD site will have no impact on State infrastructure.
Transport <i>The LHRS aims to integrate land use and transport planning to connect homes, employment and services, minimising the need to travel and encouraging energy and resource efficiency.</i>	As discussed in previous sections, the PRD is located close to the Medowie Town Centre precinct, and is situated on the main road through Medowie, and on a regional bus route and cycleway network.
Environmental & Natural Resources <i>The LHRS aims to conserve and protect natural resources and biodiversity.</i>	The PRD site is an existing developed site. The proposed development will have no impact on biodiversity or natural resources.
Rural Landscapes and Communities <i>The LHRS aims to retain and protect rural lands, recognising both the economic importance of productivity and the contribution that rural lands make to enhancing the landscape, and contributing to scenic amenity, recreation and tourism opportunities and sense of place.</i>	Pioneer Ridge Boutique Vineyard was established as a rural enterprise and tourist attraction in 1979. While it is now part of the Medowie Urban Area, and not in a rural zone, the vineyard contributes to Medowie's positioning as a rural town. Locally, it is part of the Medowie landscape. The proposed development will contribute further to the local and regional tourism sector and also to the sense of place for the Medowie community.
Natural Hazards <i>The LHRS prohibits future urban development in areas of high risk from natural hazards.</i>	The PRD site is not located in a high risk natural hazard area.
Water	The PRD will have no impact on the Region's water supply. The

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Lower Hunter Regional Strategy (LHRS)	Proposed Pioneer Ridge Development (PRD)
<i>The LHRS aims to protect the Region's water supply and encourage sustainable use of water.</i>	development will include water saving devices.
Heritage <i>The LHRS aims to identify and protect all places, precincts and landscapes of cultural heritage significance, with these identified and protected in planning instruments.</i>	The Pioneer Ridge site is not identified as a place of cultural heritage significance.

NSW Planning and Environment has prepared the Draft Hunter Regional Plan which will, when adopted, replace the Lower Hunter Regional Strategy. The Pioneer Ridge development is consistent with the vision, goals, direction and actions of this Plan. It will contribute, all-be-it on a very scale, to:

- Economic diversity, growth and sustainability
- Growing the Region's tourism sector
- Encouraging investment
- Providing employment, and
- Supporting robust communities

6.3 Site Specific Provisions

The objective of this direction is to discourage unnecessarily restrictive site specific planning controls. This objective is a direction to Councils.

9.3 Suitability of the Proposed Floor Space Limits

Port Stephens Council is proposing to limit the amount of retail space in the Piazza development to 500 square metres with the maximum floorspace per shop being 100 square metres.

The 500m² limit would prevent the development of 'large box' retailing such as supermarkets, discount department stores, category leaders (eg Rebel Sports, Bunnings, Masters Hardware) and bulky goods retail. These types of retail activities are not consistent with the proposed development.

The maximum of 100m² per shop will support the development of specialty shops which is consistent with the intent of the proposed development.

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APPENDIX 1: RETAIL & COMMERCIAL OUTLETS – MEDOWIE & SURROUNDING CENTRES

MEDOWIE TOWN CENTRE

Woolworths
Coles
Bull N Bush Hotel – Tavern, Bottlemart Bottle Shop, Chinese Restaurant, Real Estate Office, Motel – 10 rooms
Opportunity Knocks – Children’s Clothes
Oasis Café
Second Hand Books
Medowie Family Clinic (Doctor’s Surgery)
Forever Hair & Beauty
Medowie Pharmacy
Magic Noodle – Asian Takeaway
Noah’s Ark – Vet
Remedial Massage
Century 21 Real Estate
Go Physio
Jasmine Thai Restaurant
Main Street Video
Medowie Newsagent
Bakehouse & Café
Headz-up Hair Dresser
H&R Block Taxation
Domino’s Pizza
BYO Cellars – Bottle Shop
Solicitor
Dentist
Medowie Meats
Tall Trees Café
Newcastle Permanent Building Society
IT Travel
1 vacant shop – advertised for lease

**COMMERCIAL PREMISES LOCATED AROUND THE PERIPHERY OF THE MEDOWIE TOWN CENTRE
PRECINCT (BUT NOT ZONED ‘BUSINESS’)**

Ferodale Road

There are three stand-alone commercial properties along Ferodale Road, between Medowie Road and Waropara Road.

West of and separate from the shopping centre:

Medowie Hardware & Timber
Forest Road Chemist

Corner of Abundance Drive

Medowie Family Clinic - Medical Centre

Opposite the Primary School

Shell Service Station
Garnet’s Salon – Hair Dresser

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Abundance Road

There is a small industrial area on Abundance Road. Businesses listed on the entry and building signage are listed below. There may be additional business located within this area that do not have signage.

Flamin Firewood Fellas - Firewood Supplier
 Kitchen Manufacturer
 Medowie Mower
 Sweeney's Pumps & Irrigation
 Medowie Storage Units
 Hayes Installation
 Bella Canvas Products
 Hunter Power
 Medowie Motors
 Medowie Motorcycles
 Harley Repairs
 Medowie Pet & Produce
 Caravan & Marine Barbeques
 Clarke's Country Campers
 Ziggy's Hot Rods

Waropara Rd

Medowie Christian School
 Medowie Medical Centre

Medowie Road

Service Station
 Call in Kitchen - Takeaway
 Tony Cant Real Estate

Medowie Macadamia Nut Plantation & Cafe

Pacific Dunes – Golf Club Restaurant & Café
 Child Care Centre
 B&B

Farm Gate Outlets

BUSINESSES OPERATING FROM RESIDENTIAL AND RURAL RESIDENTIAL ZONED PROPERTIES WITHIN THE MEDOWIE AREA:

This list has been compiled from property signage and Medowie Business listings on 'whereis.com.au'. The list may not include all registered businesses and may not be fully up-to-date.

