

TABLED DOCUMENT

ITEM NO. 2

1) PLANNING PROPOSAL - 269 TAREAN ROAD, KARUAH -
PROPOSED AMENDMENT TO THE PORT STEPHENS LOCAL
ENVIRONMENT PLAN 2013

ORDINARY COUNCIL MEETING
13 AUGUST 2019



PORT STEPHENS
C O U N C I L

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Planning Proposal

Proposed Amendment to the Port Stephens Local Environmental Plan 2013

Property:

Multiple Lots
 229 Tarean Road, Karuah

Applicant:

AJ Karuah Timber Co Pty Ltd

Date:

April 2019

Document Control Sheet

Issue No.	Amendment	Date	Prepared By	Checked By
A	Draft	27/02/19	AS	MLOU
B	Final	02/04/19	AS	MLOU

Limitations Statement

This report has been prepared in accordance with and for the purposes outlined in the scope of services agreed between ADW Johnson Pty Ltd and the Client. It has been prepared based on the information supplied by the Client, as well as investigation undertaken by ADW Johnson and the sub-consultants engaged by the Client for the project.

Unless otherwise specified in this report, information and advice received from external parties during the course of this project was not independently verified. However, any such information was, in our opinion, deemed to be current and relevant prior to its use. Whilst all reasonable skill, diligence and care have been taken to provide accurate information and appropriate recommendations, it is not warranted or guaranteed and no responsibility or liability for any information, opinion or commentary contained herein or for any consequences of its use will be accepted by ADW Johnson or by any person involved in the preparation of this assessment and report.

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Executive Summary

AJ Karuah Timber Co Pty Ltd are seeking to amend the Port Stephens Local Environmental Plan 2013 (PSLEP) to rezone land at Karuah from RU2 Rural Landscape to R2 Low Density Residential. The planning proposal would facilitate the future subdivision of the part of the site for residential purposes. Additional amendments to the PSLEP are sought in relation to minimum lot size mapping and maximum building height.

The subject land is located off Tarean Road at Karuah. Lots affected by the planning proposal are described as:

- Lot 572 DP777919; and
- Lots 38 – 49; 66-75; 136-159; 170 – 193; 216 – 220 DP11741.

The land that is the subject of this planning proposal is positioned approximately 1km west of the Karuah town centre. The site forms part of a larger rural landholding extending to the north.

Considerable growth opportunity and demand for residential land is expected to occur in Karuah, noting its significant lifestyle benefits and accessibility to major employment nodes and commercial centres. The planning proposal will provide an opportunity for the provision of approximately 405 new residential allotments to assist with meeting the projected residential demand in the area, while also contributing to meeting the growth targets for the Port Stephens local government area, identified by the State government.

The Port Stephens LGA is generally highly constrained for urban development. The planning proposal will facilitate delivery of housing to accommodate a growing population within the Port Stephens LGA and will support the delivery of housing required within the Hunter Regional Plan 2036. Further, it is consistent with Council's local strategies and plans, including:

- Port Stephens Planning Strategy; and
- Karuah Growth Strategy.

The proposal will provide for consistency in relevant planning provisions across the site.

The planning proposal is considered to have strategic merit as it achieves the following:

- It is consistent with the outcomes identified in relevant regional and local plans, including the following:
 - ✓ Hunter Regional Plan 2036
 - ✓ Greater Newcastle Metropolitan Plan 2036
 - ✓ Port Stephens Planning Strategy 2011-2036
 - ✓ Karuah Strategy
- The proposal will contribute to the provision of housing targets identified for the Karuah area and Port Stephens local government area.

- The planning proposal will allow provision of new housing choice in Karuah and will allow the integration of the new residential area with the existing Karuah community and enhancement of local identity.
- The proposal will contribute to the economic growth of Karuah through increased employment opportunities during the construction process and increased patronage at local retail and commercial premises and community facilities and public services.

Table of Contents

EXECUTIVE SUMMARY	3
1.0 INTRODUCTION	8
1.1 OBJECTIVE OF THIS REPORT	8
1.2 PROJECT SUMMARY	11
1.3 BACKGROUND.....	11
2.0 SITE DESCRIPTION AND CONTEXT.....	13
2.1 SITE DETAILS	13
2.2 SITE LOCATION.....	13
2.3 SITE CONTEXT AND SURROUNDING LAND USES	15
2.3.1 Existing Land Uses	15
2.3.2 Surrounding Land Uses.....	15
2.3.3 Access and Transport.....	15
3.0 SITE ANALYSIS	16
3.1 TOPOGRAPHY AND GEOLOGY	16
3.2 CONTAMINATION	16
3.3 ACID SULFATE SOILS	16
3.4 HYDROLOGY AND FLOODING	17
3.5 MINE SUBSIDENCE.....	18
3.6 FLORA AND FAUNA.....	18
3.7 HERITAGE.....	20
3.8 INFRASTRUCTURE UTILITIES	20
3.9 TRAFFIC AND TRANSPORT.....	20
3.10 BUSHFIRE	21
3.11 COASTAL MANAGEMENT.....	21
4.0 STATUTORY PLANNING CONTEXT.....	23
4.1 STATE ENVIRONMENTAL PLANNING POLICIES.....	23
4.2 PORT STEPHENS LOCAL ENVIRONMENTAL PLAN 2013.....	23
4.2.1 Aims.....	23
4.2.2 Zoning.....	24
4.2.3 Lot Size.....	25
4.2.4 Building Height.....	25
4.3 PORT STEPHENS DEVELOPMENT CONTROL PLAN 2014	26
5.0 CONCEPT PLAN.....	27
5.1 ROADS	27
5.2 LOT LAYOUT, SIZE AND ORIENTATION.....	28
6.0 PLANNING PROPOSAL.....	29
PART 1 – OBJECTIVES AND INTENDED OUTCOMES.....	29
Objective	29
Intended Outcome	29
PART 2 – EXPLANATION OF PROVISIONS.....	29
PART 3 – JUSTIFICATION	31
Section A – Need for the Planning Proposal	32
Section B – Relationships to Strategic Planning Framework.....	33

6.1.1 State Environmental Planning Policy (Mining, Petroleum Production and Extractive Industries) 2007	48
Section C – Environmental, social and economic impact	53
Section D – State and Commonwealth Interests.....	58
PART 4 – PROPOSED PSLEP 2013 MAPPING.....	58
7.0 CONCLUSION.....	59

APPENDIX A

CONCEPT DEVELOPMENT PLAN

APPENDIX B

PROPOSED CHANGES TO PSLEP 2013 MAPPING

APPENDIX C

SERVICING REPORT

APPENDIX D

AHIMS SEARCH

LIST OF FIGURES

- Figure 1. Aerial Photograph of the subject land showing existing lot layout.
- Figure 2. Concept plan for subject land.
- Figure 3. Concept Plan and its Relationship to the Overall Site.
- Figure 4. Site Locality Plan.
- Figure 5. Site Locality – Local Context.
- Figure 6. Extract from PSLEP 2013 Acid Sulfate Soils Map.
- Figure 7. Mapped waterways on the subject land.
- Figure 8. PSLEP 2013 Flood Planning Map Extract.
- Figure 9. Native Vegetation Regulatory Map.
- Figure 10. Biodiversity Values Map.
- Figure 11. Extract from PSLEP 2013 Heritage Map.
- Figure 12. Extract from the Port Stephens Council Bushfire Prone Land Map.
- Figure 13. Extract from the PSLEP 2013 Wetlands Map.
- Figure 14. Extract from the Coastal Management SEPP Mapping (Wetlands).
- Figure 15. Extract from Coastal Management SEPP mapping.
- Figure 16. Existing zoning of the Site.
- Figure 17. Existing lot size controls for the subject site.
- Figure 18. Existing building height controls for the subject land.
- Figure 19. Karuah Locality Controls Map.
- Figure 20. Subdivision Concept Plan.
- Figure 21. Proposed zoning.
- Figure 22. Proposed minimum lot size.
- Figure 23. Proposed maximum building height.
- Figure 24. Extract from Hunter Regional Plan – Greater Newcastle Settlement Plan.
- Figure 25. Greater Newcastle Metropolitan Area - Relationship to Karuah.
- Figure 26. Job Targets for Catalyst Areas (2016-2036).
- Figure 27. PSPS Centres Hierarchy.
- Figure 28. Karuah Land Use Strategy.

Figure 29. Extract from the Port Stephens Koala Habitat Planning Map.

Figure 30. Future Residential Growth Area.

LIST OF TABLES

Table 1. Karuah Growth Principles

Table 2. Consistency with Port Stephens' Community Strategic Plan 2018-2028

Table 3. Consistency with CKPoM performance criteria for rezoning requests

Table 4. Consistency with Rural Lands SEPP planning principles

Table 5. Consistency with Ministerial Directions

Table 6. Port Stephens Population projections by Age

1.0 Introduction

1.1 OBJECTIVE OF THIS REPORT

ADW Johnson Pty Limited (ADW Johnson) has been commissioned by AJ Karuah Timber Co Pty Ltd to prepare a Planning Proposal relating to the proposed rezoning of land located at 229 Tarean Road, Karuah (the subject land).

The overall site comprises multiple lots and unformed roads that were created as part of a historic paper subdivision. The subject land is currently undeveloped and comprises partially cleared rural land.

The subject land comprises two separate parcels of land, Parcel 1 comprising much of the southern portion of the site and Parcel 2 adjoining the north western boundary.

Lots affected by the planning proposal are described as:

- Lot 572 DP777919; and
- Lots 38 – 49; 66-75; 136-159; 170 – 193; 216 – 220 DP11741.

The subject land is zoned RU2 Rural Landscape under the Port Stephens Local Environmental Plan 2013 (PSLEP) and adjoins land that is zoned R2 Low Density Residential. It forms part of a larger rural landholding extending to the north which is largely unconstrained.

The Karuah township is currently experiencing an increase in residential growth and demand for housing, generated by the significant lifestyle benefits which the area offers; and accessibility to major employment nodes and commercial centres.

The planning proposal seeks to rezone the subject land to R2 Low Density Residential to facilitate the future development of two parcels of land with the capability to accommodate approximately:

- Parcel 1.
 - 394 residential lots (this indicative lot yield includes a small extent of existing R2 zoned land) located at the southern extent of the overall site; and
- Parcel 2.
 - 11 residential lots adjoining exiting residential land toward the north eastern extent of the overall site.

This report includes relevant information about the subject land. It is structured to comply with:

- The requirements of the *Environmental Planning and Assessment Act 1979*; and
- The Department of Planning and Environment publication: 'A Guide to Preparing Planning Proposals'.

The subject land and its relationship to the overall site is shown in **Figure 1** and indicative subdivision layout is shown in **Figure 2**.



Figure 1. Aerial Photograph of the subject land showing existing lot layout.

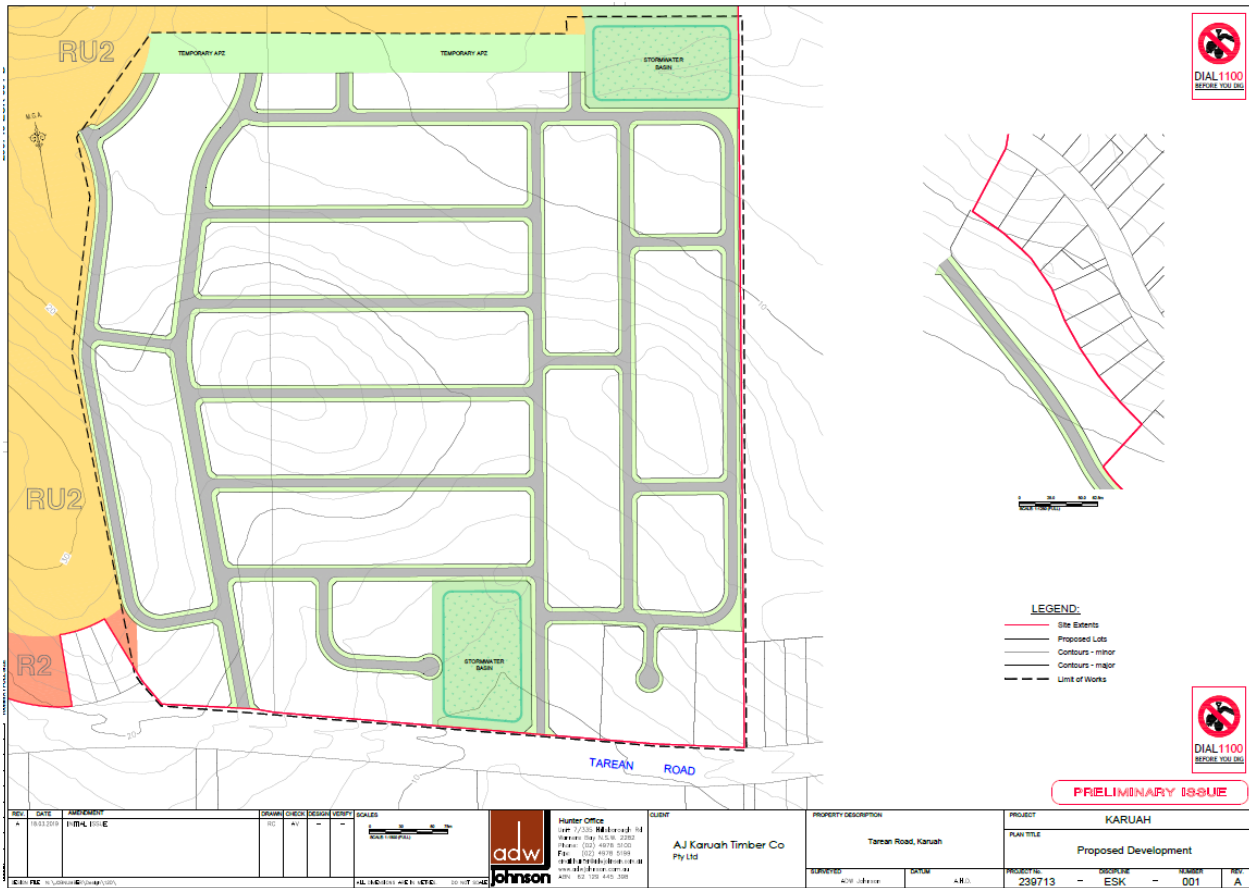


Figure 2. Concept plan for subject land.



Figure 3. Concept Plan and its Relationship to the Overall Site.

1.2 PROJECT SUMMARY

Key details relevant to the planning proposal are summarised below:

Applicant Details:	AJ Karuah Timber Co Pty Ltd C/- ADW Johnson 7/335 Hillsborough Road Warners Bay NSW 2282	
Property Details:	Lot 572 DP777919; and Lots 38 – 49; 66-75; 136-159; 170 – 193; 216 – 220 DP11741.	the “ Subject Land ”
Address:	229 Tarean Road, Karuah	
Planning Proposal	To rezone the subject land to R2 Low Density Residential to facilitate the future development of the land for residential purposes.	

1.3 BACKGROUND

Karuah is located on the former alignment of the Pacific Highway. Historically, its growth was supported by passing traffic and the delivery of highway services to travellers, such as stop overs, food services, vehicle repairs and fuel. In 2004, the Karuah Bypass was opened and the majority of vehicles that once passed through Karuah were diverted around the township.

A report commissioned 5 years after the commencement of the Karuah Bypass indicates that the bypass has had a significant effect on Karuah. The report indicates that local use of the main street has been a positive outcome of the bypass, with improvements to the amenity of properties adjoining the former Pacific Highway (now Tarean Road)¹.

While Karuah's residents have enjoyed improvements in liveability due to reduced noise and traffic businesses relying on passing motorists have suffered considerably. Petrol stations, accommodation, and food services have had the most negative outcomes, with business closures, decreased revenues, and considerable reductions in employment².

The report suggests that as Karuah no longer services large volumes of passing motorists, businesses need to focus on the local and regional population for support. Effective management, expanded services, and increased advertising have proven to be the most pivotal aspects of profitable businesses in Karuah since the opening of the Karuah Bypass. It is suggested that more business opportunities in Karuah may arise as the population of the area increase New housing developments in Karuah should foster more business and economic growth over the long-term³.

¹ The Karuah Highway Bypass Economic and Social Impacts The 5 year report, (2009), Phibbs P, Heidrich A & Cooney C.

² The Karuah Highway Bypass Economic and Social Impacts The 5 year report, (2009), Phibbs P, Heidrich A & Cooney C.

³ The Karuah Highway Bypass Economic and Social Impacts The 5 year report, (2009), Phibbs P, Heidrich A & Cooney C.

This planning proposal seeks to rezone appropriately located and unconstrained land for the purpose of residential development. The proposed development will provide a number of social and economic benefits to the Karuah area through creating a new resident population which is integrated with the existing community which will increase patronage at local retail and commercial premises and community services, improving their viability.

2.0 Site Description and Context

2.1 SITE DETAILS

Lots affected by the planning proposal are described as:

- Lot 572 DP777919; and
- Lots 38 – 49; 66-75; 136-159; 170 – 193; 216 – 220 DP11741.

The overall site has an area of approximately 140ha and the subject land (planning proposal areas) have the following areas:

- Parcel 1: 39.06ha
- Parcel 2: 0.87ha.

2.2 SITE LOCATION

The subject land is located on the northern side of Tarean Road, Karuah, with its south eastern boundary located approximately 1km from the Karuah Town Centre, where a range of retail services and community facilities are available.

Prior to the upgrade of the Pacific Highway and its subsequent detour around Karuah, Tarean Road formed the alignment of the Pacific Highway and was designed and constructed to cater for high volumes of traffic.

The Pacific Highway is considered to be State significant infrastructure, providing the primary road connection between Sydney and Brisbane. The road network provides ready access to Raymond Terrace (15 minutes); Tomago (25 minutes); Williamtown (20 minutes); and Newcastle (45 minutes).

The location of the subject land and overall site is shown in **Figure 4** and **Figure 5**.



Figure 4. Site Locality Plan.

Source: <https://maps.six.nsw.gov.au/>

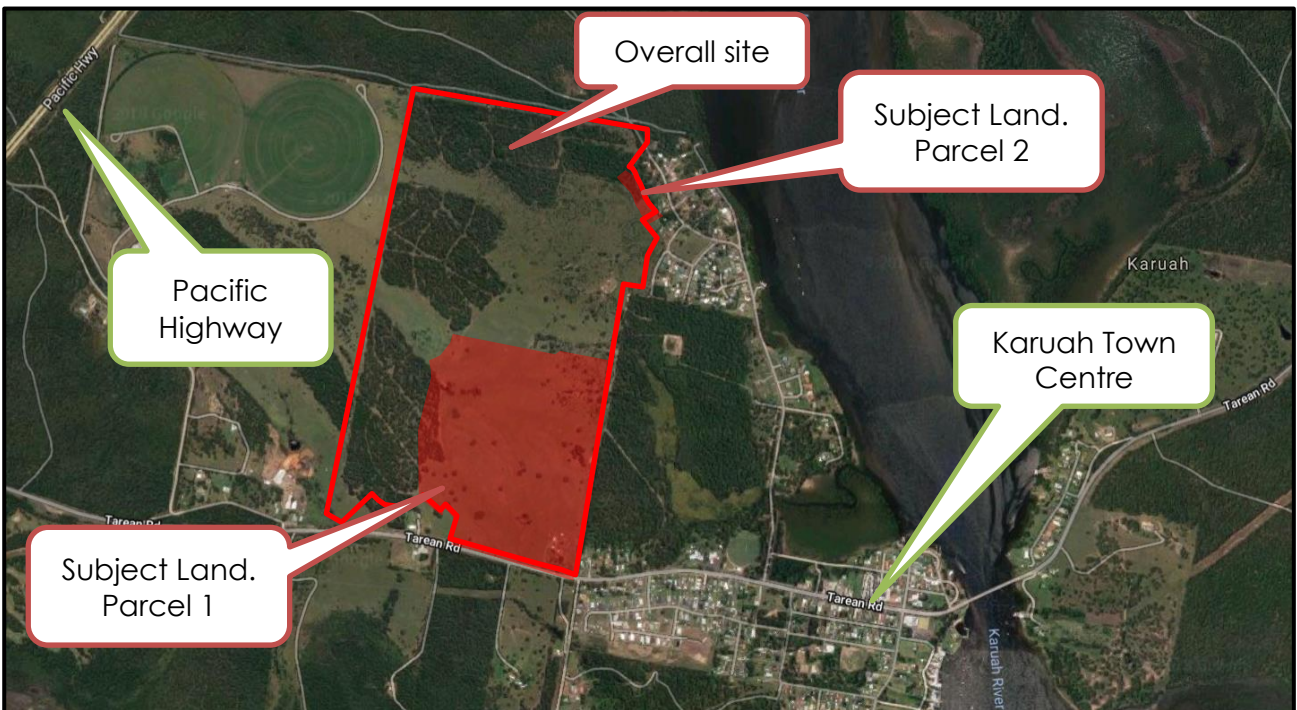


Figure 5. Site Locality – Local Context.

