



Medowie Strategy

Adopted on
24 March 2009

Port Stephens
C.O.U.N.C.I.L
... a community partnership

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A1 Background

A1.1 Introduction

The Port Stephens Community Settlement and Infrastructure Strategy (CSIS) 2007 incorporates the strategic directions of the *Lower Hunter Regional Strategy 2006* and identifies Medowie as one of only two significant new release areas for urban development in the Port Stephens LGA for the next 25 years.

The purpose of the Medowie Strategy is to identify how to manage urban growth and build communities in Medowie and deliver the desired outcomes of the *Lower Hunter Regional Strategy*, the *draft Lower Hunter Regional Conservation Plan* and the *CSIS 2007*.

The Medowie Strategy will be the key guiding document for Council in its consideration of rezoning requests for urban development in Medowie. It will also facilitate the subsequent preparation of a Development Control Plan for the Medowie area.

The Medowie Strategy consists of:

Part A Strategic Directions including:

- **Background Analysis** summarising the ecological, social, economic, movement network and movement economy and structural context, constraints and opportunities of Medowie.
- **Structure Plan** identifying:
 - A network and hierarchy of neighbourhoods building on the existing places such as schools, shops and open space;
 - The connection of these neighbourhoods through a hierarchy of key streets and transport routes;
 - A network and hierarchy of parks and open space;
 - Land uses within each neighbourhood and across the study area; and
 - Biodiversity corridors and habitat across the study area.
- **Urban Capacity Report** identifying the potential capacity of the Structure Plan in terms of an approximate yield for the purpose of calculating infrastructure needs. It includes split in dwelling numbers and types, area and desired type and mix of commercial land and activities, and the area and type of parks and open space.

- **Implementation Strategy** establishes; a set of criteria for staging of development of the town; additional criteria for rezoning requests over and above that outlined in the *CSIS 2007*; and establishes a Biodiversity Offsets Scheme to allow the removal of identified areas of vegetation for urban development subject to other lands being brought into environmental protection including revegetation;
- **Communication Strategy** that outlines the consultation process to date and provides opportunities available to the community to provide input.

Part B Research Report includes:

- Executive Summaries of ecological, economic, hydrology and transport baseline studies commissioned for the preparation of the Medowie Strategy; and
- Background information on the Medowie area including character and place, historical layers, past plan, context and analysis including soils, groundwater, infrastructure, bushfire prone land and other land constraints, references and appendices.

Part C Baseline Studies includes the complete reports of the following documents:

Medowie Structure Plan - Flooding, Drainage and Water Sensitive Urban Design Analysis
WBM Pty Ltd (October 2006);

Retail and Commercial Development Strategy for Medowie Structure Plan
Hill PDA Pty Ltd (September 2006);

Flora and Fauna Assessment for Medowie Structure Plan
Umwelt Pty Ltd (June 2006);

Medowie Transport Plan
Chris Stapleton Consulting Pty Ltd (August 2006);

Medowie Structure Plan – Ecology Review and Advice
Biolink Ecological Consultants (October 2006); and

Note: *Medowie Local Area Plan (June 2004)* has been incorporated into the *Port Stephens Community Settlement and Infrastructure Strategy (CSIS) 2007*.

A1 Background

A1.2 A Vision for Medowie

Feedback from residents in the preparation of the Medowie Strategy indicated that residents like Medowie for its peace and quiet, lifestyle and social environment, proximity to National Parks, proximity to clean beaches and waterways and strong community spirit. The things that residents most disliked about Medowie were lack of access to facilities, services and activities, lack of transport and the condition of the roads, paths and parking.

The following statement responds to the feedback of Medowie residents to create a vision that guides the future development of the town:

By 2031 Medowie is recognised in the Hunter Region and across NSW as a beautiful town, surrounded by rural and natural landscapes complete with facilities, services, businesses and employment activities that make it a healthy and sustainable community. The beauty of its location, tree lined streets and parks and homes along with a strong sense of community attracts many people as a place for growing families, single parents, retirees, young adults and the elderly to live. The wide choice of housing types available throughout the town draws a diverse range of residents from afar seeking the lifestyle of an inland coastal town.

A1.3 Policy Context

A1.3.1 Port Stephens Community Settlement and Infrastructure Strategy (CSIS) 2007

The *CSIS 2007* provides the policy framework for managing urban growth and building communities in Port Stephens. The CSIS is currently being reviewed to address the changing need of Port Stephens and its visitors and residents. It identifies areas and priorities for future urban development in Port Stephens and a framework to guide the planning, design and implementation of development of these areas. It is consistent with the *Lower Hunter Regional Strategy* principles and policy directions of the *Integrating Land Use and Transport Policy Package (2001)* and the *Coastal Design Guidelines for NSW (2003)*. Further details on these documents can be accessed via the Department of Planning website.

For Medowie in particular, the *CSIS 2007* identifies:

- Medowie as a new release area of >2000 dwellings over the duration of 15-20 years;
- Approximate yield totalling 3000 lots;
- Average persons per dwelling is 2.1;

- Average density (dwellings per ha. net) of 15+ and a projected population increase is approximately 8100 persons;
- Areas outside existing urban and identified urban release areas should retain existing rural zonings;
- By 2031 a shift from 85% to 80% of detached dwellings and from 15% to 20% attached or multi-unit dwellings to provide for a greater mix of housing styles and allotment sizes to provide for changing demographics and to facilitate greater choice, affordability and social diversity;
- Mixed use urban centre and neighbourhoods encouraged in new and existing development with an increase in the average density of dwellings in the new urban release area moving towards more efficient use of land; and
- Additional investigations and consultation undertaken as part of the Medowie Strategy indicated that variations from the CSIS in some instances for Medowie are appropriate. The necessary variations have been considered and are reflected in the Medowie Strategy.

A1.4 Planning Principles of the Medowie Strategy

Parts F and G of the *CSIS 2007* establish Sustainability Principles and Criteria and Implementation Criteria to guide the location, design and desired qualities of future urban development. These Criteria that guide the Medowie Strategy are summarised as follows:

- All future greenfield development is to be planned and designed around neighbourhoods, villages and towns;
- Future neighbourhoods, villages and towns are to be located and designed to support transport corridors and public transport;
- Future neighbourhoods, villages and towns are to have an interconnected street network, including footpaths, that allows slow speed vehicular traffic, walking and cycling;
- Neighbourhoods, villages and towns are to be focused around shops and/or services, or facilities or parks to provide convenient access for all and to provide a focus for community.

A1 Background

A1.5 Strategic Context

A1.5.1 Location

Medowie is located in the approximate centre of Port Stephens Local Government Area. Medowie is:

- 34 km (32 minutes) from Nelson Bay;
- 33 km (35 min) from Newcastle – the source of employment and higher order services and facilities;
- 15km (17min) from Raymond Terrace - the commercial centre of Port Stephens; and
- 7km (6 min) from Williamstown, Newcastle Airport and RAAF Base Williamstown, one of the Hunter Region's largest employers.

A1.5.2 Movement Network and Centre Hierarchy

Medowie is connected to Raymond Terrace, Newcastle Airport and Newcastle via Medowie Road. It connects to the Pacific Highway to the north and Richardson Road and Nelson Bay Road to the south (*Figure A1.1*). Medowie Road is not a significant part of the Port Stephens Movement network (*Figure A1.2*).

The *CSIS 2007* describes Medowie as an inland coastal town with a local catchment only for shopping, services and employment. Medowie residents are heavily reliant on the higher order centres of Raymond Terrace, Maitland and Newcastle for shopping, services and employment.

The location of Medowie within the movement network indicates that future growth in retail, services and employment will be entirely dependent upon future population growth in Medowie.

The recent sealing of Medowie Road; the future role of Newcastle Airport in providing air travel services for residents of the lower north coast and the tableland regions; the combination of population growth and associated growth in traffic from these regions; plus future urban development in Medowie; requires identification of how traffic and transport should be strategically managed relative to Medowie. *Figure A1.3* identifies a higher speed route to the airport and Newcastle from regions to the north is available via the Pacific Highway and Richardson Road whilst a slower speed route could be through Medowie via Medowie Road.

A1.5.3 Physical Context

To the west of Medowie lies Grahamstown Dam, to the east are State significant wetlands and flood prone land, to the north State forests and to the south is flood prone land and groundwater catchment areas for the Tomago sand beds.

A1.5.4 Regional Biodiversity Corridors

Figure A1.4 indicates that regional corridors occur to the south of the study area running east and west and to the east of the study area running north and south that includes a north eastern portion of the study area. Historical clearing for agriculture and more recently for rural residential development has reduced opportunities for corridors running through the study area.

A1 Background

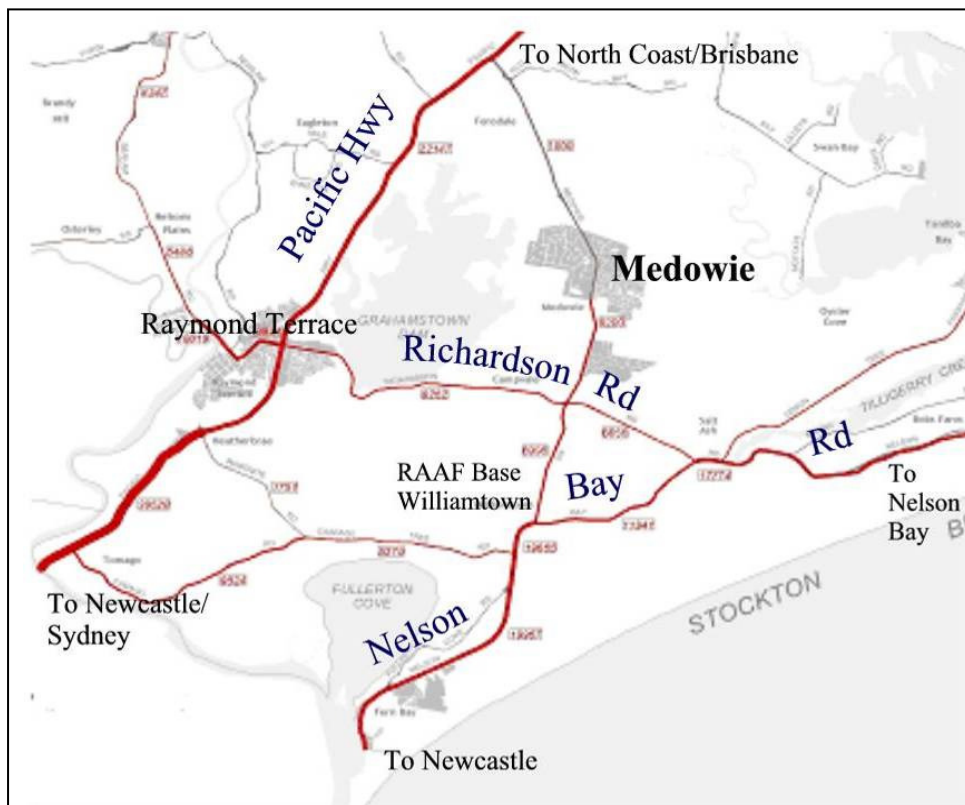


Figure A1. 1: Location of Medowie

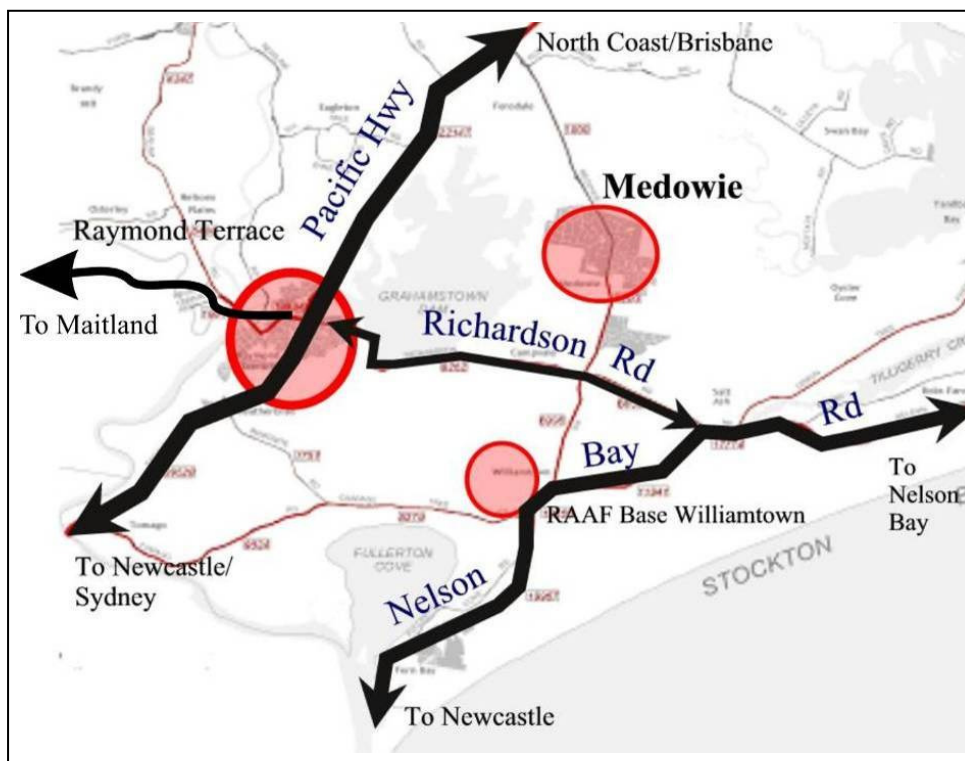


Figure A1. 2: Movement network, movement economy and centres hierarchy

Note: Figures in red indicate average vehicles per day travelling in both directions. Differences in thickness of road lines indicate traffic volumes for each road.

A1 Background

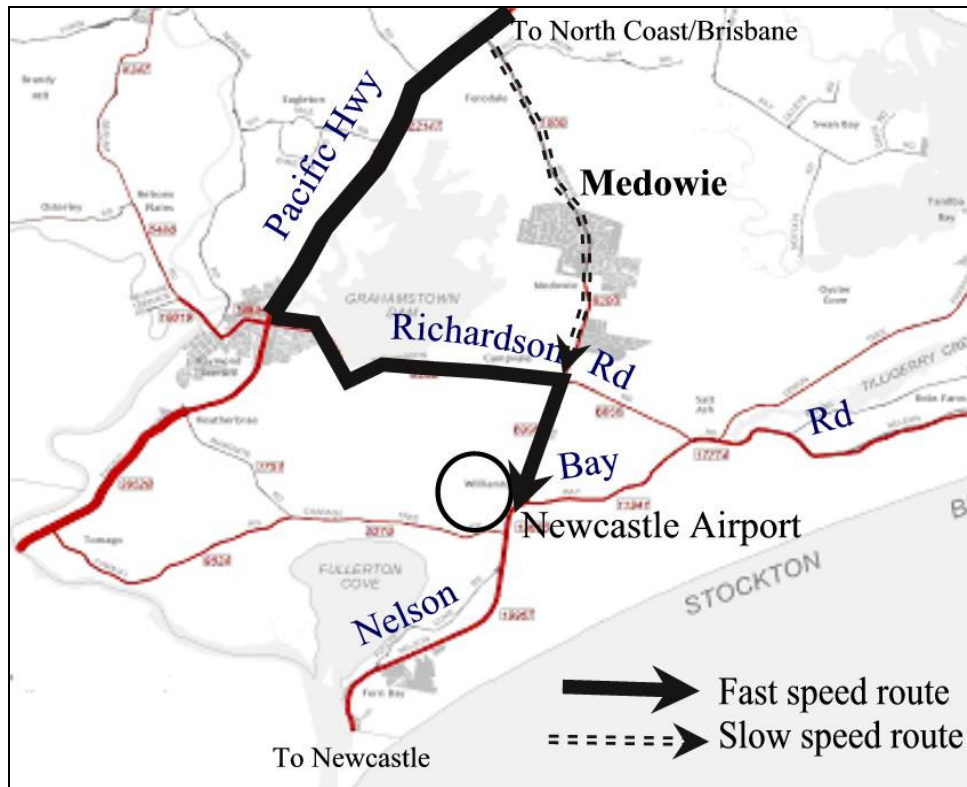


Figure A1. 3: Preferred higher speed and slower speed routes for population to the north to access Newcastle and the airport relative to Medowie



Figure A1. 4: Regional biodiversity corridors derived from the draft Regional Conservation Plan (DEC, October 2006) and the Lower Hunter Regional Strategy.