Business	Location within Medowie
A. Butora Painters & Decorators	Mahogany Parade
ADS Logistics Transport	Lisadell Road
Advance Campervan Rental	Lewis Drive
All Round Estate Management	Boyd Boulevard
All Seasons Air Conditioning & Electrical Services	Lemotte Close
All Terrain Metal Roofing & Gutter Service	Hill Top Close

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Alumy Creek Enterprises - transport	Raymond Close
Art in Concrete	Kindlebark Drive
ASK Horticultural Distribution Transport	Old Farm Road
Aussie Bobcats	Medowie Road
Bambach Electrical Contractors	James Road
Barnett Building Consultants	Boyd Boulevarde
Barrelon IT	Court Road
Bay & Around Finance	Scribbly Place
Belpiatto Italian Restaurant	Medowie Road
Bodywise Massage Therapy	Highland Close
Borderline Concrete Gar Garden Edgeing	Kindlebark Drive
Brad's Exstream Plumbing	Tupelo Street
Brett Smith Yard Care	Ferodale Road
Cairn's Tax Consultant	Sylvan Avenue
Communication Therapy - Speech Pathology	Coachwood Drive
Cosy Iron Design	Medowie Road
Crackerjack Computers	Scenic Close
Craig Warden Excavations	South Street
D&M Plant Repairs	Wellard Close
Delaporte Essential Beauty & Skin Care	Kula Road
DMP Training	Medowie Road
Doyles Accounting	Raymond Close
Dynamic Management Solutions Electrical Contractors	Colony Close
Fairway Manor B&B	Medowie Road
Flashme Web Design	Dangar Court
Flourish Naturally - Natural Therapies	Grey Gum Street
Forest Road Chemist	Ferodale Road
Fred's Digital Antenna Service	Rosewood Place
G&C Electrical Contractors	Heritage Avenue
Gadget Irrigation	Richardson Rd
Garnet's Salon – Hair Dresser	Ferodale Road
GT Excavations & Demolition	Lisadell Road
HGV Signs & Designs	Osprey Circuit
Hotondo Homes	Sylvan Avenue
Humble Painting	Ryan Road
Hunter Crane Truck Services	Abundance Drive
Hunter Pre-Purchase Inspections	James Road
Hunter Regional Growers	Abundance Drive
Hunter Valley Glass Bead Makers	Abercrombie Road
Janelle's Animal Home Care	Redman Road
Jen's Flowers	Medowie Road
Joanne Johnson Remedial Massage	Laurina Street
Kate's Hairdressing	Collins Court
KC Distributors - Confectionary	Ford Ave
Kerrie Anderson Accounting Services	Wilga Road
Kindy Patch	Sylvan Avenue

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Kittycats Adult Entertainment	Kunzea Close
KJ Plumbing	Sylvan Avenue
Lakeside Equestrian & Agistment Centre	Lakeside Terrace
Lavertory Pathology	Ferodale Road
Legend Tree Services	Lakeside Terrace
Lindsay Catlin Fencing	Wirreanda Rd
Lizmar's Holiday Pet Minding Service	Evans Road
M&D Plant Hire	Cedar Close
MAMA Maintenance Services	South Street
Maureen Cone Bowen Therapy	Grevillea Drive
Medowie All Hours Locksmith	Barringum Close
Medowie Brick Laying	James Road
Medowie Car Care	Ferodale Road
Medowie Children's Centre	Brush Box Avenue
Medowie Community Preschool	Kindlebark Drive
Medowie Family Clinic	Ferodale Road
Medowie Gumnut Pre-School	Creighton Avenue
Medowie Hairforce	Coolabah Road
Medowie Hardware	Ferodale Road
Medowie Kennels	Medowie Road
Medowie Macadamias	Medowie Road
Medowie Medical Centre	Waropara Road
Medowie Natural Therapies	Court Road
Medowie Pain Clinic	Ingra Close
Medowie Pet Walker	Ferodale Road
Medowie Physiotherapy	Medowie Road
Medowie Television Antenna Services	Maple Close
Medowie Tyre & Auto Service	Medowie Road
Mozart Lawn Maintenance	Griffith Avenue
Muir's Upholstery	Yangoora Close
NAC Electrical Services	Sylvan Avenue
Never Ending Quilting	Elm Avenue
Newcastle Mortgage Advisory Services	Sunningdale Circuit
NFS Earthmoving	Fairlands Road
Nursery	Medowie Road
Old Farm Nursery	Old Farm Road
Perfect Balance Book Keeping	Medowie Road
Perimeter Pest Control	Lillypilli Close
Phil Hough Counselling	Court Road
Pine Ridge Boutique Vineyard & Cellar Door	Medowie Road
Power Kitchen Renovations	Pipeclay Road
Pulse Photography & Media	Lisadell Road
R&S Isaacs Plastering	Coolabah Road
Rebel Concrete	Cypress Close
Riviera Landscape Maintenance Service	Mahogany Parade
Shell Service Station	Ferodale Road

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Simon Park Dentist	Blueberry Road
SJ Thormton Wharf Construction	Wilga Road
Smoke Alarm Alert Service	Sylvan Avenue
Splash Pool Maintenance	Northview Circuit
Specialist Training & Development Fire Protection Services	Kule Rd
Steve Mudge Auto Electrics	Country Close
Suncoast Screen Enclosures	Tahlee Place
Tony Cant Real Estate	Medowie Road
Tydes Truck Maintenance Services	Boyd Boulevarde
Vintage La Belle Bomboniere	Richards Road
Warrington Plumbing	Abundance Drive
Watson Earthmoving	Brocklesby Road
Wayne Cone Transport	Grevillea Drive
Webster Coachworks - Trailers	Lakeside Terrace

BUSINESSES WITHIN COMMERCIAL PRECINCTS WITHIN THE AREA SURROUNDING MEDOWIE

Paul's Corner, Salt Ash

Pauls Corner is located at the intersection of Richardson Road and Nelson Bay Road at Salt Ash. The complex is 8.7 kilometres by road, south east of the Medowie Town Centre.

BP Service Station
Foodworks
Bakery Café
Butchery & Takeaway
Green Grocer
Bottle Shop

Newcastle Airport Precinct

The Airport Precinct is located approximately 9.7 kilometres south of the Medowie Centre. There is one service station at the intersection of Nelson Bay Road and Williamstown Drive with one service station and McDonalds located at the intersection of Nelson Bay Road and Cabbage Tree Road.

Service Stations (2)
McDonald's
Mercure Hotel

Lakeside Village Shopping Centre

Lakeside Village Shopping Centre is located on the south western side of Grahamstown Reservoir.

Foodworks Supermarket
Domino's Pizza
Tobacconist
Newsagent – Post Office
Bakery
Hairdresser
Tavern & Bottleshop
Chemist
Thai Restaurant
Chinese – Frozen Meals

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APPENDIX 2: WAGE ESTIMATES – OPERATIONAL PHASE

The assumptions used in preparing the wage estimates for proposed development are outlined below.

Stage 1: The Loft

Core Staff

The wages for the core staff are based on average wages for restaurant – function centre staff as reported by payscale.com.au, with total wages estimated at \$259,000 per annum.