Source: (<https://www.google.com.au/maps>; Current: 21/06/18)

2.3 SITE CONTEXT AND SURROUNDING LAND USES

2.3.1 Existing Land Uses

The overall site encompasses multiple lots and unformed roads as shown in **Figure 1** that were created as part of a historic paper subdivision. The subject land comprises undeveloped and mostly cleared rural land.

2.3.2 Surrounding Land Uses

Land uses surrounding the overall site are outlined below:

- Tarean Road forms the alignment of the southern site boundary, with Karuah Golf club located to the south west;
- Undeveloped residential zoned land sits immediately to the south west of the subject land (part of which is situated within the overall site);
- Land located on the southern side of Tarean Road (opposite Parcel 1) is zoned for residential development and is subject to a development application proposing the creation of 124 residential lots. At the time of lodgement, this development application remained undetermined;
- The Karuah township is located approximately 1km to the east of the subject land and provides a range of community services and facilities, including supermarket and other retail offerings, school and parkland;
- The Karuah River is located immediately to the east of the Town Centre and provides a range of recreational and professional fishing opportunities for residents and visitors to the town;
- Land zoned and developed for residential purposes adjoins the south eastern site boundary;
- Undeveloped vegetated land and wetland adjoins the eastern boundary of Lot 572;
- Land zoned and developed for residential purposes adjoins the north eastern site boundary and its alignment forms part of the historic paper subdivision that affects the subject land;
- The Karuah National Park is located north of the subject land;
- A Hunter Water waste water treatment plant is located to the north west, servicing the Karuah township; and
- A sawmill, under the same ownership as the subject land, sits to the west.

2.3.3 Access and Transport

The subject land is located on the northern side of Tarean Road, which provides a direct connection to both the Karuah Town Centre (approximately 1km east of the eastern boundary of the subject land) and the Pacific Highway (approximately 2.5km west of the subject land).

Tarean Road comprises the former alignment of the Pacific Highway and has been designed and constructed to cater for high volumes of traffic.

The Pacific Highway provides the primary road connection between Sydney and Brisbane. The road network provides ready access to Raymond Terrace (15 minutes); Tomago (25 minutes); Williamstown (20 minutes); and Newcastle (45 minutes).

3.0 Site Analysis

This section provides discussion on the key issues relevant to the planning proposal. An analysis of the physical features of the subject land was undertaken to inform the planning proposal. This section contains a summary analysis of the subject land, including:

- Topography and geology;
- Contamination;
- Acid sulfate soils;
- Hydrology;
- Mine subsidence;
- Flora and fauna;
- Heritage;
- Infrastructure utilities;
- Traffic and transport network;
- Bushfire;
- Flooding; and
- Coastal management.

3.1 TOPOGRAPHY AND GEOLOGY

The subject land comprises undulating ground sloping generally down from north-west to south-east. Site levels vary, with the ridgeline running along the northern section of the subject land at approximately RL20m AHD and dropping below RL 10m AHD toward the south eastern boundary.

3.2 CONTAMINATION

The subject land has been utilised for cattle grazing purposes for numerous years with no evidence of contaminating activities such as uncontrolled dumping having occurred on the subject land.

If required, further assessment of contaminated soils across the site can be undertaken and provided to Council post-gateway.

3.3 ACID SULAFTE SOILS

PSLEP 2013 mapping identifies that the subject land not constrained by acid sulfate soils. A small portion of the overall site contains land mapped and comprising class 5 acid sulfate soils, however this land sits outside the planning proposal area.

An extract of the LEP Acid Sulfate Soils Map is provided in **Figure 6**.

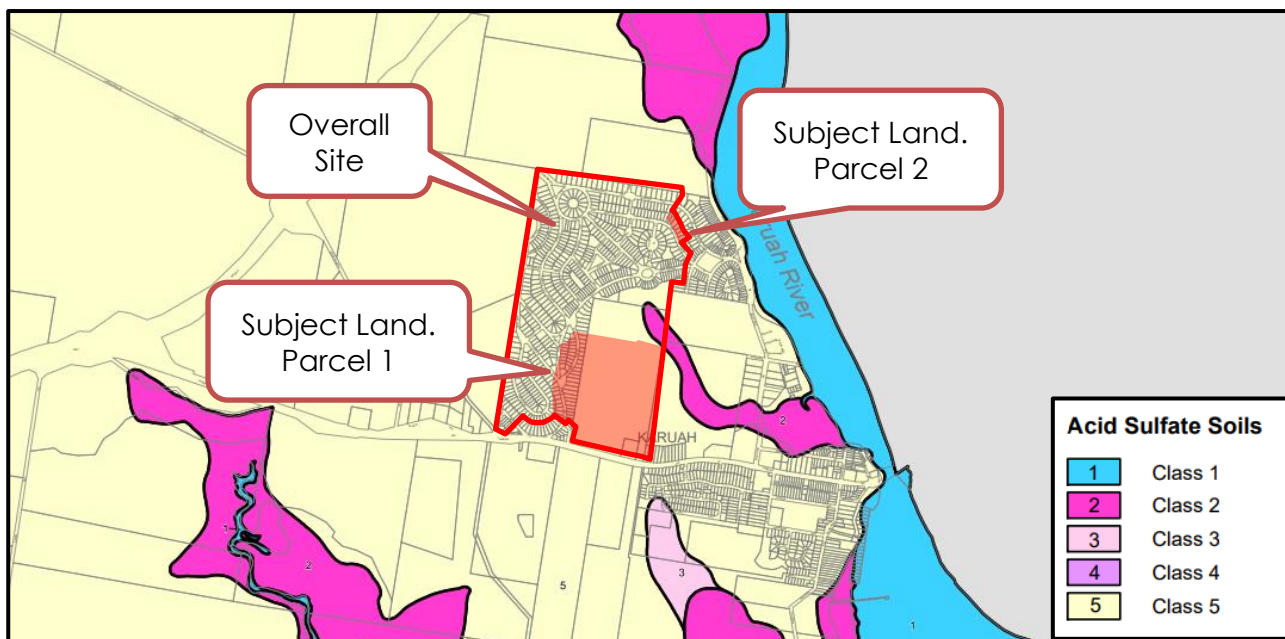


Figure 6. Extract from PSLEP 2013 Acid Sulfate Soils Map.

Source: PSLEP – Accessed 15/10/2018

3.4 HYDROLOGY AND FLOODING

There are no creek lines within the subject land, however, there are two small farm dams located within the planning proposal area. A wetland is located on land adjoining the eastern boundary of the subject land and discharges into the Karuah River.

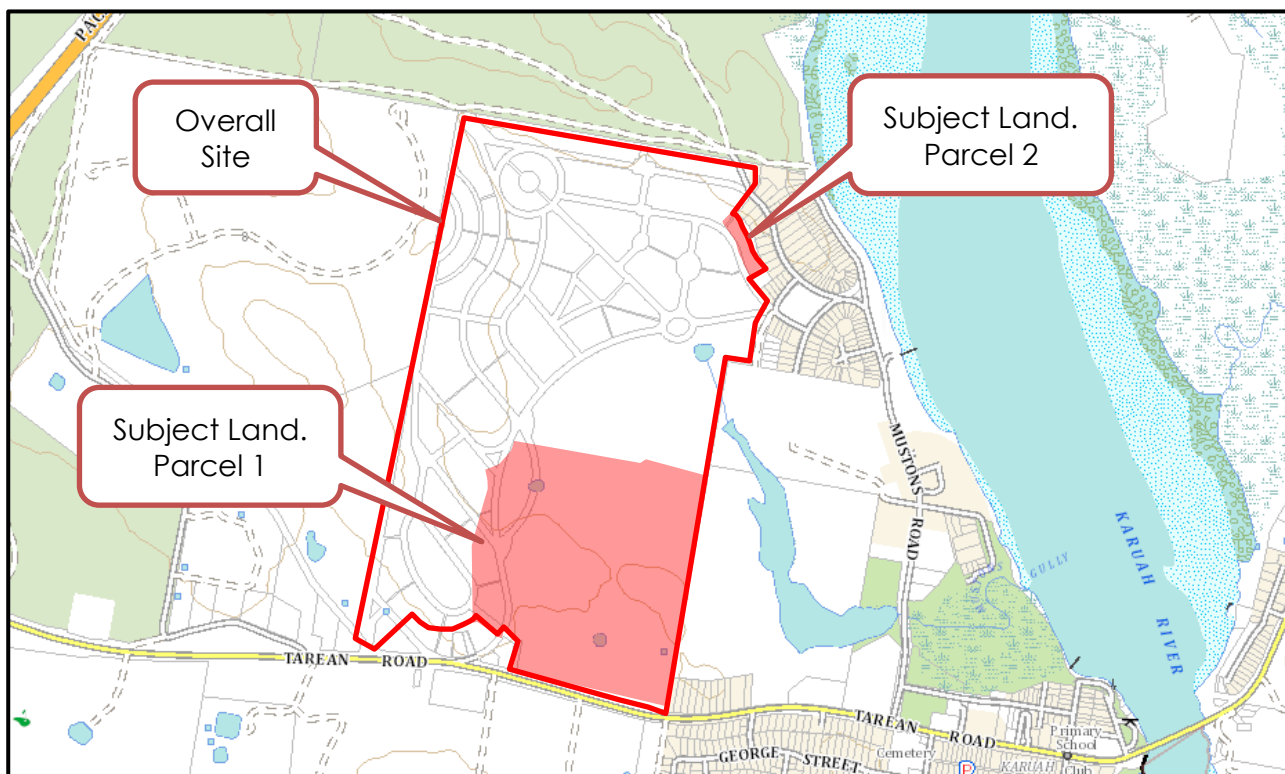


Figure 7. Mapped waterways on the subject land.

Source: Six Maps <https://maps.six.nsw.gov.au/> . Accessed 15/10/2018

Flood planning maps included within the PSLEP 2013 indicate that the subject land is generally free of flooding constraints. A small area of precinct 1 is mapped as comprising a flood planning area. The subdivision concept layout provides a stormwater detention basin in this location.

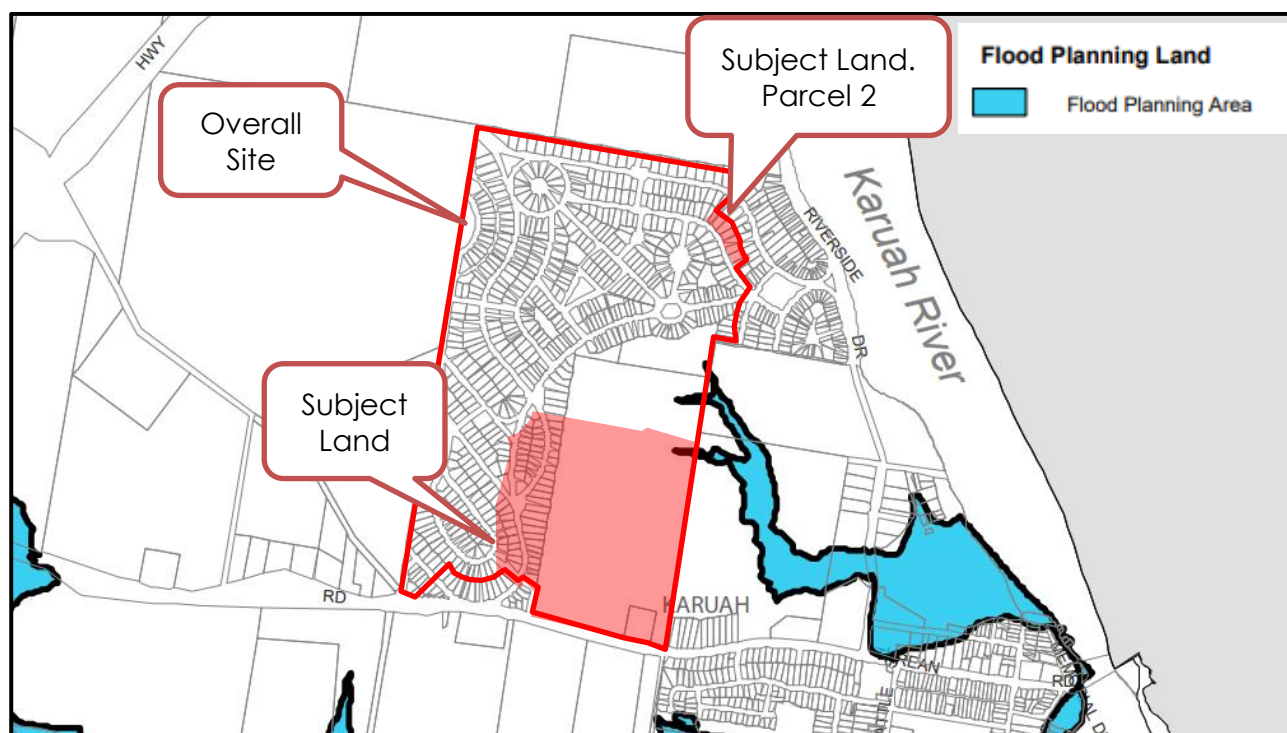


Figure 8. PSLEP 2013 Flood Planning Map Extract.

Source: PSLEP – Accessed 15/10/2018

3.5 MINE SUBSIDENCE

The subject land is not located within a mine subsidence district.

3.6 FLORA AND FAUNA

The subject land is largely cleared of native vegetation and is currently utilised for cattle grazing. Vegetation across the site consists of scattered trees and grass land.

Established trees occur to the east of the subject land. This area is heavily disturbed, having been subject to selective clearing and understory management.

The Native Vegetation Regulatory map and the Biodiversity Values map do not identify the subject land as comprising sensitive or vulnerable regulated land. Refer to **Figure 9** and **Figure 10**.

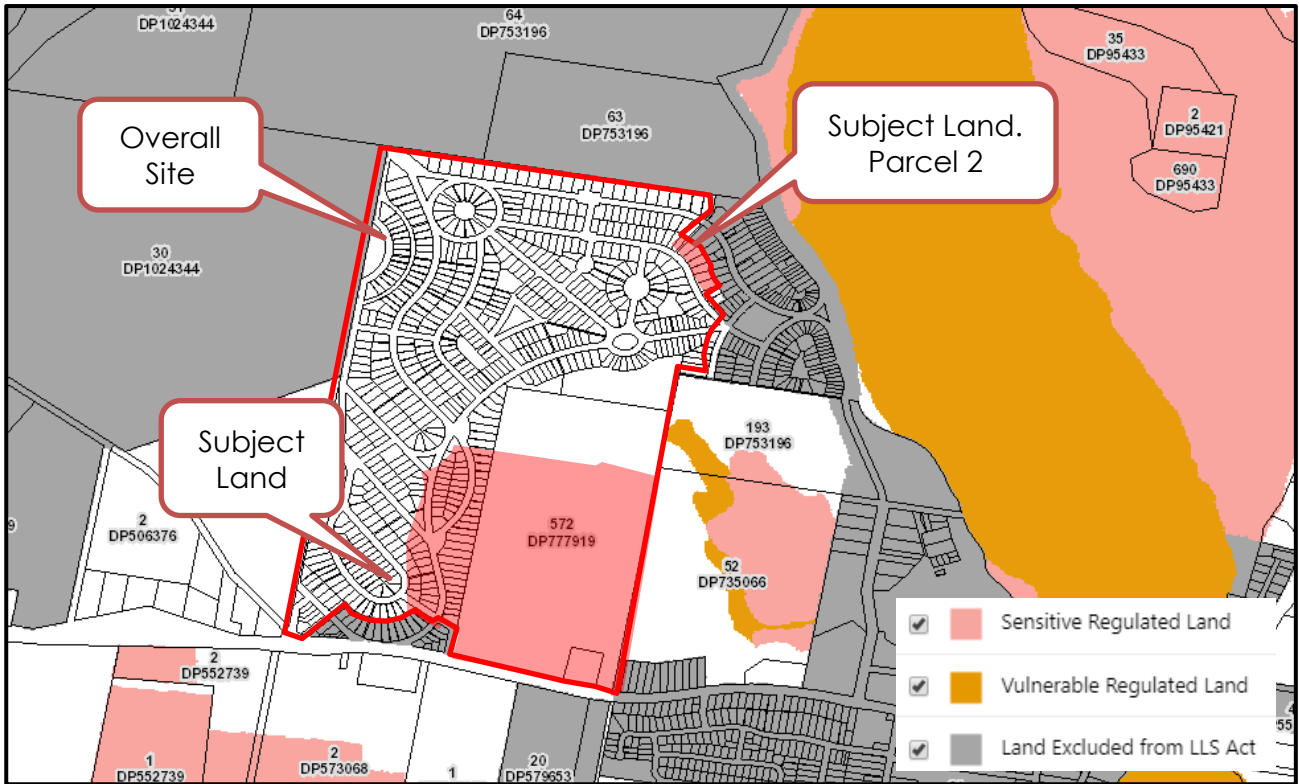


Figure 9. Native Vegetation Regulatory Map.