A1 Background

A1.6 Statutory Context

Port Stephens Local Environmental Plan (LEP) 2000 is the statutory document controlling land uses in the Medowie area. Refer to (Figure A1.5).

The implementation of the Medowie Strategy will involve four stages:

Stage 1: Adoption of the Strategy by Council and the Department of Planning.

Stage 2: Amendments (rezonings) to *LEP 2000* initiated by Council and in accordance with the *Environmental Planning and Assessment Act* are legally made by the Minister of Planning. This legal process provides the community, Council, State government and landowners' certainty on what land use activities are permissible or prohibited by the *LEP 2000*.

Port Stephens Council is scheduled to implement the State Government's new LEP template by 2011. Therefore the present and future zones in Medowie will be required to be aligned with these in the new template. The content of the new template will standardise land use state-wide. The allocation of the new zone terminology appropriate to the areas affected by the Medowie Strategy will be considered through the rezoning process.

Stage 3: The preparation of development controls by Council to guide the design, assessment and determination of development applications. The development controls will be inserted into the *Port Stephens Development Control Plan (DCP) 2007* as a area specific chapter.

Stage 4: Lodgement, assessment and determination of development applications. Once a development application has been approved then construction can begin.

All four stages involve public exhibition or consultation with the local community.

For Stage 2 and the rezoning of land to be supported by Council and the Department of Planning, the following statutory requirements have to be considered:

A1.6.1 Port Stephens Comprehensive Koala Plan of Management (CKPoM 2002)

Prepared under *State Environmental Planning Policy No. 44 Koala Habitat Protection*. Appendix 2 of the CKPoM "Performance Criteria for Rezoning Requests" states that Council should be satisfied that a rezoning:

- a) Does not result in development within areas of Preferred Koala Habitat or defined Habitat Buffers; and
- b) Allows for only low impact development within areas of Supplementary Koala Habitat and Habitat Linking Areas.

Any proposed amendments to the CKPoM will be initiated by the CKPoM Steering Committee in consultation with Council's General Manager and the Director-General of Department of Environment and Conservation. Amendments to the CKPoM must be approved by both Council and the Director General of the Department of Planning.

A1.6.2 117 Directions

Under Section 117 of the Environmental Planning and Assessment Act, the Minister for Planning has issued directions that Councils must follow when preparing LEP amendments. The relevant directions that need to be considered for the Medowie Strategy include:

- *Direction 1.2 Rural Zones* – Council shall not rezone rural land for urban purposes unless the land is supported by a strategy prepared by the council and approved by the Department of Planning.
- *Direction 3.4 Integrating Land Use and Transport* – a rezoning shall be consistent with the Integrating Land Use and Transport policy package released by the State government in 2001.
- *Direction 4.3 Flood Prone Land* – a rezoning shall not permit urban development on flood prone land.
- *Direction 4.4 Planning for Bushfire Protection* – a rezoning shall have regard to *Planning for Bushfire Protection 2001* and the views of the NSW Rural Fire Service.

Note: There are other statutory and policy issues that need to be considered and addressed as part of the rezoning process.

A1 Background

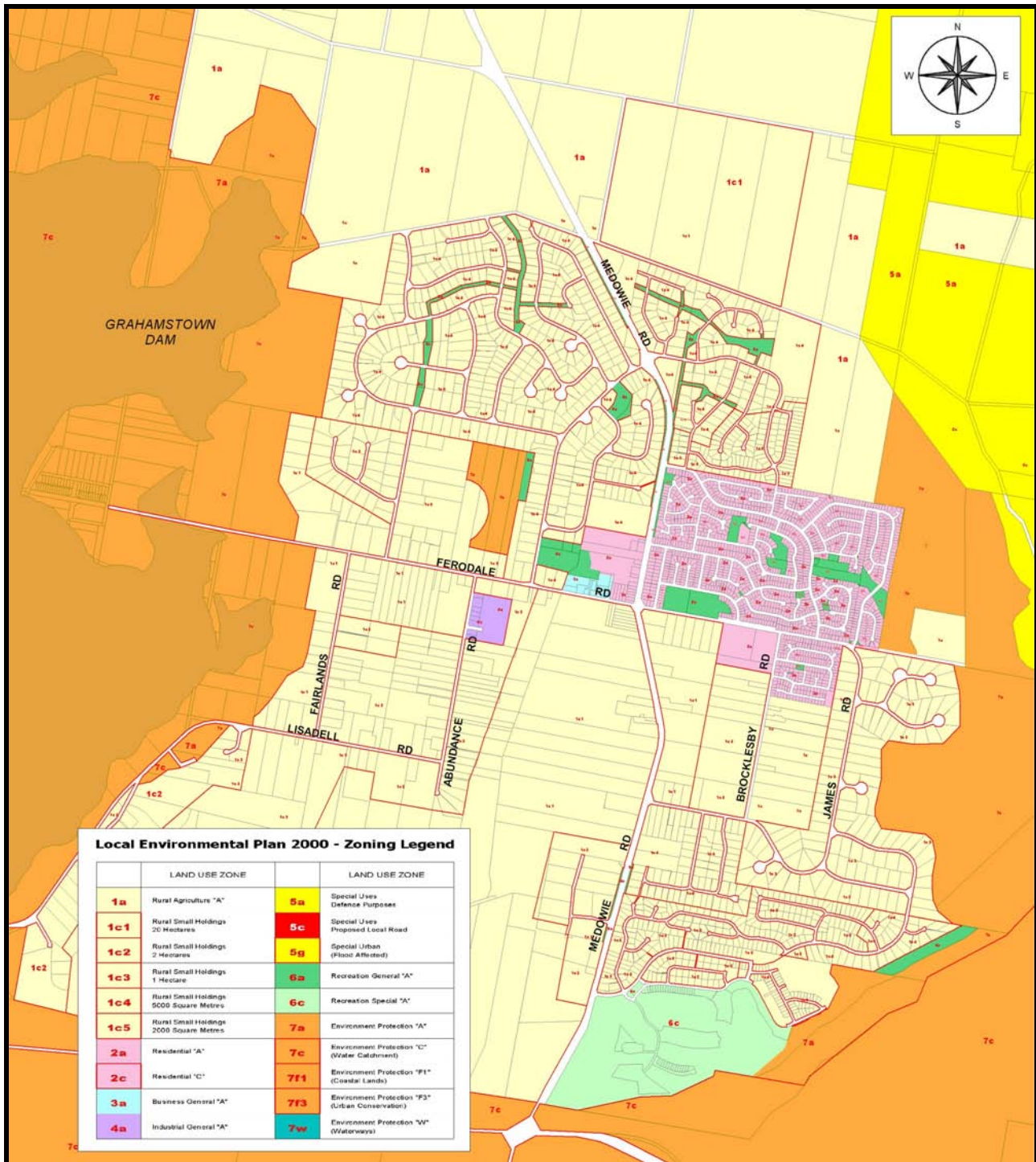


Figure A1. 5: Port Stephens Local Environmental Plan key and current land use zones across Medowie.

Note: Rural Residential zones are distinguished by lot size in the LEP.

A1 Background

A1.7 The Spatial Limitations of Medowie

A1.7.1 The Town of Medowie

Medowie, on the edge of Grahamstown Dam, consists of rural residential subdivisions, agricultural land and suburban areas surrounded by land generally unable to be developed (*Figure A.16*).

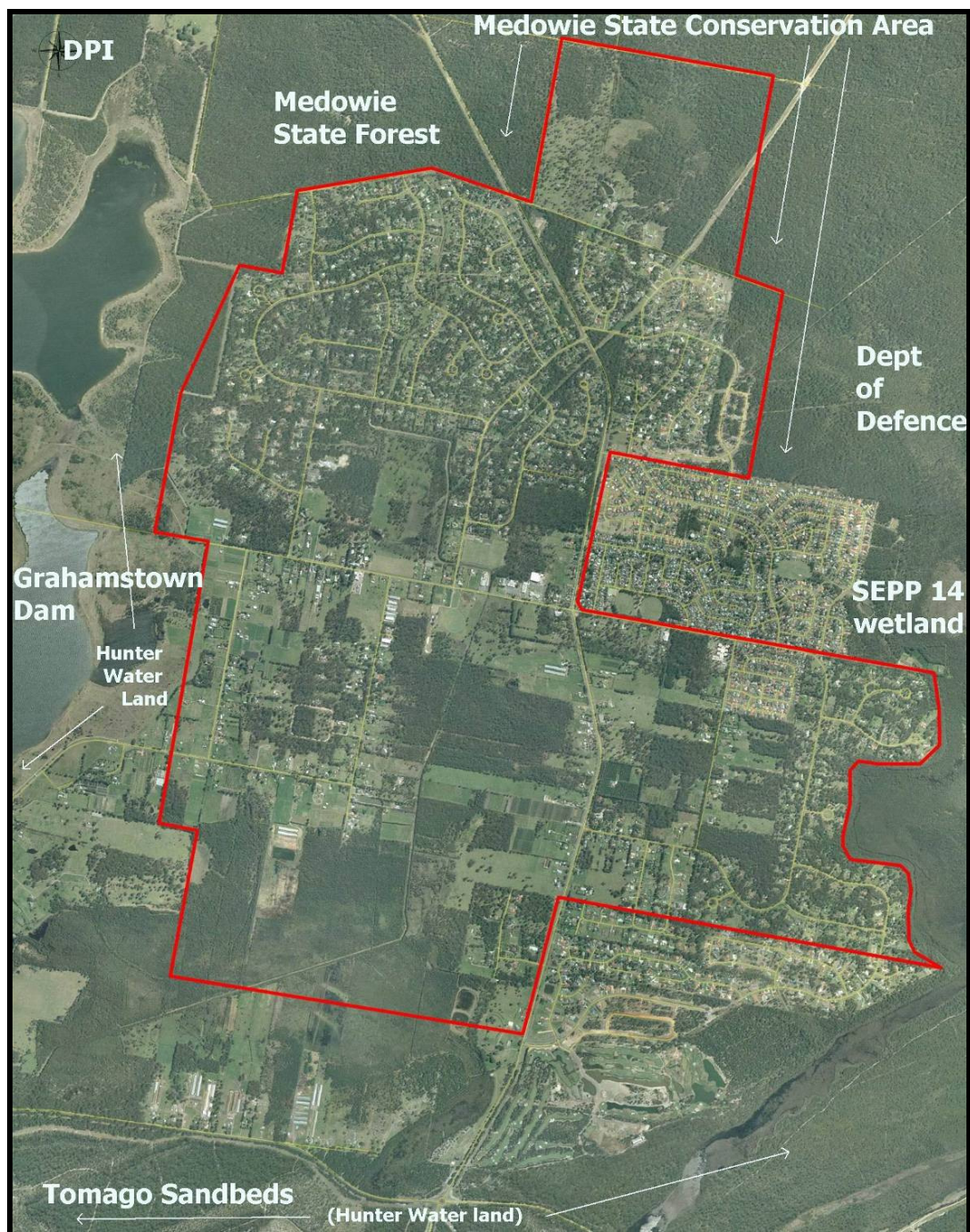


Figure A1. 6: The town of Medowie, September – October 2004

A1 Background

A1.7.2 Limits to Potential Development – Surrounding Land Uses

Figure A1.6 highlights the five specific areas preventing Medowie from expanding outward through Government Land Tenure. The residual areas are illustrated in Figure A1.7:

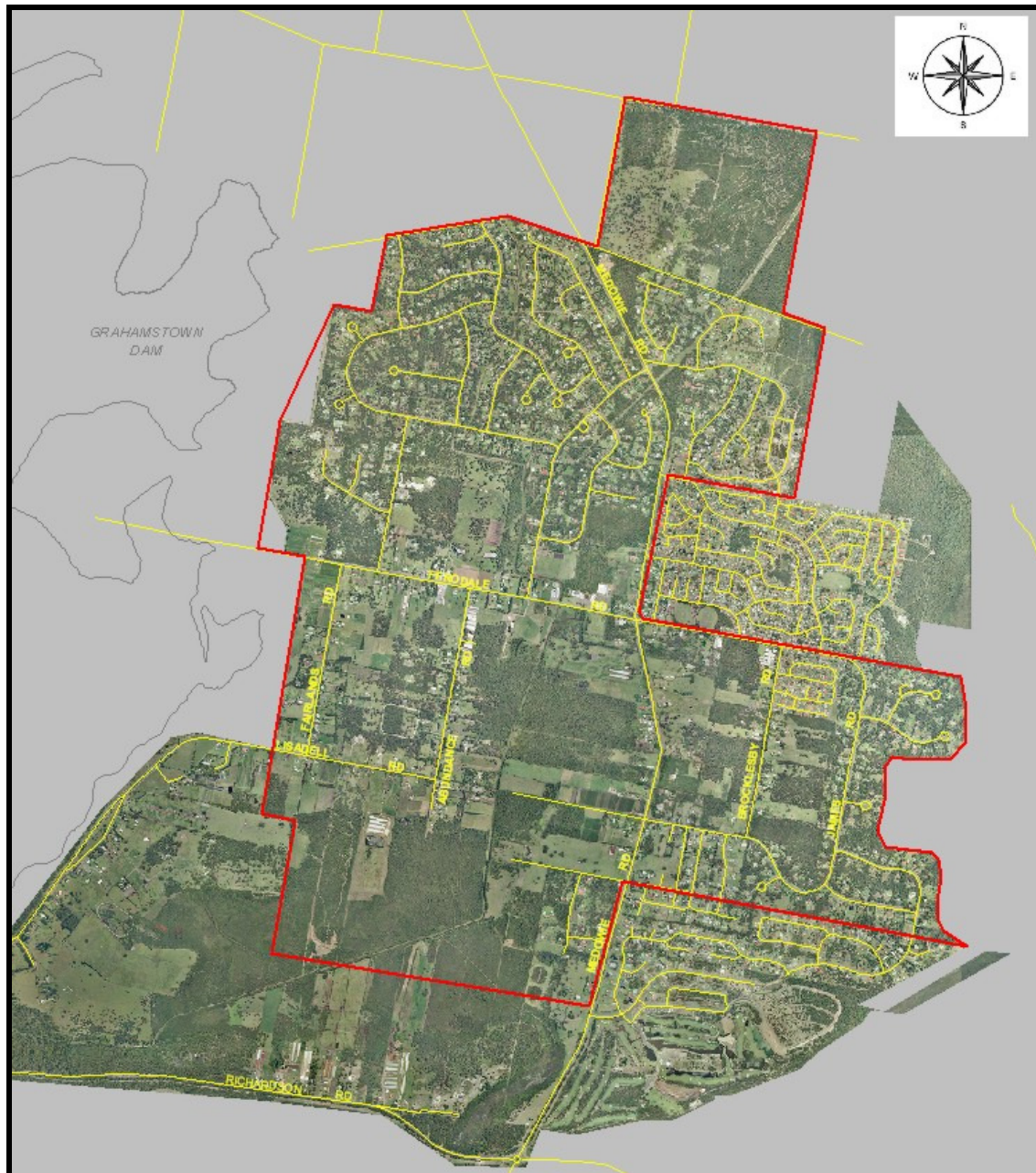


Figure A1. 7: Residual areas of Medowie after excluding surrounding non-developable areas.