	Staff	Salary pa	Total
Venue Manager	1	\$ 50,000	\$ 50,000
Head Chef	1	\$ 55,000	\$ 55,000
Chef	1	\$ 40,000	\$ 40,000
Kitchen Hand	2	\$ 30,000	\$ 60,000
Front of House Manager	1	\$ 35,000	\$ 35,000
Function Sales & Marketing	0.5	\$ 38,000	\$ 19,000
Total Wages - Core Staff			\$ 259,000

Casual Staff – Restaurant

It is assumed that:

- The restaurant continues to trade seven days per week, opening for dinner each night and for lunch on weekends.
- The restaurant operates for 51 weeks of the year, allowing one week for closures due to public holidays, maintenance etc.
- The restaurant employs 2 casual wait-bar staff for the Sunday to Thursday dinner shift, with 3 staff employed for the weekend lunch shift and 4 for Friday and Saturday night dinner shifts. The average length of each shift is assumed to be 4 hours.
- The restaurant employs 1 casual delivery driver per evening, with an average shift of 3 hours from Sunday to Thursday and 4 hours on Friday and Saturday nights.
- The average rate for the wait-bar staff and the delivery driver is \$21.61 per hour weekdays, and \$25.94 per hour on weekends. The hourly rate is based on the weekday and Saturday rates for entry level staff, aged 20+ years, for the Hospitality Industry General Award for Restaurant and Catering. It is assumed that the restaurant enters into an agreement with staff to pay the Saturday hourly rate for all weekend shifts⁶. (Note: some restaurants do pay a higher penalty rate for Sundays).

Based on the above assumptions, the estimated total wages for casual restaurant staff is \$143,297 per annum.

Casual Staff – Functions

It is assumed that:

- The Loft will attract 50 functions per year, with 15 held midweek and 35 on weekends.
- 2 additional kitchen hands will be needed for each function, with these staff working 6 hour shifts for weekday functions and 8 hour shifts for weekend functions.
- An average of 6 wait-bar staff will be employed for each function, with these staff working 6 hour shifts per function.

⁶ All hourly rates given in this Appendix are base (entry level) rates for people aged 20+ years taken from the Australian Government Fair Work Ombudsman website.

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- The average rate for both kitchen and wait-bar staff will be \$21.61 per hour for weekday functions and \$25.94 per hour for weekend functions.

Based on the above assumptions, the estimated total wages for casual function staff is \$62,770 per annum.

General Staff

It is assumed that The Loft will employ a casual cleaner, house-keeper (for the accommodation) and gardener / vineyard groundsman, with these staff each working on average 14 hours per week for 51 weeks of the year. The assumed hourly rates are \$21.61 the cleaner, \$22.94 for the house-keeper and \$23.09 for the gardener. These rates are based on Hospitality Industry General Award entry level rates for people aged 20+ years.

Based on the above assumptions, the estimated total wages for casual function staff is \$48,294 per annum.

Total Wages + Oncosts

The total estimated wage bill for The Loft is \$641,702 per annum incorporating \$513,362 in wages and \$128,340 in on-costs. On-costs are assumed to be 25% of wages.

The Loft - Core Staff	\$	259,000
Casual Staff - Restaurant	\$	143,297
Casual Staff - Functions	\$	62,770
Cleaning, House-keeping & Grounds	\$	48,295
Total	\$	513,362
Oncosts @ 25%	\$	128,340
The Loft Estimated Wages	\$	641,702

Stage 2: The Piazza

For the purpose of the wage estimates it is assumed that there will be six shops in the Piazza, with each shop having an owner / manager and employing casual staff for an average of 20 hours per week per shop. The 20 hours is assumed to be broken into 8 hours mid-week and 12 hours on weekends. The shops are assumed to trade 52 weeks of the year.

The owner / managers salary is estimated at \$48,487 per year, which is based on the average salary for retail managers published by payscale.com.au. The casual rates are based on the General Retail Award average hourly rates for casual staff aged 21+ years who have been employed by the shop for more than 6 months. These rates are \$23.74 per hour weekdays and \$25.64 per hour on weekends.

The total estimated wage bill for The Piazza is \$654,749 per annum incorporating \$523,799 in wages and \$130,950 in on-costs. On-costs are assumed to be 25% of wages.

Stage 3: Boutique Accommodation

It is assumed that the boutique accommodation will be operated by a management couple, with this couple paid \$100,000 per annum. In addition it is assumed that:

- The property will employ a casual receptionist for 20 hours per week at a rate of \$22.24 per hour.
- The property will employ on average 2 house-keepers per day, with each shift being 4 hours. House-keepers are assumed to be paid \$22.24 per hour.

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The total estimated wage bill for the accommodation is \$237,414 per annum, incorporating \$189,931 in wages and \$47,483 in on-costs.

Total Wages & Oncosts

Once the development becomes fully operational, the estimated total wage bill will be in the order of \$1,533,864 per annum.

	Staff	Wages	On-Costs @ 25%	Total
The Loft	Core Staff	\$259,000		
	Casuals – Restaurant	\$143,297		
	Casuals – Functions	\$ 62,770		
	Casual – Cleaning & Grounds	\$ 48,295		
	Total – The Loft	\$513,362	\$128,340	\$641,702
The Piazza	Owner / Manager	\$290,922		
	Casual Retail Assistants	\$232,877		
	Total – The Piazza	\$523,799	\$130,950	\$654,749
Accommodation	Management Couple	\$100,000		
	Casual – Reception	\$ 23,130		
	Casual - Housekeeping	\$ 66,801		
	Total - Accommodation	\$189,931	\$ 47,483	\$237,414
Total		\$1,226,993	\$306,733	\$1,533,864

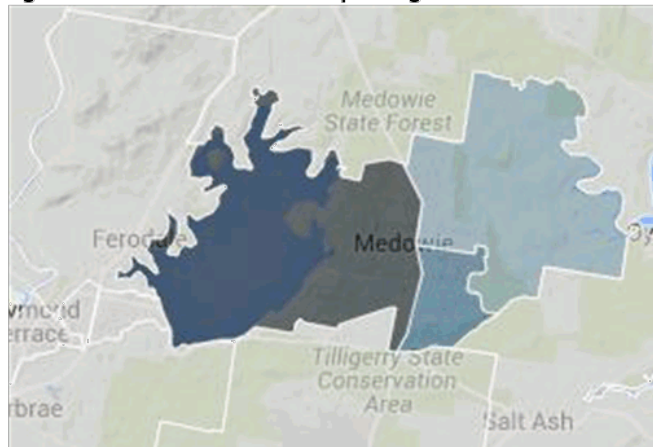
The wages bill and on-costs for the current activities on the site is estimated to be in the order of \$250,000 to \$300,000 per annum. As such the proposed development will inject an additional \$1.23 to \$1.25 million in wages into the local economy.

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APPENDIX 3: ECONOMIC PERFORMANCE DATA - MEDOWIE

The following economic performance data is taken from the REMPLAN data provided on the Port Stephens Council Website. The Medowie Area incorporates 3 REMPLAN areas and is shown on the following map.

Figure A3.1 Medowie Area – Incorporating three REMPLAN area zones.