Source: <https://www.lmbc.nsw.gov.au/Maps/index.html?viewer=NVRMap> Accessed 15/10/2018

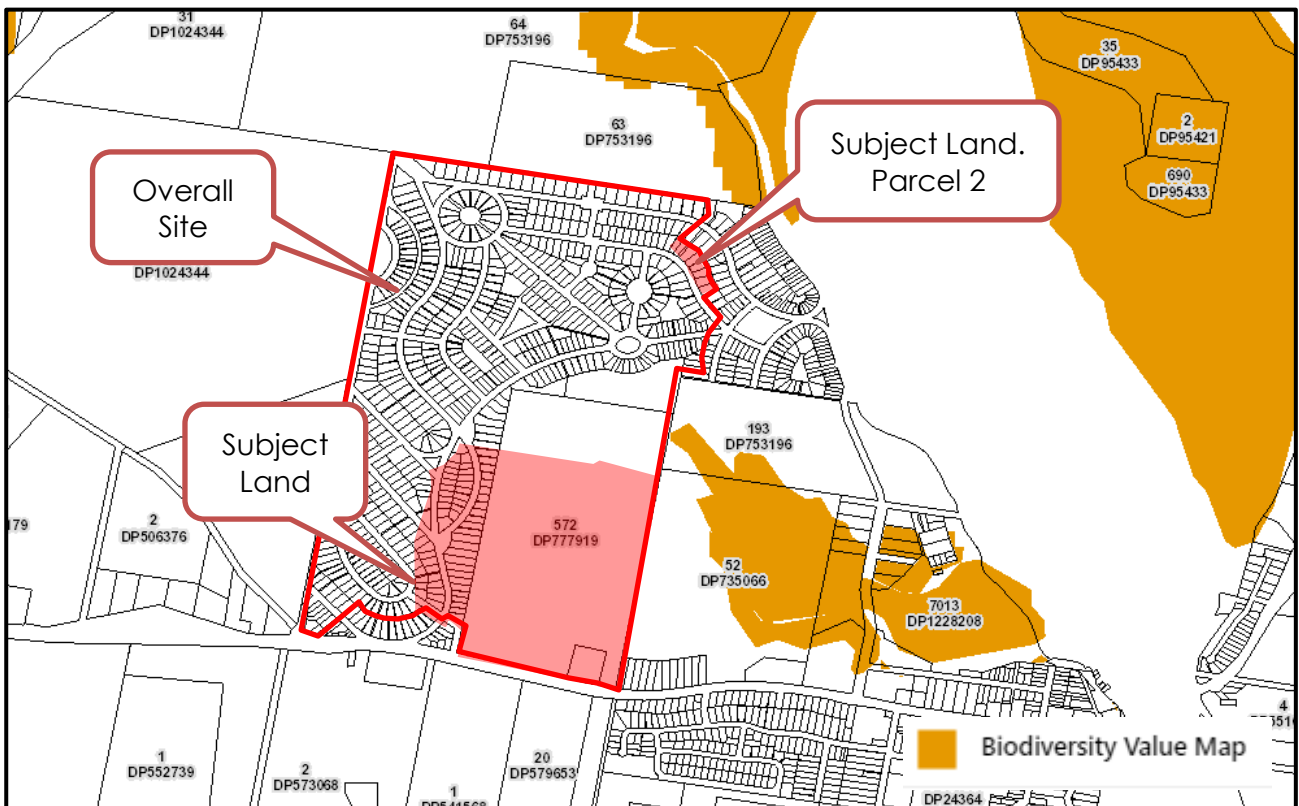


Figure 10. Biodiversity Values Map.

Source: <https://www.lmbc.nsw.gov.au/Maps/index.html?viewer=BVMMap> Accessed 15/10/2018

3.7 HERITAGE

The subject land is not identified on PSLEP 2013 mapping as containing any items of archaeological or general heritage significance, nor is it located within a heritage conservation area (refer **Figure 11**).

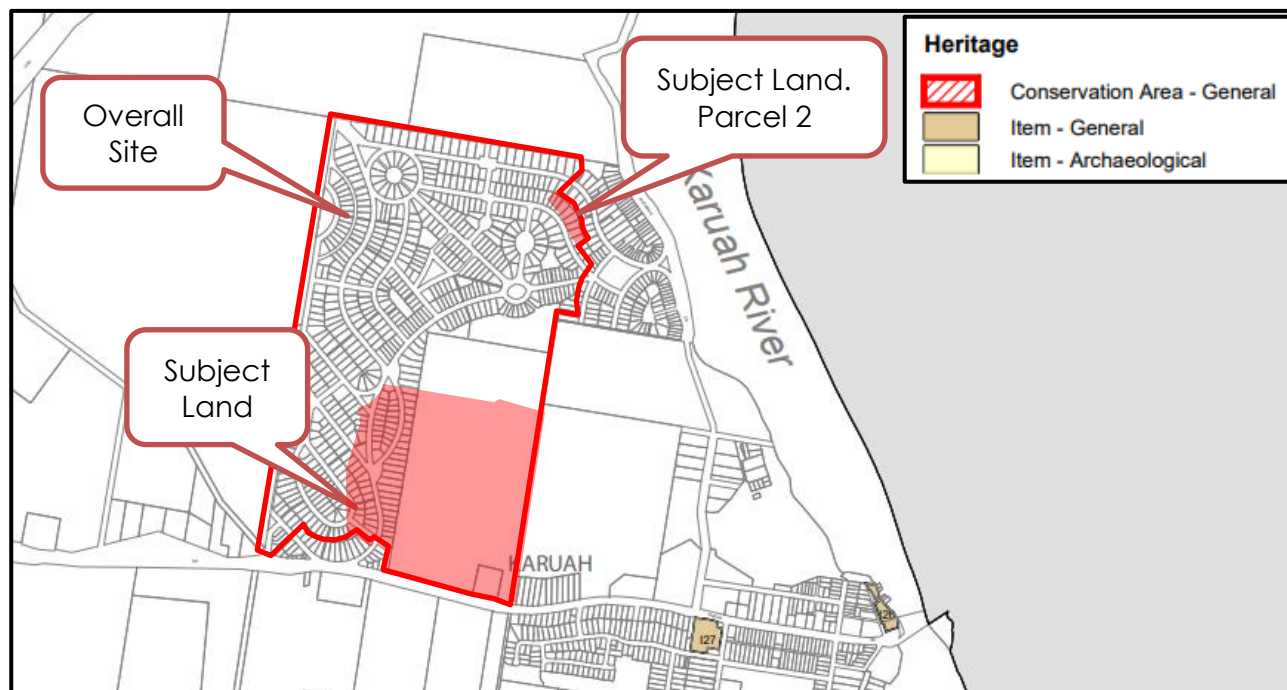


Figure 11. Extract from PSLEP 2013 Heritage Map.

Source: PSLEP Heritage Map – accessed 15/10/2018

An AHIMS search of the subject land and surrounds was undertaken. The results of the AHIMS search indicate that there is one (1) recorded Aboriginal site in or near the subject land. A copy of the results of the AHIMS search are included as **Appendix D**.

3.8 INFRASTRUCTURE UTILITIES

Public utility services can be extended to the site. Public utilities are discussed further in **Section 6** of this report.

3.9 TRAFFIC AND TRANSPORT

The subject land is located on the northern side of Tarean Road, which provides a direct connection to both the Karuah Town Centre and the Pacific Highway.

Tarean Road comprises the former alignment of the Pacific Highway and has been designed and constructed to cater for high volumes of traffic.

There are two opportunities to access the Pacific Highway from Karuah, within opportunities for traffic to merge onto the Pacific Highway and travel in both northern and southerly directions. The Pacific Highway is State significant infrastructure, providing the primary road connection between Sydney and Brisbane. The road network provides ready access to Raymond Terrace (15 minutes); Tomago (25 minutes); Williamtown (20 minutes); and Newcastle (45 minutes).

3.10 BUSHFIRE

The majority of the subject land is cleared of vegetation and is not mapped as being subject to bushfire threat. The outer edges are mapped as vegetation buffer (refer **Figure 12** below).

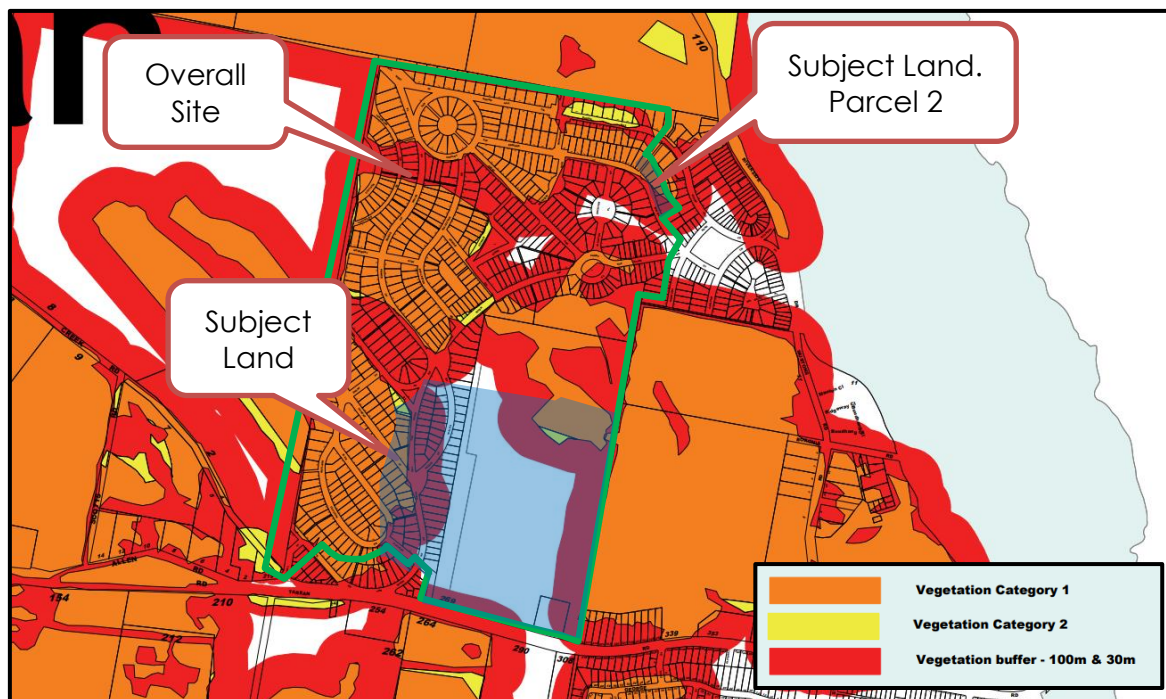


Figure 12. Extract from the Port Stephens Council Bushfire Prone Land Map.

Source: <https://www.portstephens.nsw.gov.au/> - Accessed 15/10/2018

3.11 COASTAL MANAGEMENT

The subject land does not contain any wetlands. An area of land identified as wetland on the PSLEP 2013 Wetlands Map adjoins the subject land to the east (refer **Figure 13** below).

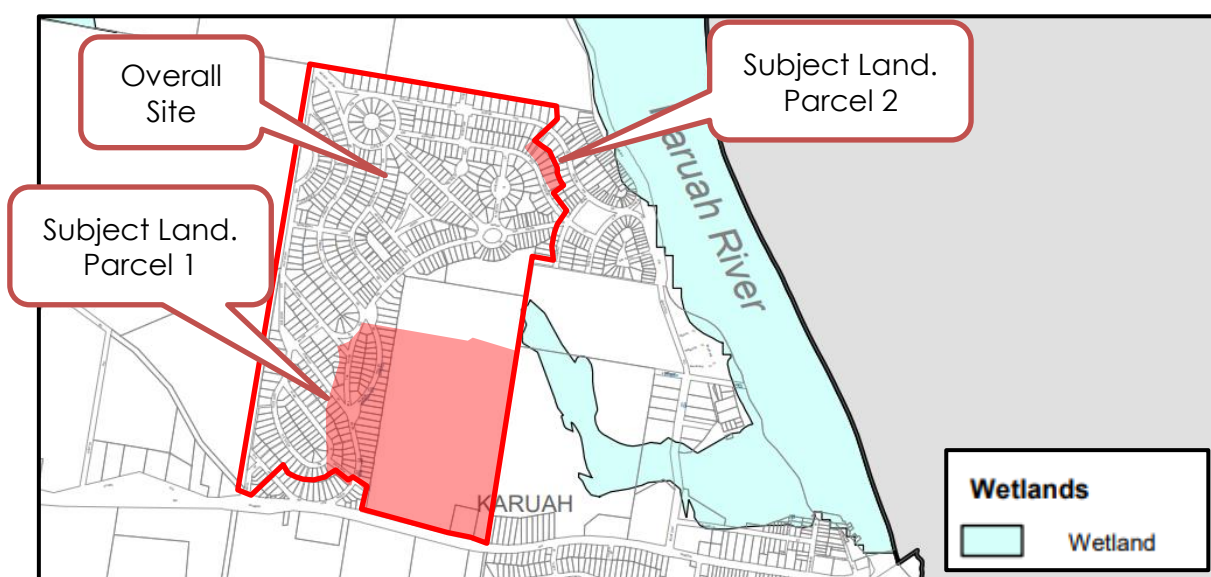


Figure 13. Extract from the PSLEP 2013 Wetlands Map.

Source: PSLEP Wetlands Map – accessed 15/10/2018

Land adjoining the subject land to the east is identified on *State Environmental Planning Policy (Coastal Management) 2018 (Coastal Management SEPP)* as containing a coastal wetland. The subject land is not identified as being within the proximity area associated with this coastal wetland area and does not contain land as Littoral Rainforests or their proximity area (refer **Figure 14**).

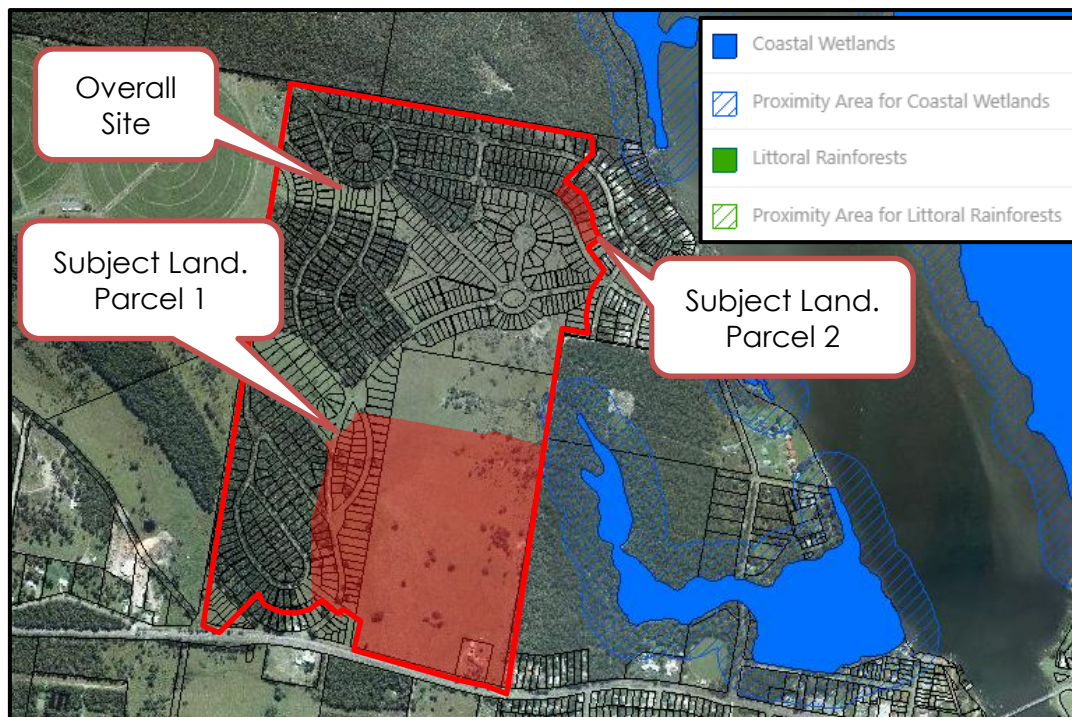


Figure 14. Extract from the Coastal Management SEPP Mapping (Wetlands).

Source: <http://webmap.environment.nsw.gov.au/> Accessed 15/10/2018

The subject land not is identified as being within a coastal use area. Parcel 2 is mapped within a coastal environment area (refer **Figure 15**).

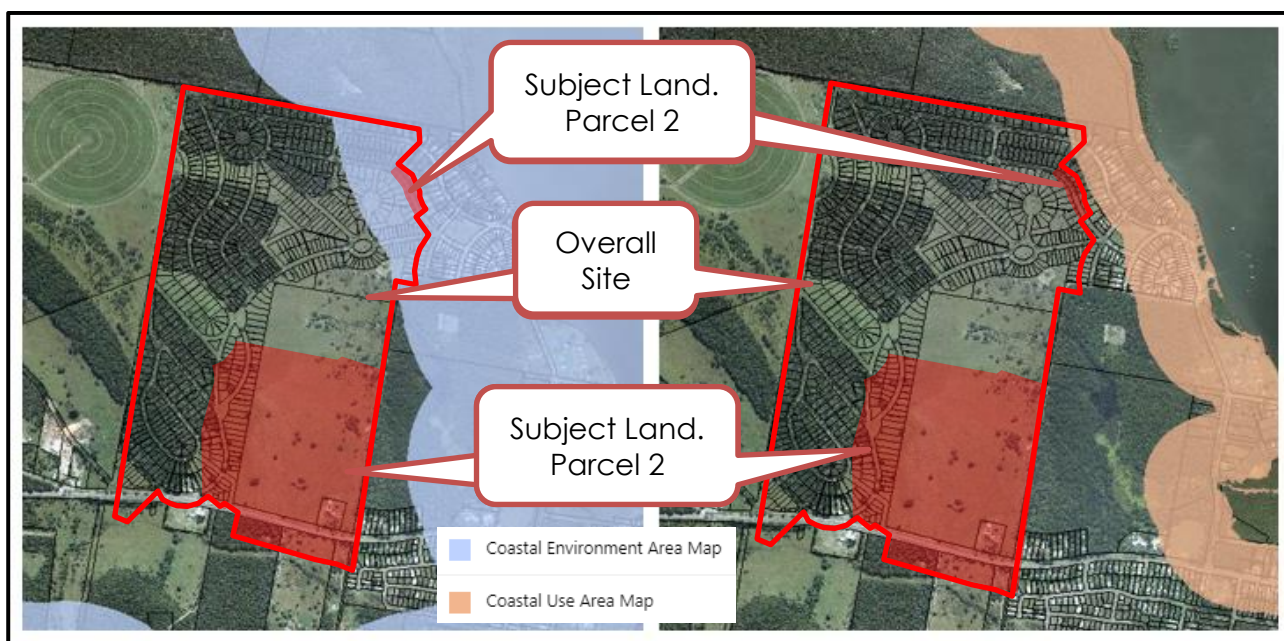


Figure 15. Extract from Coastal Management SEPP mapping.

Source: Coastal Management SEPP mapping – Accessed 15/10/2018

4.0 Statutory Planning Context

The planning proposal has been prepared based on an analysis of, and having regard to, the existing planning instruments and controls applying to the subject land.

The changes sought by this planning proposal (as outlined in Section 6 of this report) seek to rezone the subject land (Precinct 1 and Precinct 2) from RU2 Rural Landscape to R2 Low Density Residential. The proposed rezoning seeks to encourage good design and facilitate the establishment of a new residential area which is integrated into the existing Karuah community and enhances the local identity of the locality.

This section of the report briefly provides an overview of the statutory planning context relating to the subject land.

4.1 STATE ENVIRONMENTAL PLANNING POLICIES

Part 3, Section B, Question 5 of the planning proposal contains a detailed description of applicable State Environmental Planning Policies (SEPPs).

4.2 PORT STEPHENS LOCAL ENVIRONMENTAL PLAN 2013

The Port Stephens Local Environmental Plan 2013 is the primary local environmental planning instrument applying to the subject land.

4.2.1 Aims

The aims of the PSLEP 2013 are as follows:

- (a) to implement the community's Port Stephens Futures Strategy 2009 and Port Stephens Planning Strategy 2011,
- (b) to cultivate a sense of place that promotes community well being and quality of life,
- (c) to provide for a diverse and compatible mix of land uses supported by sound planning policy to deliver high quality development and urban design outcomes,
- (d) to protect and enhance the natural environmental assets of Port Stephens,
- (e) to continue to facilitate economic growth that contributes to long-term and self-sufficient employment locally,
- (f) to provide opportunity for housing choice and support services tailored to the needs of the community,
- (g) to conserve and respect the heritage and cultural values of the natural and built environments,
- (h) to promote an integrated approach for the provision of infrastructure and transport services,
- (i) to continue to implement the legislative framework that supports openness, transparency and accountability of assessment and decision making,
- (j) to achieve intergenerational equity by managing the integration of environmental, social and economic goals in a sustainable and accountable manner.