A1 Background

A1.7.3 Limits to Potential Development – Within Study Area

There are developed areas that are either not possible or difficult to develop further. This includes the residential area of Kindiebark Estate, Pacific Dunes Golf Course and existing rural residential areas (*Figure A1.8*). Rural residential areas have been excluded from the Medowie Strategy because:

- These areas have been designed and developed without consideration for future redevelopment;
- Home owners have purchased land and built homes in these areas for lifestyle reasons;
- The homes are relatively new and would be uneconomic to demolish for redevelopment;
- It is difficult to co-ordinate redevelopment due to multiple land owners; and
- Retention of these areas as they are, maintains housing choice in the future growth of the town.

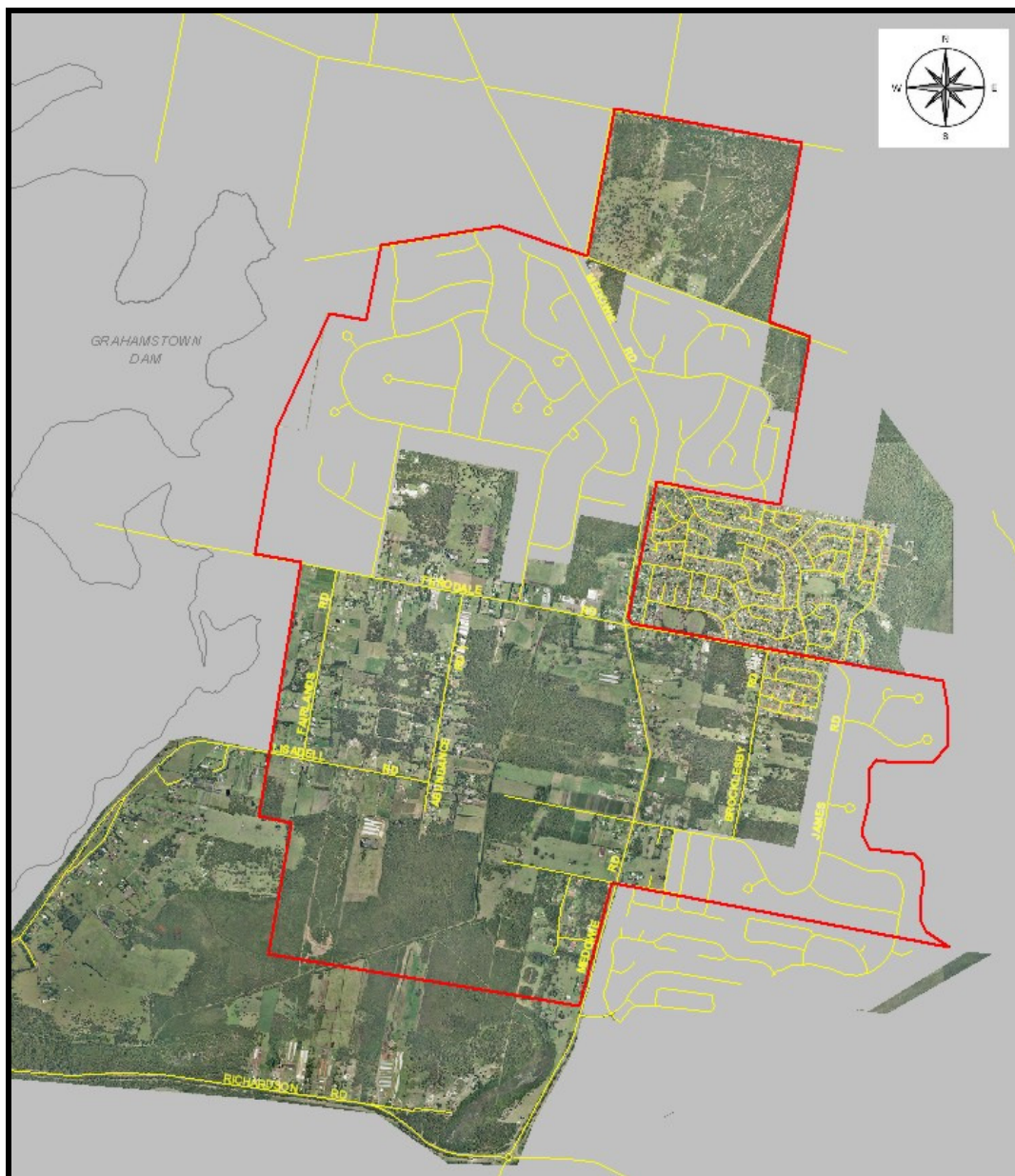


Figure A1. 8: Residual areas after excluding existing developed areas within Medowie study area.

A1 Background

A1.7.4 Primary Constraint: Flood Prone Land

Flood Prone Land is identified in *Figure A1.9*. The low elevation of much of the land in Medowie means that there is little difference in the amount of land affected by a small flood event compared to a large flood event.

The township of Medowie consists of two separate catchment areas: Campvale Swamp draining west and Moffats Swamp draining east. Drainage systems supporting rural residential development have not coped with major storm events and consequently flooding has occurred especially in the Campvale Swamp Catchment. It has been calculated that flooding in “Sutton Park Estate” has a 1 in 1 year recurrence interval. Other residential areas of Medowie are flood affected once in every 3 to 5 years.

While flooding can occur beyond the Flood Prone Land extent, general development, other than critical infrastructure, are subject to constraints only within the area shown as Flood Prone Land. LEP 2000 indicates development for any purpose should not occur on flood prone land except with the consent of the consent authority.

In addition Council has also adopted a Policy “AREAS AFFECTED BY FLOODING AND/OR INUNDATION” which provides for the management of development on Flood Prone Land, including but not limited to, a minimum lot size of 1 hectare.

Note: For further information, refer to chapter B5 Baseline Studies, in the Research Report.



Figure A1. 9: Flood liable land in Medowie as indicated by the dark shade.

A1 Background

A1.8 Ecological Considerations

Due to the size of the study area, an ecological landscape assessment was undertaken by Umwelt supplemented with work by Biolink Ecological Consultants. The full details of these studies are provided in Part C Baseline Studies.

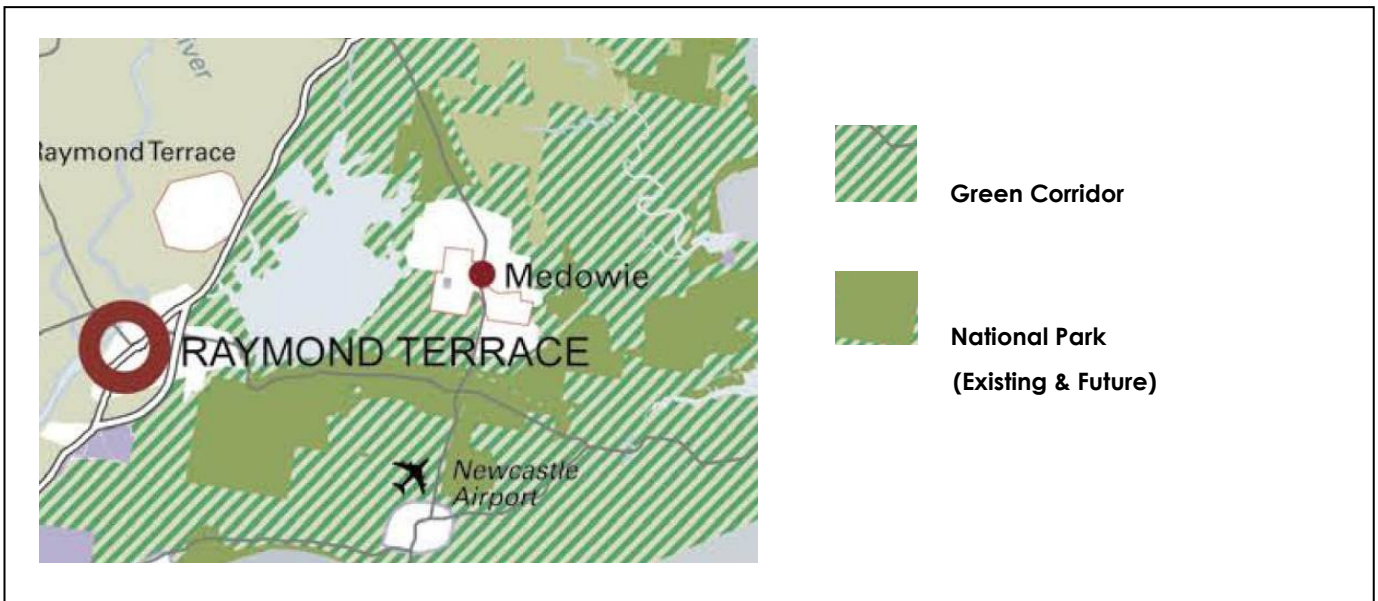


Figure A1. 10: Green Corridor Location (*Lower Hunter Regional Strategy*)

A1.8.1 Vegetation

The native vegetation remaining in the Lower Hunter region is of high conservation significance and provides habitat for numerous threatened species. A number of important green corridors have been identified in the Lower Hunter Regional Strategy, (*Figure A1.10*). The protection and management of these corridors for conservation and biodiversity need to be a key focus of both government and the Medowie community. This protection will be achieved through appropriate planning controls on private lands.

Vegetation in the Medowie area is largely remnant from historical clearing. Despite this four Endangered Ecological Communities (EEC's) have been identified in the study area (*Figure A1.11*).

A1.8.2 Threatened Flora

No threatened flora was recorded during the flora survey however, of the 8 threatened flora species historically recorded within 5 kilometres of the study area (refer *Part C Baseline Studies*) only *Eucalyptus parramattensis subsp decadens* is considered to have a medium to high likelihood of occurrence in the study area.

A1.8.3 Threatened Fauna

Four threatened fauna, three bat species and koalas were recorded during surveys in the study area (refer *Part C Baseline Studies*). Two koalas were sited in the town centre area north of Ferodale Road by Council staff during site inspections (refer to Native Animal Trust Fund recorded injured and fatal koala siting in Medowie).

A1.8.4 Fauna Habitat Significance

Under the *CKPoM*, approximately 95% of the study area falls within the Medowie Koala Management Unit. Koala habitat across the study area is identified in *Figure A1.12*. Koala habitat can be recognised as a surrogate for habitat for other fauna species.

It is likely that fauna habitat associated with rural residential areas will decrease in ecological significance over time due to native trees dying and residents replacing them with vegetation that does not support native fauna equivalent to that currently present.

A1 Background

A1.8.5 Conservation Significance of Vegetation Patches

The conservation significance of the vegetation patches for the Medowie study area is identified in *Figure A1.13*. The significance rating is based on presence of Endangered Ecological Communities, preferred koala habitat, remnant bushland greater than 1 ha in size, presence of urban bushland less than 1ha in size and forest patch area.

A1.8.6 Corridors

Disjunct local corridors run through the study area and consist of variable sizes of remnant vegetation of varying quality and significance. Long term conservation efforts within Medowie need to consider reconnecting the larger patches of vegetation against the issue of facilitating fauna movement into areas where conflicts between native fauna and vehicular traffic, domestic pets and human activities are likely to increase. *Figure A1.14* identifies options for biodiversity corridors emanating from the central core habitat to the area of the floodplain north and west through Medowie and to the east.

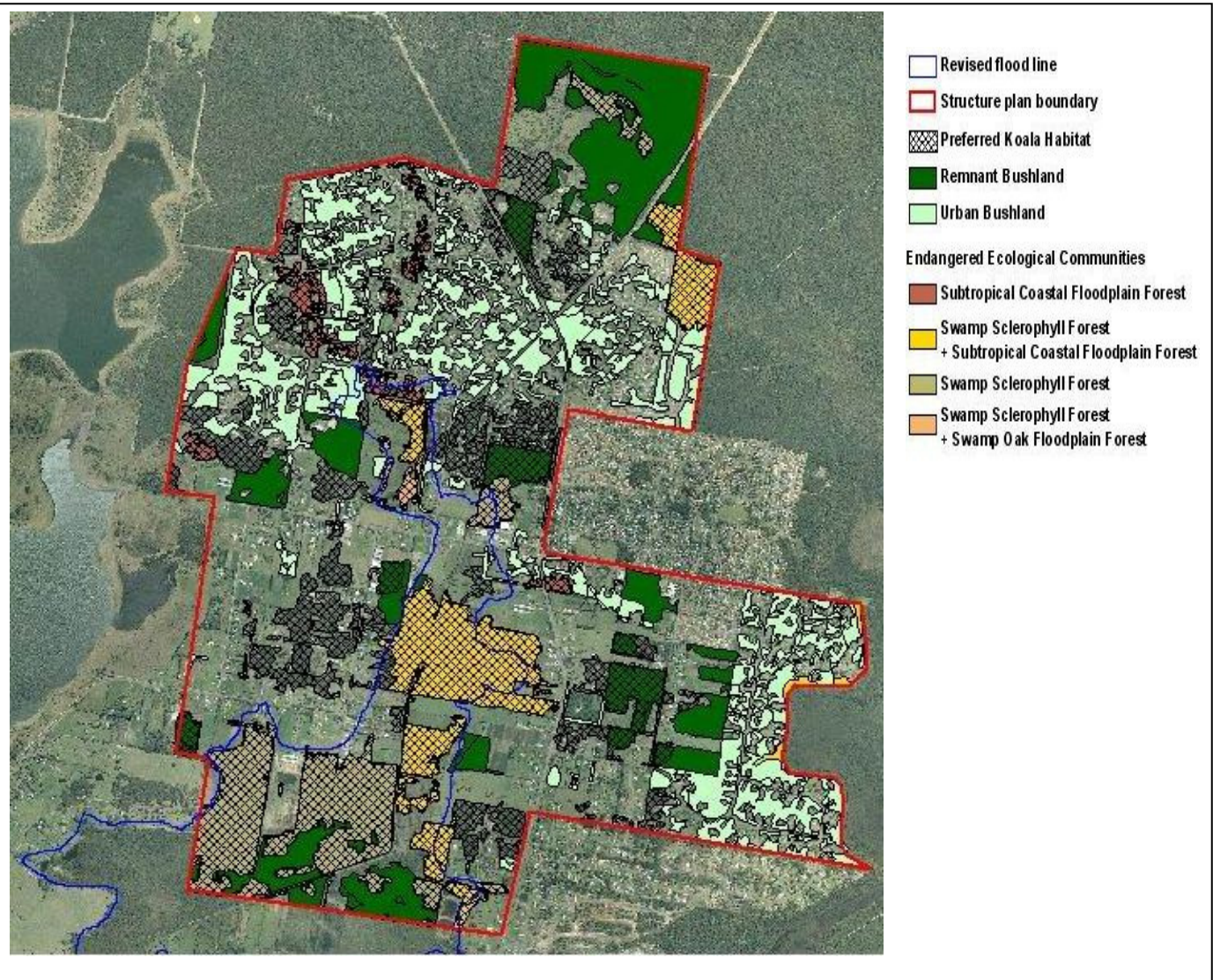


Figure A1. 11: Ecological attributes of the study area (Note: For Flooding information use figure A1.9).