Employment by Industry - Medowie

▼ All Industries - Selected Zones (3 of 27)

Industries: All, Zones: Willamtown - Medowie - Karuah, Willamtown - Medowie - Karuah, Willamtown - Medowie - Karuah,

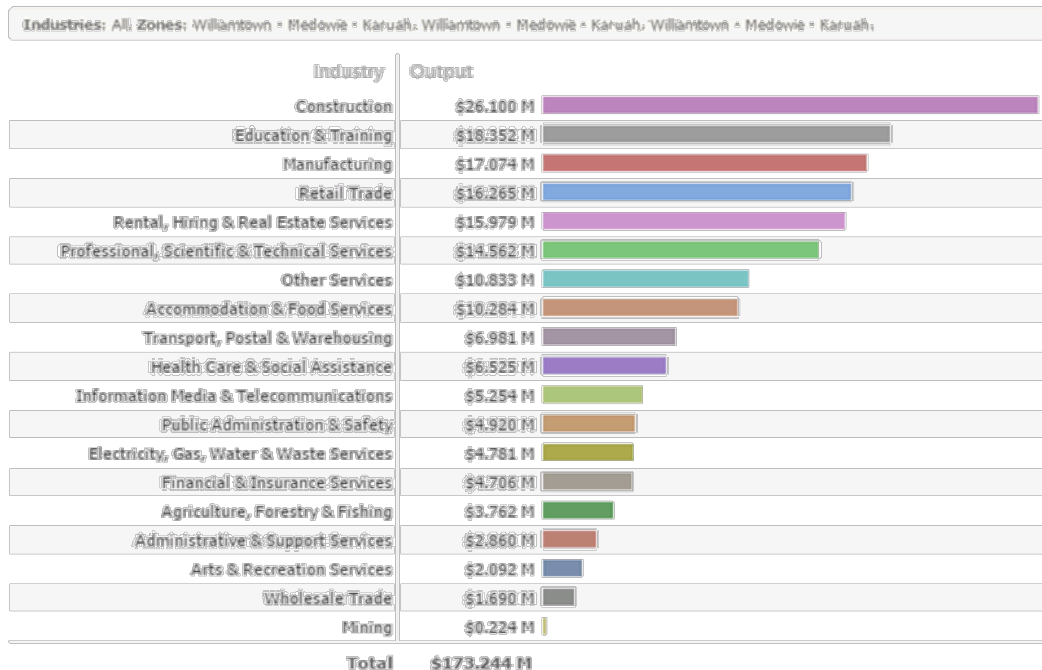
Industry	Jobs
Education & Training	162
Retail Trade	137
Accommodation & Food Services	81
Other Services	73
Construction	71
Health Care & Social Assistance	59
Professional, Scientific & Technical Services	52
Rental, Hiring & Real Estate Services	27
Transport, Postal & Warehousing	26
Public Administration & Safety	24
Manufacturing	21
Agriculture, Forestry & Fishing	13
Information Media & Telecommunications	12
Arts & Recreation Services	12
Administrative & Support Services	11
Financial & Insurance Services	8
Wholesale Trade	5
Electricity, Gas, Water & Waste Services	4
Mining	0
Total	797

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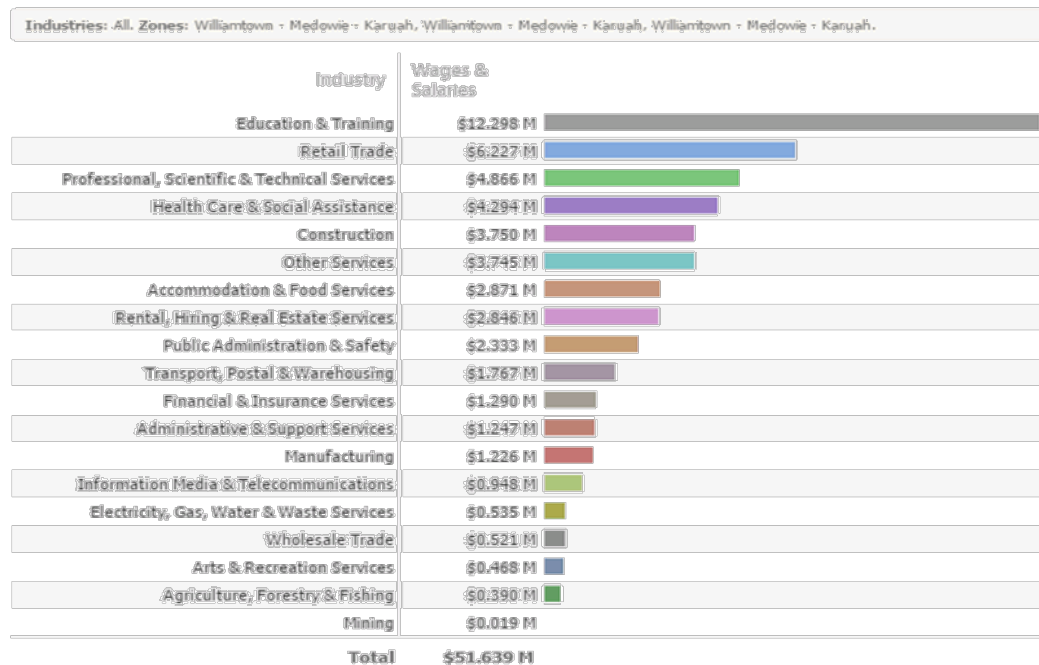
PLANNING PROPOSAL - KINDLEBARK DRIVE, MEDOWIE.

Output by Industry – Medowie

▼ All Industries - Selected Zones (3 of 27)

**Wages & Salaries by Industry – Medowie**

▼ All Industries - Selected Zones (3 of 27)