The planning proposal gives effect to the aims of the PSLEP 2013 through the provision of new appropriately zoned residential land in Karuah that will provide additional housing choice to cater for the needs of the community.

The proposal seeks to utilise land that is appropriately located and largely unconstrained for future residential purposes. The development and ongoing occupation of the subject land would contribute towards the economic growth of the broader locality through increased patronage at local retail and service premises and ongoing demand for services (such as property maintenance) and would provide opportunity for integrated planning outcomes, making use of existing infrastructure and providing efficiencies for future development.

4.2.2 Zoning

The subject land is wholly located within the RU2 Rural Landscape zone. The objectives of this zone are as follows:

- To encourage sustainable primary industry production by maintaining and enhancing the natural resource base.
- To maintain the rural landscape character of the land.
- To provide for a range of compatible land uses, including extensive agriculture.

Adjoining land to the south and south east is zoned R2 Low Density Residential.

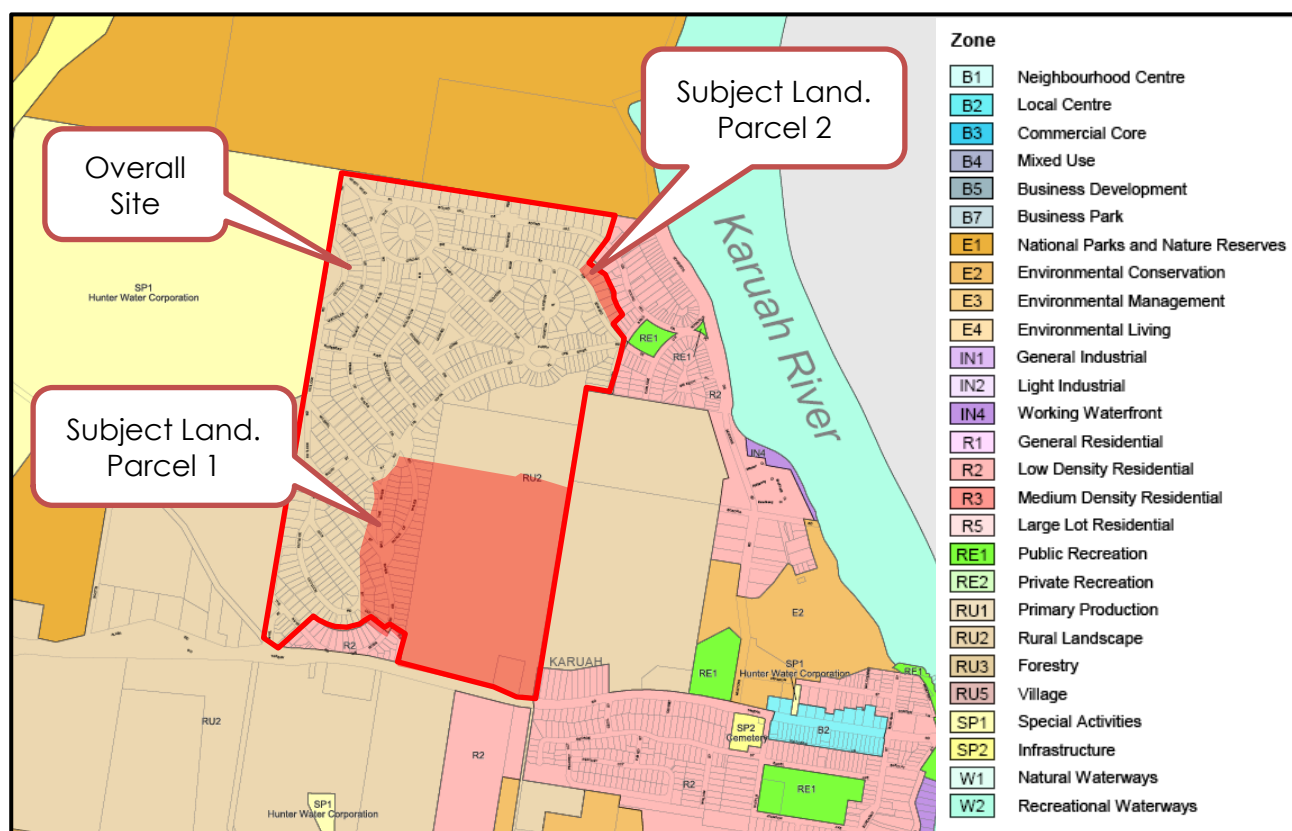


Figure 16. Existing zoning of the Site.

Source: PSLEP – accessed 15/10/2018

4.2.3 Lot Size

A minimum lot size of 20ha applies to the subject land. Adjoining land that is currently zoned for residential purposes and has a minimum lot size control of 500m².

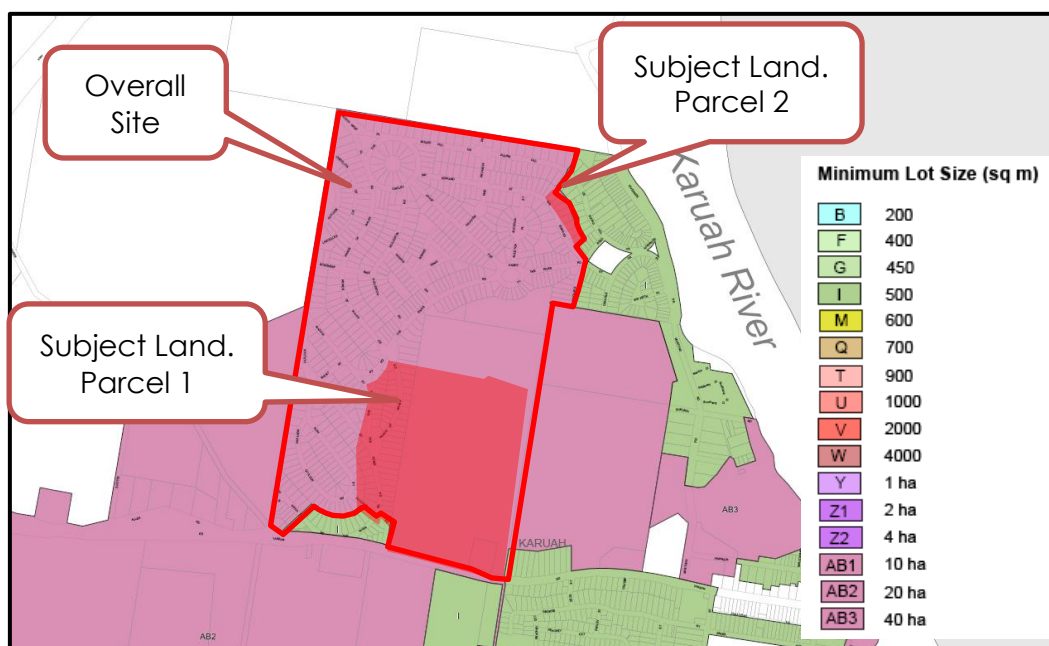


Figure 17. Existing lot size controls for the subject site.

Source: PSLEP – accessed 15/10/2018

4.2.4 Building Height

There is no maximum building height outlined for the subject land in the PSLEP 2013. Adjoining land that is currently zoned for residential purposes has a maximum building height control of 9m.

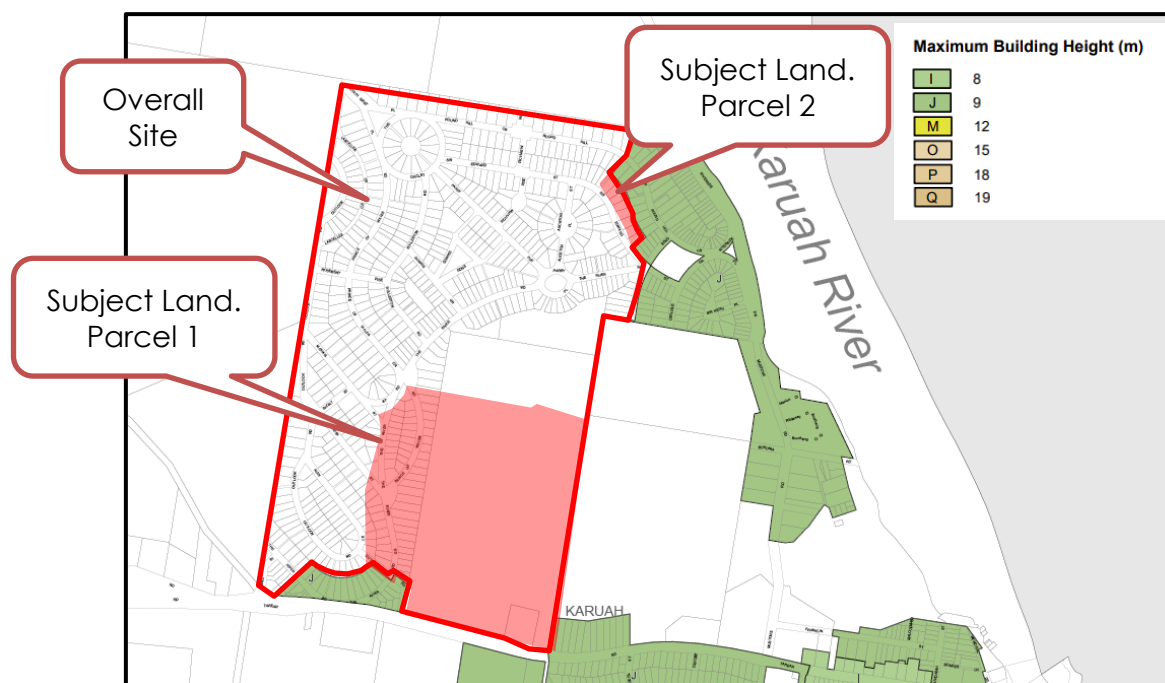


Figure 18. Existing building height controls for the subject land.

Source: PSLEP – accessed 15/10/2018

4.3 PORT STEPHENS DEVELOPMENT CONTROL PLAN 2014

The Port Stephens Development Control Plan 2014 (DCP) provides further guidance to the PSLEP 2013 and should be considered in the preparation of a development application. It is not considered that the preparation of a site specific development control plan is warranted for the proposed development.

Section D2 of the DCP relates to land within Karuah. The subject land (Precincts 1 and 2) is identified in this section of the DCP for future residential subdivision. Section D2 identifies the indicative staging of residential subdivision and street layout (refer **Figure 19**).

The subject land and land on the southern side of Tarean Road are identified for development concurrently as part of Stage 2. The timing of this planning proposal is consistent with the staging identified in Section D2 of the DCP.

Land opposite the site on the southern side of Tarean road has been rezoned for residential purposes and a Development Application for the residential subdivision of the site has been lodged with Port Stephens Council.

The street layout provided on the concept plan has been designed to integrate with adjacent residential zoned land and while varying slightly from the DCP concept, it provides appropriate alignment, with consideration to site levels, vehicular access, site servicing requirements and integration with adjacent development.

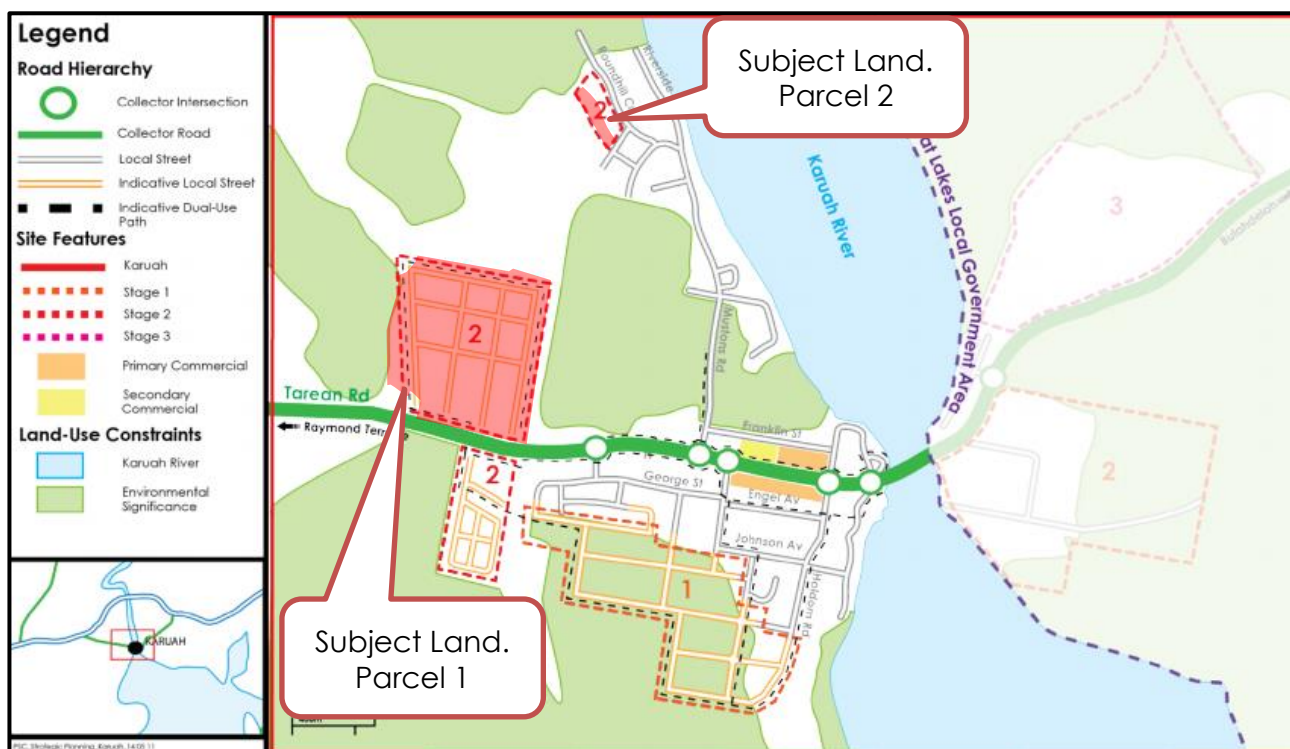


Figure 19. Karuah Locality Controls Map.

Source: PSDCP – accessed 25/10/2018

5.0 Concept Plan

A subdivision concept plan has been developed for the subject land and is included in **Appendix A**. In its current form, the concept plan provides for approximately 394 residential lots as part of Precinct 1 and 11 residential lots as part of Precinct 2. The layout accommodates for associated roads as well as an area designated to accommodate a future stormwater dam adjacent to Tarean Road and asset protection zones where required.

The concept plan provides a subdivision layout that integrates adjacent residential zoned land (to the south west) with Precinct 1, demonstrating how future development can be achieved along the Tarean Road frontage.

The concept plan for the future subdivision of the subject land is shown in **Figure 20** below.

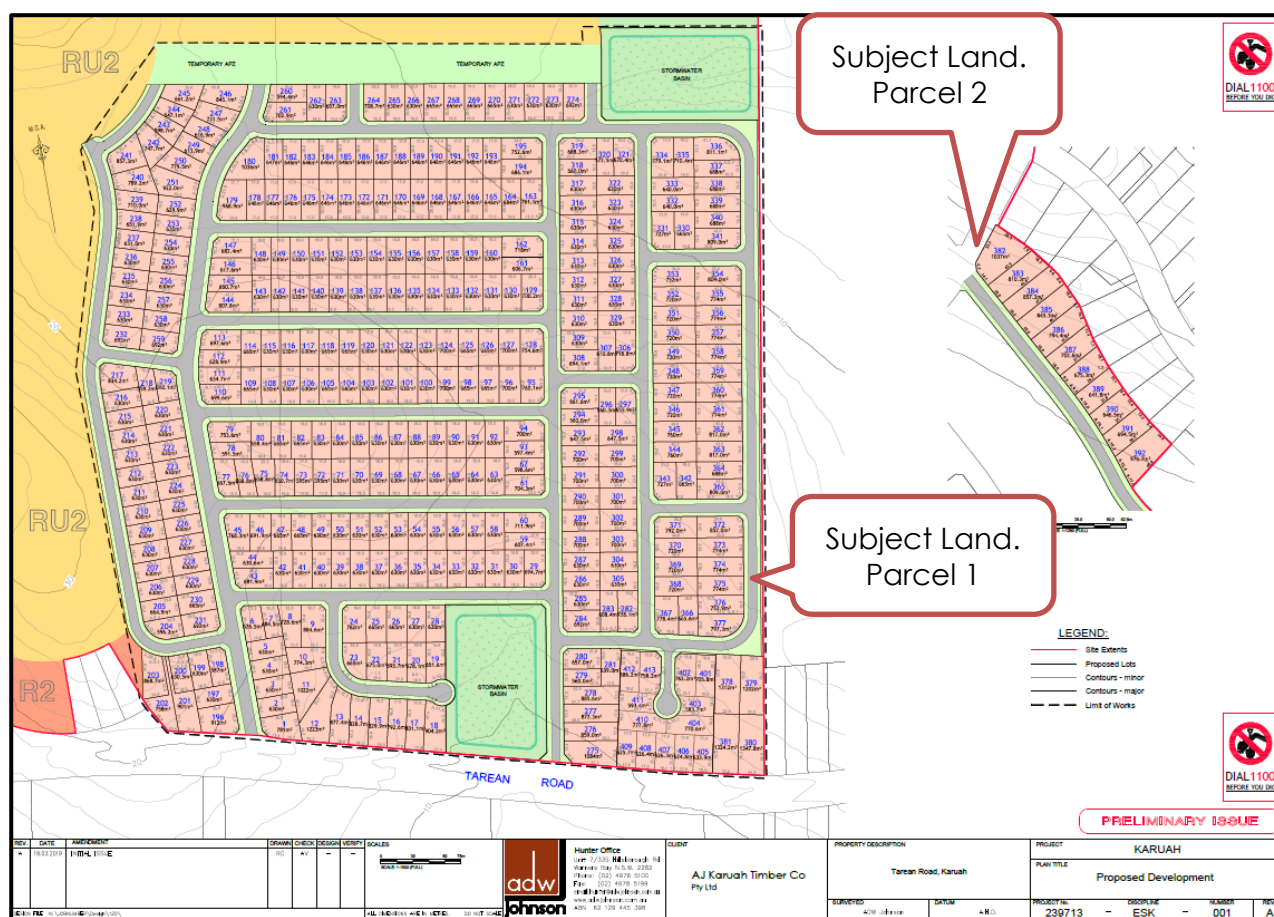


Figure 20. Subdivision Concept Plan.

5.1 ROADS

The concept subdivision plan provides two intersections with Tarean Road. Tarean Road provides connections to the Karuah Town Centre to the east and Pacific Highway to the east and west. There is potential to extend this road to service any future subdivision to the north of the site and provide for ultimate connectivity with Round Hill Crescent.

Where practical, the concept plan includes perimeter roads adjacent to properties exposed to the bushfire threat. This provides an optimum bushfire management solution and discourages the encroachment of residential land uses beyond the proposed subdivision footprint.

5.2 LOT LAYOUT, SIZE AND ORIENTATION

The lot layout presented in the concept plan aims to maximise the efficiency of the proposed road network and residential use of the site, while considering site topography; environmental; and servicing constraints. Where possible, the concept layout endeavors to provide lots which are appropriately sized and dimensioned to accommodate standard housing products and are orientated for favorable solar access.

The concept lot layout provides for the construction of residential allotments, with the majority of lots ranging in size between 630m² to 1,347m².

The concept subdivision layout is included as **Appendix A**.

6.0 Planning Proposal

This section contains the basis of a planning proposal for the PSLEP 2013 amendment.