A1 Background

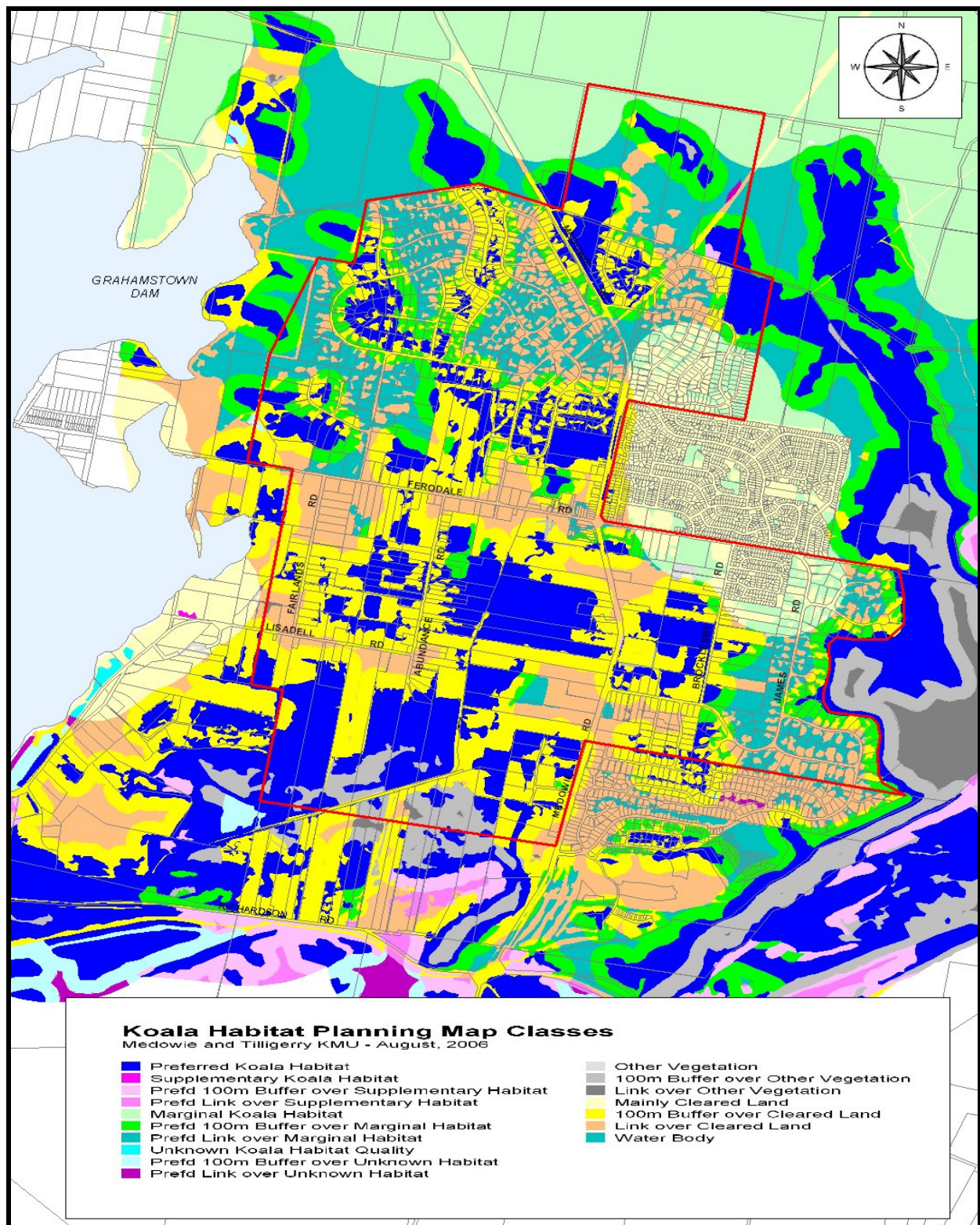


Figure A1. 12: Koala habitat according to the Port Stephens Comprehensive Koala Plan of Management (2002)

A1 Background

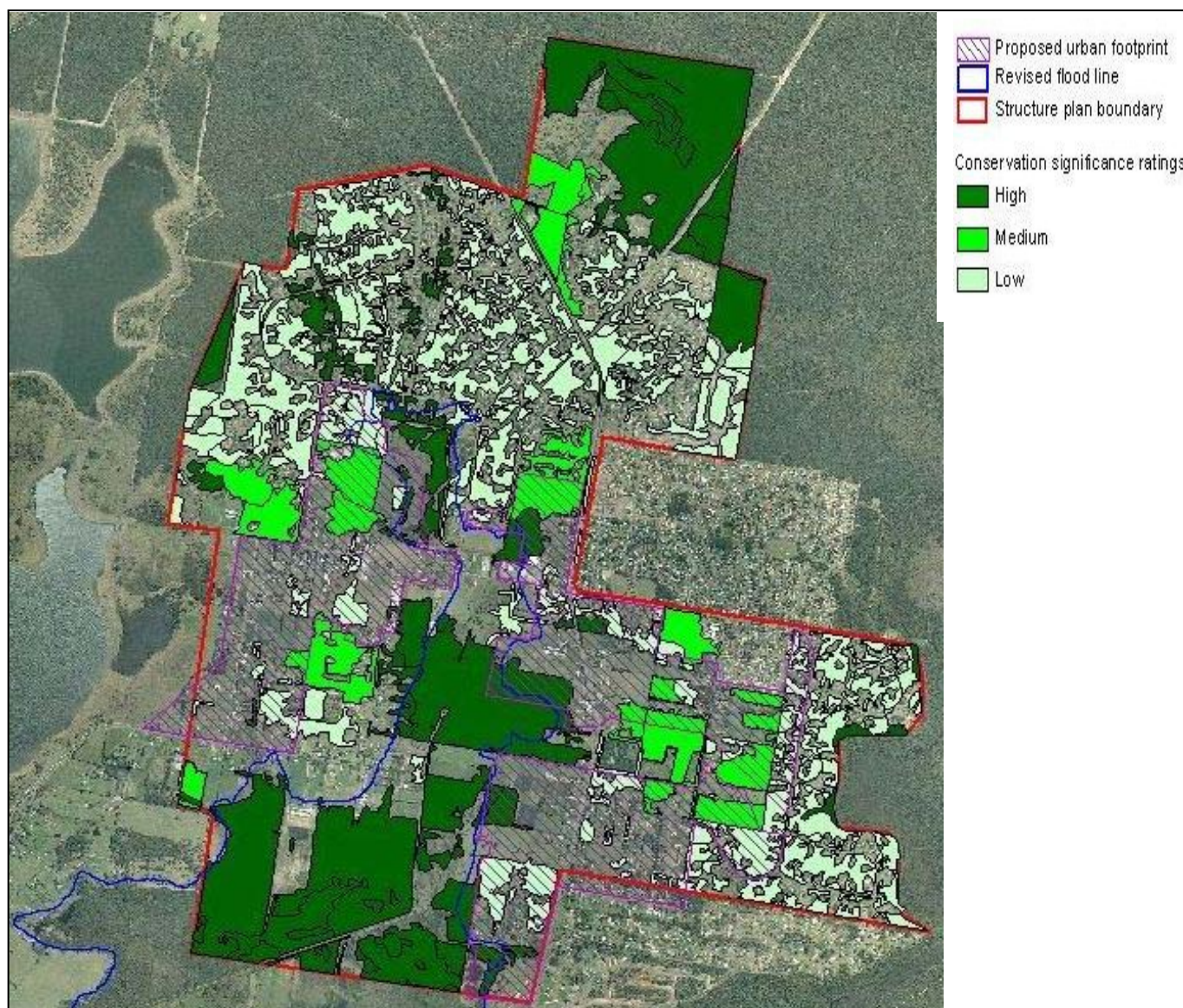


Figure A1. 13: Conservation significance ratings for vegetation across study area

Note: For flooding information see Figure A 1.9

A1 Background

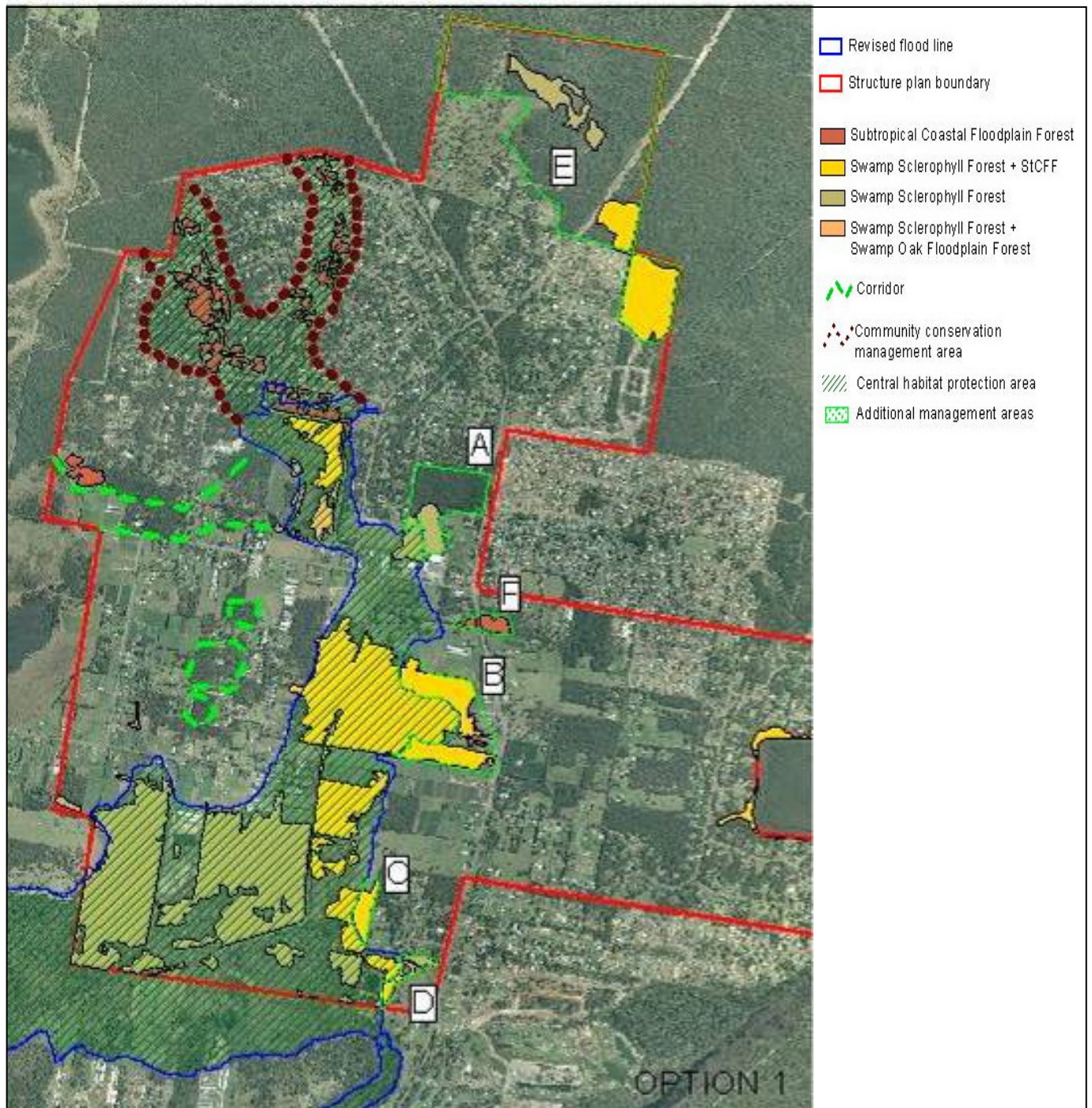


Figure A1. 14: Preferred biodiversity corridor opportunity north through Medowie and east from core habitat area Note: For flooding information see Figure A1.9.

A1 Background

A1.9 Aircraft Noise

RAAF Base Williamtown is of major economic importance for the local area and region. It has a base workforce of over 3100 and including salaries in the vicinity of 156 million dollars in 2007 the Base contributed over 1 billion dollars to the regional economy through direct and indirect contributions. Unlike civilian aircraft movements that can be forecasted and planned for accordingly, defence activities by their nature are subject to operational requirements which can change significantly in a relatively short period of time.

Appropriate land use planning must cater for the continued growth and operation of the base and in turn accommodate the interests of Medowie residents in relation to the aircraft noise generated.

The Medowie Strategy proposes development of land situated beyond the 20 ANEF contours. This land however, should not be misinterpreted as being unaffected by aircraft noise. *Figure A1.15* illustrates the respective ANEF contours for SAWR and RAAF Base Williamtown. The recognition and consideration of these flight paths by the Strategy is vital as Defence will not accept responsibility for any future development liabilities.

The proximity to the Defence Practice Area (DPA) (*Commonwealth of Australia Gazette GN 27, 7 July 2004*) is a restriction to the future expansion to the East of Medowie. The operation of the SAWR is for air to surface weapons.

Note : As part of a future Development Application the Department of Defence may need to assess structures exceeding the Obstacle Clearance Surfaces for RAAF Williamtown.