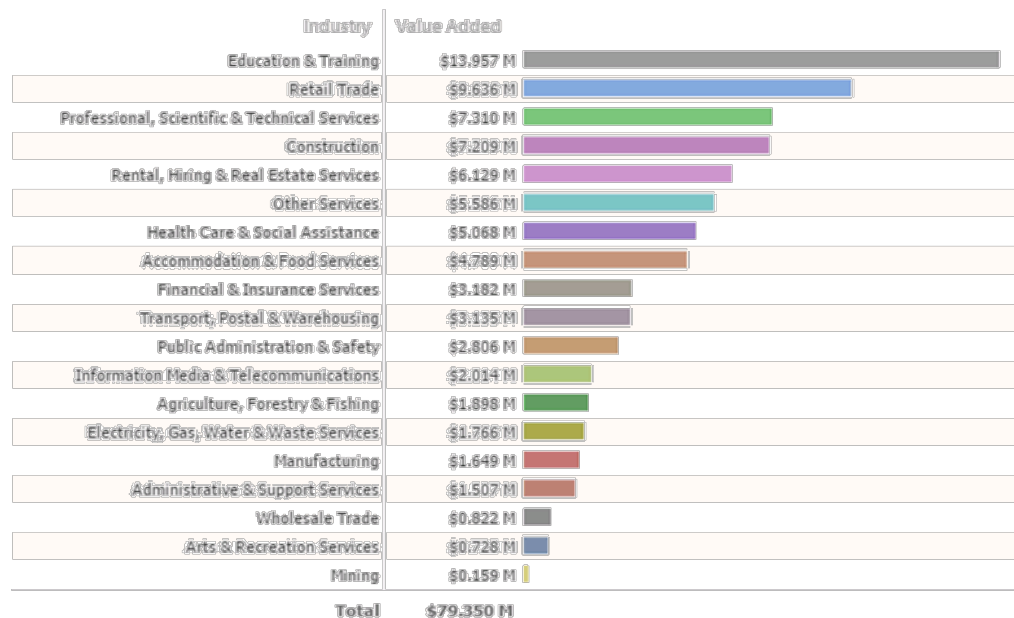


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Value-Added by Industry - Medowie

▼ All Industries - Selected Zones (3 of 27)

Industries: All. Zones: Willamtown - Medowie - Karuah, Willamtown - Medowie - Karuah, Willamtown - Medowie - Karuah.



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**Attachment 11: Post-Gateway – Preliminary Contaminated Site Investigation
(Forum Consulting Engineers, 2015)**

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MEDOWIE.



26 November 2015
Ref: 51558

Maclyn Properties Pty Ltd
PO Box 21, Medowie,
NSW 2318

Dear Sir,

Preliminary Contaminated Site Investigation

**Re: Various lots, Kindlebark Drive,
Medowie NSW 2304**

This report presents the findings of a Preliminary Contaminated Site Investigation undertaken on various Lots located to the north of Kindlebark Drive, west of Medowie Road and to the east of Heritage Avenue, Medowie.

The purpose of this report is to assess any potential contamination within the Investigation Area (IA) in accordance with the State Environmental Planning Policy (SEPP) No. 55 and the requirements of the Port Stephens Council for the re-zoning of the land from R5 – Large Lot Residential to R2 – Low Density Residential.

If you require any further information regarding our report, please do not hesitate to contact the undersigned.

Yours faithfully
Forum Consulting Engineers

John Gilbert
Geotechnical/Environmental Engineer
B.E. (Environmental)

Mark Smith
Geotechnical/Environmental Engineer
B.E. (Environmental)

ITEM 3 - ATTACHMENT 1 PLANNING PROPOSAL - KINDLEBARK DRIVE,
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5.	Review of NSW Environmental Protection Authority Contaminated Land Database.....	7
6.	Groundwater Bore Search	7
7.	Fieldwork.....	8
8.	Conclusion.....	9
9.	Limitations	9

Attachments

- A. Forum "General Notes"
- B. Drawing 51558-SIT/1
- C. Historical Aerial Photographs
- D. Groundwater Bore Search
- E. Site Photographs



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1. Introduction

This report details a Preliminary Contaminated Site Investigation (PCSI) undertaken in an approximate area of 1.1ha located on the land identified as:

- Lot 10 DP 1154803 No 142 Kindlebark Drive, Medowie NSW 2318.
- Lot 61 DP 1106425 No 1A Heritage Avenue, Medowie NSW 2318.
- Lot 1 DP 270731 Middleby Grove, Medowie NSW 2318.
- Lot 2 DP 270731 No 140A Kindlebark Drive, Medowie NSW 2318.
- Lot 3 DP 270731 No 140 Kindlebark Drive, Medowie NSW 2318.
- Lot 4 DP 270731 No 1/1 Heritage Avenue, Medowie NSW 2318.
- Lot 5 DP 270731 No 2/1 Heritage Avenue, Medowie NSW 2318.
- Lot 6 DP 270731 No 140B Kindlebark Drive, Medowie NSW 2318.

These lots will hereby be referred to as the Investigation Area (IA).

This investigation has been undertaken at the request of Mr Matthew Middleby of Maclyn Property Pty Ltd.

The IA is proposed to be re-zoned from R5 Large Lot Residential to R2 Low Density Residential under the Port Stephens Local Environmental Plan 2013 along with additional permitted uses for the site to facilitate the use of the existing winery/restaurant. As such, Port Stephens Council has requested a PCSI in accordance with the State Environmental Planning Policy (SEPP) No. 55 prior to the re-zoning of the land.

This report should be read in conjunction with Forum Consulting Engineers (Forum) "General Notes" attached to this report.

2. Site Description

The IA was located to the north of Kindlebark Drive. The IA was surrounded by Kindlebark Drive to the south, by Heritage Avenue to the west, by Medowie Road to the east and by residential dwellings to the north. Drawing 51558-SIT/1 attached to this report shows the IA location. Additional IA details are shown in Table 1.



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Table 1 – Additional Details of the IA

IA Detail	Description
Lot and DP	<ul style="list-style-type: none"> Lot 10 DP 1154803 No 142 Kindlebark Drive, Medowie NSW 2318. Lot 61 DP 1106425 No 1A Heritage Avenue, Medowie NSW 2318. Lot 1 DP 270731 Middleby Grove, Medowie NSW 2318. Lot 2 DP 270731 No 140A Kindlebark Drive, Medowie NSW 2318. Lot 3 DP 270731 No 140 Kindlebark Drive, Medowie NSW 2318. Lot 4 DP 270731 No 1/1 Heritage Avenue, Medowie NSW 2318. Lot 5 DP 270731 No 2/1 Heritage Avenue, Medowie NSW 2318. Lot 6 DP 270731 No 140B Kindlebark Drive, Medowie NSW 2318.
Zoning: Current: Proposed:	R5 – Large Lot Residential R2 – Low Density Residential
Approximate size of the IA :	1.1ha
Land use: Current: Proposed: Surrounds:	Vacant land, residential and commercial developments Residential and commercial purposes Low density residential
Closest Environmental Receptor	The Moffats Swamp Nature Reserve 800m to the west of the IA and Grahamstown Lake 3km to the east of the IA.
Closest Human Health Receptor	Surrounded by residential living

The IA was generally flat with vacant land covering the majority of the IA. Structures located on the IA included:

- A small winery/restaurant located on the southwestern portion of the IA and within the boundary of Lot 10 DP 1154803.
- A florist/nursery/outdoor garden shop located on the western portion of the IA and to the north of the winery/restaurant.
- Five residential dwellings; four located on the southeastern portion of the IA within Lots 2, 3, 4 and 5 DP 270731 respectively, and one located in the northwestern portion of the IA within Lot 61 DP 1106425.



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Vegetation at the IA generally consisted of well-maintained grass, gardens and sparsely spaced emergent/mature trees.