It has been prepared in accordance with Section 3.33 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) and 'A Guide to Preparing Planning Proposals' (the guidelines). It comprises:

- Part 1 – Objectives and intended outcomes;
- Part 2 – Explanation of provisions;
- Part 3 – Justification;
- Part 4 – Proposed amendment to PSLEP 2013;
- Part 5 – Community consultation; and
- Part 6 – Project timeline.

PART 1 – OBJECTIVES AND INTENDED OUTCOMES

Objective

The primary objective of this planning proposal is to amend the PSLEP 2013 to facilitate the rezoning of the subject land (Precincts 1 and 2) to R2 Low Density Residential and to enable the future development of the subject land for residential purposes.

Intended Outcome

The intended outcome of this planning proposal is:

- To allow for the delivery of additional residential land in the Karuah area and the broader Port Stephens Local Government Area;
- Integration with the existing Karuah community and enhancement of local identity;
- To contribute to the economic growth of the Karuah area through providing an additional residential population who will support local retail and commercial premises; and services; and
- To provide suitable planning controls that facilitate the proposed development.

PART 2 – EXPLANATION OF PROVISIONS

Part 2 of the planning proposal is an explicit statement of how the objectives outlined in Part 1 are to be achieved through an LEP amendment.

The outcome proposed can be realised by amending the PSLEP 2013 mapping to enable development of the subject land for residential purposes. The proposed amendment includes the following modifications to the PSLEP 2013 mapping:

Land Zoning

Amendment to the Zoning map changing the zoning that applies to the subject land (Precincts 1 and 2) from RU2 Rural Landscape to R2 Low Density Residential.

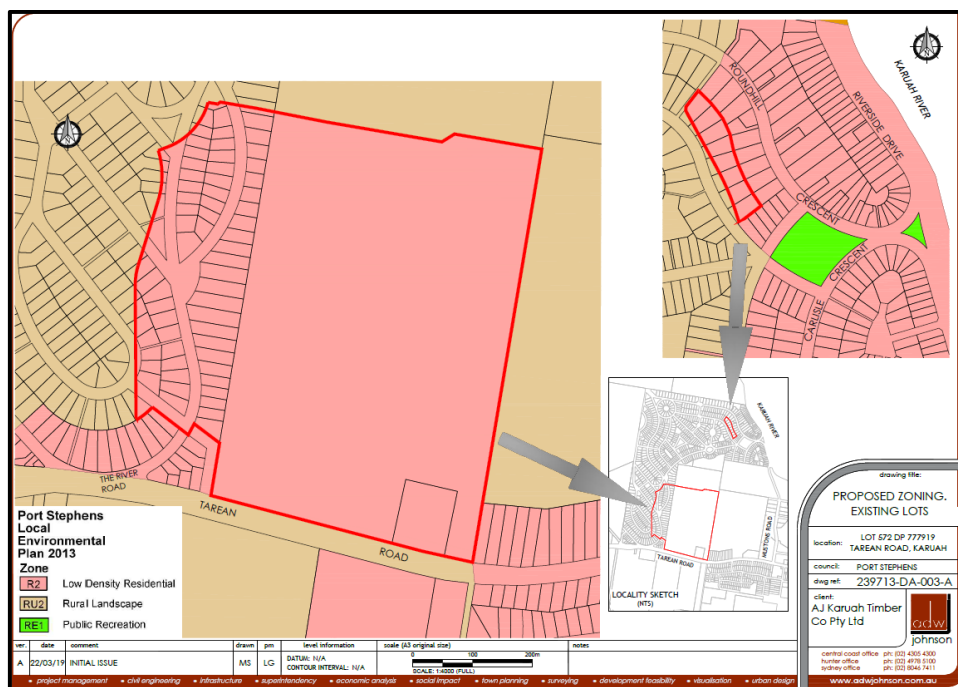


Figure 21. Proposed zoning.

Minimum Lot Size

Amendment to the Minimum Lot Size map, changing the minimum lot size that applies to the subject land (Precincts 1 and 2) from 20ha to 500m².

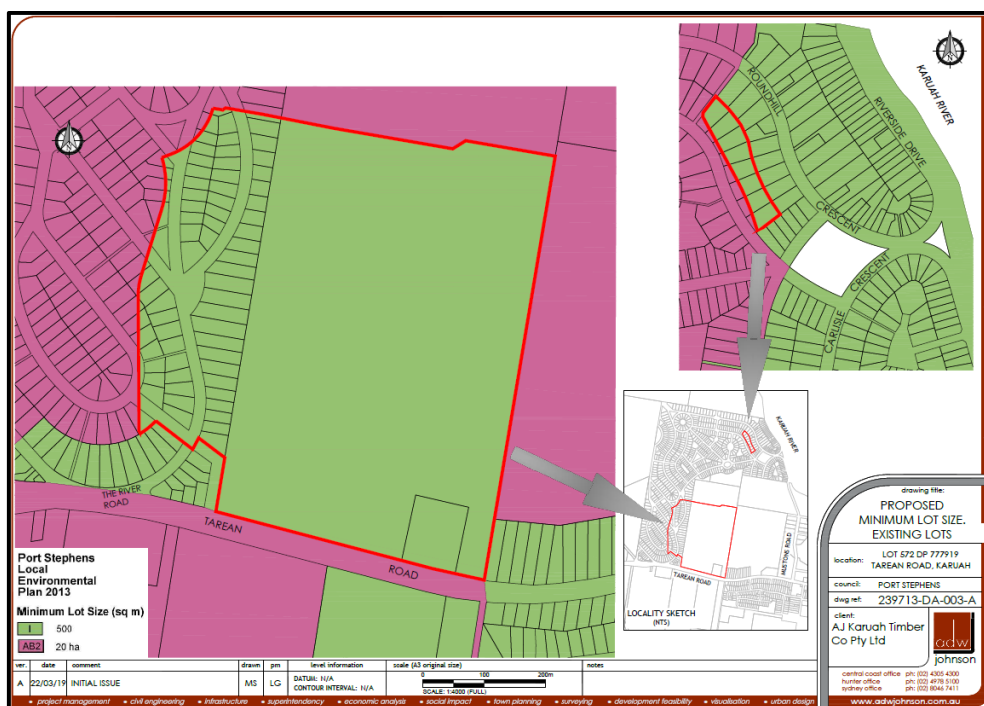


Figure 22. Proposed minimum lot size.

Height of Building

Amendment to the Height of Building map, introducing a maximum building height that applies to the subject land (Precincts 1 and 2) to 9m. We note that a maximum building height control does not currently apply to the subject land.



Figure 23. Proposed maximum building height.

The proposed zoning maps are included in **Appendix B**. For reference purposes, separate plans are provided to identify both the exiting lot layout and the anticipated feature lot layout based on the Concept Plan.

PART 3 – JUSTIFICATION

Part 3 sets out the justification for the planning proposal against its strategic planning context, considering the environmental, social and economic impacts of the proposal and the interests of the State and Commonwealth Governments.

In accordance with the guidelines, the level of justification is to be commensurate to the stage in the LEP-making process. As this is an initial planning proposal, while the potential impacts of the proposal must be identified, a comprehensive response is not required.

Further assessment, if deemed necessary, can to be provided post-Gateway.

The guidelines contain a list of questions to consider when demonstrating the justification for a planning proposal. Each of these questions is addressed below.

Section A – Need for the Planning Proposal

Q1 Is the planning proposal a result of any strategic study or report?

The Planning Proposal is consistent with The Hunter Regional Plan 2036, Port Stephens Planning Strategy 2011-2036, Port Stephens Rural Strategy, Karuah Growth Strategy and Port Stephens Community Strategic Plan 2013-2023.

Consistency with the above strategies is demonstrated in Section B – Relationships to Strategic Planning Framework (below).

Q2 Is the planning proposal the best means of achieving the objectives or intended outcomes, or is there a better way?

A planning proposal is the best means of achieving the identified objectives and outcomes.

Without a planning proposal, the subject land would remain zoned RU2 Rural Landscape and development for residential purposes would remain prohibited on the site.

The planning proposal will allow for the delivery of additional housing to accommodate growth in the Port Stephens LGA and Karuah area and provide additional housing choice for the locality.

The development site is able to integrate with the existing Karuah community and will assist in the revitalisation of the town centre through increased employment opportunities during the construction phase and will increase demand for goods and services and patronage of local business throughout both the construction phase and occupation of future dwellings.

Consideration of alternative approaches

The guidelines require that a planning proposal demonstrate that alternative approaches to achieving the intended outcomes of the proposal have been considered. A planning proposal is the main mechanism to amend local environmental plans in NSW, however, alternative approaches are considered below:

- Amendment of the PSLEP 2013 via the preparation of a State Environmental Planning Policy.

This approach is not considered suitable for a development of the scale proposed as the development is not considered to be of regional or state significance.

- Lodgement of a development application for residential development across the site.

Current planning provisions prevent the development of the site for residential purposes under its current zone.

While there are alternate approaches to achieving the proposed development by way of

a planning proposal (i.e. Schedule 1 amendment or amend the PSLEP 2013 land use table), it is considered that as the future residential development of the subject land can be readily controlled by existing planning controls applicable to the R2 zone. A rezoning is considered the most efficient mechanism to achieve the proposed outcomes.

Section B – Relationships to Strategic Planning Framework

Q3. Is the planning proposal consistent with the objectives and actions of the applicable regional, sub-regional or district plan or strategy (including any exhibited draft plans or strategies)?

The planning proposal is considered to be consistent with the outcomes identified in the Hunter Regional Plan; Greater Newcastle Metropolitan Plan 2036; the Port Stephens Planning Strategy and the Karuah Growth Strategy. Consistency with these and other relevant strategic documents are discussed below.

Hunter Regional Plan 2036

The NSW Government developed the Hunter Regional Plan 2036 (HRP) (adopted in October 2016) as an overarching framework to guide land use planning priorities and infrastructure funding decisions in the Hunter region over the next 20 years.

The HRP sets priorities and provides a direction for regional planning decisions. It focuses on new housing and jobs, and targets growth in strategic centres and renewal corridors close to transport to deliver social and economic benefits. It sets in place line-of-sight land use planning for the region, regional districts like the Greater Newcastle metropolitan area and each council area.

The **vision** of the HRP is for the Hunter to be the leading regional economy in Australia with a vibrant new metropolitan city at its heart. To achieve this vision, the NSW Government has acknowledged the growing importance of Greater Newcastle (comprising the local government areas of Cessnock, Lake Macquarie, Maitland, Newcastle and Port Stephens) and set the following regionally focused **goals**:

- The leading regional economy in Australia;
- A biodiversity-rich natural environment;
- Thriving communities; and
- Greater housing choice and jobs.

The proposed development is consistent with the vision and goals outlined in the HRP as it will provide additional housing choice within a new, well designed community that is accessible to a range of facilities and services.

The construction phase will contribute toward economic growth and in the longer term, the provision of additional housing will provide broader economic benefits via increased demand for goods and services as well as providing housing for a growing workforce.

The HRP projects that approximately 11,050 additional dwellings will be needed in the Port Stephens LGA by 2036. The proposed development will make a significant contribution towards meeting this projected demand.

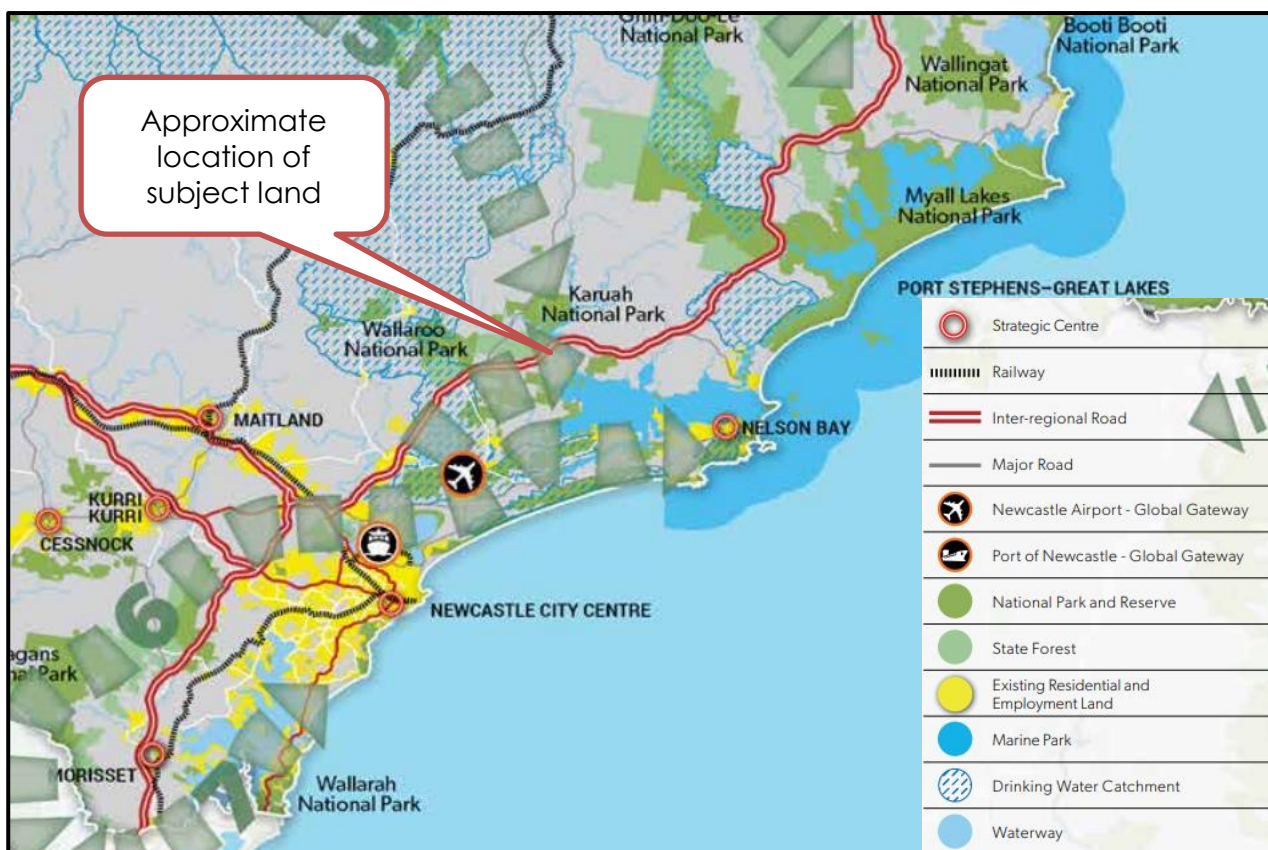


Figure 24. Extract from Hunter Regional Plan – Greater Newcastle Settlement Plan.
 (Source: <http://planning.nsw.gov.au>)

There are a number of strategy actions in the HRP that support the proposed development including:

- 21.4 Create a well-planned, functional and compact settlement pattern that responds to settlement planning principles and does not encroach on sensitive land uses, including land subject to hazards, on drinking water catchments or on areas with high environmental values.
- 21.6 Provide greater housing choice by delivering diverse housing, lot types and sizes, including small-lot housing in infill and greenfield locations.
- 22.1 Respond to the demand for housing and services for weekend visitors, students, seasonal workers, the ageing community and resource industry personnel.
- 22.2 Encourage housing diversity, including studios and one and two-bedroom dwellings, to match forecast changes in household sizes.

It is considered that the Planning Proposal is consistent with the Hunter Regional Plan.

Greater Newcastle Metropolitan Plan 2036

The Greater Newcastle Metropolitan Plan 2036 (GNMP) sets out strategies and actions that will drive sustainable growth across Cessnock City, Lake Macquarie City, Maitland City, Newcastle City and Port Stephens communities, which together make up Greater Newcastle.

The Plan helps to achieve the vision set in the Hunter Regional Plan 2036 - for the Hunter to be the leading regional economy in Australia with a vibrant new metropolitan city at its heart. The vision established in the plan for Greater Newcastle is:

Australia's newest and emerging economic and lifestyle city, connected with northern NSW and acknowledged globally as:

- *dynamic and entrepreneurial, with a globally competitive economy and the excitement of the inner city and green suburban communities*
- *offering great lifestyles minutes from beaches or bushland, the airport or universities, and from the port to the lake*
- *a national leader in the new economy, with smarter cities and carbon neutral initiatives, and with collaborative governance that makes it a model to others in creating and adapting to change.*

The subject land sits outside the indicative boundaries of the Greater Metropolitan Area as shown in **Figure 25**, notwithstanding, the GNMP remains relevant to the proposal in terms of its accessibility to catalyst areas.

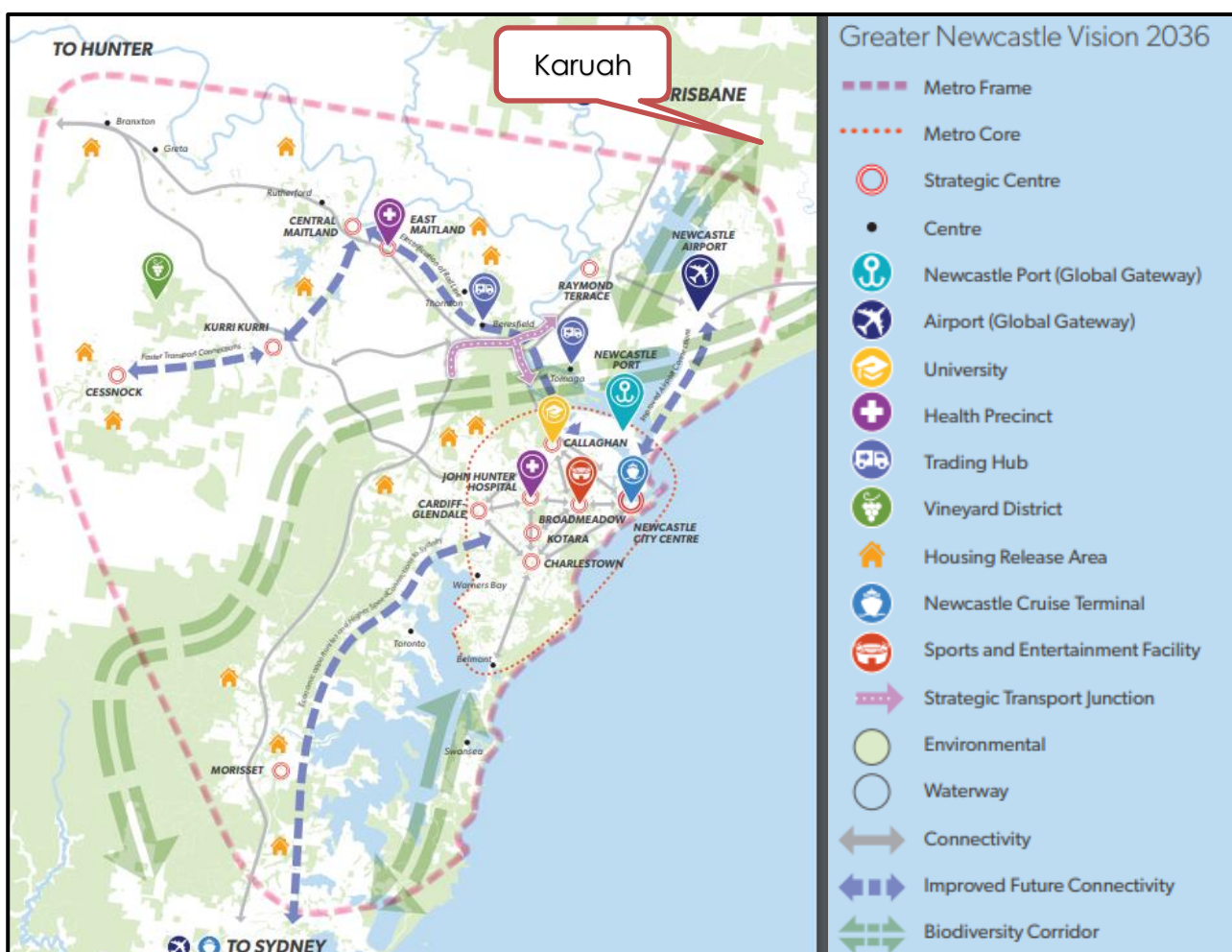


Figure 25. Greater Newcastle Metropolitan Area - Relationship to Karuah.