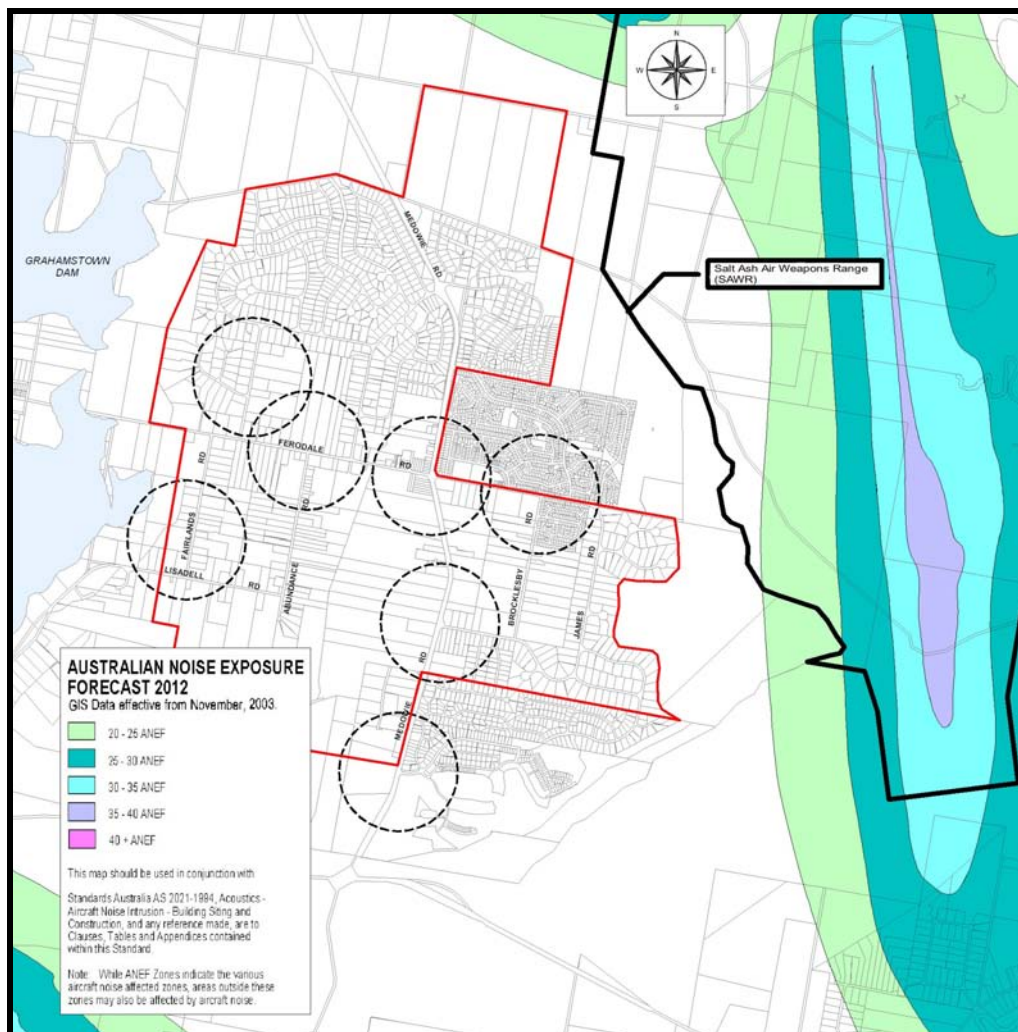


Figure A1. 15: Aircraft Noise in relation to Medowie.

A1 Background

A1.10 Existing Structure of Medowie

A1.10.1 The Movement Network and Economy

Medowie Road – North South Axis - Central Spine

Medowie Road bisects the existing town and is the primary structural axis connecting the town to the Pacific Highway, Williamtown and the rest of Port Stephens. The sealing of Medowie Road now makes it a more attractive alternate route to the airport and Newcastle from the north coast and northern tableland areas.

Traffic volumes as at August 2005 are provided in *Figure A1.16*. Traffic volumes north of the Kirrang Drive intersection were 1420 vehicles per day (vpd) prior to the sealing of Medowie Road and 2100 vpd after sealing (January 2006). Only about 800 trips per day pass through Medowie.

Figure A1.16 illustrates that Medowie Road is primarily used by local residents in comparison to Williamtown (19,000 vpd) and Raymond Terrace (18,000 vpd). Williamtown and Raymond Terrace have the potential to capture significant passing trade in the movement economy whereas Medowie is a contained movement economy (i.e. relatively insignificant passing traffic).

Main Street – East/West Axis – Ferodale Road

Ferodale Road intersects Medowie Road at the town centre and is secondary to the central spine. Ferodale Road connects three major trip generators - the town centre and associated retail and commercial services and two primary schools. The focus of activity on Ferodale Road is due to its once being the main street along which trade and commerce developed. Ferodale Road remains an important east/west link and provides access to Grahamstown Road.

The existing shopping centre combines Ferodale Road frontage and access Peppertree Road. This enables vehicular access “off line” of Ferodale and Medowie Roads but currently ends at the Bi-Lo loading dock.

These two structural axes that cross the existing and potential urban areas focus the movement economy and hence focus how centres and accessibility work for Medowie (See Research Report (Part B) for history of retail and commercial enterprise in Medowie).

Distributor Road – Grahamstown Road

This road provides the only other access into and out of the town particularly for residents on the western side. As a consequence it reduces traffic on Medowie Road. As the town's population and the resultant traffic increases, it will be important that Grahamstown Road be improved to assist overall transport and traffic management for the town.

A1 Background

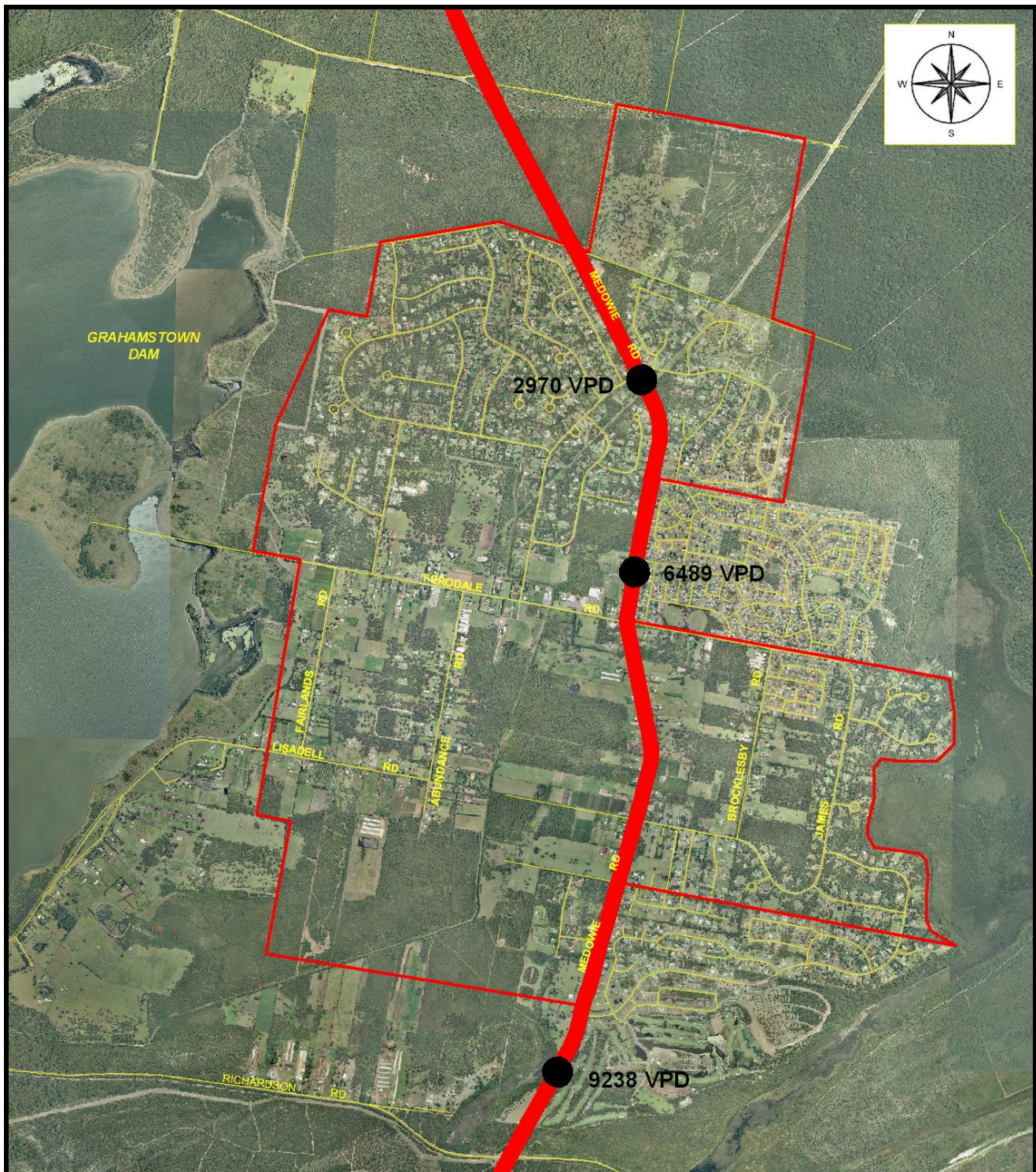


Figure A1. 16: Medowie Road – the network and economy for Medowie.

Note: VPD = vehicles per day combined northbound and southbound

A1 Background

A1.10.2 Existing Places of Commercial Activity

The location of existing places of commercial activity shown in *Figure A1.17* confirms the hierarchy and dispersal of the Medowie movement economy. The existing centre is close to the intersection of the two main axes. The presence of several areas of commercial activity along Medowie Road confirms it as the primary movement corridor that supports the predominant business activities due to passing local traffic and trade.

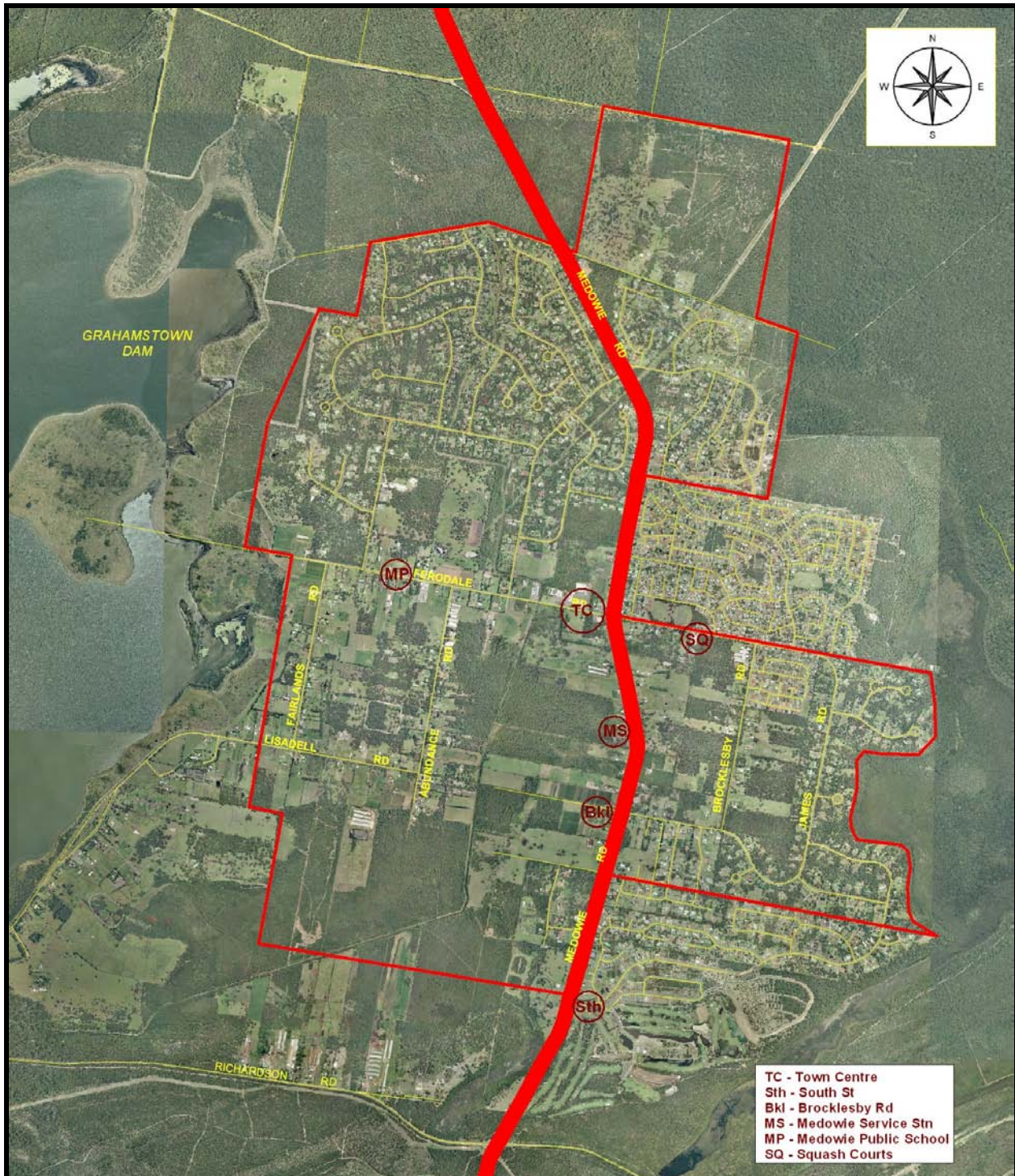


Figure A1. 17: Existing places of commercial activity

A1 Background

A1.10.3 Community Focal Points

Other focal points for the town are the schools, childcare facilities, churches and Medowie Community Hall as shown in *Figure A1.18*.