Two fill stockpiles were located within the IA:

- One to the northwest of the IA, adjacent to the southern boundary of the residential dwelling and was estimated to be approximately 60m³ - 100m³.
- One to the northeast/central northeast of the IA and was estimated to be approximately 30 - 50m³.

Both stockpiles appeared to have been material won from onsite excavations.

Building rubble/waste was located in the vacant land to the east/southeast and the northwestern portion of the IA. No asbestos was identified in within the building rubble/waste.

Further IA details are shown in Section 7 of this report.

3. Historical Aerial Photographs

Forum reviewed the historical aerial photographs for the years 1958, 1983, 2004, 2010 and 2015. Table 2 shows the observations of a review of the historical aerial photographs and the historical aerial photographs are shown in an attachment to this report.

Table 2 – Review of Historical Aerial Photographs

Year	Description of the IA
1954 (Black and white)	<p>The IA has not yet been delineated. The IA appears to be vacant land with sparsely spaced trees. To the south, north and east of the IA appears to be bushland. To the west appears to be a dirt road (which is currently Medowie Road) and further to the east appears to be rural properties used for agriculture and/or industrial purposes.</p> <p>The wider environs of the IA appear to generally be bushland with rural and agricultural developments to the south, west and southwest of the IA.</p>
1983 (Colour)	<p>The IA has not yet been delineated. There appears to be minimal change to the IA and immediate surrounds when compared to the 1954 aerial photograph.</p> <p>In the wider environs of the IA, there have been significant rural/low density residential developments to the west, northwest, south and southwest of the IA.</p>



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2004 (Colour)	<p>The IA has been delineated. The IA is generally vacant land with well-maintained grass and several sparsely spaced trees located towards the east, west and northwest of the IA. In the southwest portion of the IA there appears to be early stages of a building construction.</p> <p>The IA is surrounded by Medowie Road to the west, Kindlebark Drive to the south, Heritage Avenue to the west and low density residential dwellings to the north.</p> <p>There has been significant residential development in the wider environs of the IA to the north, south, west and east.</p>
2010 (Colour)	<p>The IA appears to be used for multiple purposes including; a winery/restaurant to the southwest with vineyards planted along the southwestern boundary and the central southern portion of the IA and the partial construction of a residential building on the northwestern portion of the IA with building materials used for this residential dwelling stored within the central northeastern portion of the IA.</p> <p>The surrounds and wider environs of the IA have had some residential development particularly to the north, east and southeast of the IA.</p>
2015 (Colour)	<p>There appears to be some change to the IA and minimal change to the surrounding area when compared to the 2010 aerial photograph. There appears to be two constructed residential developments and two partially constructed residential developments in the southeastern portion of the IA and the construction of commercial development (likely the current nursery/florist) along the northern boundary of the winery/restaurant. Additionally, the residential development in the northwestern portion of the IA has been completed and the central southern portion of the IA is no longer used as a vineyard.</p> <p>There appears to be minor residential developments in the wider surrounds of the IA.</p>

4. Geology and Soils

Reference to the 1:100 000 Newcastle Coalfield Regional Geology Map published by Department of Mineral Resources indicates that the IA lies within the Tomago Coal Measures. The Tomago Coal Measures consist of the Dempsey Formation (siltstone, sandstone, coal, tuff and minor carbonaceous claystone), Four Mile Creek Formation (sandstone, minor siltstone, claystone, coal and tuff) and the Wallis Creek Formation (laminated sandstone, claystone, siltstone, coal and tuff).

The IA falls within the Medowie Landscape as identified on the "Soil Landscapes of the Newcastle 1:100 000 Sheet" published by the Department of Land and Water Conservation. The Medowie Landscape is a residual landscape characterised by gently undulating low hills on relict sediments in the Medowie Lowlands region. Soil consist of deep (>150cm) well drained red and yellow structured loams on deeply weathered clay deposits and moderately deep to deep (60 - >200cm) well drained red Podzolic soils and deep (200 - >300cm) yellow

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Various lots, Kindlebark Drive, Medowie



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Podzolic soils with some shallow well drained lithosols on sandy/pebbly deposits with clay lenses. Vegetation consists of partially cleared open forest. The Medowie Landscape contains slopes 2 – 15% on elevations of 30 – 70m. Local relief is to 30m.

5. Review of NSW Environmental Protection Authority Contaminated Land Database

Forum undertook a search of the NSW Environmental Protection Authority (EPA) public lands register (<http://www.epa.nsw.gov.au/publicregister/>) and did not find any record of Environment Protection licences, applications, notices, audits or pollution studies and reduction programs applicable to the IA.

Forum undertook a search of sites notified or regulated by the NSW EPA (<http://www.epa.nsw.gov.au/clm/publiclist.htm>) and confirmed that the IA and surrounding area have not been notified to the EPA or are not regulated by the EPA.

6. Groundwater Bore Search

Forum undertook a groundwater bore search using the NSW Office of Water online data system (<http://allwaterdata.water.nsw.gov.au/water.stm>). The groundwater bore search identified four groundwater bores within 1.5km of the IA which had relevant groundwater information:

- Groundwater bore GW011961 – A privately owned bore used for irrigation which is approximately 1.4km southwest of the IA. Final depth of the groundwater bore was at 4.6m below ground level (bgl) and no standing water level or soil profile was provided.
- Groundwater bore GW011962 – A local government owned bore used for irrigation which is approximately 1.5km southwest of the IA. Final depth of the groundwater bore was at 1.2m bgl and a standing water level of 1.2m bgl. No soil profile information was provided.
- Groundwater bore GW011963 – A privately owned bore used for irrigation which is approximately 1.3km southwest of the IA. Final depth of the groundwater bore was at 2.4m bgl and no standing water level or soil profile was provided.
- Groundwater bore GW022498 – A privately owned bore used for irrigation which is approximately 1.4km southwest of the IA. Final depth of the groundwater bore was at 6.1m bgl and no standing water level was provided. The soil profile generally comprised of:
 - Black peaty soil from a depth of 0.0m to 3.66m, overlying;
 - Saturated Sandy Clay from a depth of 3.66m to 3.81m, overlying;
 - Saturated black soil from a depth of 3.81m to 6.10m.

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Preliminary Contaminated Site Investigation
Various lots, Kindlebark Drive, Medowie



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Based on the final depth of the above groundwater bores, the reported standing groundwater level of groundwater bore GW011962 and the reported soil profile of groundwater bore GW022498, it is likely that a shallow or perched groundwater table exists towards the southwest of the IA at a depth approximately ranging between 1.2m to 3.6m bgl.

Based on the general topography of the area surrounding the IA, the distance from the IA to Grahamstown Lake and the distance from the IA to the above groundwater bores, Forum considers that there may be a shallow or perched groundwater table at the IA, however this cannot be confirmed.