(Source: Greater Newcastle Metropolitan Plan 2036)

It is forecast the main driver for the future housing demand will be the economic growth in the Newcastle and Port Stephens areas. Catalyst areas identified in the Plan include

Tomago (anticipated job growth more than 700) and Williamstown (anticipated job growth in excess of 3000) both of which sit within the Port Stephens LGA.

Future development of the subject land for residential purposes is considered to have substantial strategic merit and supports the implementation of the GNMP through its accessibility to these catalyst areas via the existing road network. Travel distances from the site to two of the more significant catalyst areas comprise Tomago (25 minutes) and Williamstown (20 minutes). One of the overarching outcomes of the GNMP, Outcome 3 seeks to deliver housing close to jobs and services. The proposed development will contribute to achieving this goal.

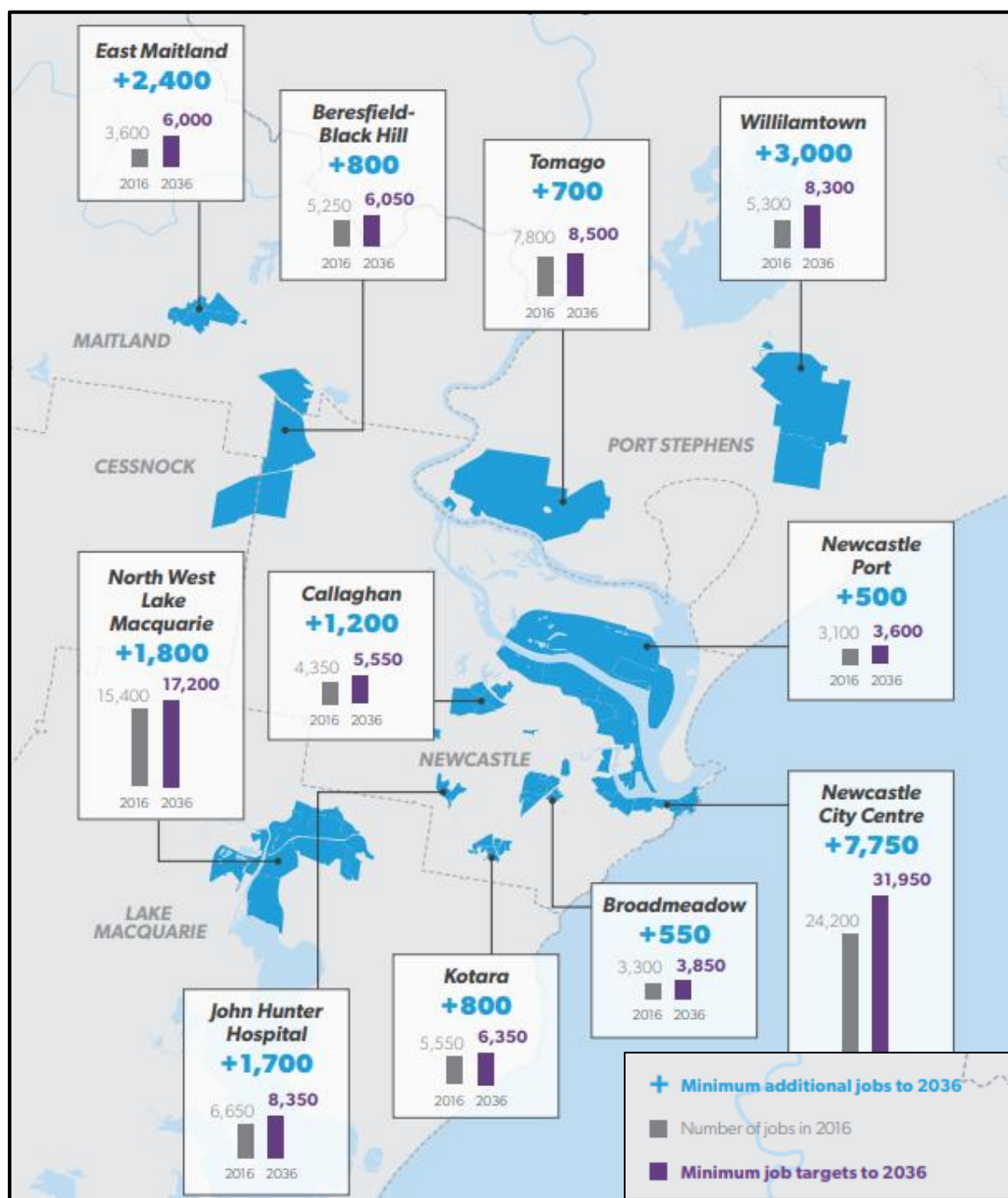


Figure 26. Job Targets for Catalyst Areas (2016-2036).

(Source: Draft Newcastle Metropolitan Plan)

Q4. Is the planning proposal consistent with a council's local strategy or other local strategic plan?

Port Stephens Planning Strategy 2011-2036

The Port Stephens Planning Strategy (PSPS) provides a comprehensive planning strategy for the Port Stephens Local Government Area. The PSPS is one of a suite of high level strategic documents produced by Port Stephens Council to guide the operations of the Council, and the future growth and sustainability of the LGA. The PSPS provides a rationale for the land use planning policies to be included in the Port Stephens Principal Local Environmental Plan (LEP) and a review of the Port Stephens Development Control Plan (DCP).

Port Stephens has experienced continuing high population growth. The PSPS predicts growth in the Karuah/Swan Bay area to occur in greenfield areas adjacent to the Karuah town boundaries. Infill development is likely to be minor given the area's relative remoteness from employment and higher order services. The planning proposal is consistent with the envisaged growth, providing additional residential land within a greenfield location adjacent to the existing Karuah residential area and town centre.

Karuah is identified in the Plan as a Village Centre, shown in **Figure 27**. A village centre comprises a strip or cluster of shops in a mostly residential area to meet the day to day needs for local residents and workers.

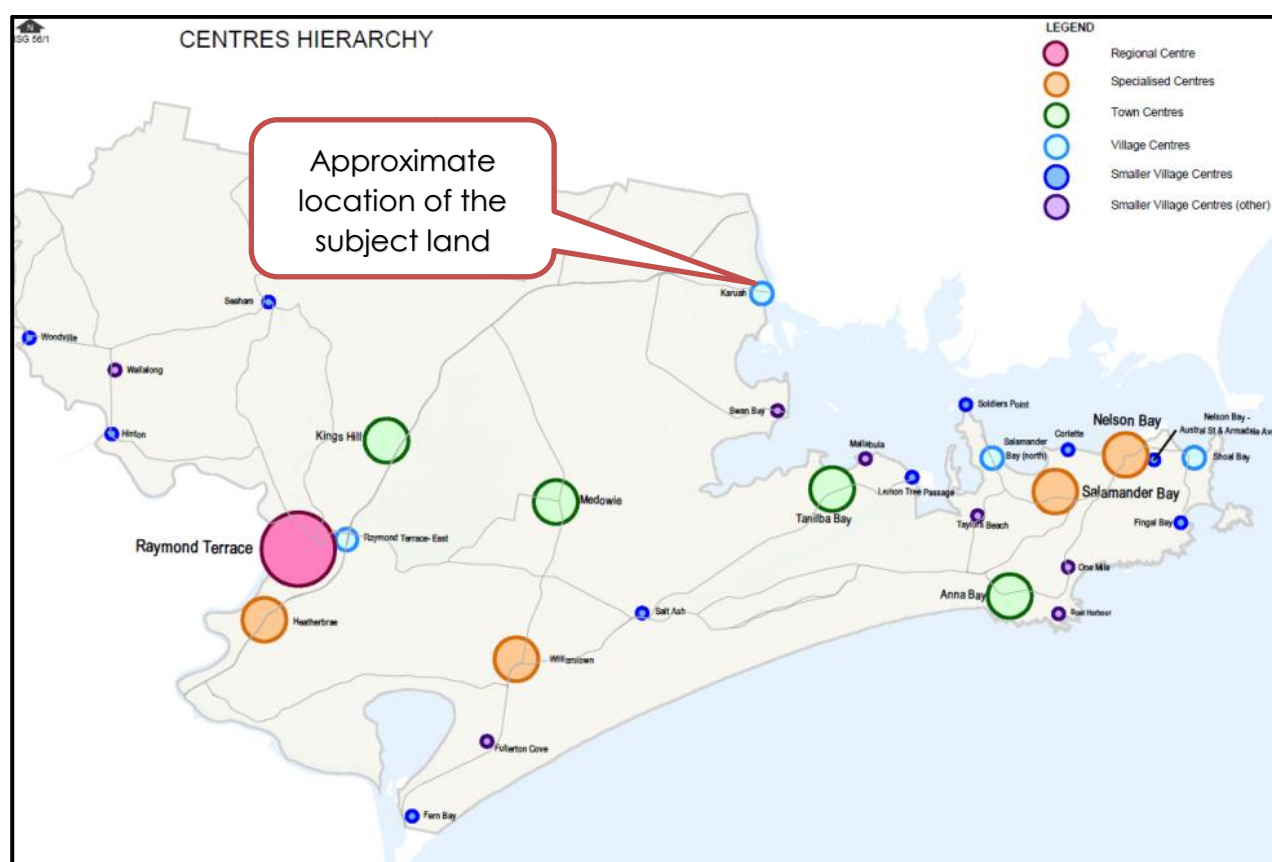


Figure 27. PSPS Centres Hierarchy.
Source: Port Stephens Planning Strategy

Population projections for the Karuah-Swan Bay-Twelve Mile Creek area indicate that the

population will increase by 561 people between 2009 and 2031. The proposed development will assist with accommodating the projected increase in the population of the Karuah area. The PSPS explains that Karuah is likely to continue to adjust from its previous role as a motoring stop over to a local centre servicing the needs of a growing residential population over the longer term. The planning proposal will contribute to the growth of the Karuah local centre through the creation of an increased resident population which will utilise the services offered by the local centre, supporting economic growth.

Port Stephens Rural Strategy

The Port Stephens Rural Strategy identifies the need to ensure that prime agricultural land and important rural landscapes are protected from undesirable development. The containment of urban settlements within a defined settlement hierarchy is an important component of protecting rural land. In addition, rural land with urban potential should be protected from premature or inappropriate development such as rural residential development or smaller lot subdivision.

The planning proposal would ensure consistency with the above, as the land subject to the planning proposal has been identified for future urban purposes and the proposed footprint of development is considered to be appropriate noting the site location, site levels and its relationship to adjoining land. Further, the remaining land within the overall site is to be protected from further fragmentation and will remain under a single land ownership, protecting future opportunities to support residential growth as need arises.

Karuah Growth Strategy

The Karuah Growth Strategy was published in 2011 to provide a spatial and land use plan for the growth of the town. It identifies growth scenarios, infrastructure constraints and land for new urban development and recognises that the village scale and character of Karuah is likely to be attractive to visitors and new residents.

In 2004 the Pacific Highway bypassed Karuah, removing large volumes of cars and trucks which made life in the village's main street unpleasant. The bypass however deprived the village of most of its passing highway trade, from which many businesses received considerable income. The strategy aims to build on the existing economic strengths of the Karuah village to grow the local economy. The strategy explains that a key to economic growth is attracting customers from other places, and increasing the local population. The subject land (Precincts 1 and 2) are located within the second stage of the identified Karuah urban land release as shown in **Figure 28**.

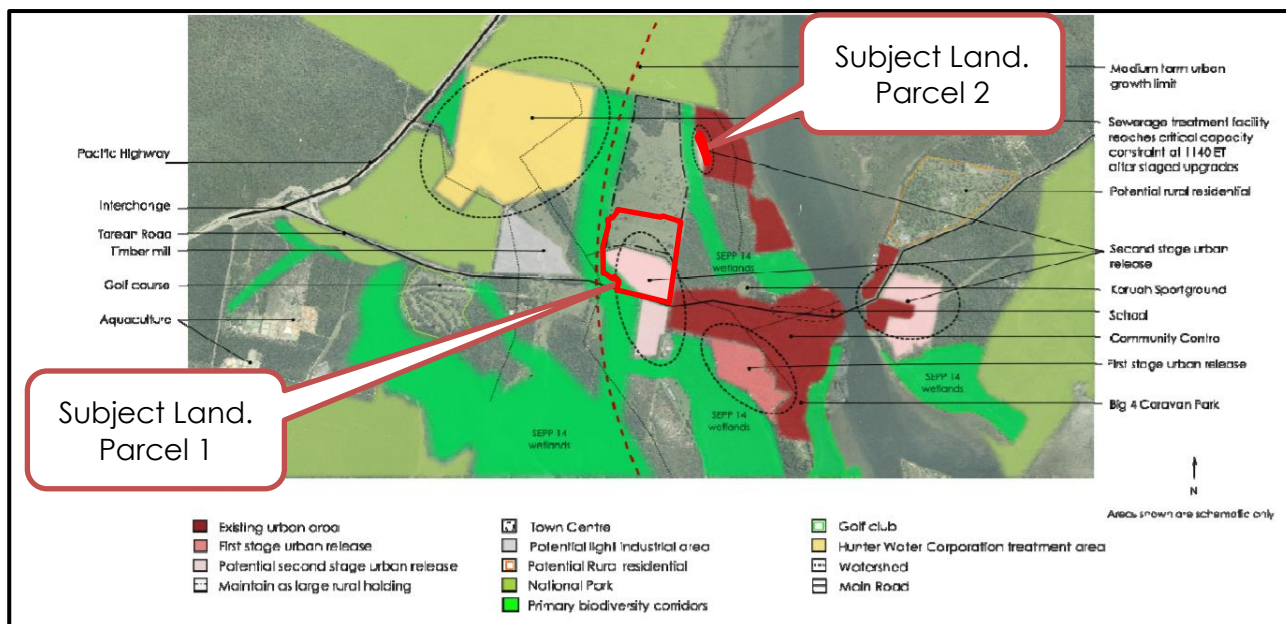


Figure 28. Karuah Land Use Strategy.
(Source: Karuah Growth Strategy)

The Strategy identifies that the remainder of the overall site is to be retained for large holdings. This area was not identified for urban development in the strategy due to infrastructure servicing requirements. Notwithstanding, the strategy does recognise opportunity for future urban development over this area and recommends that measures be implemented to prevent fragmented land ownership and more intensive rural development that would hamper this future opportunity.

The Karuah Growth Strategy Identifies a number of Growth Principles. Compliance with these principles is demonstrated below.

Table 1. Karuah Growth Principles

Objectives / Principles	Consistency
Objectives	
To ensure residential development has adequate levels of privacy, solar access, open space, visual amenity and services,	The concept subdivision layout that supports the planning proposal provides for allotments with a north-south orientation where possible, to maximise solar access. Those lots with an east-west orientation generally have a wider road frontage, to maximise opportunities for future dwellings to be designed to maximise solar access.
C10.O3 Future development should maintain the relaxed “rural” appeal of the village.	The subject land is located toward the western extent of the existing village and would be unlikely to impact on the “rural” appeal if the village.
C10.O4 New development should reinforce the existing village by contributing to a compact and connected settlement pattern.	The proposed subdivision concept plan provides for a compact settlement layout.
C10.O5 The retail and community services functions of the existing village	There is no retail component included within this planning proposal and consequently, all

centre should be reinforced by ensuring these services locate within this “core” area.	retail and commercial service functions will be maintained within the existing village centre.
C10.O6 Population growth should be sufficient to support viable retail and community services which meet local needs.	The release of residential land as a result of this planning proposal would be staged to ensure stable growth in the local community and would directly support existing retail and community services through an increase in patronage (both during the construction phase through construction worker spending and during occupation, through resident spending.
C10.O7 Land supply and housing choice should be adequate to meet potential demand from a range of target markets.	The planning proposal will provide opportunity for further residential growth in Karuah, responding to increased demand for housing in this locality.
C10.O8 Employment opportunities for existing and new residents should be nurtured.	Opportunities will arise for local employment opportunities through increased local spending and patronage of local retail facilities and services, as well as ongoing maintenance requirements by new residents.
C10.O9 The natural assets of the area should be protected.	An existing vegetation corridor is proposed to be maintained along the western site boundary.
C10.O10 Habitat corridors should link important natural assets.	The proposed vegetation corridor to the west of the site shall provide connectivity across Tarean Road, connecting to retaining vegetation toward the south.
C10.O11 The future settlement pattern of Karuah should respond to the natural assets of the area	The proposed concept plan responds to the natural topography of the site.
C10.O12 Development should avoid natural hazards such as flood prone land, low lying land and bushfire prone land	The proposed concept plan is compliant with this requirement.
C10.O13 The growth of the village should be co-ordinated with infrastructure capacity and improvements	Infrastructure improvements shall be carried out in a staged manner as the development progresses within the planning proposal area.
C10.O14 The design of development should aim to minimise ongoing infrastructure costs and optimise development potential, including neighbouring potential development sites.	As staged development progresses across the planning proposal area, infrastructure upgrades will be required to service the development.
PRINCIPLES	
C10.P1 Urban Structure and Character	
C10.P1 New development builds on Karuah's character as coastal riverside village.	This can be addressed as part of the detailed design.
C10.P2 The mainstreet character of the village commercial centre in Tarean Road is maintained and enhanced.	The subdivision concept plan generally avoids direct access onto Tarean Road to ensure the mainstreet character of Tarean Road is not

	impacted.
C10.P3 Urban expansion is staged, based on progressively extending the existing urban area, and reinforcing the existing village centre. The areas for urban expansion are located so that they make efficient use of infrastructure, and can be developed in stage in response to market demand.	The planning proposal area is under a single land ownership and the release of land will be staged to ensure the coordinated release of land responding to market demand,
C10.P4 An area of rural land for large holdings is retained to the north west of the village. This land should not be developed for smaller rural holdings (rural residential), but rather continue its existing land uses for the foreseeable future. As a result, should this land be required for urban development beyond 2030, this change of land use will not be hampered by fragmented land ownership and more intensive rural development.	<p>The portion of land located within the overall site, but outside the planning proposal area is (at present) to be retained for rural purposes and within a single land ownership.</p> <p>Consultation is being carried out with Council and the NSW Department of Planning to confirm demand for this land for future residential purposes. This planning proposal will not detrimentally impact on the future use of that land.</p>
C10.P5 A small light industrial area could potentially be located to the west of the village, on the land occupied by the timber mill and adjacent land. This will permit small light industrial enterprises to establish and provide services and employment to the residents of Karuah. (Note: this land currently appears to be within the Green Corridor of the Lower Hunter Regional Strategy (2006) and this status would need to be clarified or change if urban development is to occur).	Not applicable to this application.
C10.P6 No urban development, other than the light industrial area, should occur to the west of a "medium term growth limit". Urban expansion beyond the "growth limit" would not be consistent with the strategic objective of maintaining a compact village.	The planning proposal area is considered to be generally consistent with the urban release area identified in the Karuah Strategy, noting that this future growth footprint has been more clearly defined in the DCP.
C10.P7 New developments should explore the potential markets and offer appropriate products; otherwise growth will be very limited. The Growth Strategy aims to provide for new urban land in a variety of settings to appeal to a variety of markets.	The subdivision concept plan provides for a variety of lot sizes to appeal to a variety of market demands. Rural residential subdivision has been avoiding to ensure that a compact settlement pattern is maintained, consistent with the objectives of the Karuah Strategy Strategic Directions.
C10.P8 A network of conservation areas and habitat corridors provides links between the national parks that	The concept plan provides opportunity for the retention of a habitat corridor along the western site boundary, consistent with the