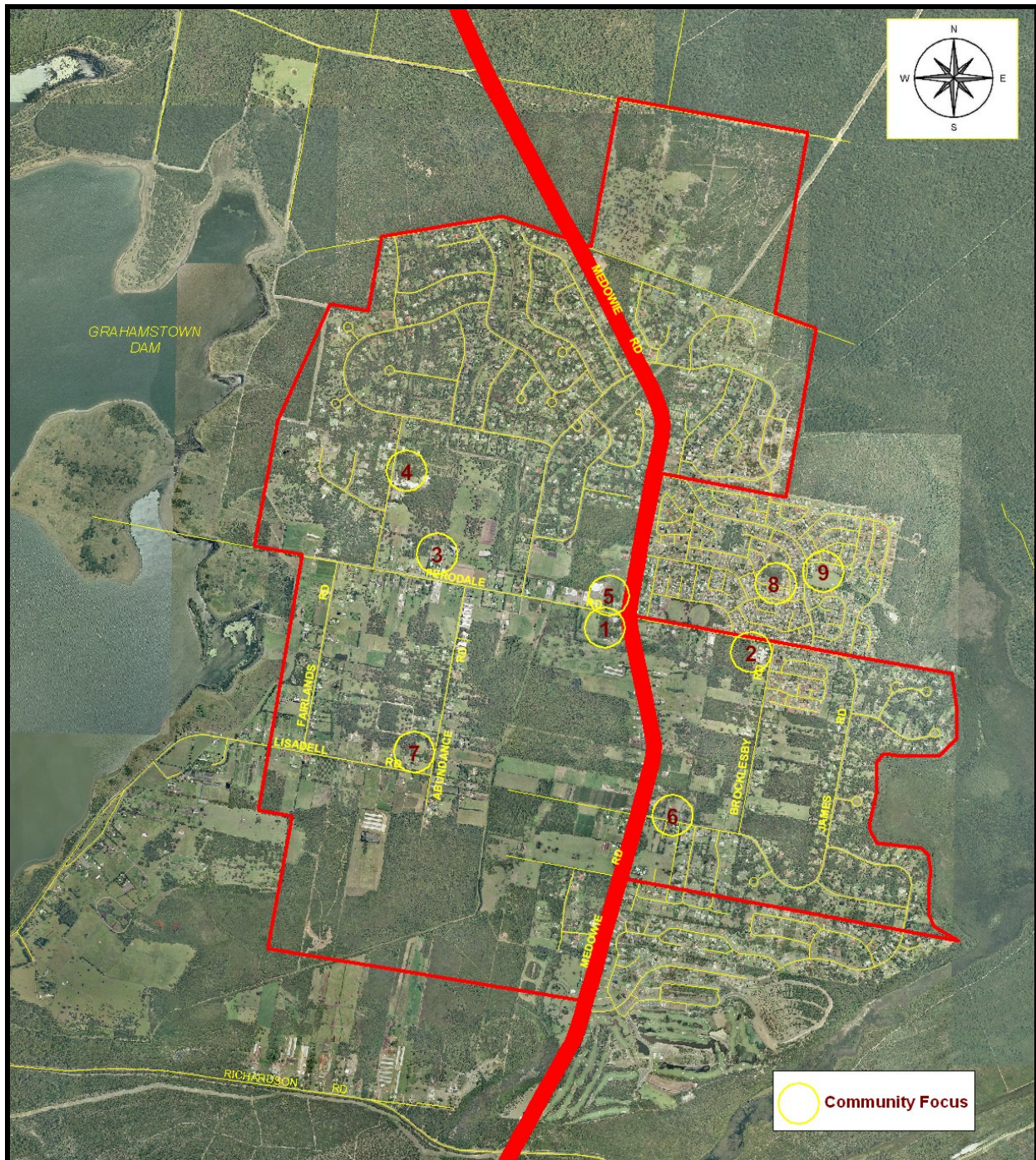


Figure A1. 18: Community focal points

Note: Refer Figure A1.19 for interpretation

A1 Background

1. Medowie Community Hall	• 5 x Girl Guides groups (80 -100) Monday nights • 5 x Scout groups Tuesday and Wednesday nights • 2 x Tae Kwon Do groups • 1 x Karate group • 1 x Kids art class (20 students) • Senior citizens • Probus Club • Adult exercise classes • 2 x church groups on Sunday • Library bus twice a week • Baby health centre (5 days/week) permanent room	• Progress Association • Neighbourhood watch • Weddings (approx 1/month) • Baptist Church Youth Group Friday nights (approx 200) Draws from Raymond Terrace • 2 x Children's Playgroups • Soccer presentations (300 people) • Lions Club – Bingo (one per month) • Parking along street and in Bi Lo car park
2. Wirreanda Public School	• Kindergarten – Year 6 • 600 local students • 50 staff • Before and after school care • Department of Education site is sufficient for secondary school expansion	
3. Medowie Public School	• 307 – local students • 20 staff • Enough land to expand – would be in the form of demountables	
4. Medowie Christian School	• 248 students K-10 of which 70% are local students • 30 staff • 70% local students • Doctor's surgery • Baptist Church - 200 people	
5. Catholic Church		
6. Anglican Church		
7. Uniting Church Hall	• Hall only – no church – community meetings, craft, dances	
8. Medowie Child Care Centre	• 39 places - no room for expansion	
9. Kindlebark Pre-School	• 25 places	

Figure A1. 19: Community focal points (as outlined in Figure A1.18)

A1 Background

A1.10.4 Existing Open Space Provisions

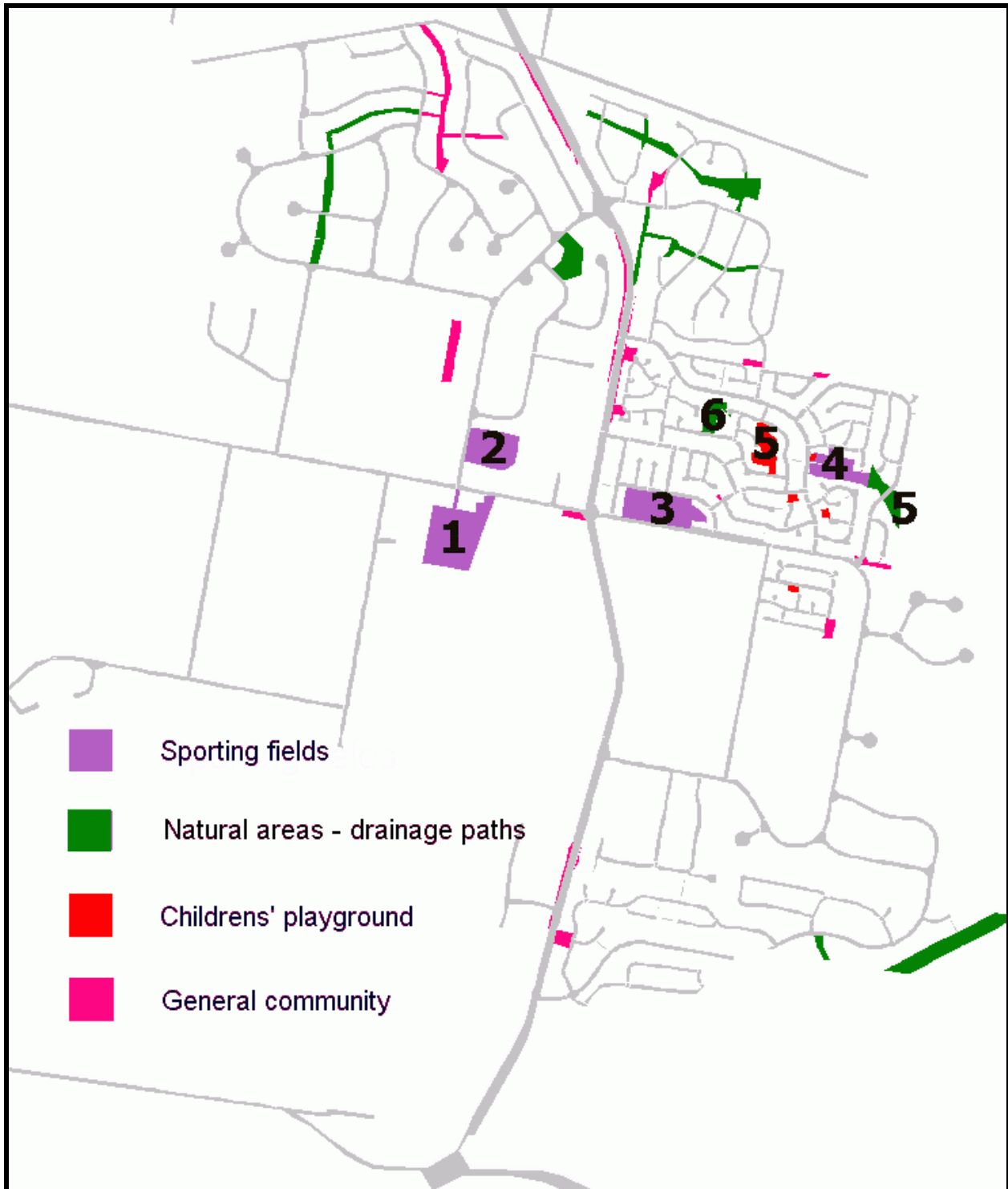


Figure A1. 20: Existing Open Space Provisions

Note: Refer Figure A1.21 for interpretation.

A1 Background

1. Ferodale Sports Complex	• 1 AFL Field • 4 flood lights • BMX track • Multipurpose amenity building
2. Yulong Oval	• 2 soccer fields • 2 netball courts • 6 flood lights • 1 basketball court • Children's' playground
3. Boyd Oval	• 2 sports fields • 1 training field • 2 cricket nets • 5 tennis courts • Shade structure • Children's playground • Skate park approved
4. Kindlebark Oval	• Athletics field - 2 x shot put/discus nets - 2 long jump pits - Children's playground - 6 flood lights • Amenities block • Barbeque shelter • Pre-school
5. Off Leash Dog Areas	
6. Children's Playground	

Figure A1. 21: Existing Open Space Provisions (as outlined in Figure A1.20).

A1 Background

A1.10.5 Existing Town

The existing structure of Medowie consists of several centres located on Medowie Road and Ferodale Road. The existing town centre should be both maintained and developed. New neighbourhoods should complement the existing town structure and build on existing transport corridors and traffic generating centres.

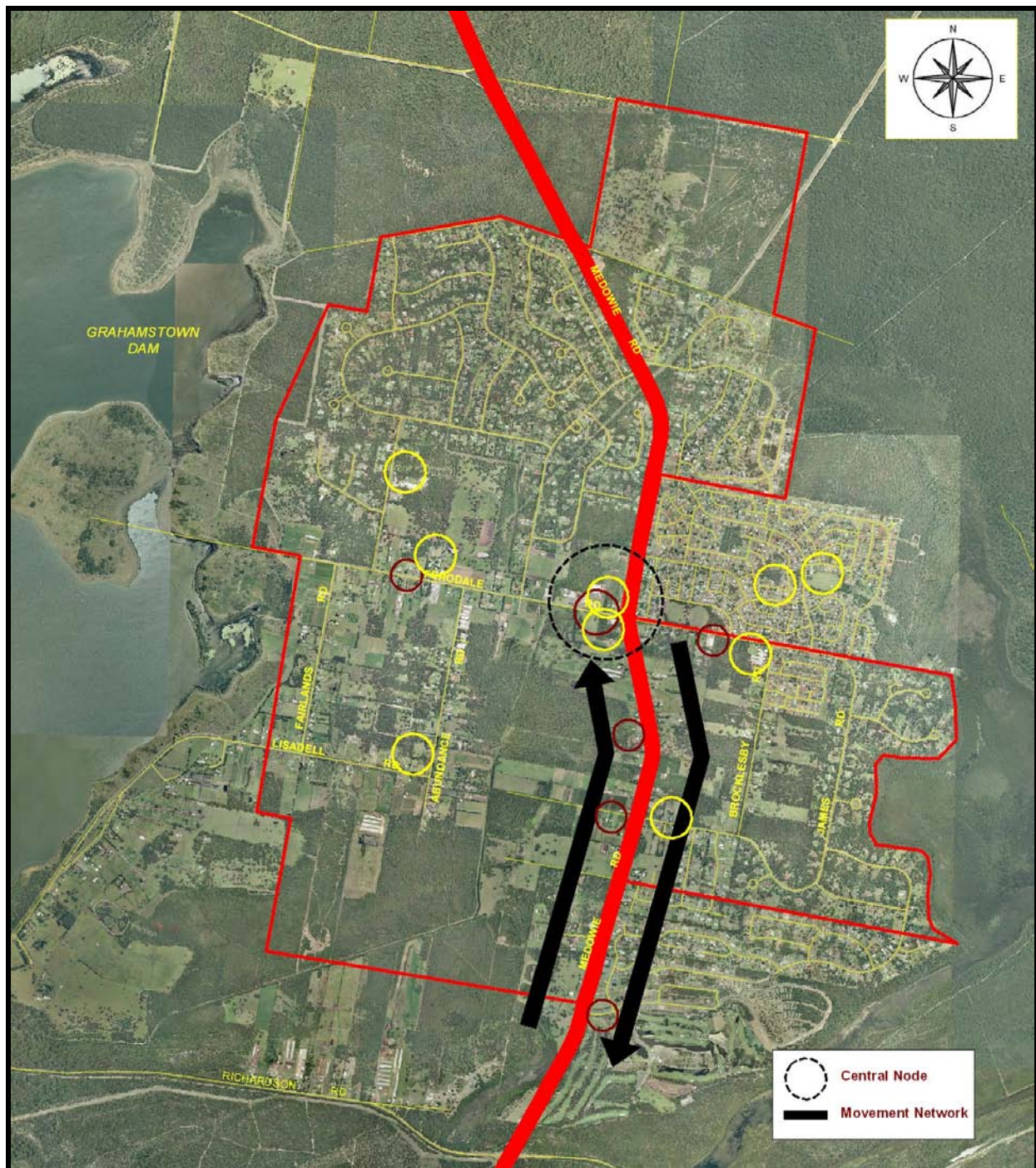


Figure A1. 22: Centres hierarchy

A2 Structure Plan

A2.1 Structure Plan Design Principles

The urban design principles for the Structure Plan are provided in *Section F Sustainability Principles and Criteria* of the *CSIS 2007*.

It should be noted that the land uses identified in the Structure and their description, particularly those relating to employment and retailing/commercial activities is derived from *Part C Context and Appendix 2 Future Trends and Issues – A Discussion* of the *CSIS 2007*.

A2.2 Structure Plan

The proposed structure plan for Medowie consists of the following overlays:

Figure A2.1: Structure Plan - Land Uses combines all proposed land uses for Medowie following the urban design principles for the Medowie Strategy and the structure established by *Figure A2.2: Structure Plan – Proposed Neighbourhoods*. This plan also shows how the existing centre and supporting new centres are proposed to be located relative to the existing and future movement network and relative to low lying flood affected land. New centres will complement the Medowie town centre in terms of size and mix of uses.

Figure A2.2: Structure Plan – Proposed Neighbourhoods identifies existing and proposed neighbourhoods. Each neighbourhood is then outlined in detail explaining land use, role in hierarchy and characteristics.

Figure A2.3: Structure Plan – Street Hierarchy provides people with a choice of route and method of transport. The street hierarchy connects the established neighbourhoods and reinforces traffic attractors and generators.

In addition the proposed street blocks have considered and are based on historical subdivision pattern and can provide, through orientation and dimension, good solar access and building choice. This combined with consideration of an open space network that encourages linking active, passive and natural open space.

A2.3 Structure Plan Yield

The overall developable area totals approximately 300 hectares. In addition to the existing land available for urban development, the Structure Plan estimates that the following approximate yield may be attained over 25 years.

The development yield has been calculated by combining the areas of the same proposed land uses, subtracting 30% to accommodate for infrastructure needs and then dividing this amount by the area per lot. i.e. 12 000m² land identified as standard residential in an area leaves approximately 8000m² of land identified suitable for development. Therefore 8000m² divided by 550m² (average standard residential lot site) equals 15 lots. The projected yield from the Structure Plan and limited existing development is as follows:

- 12.2 ha commercial
- 0.6 ha mixed use
- 6.7 ha light industrial
- 1489 standard residential lots
- 791 villas & town houses
- 33 home enterprise lots
- 421 rural small holdings
- 371 environmental living lots
- 29 ha environmental management
- 22 ha community use
- 29 ha parks

The above land uses activities, their rationale and proposed location is explained in section *A2.4*. The exact location of proposed zone boundaries could vary subject to more detailed investigation and justification through the rezoning process. A further breakdown of potential development yield is provided in *Part A3 Urban Capacity*.

Note: As indicated development yield calculations, Land areas are indicative only this does not mean that all land is available or would be developed as the needs to be provisions for infrastructure etc. 1/3 is an estimate that has been derived from common practice.