The location of the above groundwater bores can be seen in Drawing 51558-SIT/2 attached to this report. The groundwater bore log sheets can be seen in the attachment section of this report.

7. Fieldwork

Forum undertook a site inspection on 20 November 2015. The site inspection consisted of a visual and olfactory assessment of the IA and surrounds.

As detailed in Section 2, two stockpiles were located on the IA towards the northwest and northeast/central northeast respectively. The stockpiles were expected to have been won from material onsite. Additionally, building rubble/waste was observed in the eastern/southeastern and northwestern portion of the IA. There was no visual or olfactory evidence of contamination of the two stockpiled material or the building rubble/waste.

A restaurant/winery was observed on the southwestern portion of the IA. Anecdotal evidence supplied during fieldwork identified that the vineyards are an organic producer and, as such, have not used herbicides or pesticides.

There was no visual or olfactory evidence of contamination at the IA or the surrounding area.

Site photographs are attached to this report and their location/direction is shown on Drawing 51558-SIT/1 attached to this report.



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8. Conclusion

This report presents the findings of a Preliminary Contaminated Site Investigation (PCSI) undertaken on various Lots located to the north of Kindlebark Drive and to the east of Heritage Avenue, Medowie.

The purpose of this report is to assess any potential contamination at the Investigation Area (IA) in accordance with the State Environmental Planning Policy (SEPP) No. 55 and the requirements of the Port Stephens Council for the re-zoning of the land from R5 – Large Lot Residential to R2 – Low Density Residential.

The scope of works included a site description, review of the site history and site geology/hydrogeology, a review of environmental licenses and notices published in the NSW EPA public database and a review of historical aerial photographs.

The results of the site history review and site inspection identified there was no visual or olfactory evidence of contamination at the IA or the surrounding area.

Based on the results of the PCSI, Forum considers there is minimal risk to human health or the environment due to contamination and, as such, the IA is suitable for the purpose of a R2 - Low Density Residential land use.

9. Limitations

Forum Consulting Engineers (Forum) have performed investigation and consulting services for this project in general accordance with current professional and industry standards for preliminary classification purposes.

The findings contained within this report are the result of site observations, discussions with personnel with knowledge of the site, physical records and field investigation. To the best of our knowledge, information presented in this report represents a reasonable interpretation of the general condition of the subject site. Under no circumstances, however, do these findings represent the actual state of the site at all points.

The interpretations presented within this report are limited in nature and Forum, or any other reputable consultant, cannot provide unqualified warranties, nor does Forum assume liability for site conditions not observed or accessible during the time of the investigations.



**ITEM 3 - ATTACHMENT 1 PLANNING PROPOSAL - KINDLEBARK DRIVE,
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26 November 2015
Ref: 51558

Yours faithfully
Forum Consulting Engineers

John Gilbert
Geotechnical/Environmental Engineer
B.E. (Environmental)

Reviewed



Mark Smith
Geotechnical/Environmental Engineer
B.E. (Environmental)

Gräeme Holmes
CPeng Civil Engineer
Director

Preliminary Contaminated Site Investigation
Various lots, Kindlebark Drive, Medowie

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Attachments



Geotechnical General Notes

As part of your geotechnical report, you should have an understanding of how your report's findings and recommendations affect you. These notes have been prepared by Forum Consulting Engineers to assist you to interpret and understand your report.

Introduction

These notes have been provided in order to explain your geotechnical report in relation to current design standards, field procedures, laboratory testing methods and design and construction recommendations. Not all elements are necessarily relevant to all reports.

Your Geotechnical Report

Your geotechnical report is based on information gained from limited subsurface investigation, sampling and laboratory testing, an understanding of local geology and personnel experience.

Your report is based on a unique set of criteria tailored to the requirements of your project. Project criteria typically include the general nature of the structure involved, its size and configuration, the location of the structure on the site and its orientation, physical concomitants such as access roads, parking lots, and underground utilities, and the level of additional risk which the client assumed by virtue of limitations imposed upon the exploratory program.

For this reason, your report must be regarded as interpretive rather than factual documents, limited to some extent by the scope of information on which they rely.

Without approval from Forum Consulting Engineers, your report should not be used if there are any changes to the project. If they are not consulted, Forum Consulting Engineers will not accept responsibility for problems that occur due to project/site modifications.

Borehole/Test Pit Logs

The borehole and test pit logs presented in this report are an engineering and/or geological interpretation of the subsurface conditions, and their reliability will depend to some extent on frequency of sampling and the method of drilling or excavation. Ideally, continuous undisturbed sampling or core drilling will provide the most reliable assessment, but this is not always practicable or possible to justify on economic grounds. In any case the boreholes and test pits represent only a very small sample of the total subsurface profile.

Interpretation of the information and its application to design and construction should therefore take into account the spacing of boreholes or pits, the frequency of sampling and the possibility of other than 'straight line' variations between the test locations.

Groundwater

Where groundwater levels are measured in boreholes/testpits there are several potential problems, namely:

- In low permeability soils, groundwater may enter the hole very slowly or perhaps not at all during the time the hole is left open;
- A localised, perched water table may lead to an inaccurate indication of the true water table;
- Water table levels will vary from time to time with seasons or weather events. They may not be the same at the time of construction as are indicated in the report; and
- The use of water or mud as a drilling fluid will mask any groundwater inflow. Water has to be blown out of the hole and drilling mud must first be washed out of the hole if water measurements are to be made.

More reliable groundwater observations may be made by installing standpipes which may be read over variable extended timeframes.

Site Anomalies

In the event that conditions encountered during construction appear to vary from those from those detailed within your report, Forum Consulting Engineers should be notified immediately. Most problems are much more readily resolved when anomalies are addressed when identified, rather than at some later stage.

Change In Conditions

Because a geotechnical engineering report is based on conditions which existed at the time of subsurface exploration, future or modified construction decisions should not be based on a geotechnical engineering report whose adequacy may have been affected by time.

Construction operations at or adjacent to the site and natural events such as floods, earthquakes or groundwater fluctuations may also affect subsurface conditions and thus, the continuing adequacy of a geotechnical report. Forum should be kept apprised of any such events, and should be consulted to determine if additional tests are necessary. In the event that conditions encountered on site during construction appear to vary from those which were expected from the information contained in the report, Forum requests that it be immediately notified. Most problems are much more readily resolved when conditions are exposed during construction, than at some later stage, well after the event.

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Geotechnical General Notes

To help avoid costly problems, consult the geotechnical engineer to determine how any factors which change subsequent to the date of the report may affect its recommendations.

Project Design

To help avoid misinterpretations, Forum Consulting Engineers should be consulted during the design stage of any site development.