surround the town, the wetlands and the river; and define the urban area.	Karuah Land Use Strategy.
C10.P9 The identified conservation areas and corridors provide opportunities for targeted biodiversity offsets which achieve wider conservation objectives.	
C10.P10 The design of roads and parking infrastructure in the town centre and adjacent open space should provide for ease of access by boating, caravanning and recreational vehicle (RV) users, in recognition of those important tourism markets of Karuah.	Not applicable.
C10.P2 Town Centre	
C10.P11 The coastal village character of Karuah is maintained	Not applicable as the subject land is located on the periphery of the Town Centre.
C10.P12 The relationship between the Town Centre and the riverfront should be improved.	
C10.P13 Buildings overlook and address the street.	
C10.P14 Ground floor frontages engage the street	
C10.P15 A greater sense of enclosure of the main street is created by building form.	
C10.P16 Footpath tree planting assists in enclosing the main street and creating a pleasant human scale environment.	
C10.P3 Waterfront Industry	
	Not applicable
C10.P4 Residential	
C10.P19 Lower density residential development occurs in areas further away from the town centre.	The concept plan provides for a range of lot sizes, with site areas ranging between 630m ² to 1347m ² . It is noted that neighbouring residential zoned land located on the southern side of Tarean Road is subject to a development application seeking subdivision into 124 residential lots and proposed lot sizes within the range of 559m ² - 999m ² .
C10.P20 Development is consistent with the coastal village theme of Karuah.	Coastal theme can be incorporated into the development with details to be determined at the detailed design stage.
C10.P5 Connectivity	
C10.P21 It is easy to get around Karuah by motor vehicle, bicycle and foot.	The concept plan makes provision for a bus route through the proposed residential area. The site is well connected to the Karuah town centre via a direct travel path along Tarean Road.
C10.P22 Buses access to enable people to live no more than 400m from a bus stop.	
C10.P23 New urban areas are well	

connected to the existing town.	Residential Streets will be designed as a low speed environment.
C10.P24 Walk and cycling is convenient and safe.	
C10.P25 Residential streets are low speed.	
C10.P6 Biodiversity	
C10.P26 Development in Karuah complements its natural assets.	The concept plan provides opportunity for the retention of a habitat corridor along the western site boundary, consistent with the Karuah Land Use Strategy. Allowance is made for the provision of detention basins toward the southern boundary and at the north eastern corner of the planning proposal area. The quality and quantity of stormwater discharged from the development will addressed at the detailed design stage.
C10.P27 A network of biodiversity corridors links larger areas of wetlands, national park and other areas of biodiversity significance.	
C10.P28 Biodiversity offsets are preferentially directed to the identified biodiversity corridors.	
C10.P29 The water quality of the wetlands, creek and rivers is not reduced by urban runoff.	
C10.P7 Staging of Land Release	
C10.P30 New urban land is an extension of the existing urban area.	The release of residential land will be staged to ensure it meets market demand and provides for appropriate infrastructure upgrades.
C10.P31 There is sufficient vacant land zoned for urban purposes to meet community needs.	
C10.P32 Land is rezoned for urban purposes in a staged manner in order to ensure the efficient use of community infrastructure.	
C10.P33 The growth of Karuah is able to be adequately serviced by urban infrastructure, such as water and sewerage services.	
C10.P8 Overall land use strategy	
C10.P34 Karuah develops consistent with the Growth Strategy.	The planning proposal is considered to be consistent with the Karuah Growth Strategy.

The planning proposal is considered to be consistent with the Karuah strategy.

Port Stephens Community Strategic Plan 2018-2028

The Port Stephens Community Strategic Plan (PSCSP) sets out the longer-term vision of where the Port Stephens Community wants to go. Its purpose is to:

- Identify community aspirations and priorities over the next ten years;
- Outline Council's role in delivering these priorities;
- Work with other governments and agencies to achieve our community's priorities;
- Provide for community participation in decision making; and
- Provide a basis of accountability and consistency in reporting.

The planning proposal is consistent with the key directions of the PSCSP, as set out in the table below:

Table 2. Consistency with Port Stephens' Community Strategic Plan 2018-2028

Strategic directions and objectives	Commentary:
OUR COMMUNITY	
C1 Community diversity Our community accesses a range of services that support diverse community needs	The proposed development will contribute to a growth in the resident population of the Karuah area which will support the viability of the community services in the area.
C2 Recognised traditions and lifestyles Our community supports the richness of its heritage and culture.	N/A
C3 Community partnerships Our community works with Council to foster creative and active communities	The proposal includes the provision of land zoned for public open space.
OUR PLACE	
P1 Strong economy, vibrant local businesses, active investment Our community has an adaptable, sustainable and diverse economy	As discussed elsewhere in this report, the proposal will support economic and business growth in Karuah by increasing the resident population of the area.
P2 Infrastructure and facilities Our community's infrastructure and facilities are safe, convenient, reliable and environmentally sustainable	The proposal will facilitate the delivery of new quality infrastructure to the Karuah area.
P3 Thriving and safe place to live Our community supports a healthy, happy and safe place	N/A
OUR ENVIRONMENT	
E1 Ecosystem function Our community has healthy and dynamic environmental systems that support biodiversity conservation	The proposed development can be undertaken without resulting in unreasonable adverse environmental impacts.
E2 Environmental sustainability Our community uses resources sustainably, efficiently and equitably	The proposed development will provide residential land and public open space in a manner which is consistent with the environmental values and constraints present on the subject land.
E3 Environmental resilience Our community is resilient to environmental risks, natural hazards and climate change	As above
OUR COUNCIL	
L1 Governance Our Council's leadership is based on trust and values of Respect, Integrity, Teamwork, Excellence and Safety	N/A
L2 Financial management Our Council is financially sustainable to meet community needs	N/A
L3 Communication and engagement Our community understands Council's services and can influence outcomes that affect them	N/A

Q5. Is the planning proposal consistent with applicable State Environmental Planning Policies?

In considering the proposed use of the subject land following rezoning, a review of relevant State Environmental Planning Policies (SEPP's) has been undertaken. There are no matters identified in the SEPP's include provisions that directly influence this rezoning application or raise matters that indicate a draft LEP should not be prepared.

SEPP (State and Regional Development) 2011

The proposed development does not comprise State Significant Development under this SEPP and hence the provisions of this SEPP are not relevant.

SEPP 44 Koala Habitat Protection

This SEPP aims to encourage the proper conservation and management of areas of natural vegetation that provide habitat for koalas to ensure a permanent free-living population over their present range and reverse the current trend of koala population decline.

The subject land is predominately clear of native vegetation and is currently utilised for cattle grazing. Established trees across the subject land are located in areas which have been heavily disturbed, having been subject to selective clearing and understory management.

Port Stephens Council Comprehensive Koala Plan of Management 2002

The Port Stephens Council Comprehensive Koala Plan of Management (CKPoM) was prepared in accordance with State Environmental Planning Policy No. 44 - Koala Habitat Protection (SEPP 44) and is used as tool to assist Council in managing the balance between the conservation of natural resources and the ongoing community development of Port Stephens.

The CKPoM is consistent with the National Koala Strategy and was prepared in accordance with SEPP 44 and supersedes the requirements of SEPP 44 in the Port Stephens LGA. Compliance with the CKPoM constitutes compliance with SEPP 44 for relevant matters in the Port Stephens LGA.

The principal aim of the CKPoM is to encourage the proper conservation and management of areas of natural vegetation that provide habitat for koalas, to ensure permanent free-living populations over their present range and to reverse the current trend of population decline.

The subject land is identified on the Port Stephens Koala Habitat Planning Map as containing Mainly cleared land and marginal koala habitat land (refer **Figure 29**).

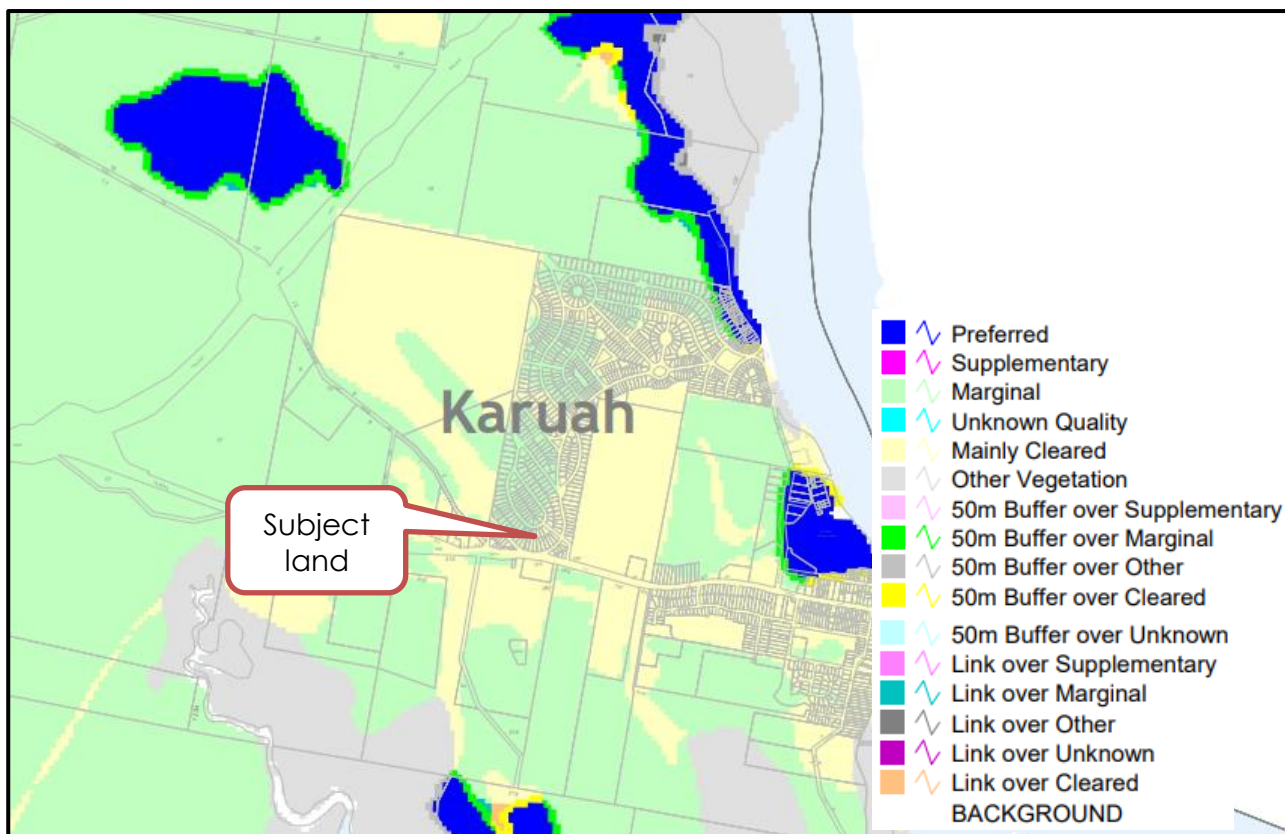


Figure 29. Extract from the Port Stephens Koala Habitat Planning Map.

Appendix 2 of the CKPOM sets out performance criteria for rezoning requests. Consistency with the performance criteria is outlined in **Table 3** below:

Table 3. Consistency with CKPoM performance criteria for rezoning requests

Performance Criteria	Commentary:
a) not result in development within areas of Preferred Koala Habitat or defined Habitat Buffers	The subject site is mapped on the Port Stephens Koala Habitat Planning Map as containing mainly cleared land and land of marginal koala habitat and does not sit within the buffer of any preferred koala habitat.
b) allow for only low impact development within areas of Supplementary Koala Habitat and Habitat Linking Areas	The proposed rezoning will have no impact on areas of supplementary koala habitat.
c) minimise the removal of any individuals of preferred koala food trees, where ever they occur on the site	The proposed rezoning will have no impact on areas of preferred koala habitat.
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 impediments to safe/unrestricted koala movement.	There are no links within the area of the subject land affected by the proposed development.

The planning proposal is considered generally consistent with the requirements of the CKPOM and unlikely to result in significant adverse impacts on koala populations.

SEPP 55 Remediation of Land

Clause 6 of SEPP 55 requires that consideration be given to whether the land is contaminated as part of a rezoning proposal.

The subject land has been utilised for cattle grazing purposes and It is understood that no potentially contaminating activities have been carried and there is no evidence of uncontrolled dumping of rubbish over the land.

SEPP (Rural Lands) 2008

The Rural Lands SEPP identifies rural planning principles and rural subdivision principles applicable to rural zoned lands. Commentary relating to the planning principles is provided in **Table 4** below:

Table 4. Consistency with Rural Lands SEPP planning principles

Rural Planning Principles	Compliance
(a) the promotion and protection of opportunities for current and potential productive and sustainable economic activities in rural areas,	The subject land is currently utilised for cattle grazing. Noting the sites relationship to the existing township of Karuah, its potential for greater intensity rural land uses is considered limited.
(b) recognition of the importance of rural lands and agriculture and the changing nature of agriculture and of trends, demands and issues in agriculture in the area, region or State,	This is not considered to be applicable to the planning proposal.
(c) recognition of the significance of rural land uses to the State and rural communities, including the social and economic benefits of rural land use and development,	<p>The subject land is currently utilised for low intensive agriculture (cattle grazing). Its rezoning for residential purpose is considered likely to result in significant economic benefits to the local community through local investment, employment opportunities and increased patronage of local businesses.</p> <p>The economic benefits to be experienced from the rezoning far outweigh the minor economic impacts that would result from the loss of existing agricultural land.</p>
(d) in planning for rural lands, to balance the social, economic and environmental interests of the community,	The rezoning of the subject land from rural to residential would secure strong social and economic outcomes for the Karuah community through employment generation, increased patronage of local facilities and retail premises, and increased funding toward the upkeep of community infrastructure.
(e) the identification and protection of natural resources, having regard to maintaining biodiversity, the protection of native vegetation, the importance of water resources and avoiding constrained land,	<p>The area of the subject site identified to accommodate the proposed development is largely clear of vegetation and has been subject to clearing and disturbance associated with the use of the site for cattle grazing.</p> <p>The proposed development will not result in adverse impacts to natural resources.</p>
(f) the provision of opportunities for rural	The proximity of the site to the existing township

lifestyle, settlement and housing that contribute to the social and economic welfare of rural communities,	of Karuah and the inclusion of the site as an identified future growth area renders the site suitable for future residential housing.
(g) the consideration of impacts on services and infrastructure and appropriate location when providing for rural housing,	Rural housing is not proposed in this instance.
(h) ensuring consistency with any applicable regional strategy of the Department of Planning or any applicable local strategy endorsed by the Director-General.	The proposed redevelopment of the site for residential development is consistent with the Karuah Strategy.

6.1.1 State Environmental Planning Policy (Mining, Petroleum Production and Extractive Industries) 2007

State Environmental Planning Policy (Mining, Petroleum Production and Extractive Industries) 2007 aims to provide for the proper management and development of mineral, petroleum and extractive material resources and facilitate the economic use and development of land containing these resources.

The subject land is mapped as “future residential growth area land” under the SEPP.

The SEPP prohibits the carrying out of coal seam gas development within land within a residential zone and future residential growth area land.

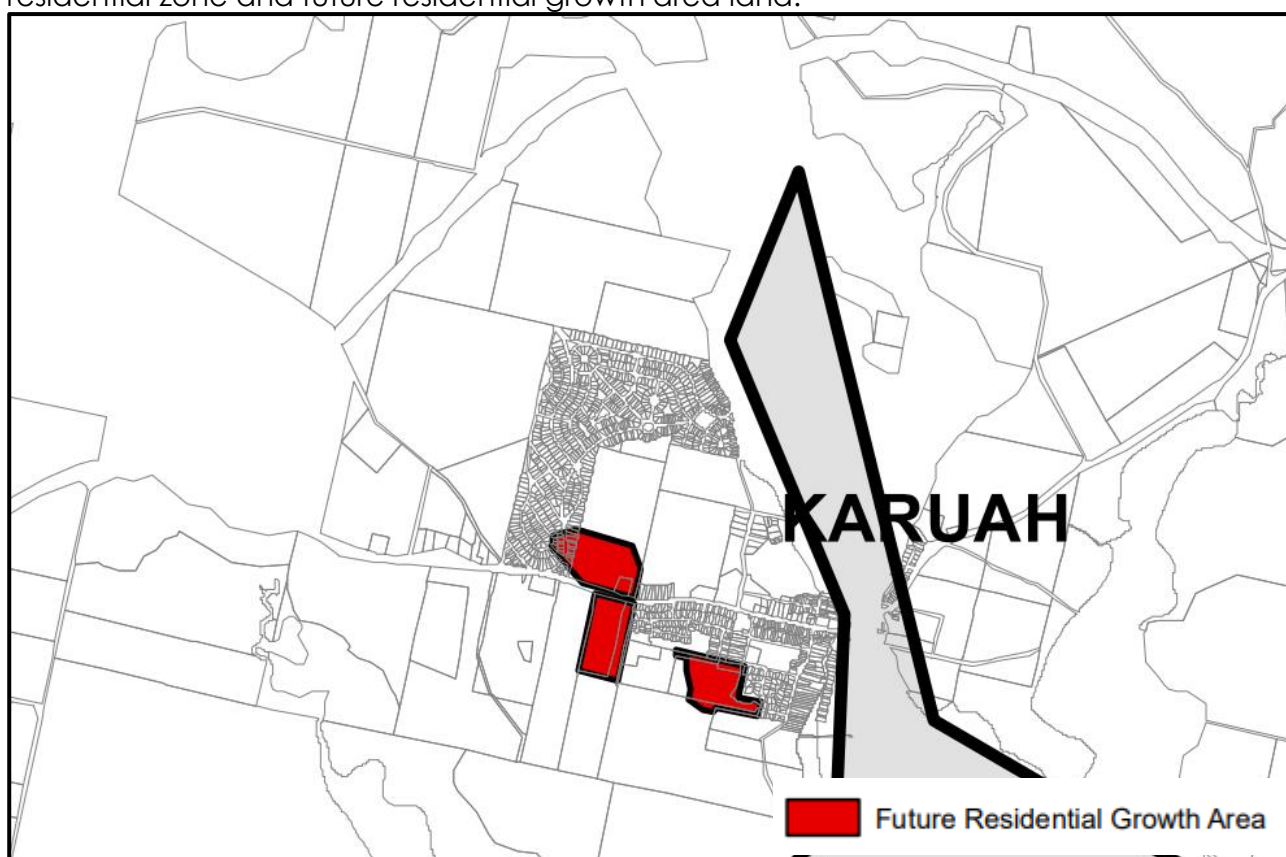


Figure 30. Future Residential Growth Area.

(Source: <https://www.legislation.nsw.gov.au/maps>)

State Environmental Planning Policy (Infrastructure) 2007

State Environmental Planning Policy (Infrastructure) 2007 (ISEPP) aims to facilitate the effective delivery of infrastructure across the State.

Clause 10 of the ISEPP provides that any development listed within Schedule 3 is classified as “traffic generating development” and requires a referral to the RMS.

Schedule 3 identifies the following:

Column 1 – Purpose of development.	Column 2 – Size or capacity (site with access to any road).	Column 3 - Size or capacity— site with access to classified road or to road that connects to classified road (if access within 90m of connection, measured along alignment of connecting road).
Subdivision of land.	200 or more allotments where the subdivision includes the opening of a public road.	50 or more allotments.