A2 Structure Plan

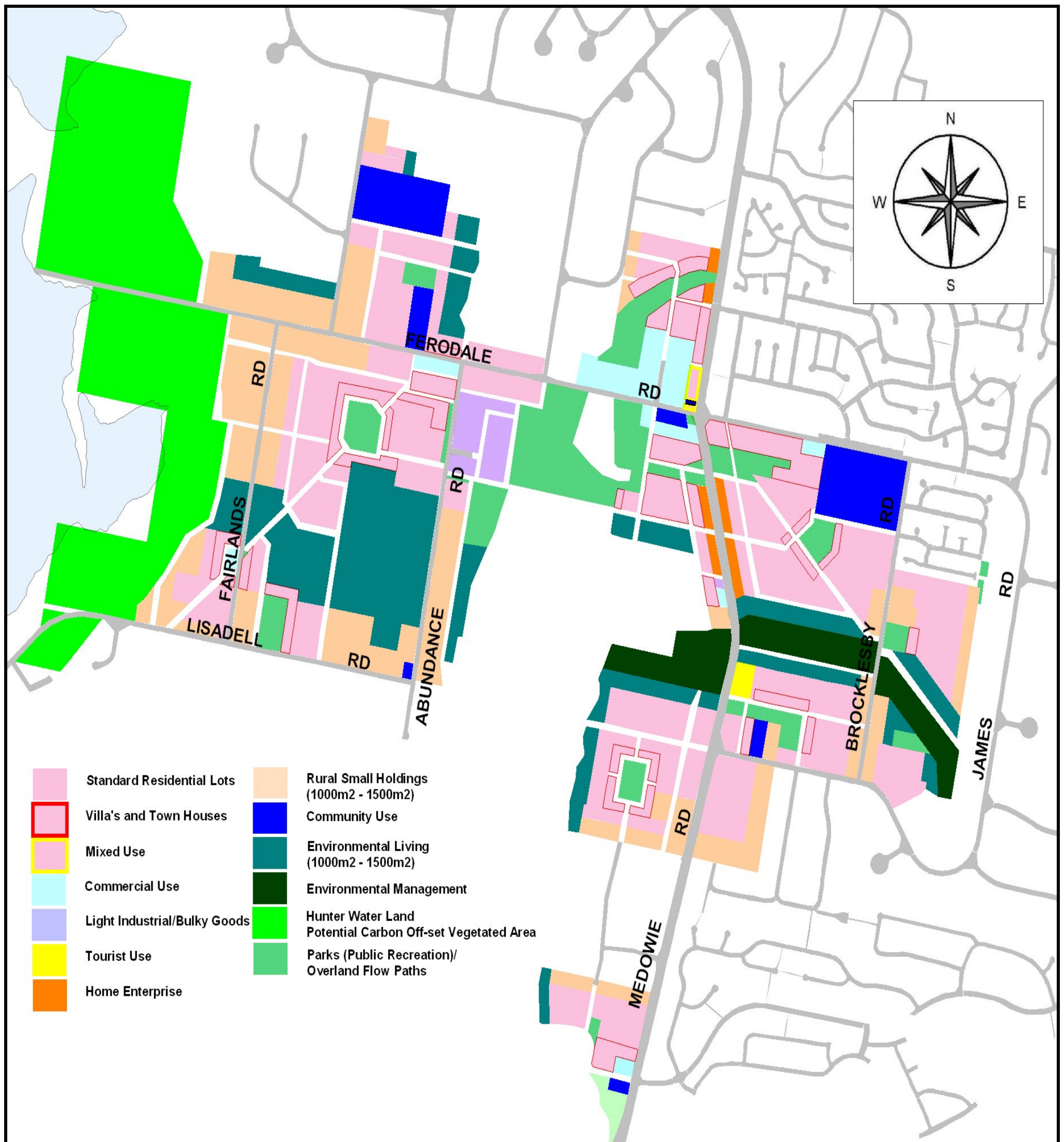


Figure A2. 1: Structure Plan - Land Use Activities

Note: This map is to be read in conjunction with Section A2.4

A2 Structure Plan

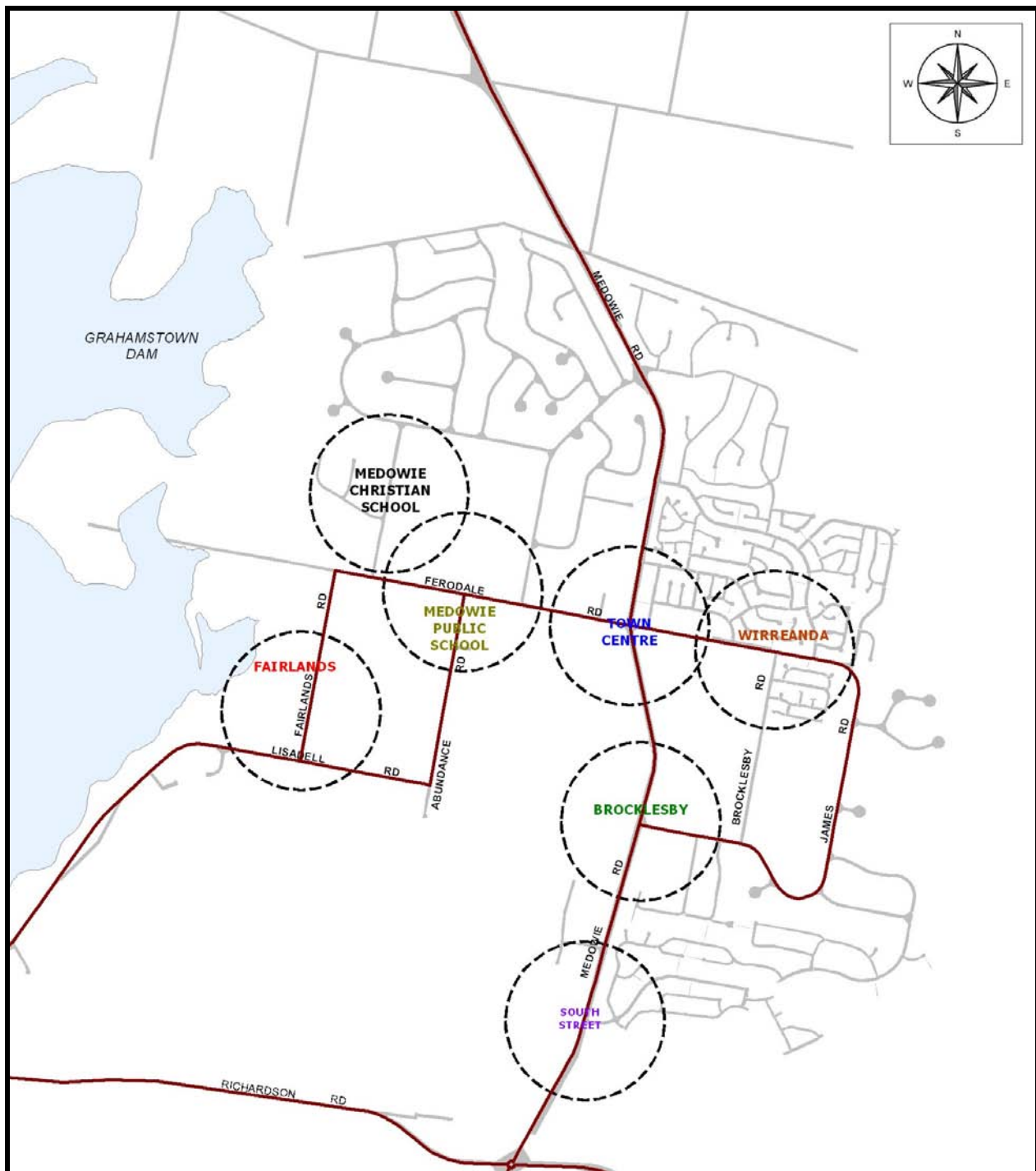


Figure A2. 2: Structure Plan – Proposed Neighbourhoods

Note: The proposed and existing neighbourhoods are centred around existing and proposed traffic generating activities.

A2 Structure Plan

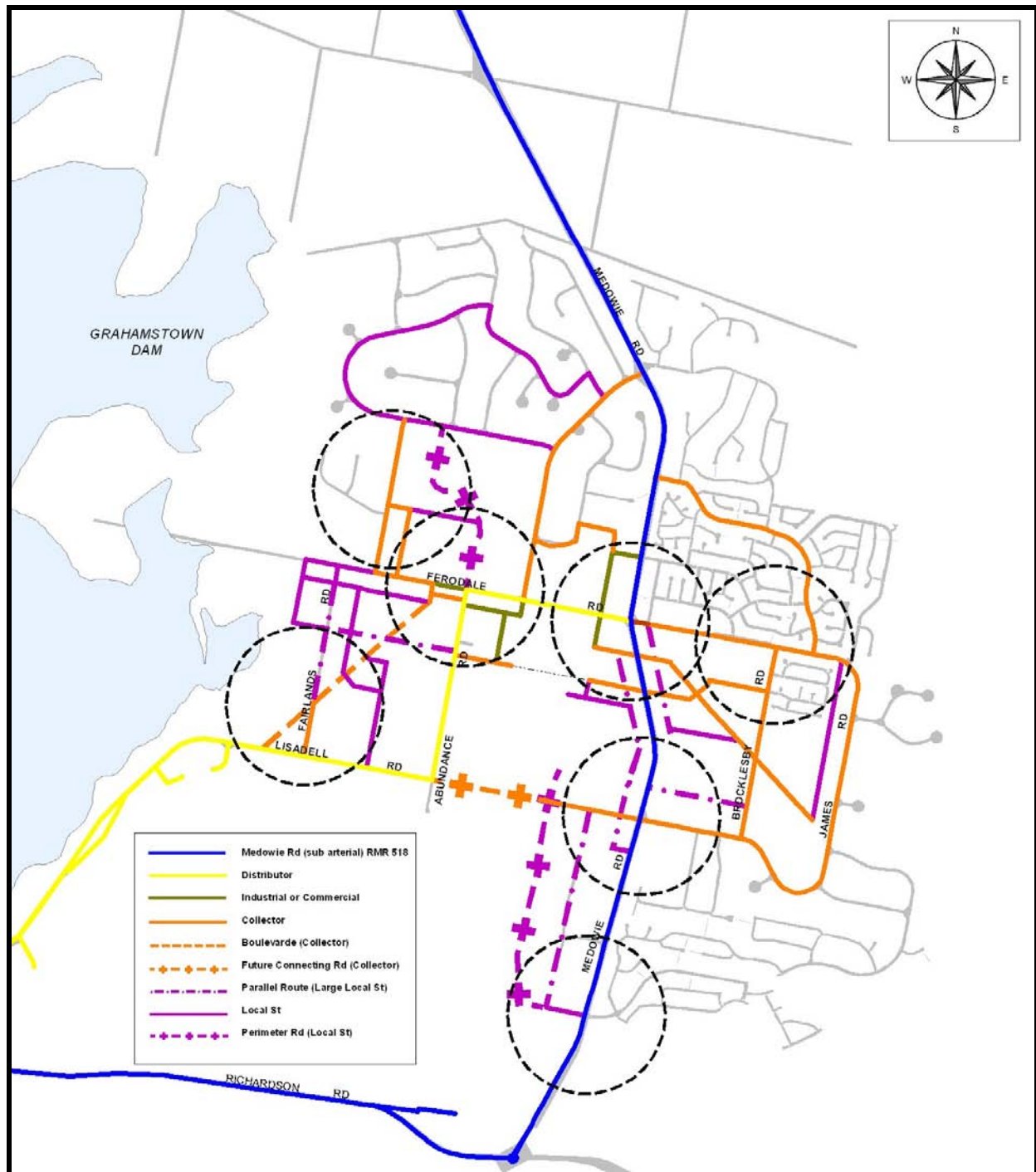


Figure A2. 3: Structure Plan – Street Hierarchy

A2 Structure Plan

A2.4 Centres Hierarchy and Associated Land Use Activities

Neighbourhoods are proposed in a hierarchy of primary, secondary and tertiary centres that encourage social and economic exchange and activity.

The colour key refers to land use activities illustrated in *Figure A2.1*. Note that the colour key has some multiple land uses occurring in the same location.

Note: land areas are indicative only and do not imply that all this land is available or would be developed for commercial purposes. It is intended that this hierarchy of centres will be reflected in future amendments to LEP 2000. Further there is distinction between commercial land take and building floor area.

Primary Medowie Town Centre

The existing town centre will consolidate into a main street based on a typical NSW coastal town centre. The expansion of this centre will remain predominantly on the northern side of Ferodale Road but include limited 'out of centre' support commercial activity on the southern side.

Medowie Road will form the eastern limit of the town centre and Ferodale Road will be the primary access route. Peppertree Road will fulfil the main street function, acting as an 'off-line' main street, drawing traffic movements away from Ferodale Road.

An additional 5.3 ha of commercial land is proposed in the town centre (including north and south) to support the proposed population growth in Medowie long term. This equates to a 150% increase of retail/commercial land in the town centre.

To compliment the main street sufficient commercial land must be provided for 'big box' expansion to accommodate the shopping and service requirements of current and future residents.

Due to population increase, it is expected that the existing supermarkets will expand on its present site in the near future. Commercial indicators show that a second supermarket may occur simultaneously. Two competing supermarket providers in a sustainable configuration that will not adversely impact on the existing town centre's economic sustainability are encouraged. It is desirable that the two supermarkets be located as close as possible to

encourage centralised parking, walking and convenience as shown in *Figure 2.4*.

Potentially, the two adjacent supermarkets will form the anchor for the street-based centre. Over the long term, it is possible that a discount department store could locate in the town centre.

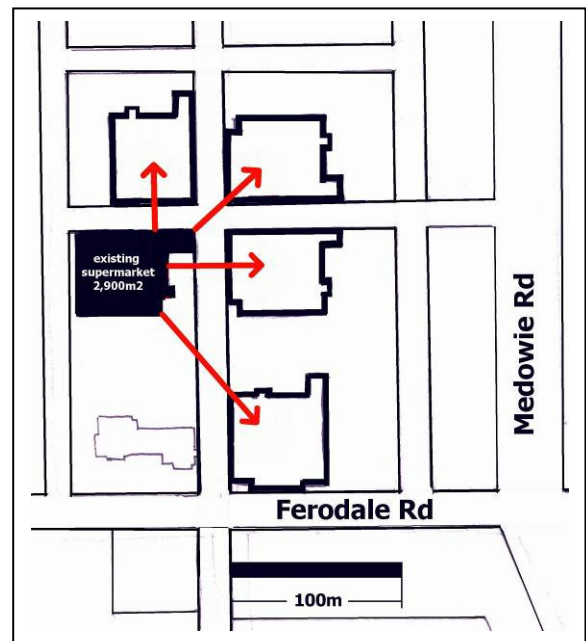


Figure A2. 4: Possible locations of proposed second supermarket in comparison to the existing supermarket based on new streets proposed through the Structure Plan.

Neighbourhood Centre - Secondary centres are determined by the existing structure of the town, current commercial activity and the potential growth of the town.

As Medowie grows, secondary and tertiary centres will formalise and new neighbourhood centres could evolve. The structure plan defines the locations and establishes pre-conditions for such centres. There are four locations suitable for secondary and tertiary centres:

- Secondary Centres are most suited at central positions relative to the eastern and western neighbourhoods. There may be opportunity for a third supermarket in a secondary centre in the long term. It is integral that any secondary centre does not undermine the economic integrity of the primary centre as this will have repercussions for the whole town.
- Medowie Primary School neighbourhood is a secondary centre supporting the western half of Medowie. An incremental amount of

A2 Structure Plan

commercial/retail growth is encouraged commensurate to providing local services to the immediate neighbourhood 1 kilometre from the existing town centre. Approximately 9500m² of land is proposed for commercial activities.