As per Section 1.4.2 of AS2870, constructions methods and materials used within developments should be designed to ensure that a minimum design life of 50 years is achieved.

Site Inspection

Forum Consulting Engineers will always be pleased to provide engineering inspection services for geotechnical and environmental aspects of work to which this report is related. This could range from a site visit to confirm that conditions exposed are as expected, to full time engineering presence on site.

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Geotechnical Investigation and Classification

Investigation Methods

The following is a brief summary of investigation methods that may have been used by Forum Consulting Engineers as part of your report.

Test Pits

Testpits are excavated with a backhoe or a tracked excavator and allows a close examination of in-situ soils.

Boreholes

Continuous spiral flight boreholes are undertaken using 75–115mm diameter augers which are withdrawn at intervals to allow sampling or in-situ testing. Continuous spiral flight boreholes may be undertaken using either mechanical or hand methods.

Large diameter boreholes are undertaken using 300 mm or larger diameter rotating plate or short spiral auger.

Non-core rotary boreholes are undertaken using a rotary bit, with water being pumped down the drill rods and returned up the annulus, carrying the drill cuttings.

Standard Penetration Tests

Standard penetration tests (SPT) are used as a means of determining density or strength and also of obtaining an undisturbed sample. The test procedure is described in Section 6.3.1 of AS1289.

The test is carried out in a borehole by driving a 50 mm diameter split sample tube under the impact of a 63 kg hammer with a free fall of 760 mm. The tube to be driven in three successive 150 mm increments and the 'N' value is recorded. The results of the tests can be related empirically to the engineering properties of the soil.

Cone Penetrometer Testing and Interpretation

The cone penetrometer tests (CPT) method provides a continuous profile of engineering properties. Cone penetrometer tests (CPT) are used as a means of determining soil bearing pressure, soil shear modulus, depth to groundwater, pore water pressure, Poisson's ratio and an inferred soil profile. The test procedure is described in Section 6.4.1 of AS1289.

The test is carried out using a 35 mm diameter rod with a cone-tipped end is pushed continuously into the soil, the reaction being provided by a specially designed truck or rig which is fitted with an hydraulic ram system. Measurements are made of the end bearing resistance on the cone and the friction resistance on a separate 130 mm long sleeve, immediately behind the cone. Transducers in the tip of the assembly are connected by electrical wires passing through the centre of the push rods to an amplifier and recorder unit mounted on the control truck.

The information provided on the plotted results comprises:

- Cone resistance (the actual end bearing force divided by the cross sectional area of the cone, expressed in MPa).
- Sleeve friction (the frictional force on the sleeve divided by the surface area, expressed in kPa).
- Friction ratio (the ratio of sleeve friction to cone resistance, expressed as a percentage).

Hand Penetrometer

Hand penetrometers are completed by driving a rod into the ground falling weight hammer and measuring the blows for successive 100 mm increments of penetration. Normally, there is a depth limitation of 1.2 m but this may be extended in certain conditions by the use of extension rods. The test procedure is undertaken in accordance with ASTM D6951 / D6951M. Two similar tests are available.

Perth Sand Penetrometer — in accordance with Section 6.3.3 of AS1289, a 16 mm diameter flathead rod is driven with a 9 kg hammer, dropping 600 mm. This test is suitable for use in granular soils and filling.

Dynamic Cone Penetrometer — in accordance with Section 6.3.2 of AS1289, a 16 mm rod with a 20 mm diameter cone end is driven with a 9 kg hammer dropping 510 mm. The test was developed initially for pavement subgrade investigations.

Laboratory Testing

Laboratory testing is carried out in accordance with Australian Standard 1289 "Methods of Testing Soil for Engineering Purposes" and other specific requirements for each test procedure.

Soils and Rock

Description and Classification Methods

The description and classification of soils and rocks used within your report are based on descriptions and classifications detailed in Australian Standard AS 1726. In general, the descriptions include strength or density, colour, structure, soil or rock type and inclusions.

Soil Types

Soil types are described according to the predominant particle size, qualified by the grading of other particles present.

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Geotechnical Investigation and Classification

Type	Particle size (mm)
Boulder	>200
Cobble	63 - 200
Gravel	2.36 - 63
Sand	0.075 - 2.36
Silt	0.002 - 0.075
Clay	<0.002

The sand and gravel sizes can be further subdivided as follows:

Type	Particle size (mm)
Coarse gravel	20 - 63
Medium gravel	6 - 20
Fine gravel	2.36 - 6
Coarse sand	0.6 - 2.36
Medium sand	0.2 - 0.6
Fine sand	0.075 - 0.2

The proportions of secondary constituents of soils are described as:

Term	Proportion	Example
And	Specify	Clay (60%) and Sand (40%)
Adjective	20 - 35%	Sandy Clay
Slightly	12 - 20%	Slightly Sandy Clay
With some	5 - 12%	Clay with some sand
With a trace of	0 - 5%	Clay with a trace of sand

Grading Terms

Definitions of grading terms used are:

- Well graded - a good representation of all particle sizes
- Poorly graded - an excess or deficiency of particular sizes within the specified range
- Uniformly graded - an excess of a particular particle size
- Gap graded - a deficiency of a particular particle size with the range

Cohesive Soils

Cohesive soils, such as clays, are classified on the basis of undrained shear strength. The strength may be measured by laboratory testing, or estimated by field tests or engineering examination. The strength terms are defined as follows.

Description	Abbreviation	Undrained shear strength (kPa)
Very soft	vs	<12
Soft	s	12 - 25
Firm	f	25 - 50
Stiff	st	50 - 100
Very stiff	vst	100 - 200
Hard	h	>200

Cohesionless Soils

Cohesionless soils, such as clean sands, are classified on the basis of relative density, generally from the results of standard penetration tests (SPT), cone penetration tests (CPT) or dynamic penetrometers (PSP). The relative density terms are given below.

Relative Density	Abbreviation	SPT N value	CPT qc value (MPa)
Very loose	vl	<4	<2
Loose	l	4 - 10	2 - 5
Medium dense	md	10 - 30	5 - 15
Dense	d	30 - 50	15 - 25
Very dense	vd	>50	>25

Soil Origin

It is often difficult to accurately determine the origin of a soil. Soils can generally be classified as:

- Residual soil - derived from in-situ weathering of the underlying rock;
- Transported soils - formed somewhere else and transported by nature to the site; or
- Filling - moved by man.

Transported soils may be further subdivided into:

Alluvium - river deposits

Lacustrine - lake deposits

- Aeolian - wind deposits
- Littoral - beach deposits
- Estuarine - tidal river deposits
- Talus - scree or coarse colluvium
- Slopewash or Colluvium - transported downslope by gravity assisted by water.
- Often includes angular rock fragments and boulders.



