Future subdivision of the subject land may be classified as traffic generating development, noting that the Tarean Road is a classified road.

Q6. Is the planning proposal consistent with applicable Ministerial Directions (s.9.1(2) directions)?

The Minister for Planning, pursuant to Section 9.1(2) (previously s.117) of the EP&A Act has made a series of directions to Council's relating to their functions regarding the preparation of a draft local environmental plan. The directions relate to the content of LEPs to the extent that the content must achieve or give effect to particular principles, aims, objectives or policies set out in those directions.

The following Ministerial Directions are deemed to be potentially relevant to this rezoning application:

Table 5. Consistency with Ministerial Directions

Section 9.1(2) Direction	Applicable	Comment
1. EMPLOYMENT AND RESOURCES		
1.1 Business and Industrial Zones	No	
1.2 Rural Zones The objective of this direction is to protect the agricultural production value of rural land.	Yes	The subject land is currently utilised for small scale rural purposes, comprising cattle grazing. Noting the sites relationship to the existing township of Karuah, its potential for greater intensity rural land uses is considered limited. This is supported by the Karuah Growth Strategy which identifies the subject land for future residential growth. Consequently, the agricultural production value of the rural land is largely limited to small scale cattle grazing.

		<p>Whilst this Direction specifies that a planning proposal must not rezone land from a rural zone to a residential zone, inconsistency with the Direction is permitted where the proposal is in accordance with the relevant Regional Strategy, Regional Plan or Sub-Regional Strategy prepared by the Department of Planning.</p> <p>As the proposal is considered to be in accordance with the Hunter Regional Plan, the application of this Direction should not prevent the proposal from proceeding.</p>
1.3 Mining, Petroleum Production and Extractive Industries	Yes	<p>As discussed previously, the proposed development is identified in State Environmental Planning Policy (Mining, Petroleum Production and Extractive Industries) 2007 as a future residential growth area.</p> <p>Whilst consultation is required as the planning proposal progresses, it is not expected that future residential development of the land will impact on or compromise the future extraction of State or regionally significant reserves of coal, other minerals, petroleum and extractive materials.</p> <p>The planning proposal is considered to be consistent with the objective of Direction 2.2.</p>
1.4 Oyster Aquaculture	No	
1.5 Rural Lands	Yes	The Rural Planning Principles listed in State Environmental Planning Policy (Rural Lands) 2008 are addressed in Table 3 above.
2. ENVIRONMENT AND HERITAGE		
2.1 Environment and Heritage	No	
2.2 Coastal Management	No	<p>Appropriate consideration has been given to the protection of coastal use areas and the provisions of the Coastal Management Act, 2016 and associated guidelines and documents.</p> <p>The planning proposal is considered to be consistent with the objective of Direction 2.2.</p>
2.3 Heritage Conservation	No	
2.4 Recreation Vehicle Areas	No	
2.5 Application of E2 and E3 Zones and Environmental Overlays in Far North Coast LEPs	No	
3. HOUSING, INFRASTRUCTURE AND URBAN DEVELOPMENT		
3.1 Residential Zones	Yes	<p>The proposal will provide additional housing choice within a new, well designed community that is accessible to a range of facilities and services.</p> <p>The land will be adequately serviced and will provide a range of lot sizes that will encourage a variety and choice of housing types.</p>

		<p>Future development will make efficient use of existing infrastructure and services and as the land is largely unconstrained, the identified footprint will minimise the impact of residential development on the environment and resource lands.</p> <p>The planning proposal is considered to be consistent with the objective of Direction 3.1.</p>	
3.2	Caravan Parks and Manufactured Home Estates	No	
3.3	Home Occupations	No	
3.4	Integrating Land Use and Transport	Yes	<p>The proposal includes a concept subdivision layout with direct connectivity in two locations to Tarean Road, being the major road network through Karuah. It is also well located in relation to access to the Karuah Town Centre.</p> <p>The concept layout includes a collector road that can be utilised as a future bus route and provides connected streets and pedestrian / cycle access throughout the development.</p> <p>Further, increased housing will generate additional demand for public transport, making public transport services more viable in the Karuah area.</p> <p>The planning proposal is considered to be consistent with the objective of Direction 3.4.</p>
3.5	Development Near Licensed Aerodromes	No	
3.6	Shooting Ranges	No	
4. HAZARD AND RISK			
4.1	Acid Sulfate Soils	No	
4.2	Mine Subsidence and Unstable Land	No	
4.3	Flood Prone Land	No	
4.4	Planning for Bushfire Protection	Yes	<p>A Bushfire Threat Assessment for the proposed development can be prepared at the post-gateway stage.</p> <p>The primary protection of the proposed development from bushfire would be via the establishment of Asset Protection Zones (APZ's) consistent with the "Planning for Bushfire Protection" guidelines.</p>
5. REGIONAL PLANNING			
5.2	Sydney Drinking Water Catchment	No	
5.3	Farmland of State and Regional Significance on the NSW Far North Coast	No	
5.4	Commercial and Retail Development along the	No	

Pacific Highway, North Coast		
5.8 Second Sydney Airport: Badgerys Creek	No	
5.9 North West Rail Link Corridor Strategy	No	
5.10 Implementation of Regional Plans The objective of this direction is to give legal effect to the vision, land use strategy, goals, directions and actions contained in Regional Plans Planning proposals must be consistent with a Regional Plan released by the Minister for Planning	Yes	The Hunter Regional Plan 2036 is addressed in Section 6 above.
6. LOCAL PLAN MAKING		
6.1 Approval and Referral Requirements The objective of this direction is to ensure that LEP provisions encourage the efficient and appropriate assessment of development.	Yes	The proposed amendments to the PSLEP 2013 do not include provisions that require concurrence, consultation or referral.
6.2 Reserving Land for Public Purposes	No	
6.3 Site Specific Provisions	No	
7. METROPOLITAN PLANNING		
7.1 Implementation of A Plan for Growing Sydney	No	
7.2 Implementation of Greater Macarthur Land Release Investigation	No	
7.3 Parramatta Road Corridor Urban Transformation Strategy	No	
7.4 Implementation of North West Priority Growth Area Land Use and Infrastructure Implementation Plan	No	
7.5 Implementation of Greater Parramatta Priority Growth Area Interim Land Use and Infrastructure Implementation Plan	No	
7.6 Implementation of Wilton Priority Growth	No	

Area Interim Land Use and Infrastructure Implementation Plan		
7.7 Implementation of Glenfield to Macarthur Urban Renewal Corridor	No	

Section C – Environmental, social and economic impact

Q7. Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected as a result of the proposal?

Whilst a flora and fauna assessment has not been carried out to date, it is noted that a large portion of the Site has previously been cleared and now comprises grazing land. The remaining vegetated areas of the site have been subject to selective tree clearing on understory management.

Noting the extent of site modification that has occurred, site ecology is not considered likely to pose an impediment to the future development of the Site.

Q8. Are there any other likely environmental effects as a result of the planning proposal and how are they proposed to be managed?

Technical studies have been undertaken (or will be undertaken at the post-gateway stage) to assess the likely environmental effects resulting from the planning proposal and how these effects are proposed to be managed, in relation to the following matters:

Contamination

The subject land has been utilised for cattle grazing purposes for numerous years with no evidence of contaminating activities such as uncontrolled dumping having occurred on the Site.

Hydrology and Water Management

The subject land does not contain any creek lines or gullies that are considered prescribed watercourses.

Bushfire Risk

Whilst a bushfire threat assessment has not been carried out to date, the concept masterplan provides the following measures to respond to this issue:

- larger lots are proposed along the northern site boundary to ensure adequate asset protection zones can be accommodated within the proposed lots;
- A perimeter road is proposed along the western extent of the development; and
- Multiple road access points are proposed to the development, connecting to Tarean Road to the south and various public road access points to the north.

Indigenous Cultural Heritage

The subject land has been previously disturbed and has been cleared and used for the purpose of cattle grazing for a number of years. Therefore, there is a low likelihood of items of Aboriginal cultural heritage being present on the site.

If necessary, an Aboriginal Cultural Heritage Assessment can be carried out over the subject land and provided at the post-gateway stage.

Traffic and Transport

Access to the subject land is from Tarean Road. Tarean Road provides direct connections to both the Karuah Town Centre and the Pacific Highway.

Tarean Road comprises the former alignment of the Pacific Highway and has been designed and constructed to cater for high volumes of traffic.

The Pacific Highway is State significant infrastructure, providing the primary road connection between Sydney and Brisbane. The road network provides ready access to Raymond Terrace (15 minutes); Tomago (25 minutes); Williamtown (20 minutes); and Newcastle (45 minutes).

The existing road network which surrounds the site is considered appropriate to accommodate the proposed development.

Services

Public utility services including sewer, water, electricity and telecommunications will be available to serve future development on the subject land.

Sewer and Water

ADW Johnson has undertaken a preliminary servicing investigation for water and wastewater transportation for the subject land (refer **Appendix C**).

The investigation identifies that there is available capacity to service the subject land with existing water and sewer infrastructure up to 90 lots. Preliminary investigations indicate that regional upgrades are required to service the subject land beyond this capacity constraint.

Preliminary investigations conclude that the land affected by this planning proposal can be adequately serviced through the provision of conventional gravity sewerage infrastructure in combination with two local wastewater pumping stations. The local wastewater treatment works has sufficient capacity to cater for up to 90 lots. Beyond this capacity constraint, upgrades to the plant and effluent reuse enterprise are likely required. Details on the upgrades required will become more apparent following the preparation of a detailed wastewater servicing strategy for the subject land.

Servicing of potable water can be achieved by connection to the local water supply network without the need for any regional network upgrades to occur. Preliminary investigations indicate that regional upgrades are required to service new development

beyond the 90 lot capacity constraint. It is likely that this will include provision of upgrades to the water supply reservoir and lead-in pipework, however this will become more apparent following the preparation of a detailed water servicing strategy for the subject land.

Power Supply

Power Design and Energy Project Pty Ltd have prepared a Power Supply Due Diligence investigation for the proposed rezoning. The investigation identified that there is likely capacity within the existing feeder to support a load up to approximately 800 kVA or equivalent of approximately 200 homes.

Development exceeding the capacity in the existing feeder will require an overhead extension and interconnection in the feeder network. The extent of these works is detailed in the advice, included in **Appendix C**.

NBN

Tarean Road is identified as being serviced by Fibre to the Node technology from 2019 and it is expected that the development will be able to connect to this infrastructure.

Q9. Has the planning proposal adequately addressed any social and economic effects?

Anticipated social and economic effects are addressed below and can be considered in further detail post gateway if required.

Social and Economic Effects

A range of social benefits associated with the development of the site are anticipated and include the following:

- To provide a sustainable new settlement that will provide housing opportunities for future population growth in Port Stephens;
- The opportunity for investment in new housing stock in Karuah, increasing housing diversity within the Port Stephens LGA and to provide greater housing choice;
- The provision of increased employment opportunities during the construction phase and increased patronage at local retail premises and community organisations; and
- The opportunity to increase the population of the area and provide a critical mass which will enhance the viability of new services and facilities, including retail and commercial services, and public transport in the Karuah area.

Population Trends

The Latest (2017) estimated population for Port Stephens is 71,716 people⁴. At the 2016 census, the number of people who usually reside in the Port Stephens LGA was 69,556 people. This was increase of 7.3% from number of people that were usually resident on Census night in 2011⁵.

⁴ Port Stephens Community Profile, <http://www.communityprofile.com.au/portstephens/population/age#!bar-chart:i=0>, accessed 25/10/2018

⁵ Port Stephens Community Profile, <http://www.communityprofile.com.au/portstephens/population/age#!bar-chart:i=0>, accessed 03/08/2018

Table 6 below shows the predicted population change across Port Stephens between 2011 and 2036. As shown in **Table 6**, there is predicted growth in the population of 18,700 people or 25% of the population. The table demonstrates that there will be significant population growth for persons aged 60+. Population growth is also predicted in the number of families with growth in the number of people aged 35-49 and 5-19.

The proposed development will provide additional residential accommodation and housing diversity to service the projected increase in population in the Port Stephens area.

Table 6. Port Stephens Population projections by Age⁶

LGA	Age	2016	2036	Population Change	Proportional Change
Port Stephens (A)	0-4	4,550	5,050	500	11%
Port Stephens (A)	5-9	4,800	5,450	650	14%
Port Stephens (A)	10-14	4,600	5,650	1,050	23%
Port Stephens (A)	15-19	4,400	5,300	900	20%
Port Stephens (A)	20-24	3,950	4,200	250	6%
Port Stephens (A)	25-29	3,900	3,900	0	0%
Port Stephens (A)	30-34	4,150	4,300	150	4%
Port Stephens (A)	35-39	4,100	4,900	800	20%
Port Stephens (A)	40-44	4,550	5,350	800	18%
Port Stephens (A)	45-49	4,600	5,600	1,000	22%
Port Stephens (A)	50-54	4,900	5,500	600	12%
Port Stephens (A)	55-59	5,000	5,300	300	6%
Port Stephens (A)	60-64	5,050	6,050	1,000	20%
Port Stephens (A)	65-69	5,000	6,400	1,400	28%
Port Stephens (A)	70-74	4,150	6,250	2,100	51%
Port Stephens (A)	75-79	2,800	5,400	2,600	93%
Port Stephens (A)	80-84	1,850	4,000	2,150	116%
Port Stephens (A)	85+	1,750	4,200	2,450	140%
Total		74,100	92,800	18,700	25%

Demographic Analysis

The key relevant demographic indicators of Karuah, the Port Stephens LGA and the state are shown in **Table 6**.

Employment and Industry

A review of key social indicator data reveals that levels of employment are comparatively low for those currently residing in the Karuah area. The Karuah area has a higher proportion of people not in the workforce than Port Stephens, the Hunter Region and New South Wales. The proportion of people in the Karuah area who are employed for full-time or part-time work are also lower in Karuah than for Port Stephens, The Hunter and the state⁷.

⁶ 2016 NSW populations projections data, NSW Department of Planning and Environment, 2016

⁷ Port Stephens Community Profile, <https://www.communityprofile.com.au/portstephens>. Accessed 29/10/2018

For those living in the Karuah area, Healthcare and social assistance, Construction, Retail trade, accommodation and food services and manufacturing are the most common industries of work⁸.

Infrastructure and Services

Housing

The dwelling structure of Karuah consists of 83.46% Separate houses, 11.81% caravan, cabin and houseboat and 4.17% medium density housing, with the remaining 0.56% comprising other dwelling types⁹. It is noted that the proportion of people in Karuah who live in Caravans, Cabins or houseboats is significantly higher the corresponding levels for Port Stephens (1.92%), the Hunter Region (0.7%) and state (0.58%).

From available data, it appears that the median weekly rental price in Karuah is approximately \$328. The median price for a dwelling in Karuah is \$389,000¹⁰.

Infrastructure and Development

A search of Council's DA tracker indicates that no significant residential development applications have been approved in Karuah since the beginning of 2015. It is however noted that DA-16-2018-754-1 is currently under assessment, seeking approval for 124 residential lots, at 290 – 308 Tarean Road, immediately south of the subject land.

Transport Facilities

Busways operate three bus routes which run through Karuah (150, 151 and 152). Bus connections are available to Bulahdelah, Smiths Lake, Forster, Tuncurry and Taree to the north and Raymond Terrace and Newcastle to the south.

Community Service and Facilities

Key community services and facilities in Karuah include:

- A range of retail and food outlets and other local businesses, supermarket medical centre, post office, petrol station, pharmacy, automotive repairs, motel and RSL Club;
- Vast areas of parkland and open space including the Karuah River and various boat ramps;
- Karuah Public School;
- Big 4 Karuah Holiday Park;
- Karuah Yacht Club;
- Community Hall and information centre; and
- Karuah Aboriginal Community Hall.

A full range of community services is offered in the Raymond Terrace Town centre, approximately 20 mins travel time by car from Karuah.

⁸ Port Stephens Community Profile, <https://www.communityprofile.com.au/portstephens>. Accessed 29/10/2018

⁹ Port Stephens Community Profile, <https://www.communityprofile.com.au/portstephens>. Accessed 29/10/2018

¹⁰ Realestate.com.au https://www.realestate.com.au/invest/house-in-karuah,+nsw+2324?shd=annual_growth. Accessed 29/10/2018

Economic Effects

A range of economic benefits associated with the development of the site are anticipated and include the following:

- Stimulation of local economic activity through:
 - ✓ Employment opportunities generated during the construction phase of the proposed development; and
 - ✓ Increased patronage at local retail and commercial facilities facilitated by an increased local resident population.
- Contribution toward investment in social infrastructure in the surrounding locality via additional funding through the relevant Contribution Plan.
- Provision of additional dwellings with good access to key employment precincts such as Williamtown and Tomago via existing road networks.

Section D – State and Commonwealth Interests

Q10. Is there adequate public infrastructure for the planning proposal?

Access to the subject site will be via Tarean Road, which forms part of the former Pacific Highway alignment and is suitable to accommodate the proposed development. A public access road off Tarean Road will be required to service the proposed development.

Public Utility services including telecommunications, gas and electricity will be available to serve any development on the Site. As discussed under Question 8 above, the land affected by this planning proposal can be adequately serviced with water and wastewater services.

Consultation with the service providers will occur as the planning proposal progresses.

Q11. What are the views of state and Commonwealth public authorities consulted in accordance with the Gateway determination?

This matter will be considered further after this planning proposal progresses through Gateway.

It is envisaged that the following state agencies are likely to be consulted during the planning proposal:

- Roads and Maritime Services;
- Department of Family and Community Services;
- Office of Environment and Heritage; and
- Department of Education and Training.

PART 4 – PROPOSED PSLEP 2013 MAPPING

Part 4 of the planning proposal is to contain accurate mapping showing the proposed changes for inclusion in the PSLEP 2013. The mapping is included in **Figure 21 - Figure 23** and **Appendix B**.

7.0 Conclusion

Considerable growth opportunity and demand for residential land is expected to occur in Karuah, noting its attractive lifestyle benefits and accessibility to major employment nodes and commercial centres. The future development of the subject land for residential purposes will assist in contributing towards meeting the growth targets for the Port Stephens local government area.

This assessment has concluded that the subject land has potential to support residential development and will complement existing and approved development within the Karuah township.

The Port Stephens LGA is generally highly constrained for urban development. The planning proposal will facilitate delivery of housing to accommodate a growing population within the Port Stephens LGA and will support the delivery of housing required within the Hunter Regional Plan 2036. Further, it is consistent with council's local strategies and plans, with respect to the following:

- Hunter Regional Plan 2036;
- Greater Newcastle Metropolitan Plan 2036;
- Port Stephens Planning Strategy 2011-2036; and
- Karuah Growth Strategy.

In particular, the Karuah Growth Strategy identifies the site for residential development and these future growth opportunities are reflected in the adopted development Control Plan. The proposal will achieve the intent of both the strategy and the Development Control Plan.

The provisions of relevant Ministerial Directions and State Environmental Planning Policies can be adequately addressed, and the site is capable of being serviced by public infrastructure.

Environmental considerations can be appropriately considered and have guided the design and layout of the preliminary Concept Plan. All identified development constraints can be appropriately managed.

The Planning Proposal will result in positive social and economic impacts to the broader Karuah community.

Based on the above, it is considered that the proposed rezoning of the Site has strategic merit and should be supported.

Appendix A

CONCEPT DEVELOPMENT PLAN

Appendix B

PROPOSED CHANGES TO PSLEP 2013 MAPPING

Appendix C

SERVICING REPORT

Appendix D

AHIMS SEARCH