Neighbourhood Centres - Tertiary

- Muir's Garage forms the focus for the Brocklesby neighbourhood on Medowie Road. It is 800m from the town centre and currently provides 'out of town' services such as fuel supplies, mechanical repairs, light industrial and office space. It is intended that this centre be formalised through land use zoning's, the site has land uses permitted under Port Stephens LEP 2000. Tertiary centres will not be considered for a supermarket due to their fringe locations, and likely impact on the existing town centre.
- South Street Neighbourhood will provide a Golf Club-House/Function Centre based centre with some ancillary retail potentially associated with Seniors Living. Approximately 5000m² of retail/commercial land is proposed in this neighbourhood.
- Lisadell Neighbourhood - the street network is focused on a small neighbourhood centre that could accommodate a small mixed business, café/food store, etc. Approximately 4000m² of commercial and retail land is proposed in this neighbourhood.



Mixed Use

Mixed use is restricted to the corner of Medowie and Ferodale Road due to its prominence and exposure to passing traffic. The site is also in close proximity to the town centre.

It is intended that dwellings or urban housing would be permitted on the ground floor along side commercial or retail structures. DCP controls will ensure that ground floor construction will be sufficiently robust to alternate from retail to residential uses as required over time.

Height controls may permit three storeys in this zone.



Tourist Zone

The tourist zone applying to the Macadamia Farm intends to permit tourist-orientated land uses including visitor accommodation, restaurants and

cafes. These uses are compatible with the current Macadamia Farm operation. (See A2.5.4)



Light Industrial / Bulky Goods

Expansion of the light industrial area along Abundance Road is encouraged. Land for additional employment based activities will be necessary for a growing population. Increased population will increase demand for additional services that can be provided on light industrial land.

Airport related industrial business will be accommodated at Williamtown.

Medowie and the development of North Raymond Terrace and the large catchment area required for bulky goods centre indicate that, it is more suitable and likely that bulky goods locate at Raymond Terrace and Heatherbrae to support its regional role outlined in the *Lower Hunter Regional Strategy*. It should be noted that bulky goods is permissible in the existing 4(a) Industrial zoned land on Abundance Road.

Furniture, home-wear or interior design stores may locate at Medowie but these are likely to be small operations and not come under the classification of bulky goods. This type of store would also be suited to the main street.



Standard Residential Lots

Standard residential lots of 500-600m² represent the majority of lots proposed in the Structure Plan. Standard residential lots will be similar to residential lots across the Port Stephens LGA. Typical setbacks, site coverage restrictions, landscape elements, rainwater tanks and on-site detention will provide opportunities to control stormwater runoff.

Seniors Living/Retirement Living -

There is potential for all neighbourhoods in the structure plan to accommodate seniors living development. Associated services and retail will be required and critical mass of development will need to reach a threshold for certain facilities. A likely mix of commercial that could be associated with a seniors living development would be:

- Small Grocery/Mixed Business/Newsagent
- Take Away/Café/Coffee Shop
- Hairdresser
- Doctor's/Medical Centre

A2 Structure Plan

A number of sites are suitable for seniors living such as a site adjacent to the town centre, Community Hall and proposed licensed club. A second site is identified near the South Street intersection for its proximity to and to take advantage of the Pacific Dunes Golf Course and supported by a small neighbourhood centre.

Other developers have also indicated intentions for Seniors Living development. Suitability of the site and proximity to services will be determined by the controls set out in the *State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004*.

Home Employment

Home employment can occur anywhere in a residential area. Currently there are no special requirements for home employment over and above normal residential lots. The intention of home employment is to provide opportunity for people to work from home without adversely impacting on adjoining neighbours.



Villas and Town Houses

Villas and town house-lots are delineated on the map with a red edge around the standard residential colour. Situated around the town centre, on street blocks adjacent to secondary and tertiary retail/commercial areas and facing onto major neighbourhood parks, a range of 300-400m² lots will be permitted in line with Council's current minimum lot size of 300m².

Villas and town house lots are intended to be provided to the market in the form of superlots. Superlots range from 1500 – 2400m² and may be subdivided to permit individual dwellings. The advantage of superlots is that the landowner may build a single dwelling with the view to subdivide at a later date. This allows for a coordinated development to be more easily achieved as it promotes efficiencies of land-take through a shared vehicular driveway reducing the number of driveway crossings on the footpath and allowing a larger land parcel per dwelling.

Small clusters of dwellings in close proximity to shops and services will contribute to the economic prosperity of those businesses. Smaller lots in these locations will also be suitable for seniors and others who do not want large areas of land to care for.

Villas and town house lots facing onto neighbourhood parks are able to utilise the open space they overlook. This configuration also provides good

surveillance of parks through front doors, windows, footpaths and front gates. All neighbourhood parks will be publicly owned, accessible and maintained by Council. The dwellings facing onto the parks will be separated by public streets that emphasise the public ownership and surveillance of these places.

A high standard of dwelling design will be determined and controlled by Medowie DCP.

Home Enterprise (700m²-800m²)

Home enterprise lots are larger than standard residential lots and suitable for a separate building or workshop subsidiary to the residence containing the enterprise. Types of businesses that could be expected include small workshops (furniture making, arts/crafts) and owner/driver truck operators etc.

Home enterprise is restricted to lots either side of Medowie Road from Brocklesby Road within 800m from the town centre. It is intended that this activity, in this section of Medowie Road would be appropriate for the approach to the town centre.

Home enterprise lots would have visibility and accessibility to passing trade. The image of these places should be smart, clean and green, with attractive, simple signage where it can be seen that the home is a place for living and the business is attached as a subsidiary land use. Such outcomes would be fully addressed in a future Medowie DCP.



Rural Small Holdings (1000m²-1500m²)

Rural small holdings retain the inherent character of established streets and act as a buffer to existing rural residential lots. The character of established rural, leafy streets that are removed from the town centre such as Brocklesby, Abundance and Fairlands Roads will be retained through larger lots and generous front setbacks. Rural small holdings also provide a transition between existing rural residential lots and urban development. Examples of this are along Fairlands Road, Abundance Road and behind James Road.

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Environmental Living (1000m²-1500m²)

These lots particular locations are intended to protect the integrity of habitat corridors of native vegetation whilst permitting dwellings with minimum clearing of vegetation.

Lots in this location will act as a buffer to environmental management lots and will have restrictions relating to site coverage. For example, over a 1500m² lot the dwelling, driveway and outbuildings will be restricted in size to retain more vegetation. The retained vegetation will be required to be managed for protection from bushfire risk as well as for conservation.

Environmental Management

Environmental management lots are existing allotments affected partially or wholly by a habitat corridor. The purpose of environmental management lots is to enable dwellings to exist among retained vegetation safely.

The objective is for a landowner to enter into an agreement with Council or the Department of Environment and Climate Change (DECC) to manage vegetation over an agreed area across the site. In the majority of cases, this is where a dwelling already exists in a proposed corridor. An additional benefit may be that any portion of the lot that lies outside of a proposed corridor may be zoned to permit conservation lots.

Hunter Water Land Potential Carbon Off-set Vegetated Area

This land use activity identifies land proposed for planting of suitable koala feed trees to connect preferred koala habitat from within Medowie to the State Forest to the north-west.

The western habitat corridor has been realigned from first Medowie Strategy to connect with the potential carbon offset revegetated area along the edge of Grahamstown Dam. This scheme is subject to further consultation with Hunter Water Corporation.

Parks (Public Recreation)

Parks or public recreation includes the town centre park, all local parks and sporting fields.

The range of recreational uses recommended is those typical of public open space including recreational uses, kiosks, child care centres, licensed

clubs, community facilities and educational establishments.

Overland Flow Paths

A number of areas have been identified to illustrate where existing flow paths are located. They are based on natural stormwater paths that are predominantly vegetated. The actual widths of flow paths will be determined by developers through undertaking necessary flood and drainage studies.

Council ownership of these paths will be necessary to ensure that vegetation and stormwater elements are maintained.

Community Use

Community use is identified for existing or proposed community uses. They are in the form of churches, schools, community facilities, clubs and childcare centres. Community use is generally a trip generating activity that provides an important focal point for a neighbourhood and opportunities for walking and cycling. It can be complimented by other compatible uses.

Churches provide community gathering points and in some cases also provide ancillary services. The Medowie Baptist Church is associated with the Medowie Christian School and provides youth services, a doctor and childcare facilities.

A licensed club can be an important part of the community. Two suitable locations are identified in the Strategy. The clubhouse proposed in conjunction with Pacific Dunes has a degree of certainty and therefore its location can be identified. A second club presents a number of options in form and location. Therefore the following recommendations are made:

- A licensed club should be located close to the town centre, town park, adjacent to the community centre, public transport hub and smaller lots. This also contributes to town centre activities occurring in the evening.
- *State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004* encourages the co-location of senior living dwellings and licensed clubs.
- There are strict protocols in relation to responsible management of gaming.
- The details of land allocation may be guided by land use zoning but more likely by a developer wanting to co-locate with the licensed club.

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A2.5 Description of Neighbourhoods

The following chapter describes land uses proposed within neighbourhoods that will be created as a result of the Medowie Strategy. The key below (Figure A2.5) explains the land uses illustrated on each neighbourhood map within this chapter. The location of proposed zone boundaries could vary subject to more detailed investigations and justification through the rezoning process.

A2.5.1 Medowie Town Centre – North

Residential –173 allotments

Proposed commercial –8.2 ha

Open space – 5.4 ha

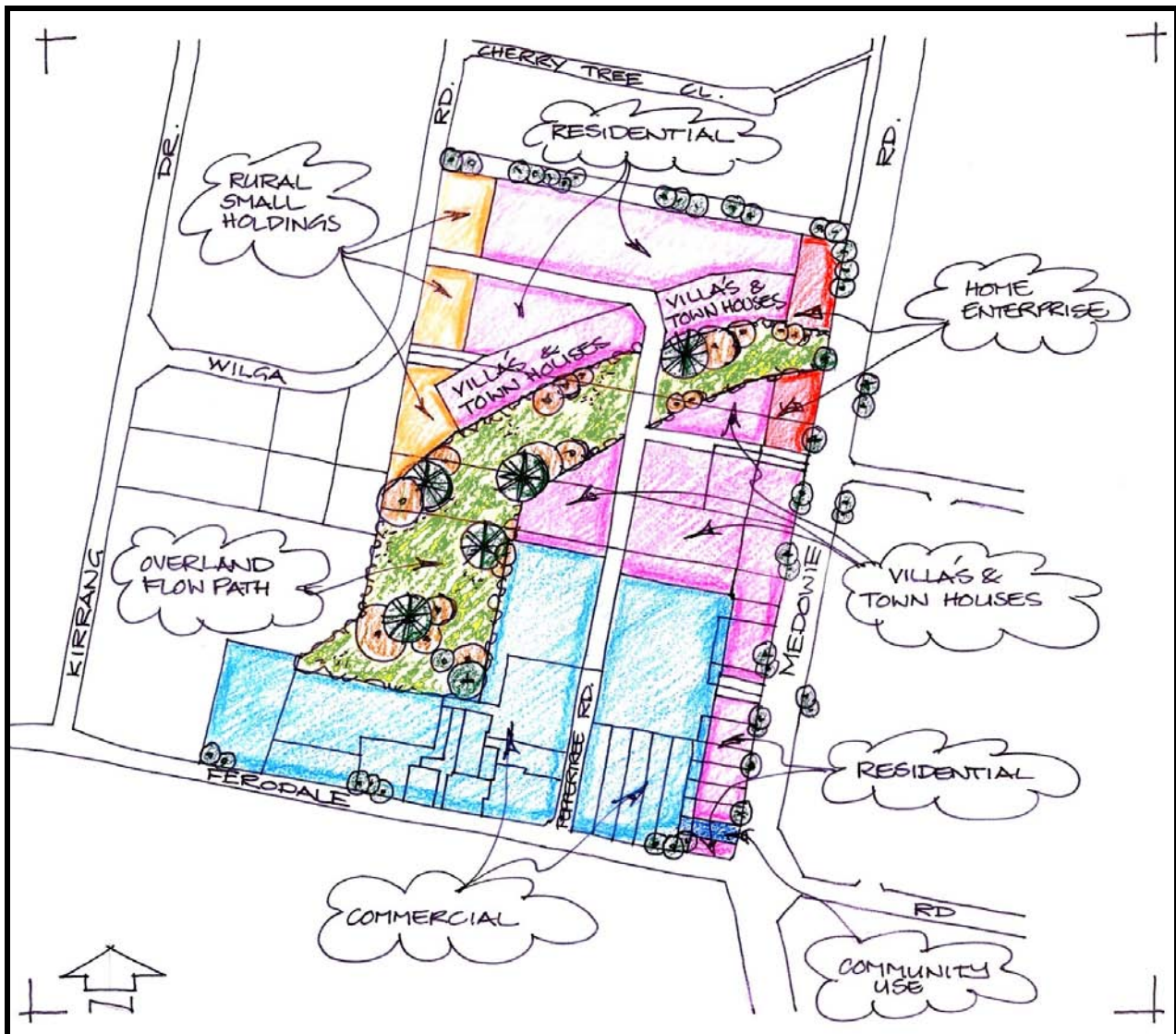


Figure A2. 5: Town Centre North

The existing town centre will retain the civic, retail and commercial focus for the Medowie community. It will be complimented by community facilities located in and around an expanded Community Centre / Multi Purpose Complex. A town park and the expansion of Ferodale Sports Complex are also indicated.

The first objective of development of the town centre is an improved street network to support transport circulation, provide for public transport infrastructure and facilitate cycling and walking into and across the town centre.

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The second objective is to co-ordinate carparking, enabling easy circulation throughout. To achieve this Peppertree Road would be widened to allow on street parking and 2 travel lanes. This would also connect with the street network north of the existing supermarket to provide interconnecting links to Medowie Road and Wilga Road. Peppertree Road could be transformed into a low speed Main Street with pedestrian cycling having priority over private vehicles. The main street could be themed to local colouring, textures landscaping with footpaths suitable for footway dining.

The creation of the main street will require development to build to the street boundary and use rear lanes running parallel with Peppertree Road to access unsightly loading docks and vehicle parking areas which would otherwise detract from the amenity and character of a vibrant town centre.

Proximity, convenience and security are element required when providing public transport to the town centre. Public transport is likely to skirt around Peppertree Road utilising Ferodale Road, Medowie road and possibly the interconnecting link roads between Medowie Road and Wilga Road. This bypassing of Peppertree Road will potentially allow special events such as festivals and the like to temporarily occupy the road whilst not disrupting public transport.

The use of Peppertree Road provides an opportunity for the commercial centre to expand to the north, north-east, east or south-east. All these options are outside of the flood plain and provide multiple

options over several land holdings enabling developer and land owner solutions to be achieved.

Redevelopment of the existing commercial buildings can achieve a more efficient use of land, orientation to existing and proposed streets and improved public safety and amenity. This is crucial to reduce escape spending to Raymond Terrace and Newcastle.

In the short tem, the town centre can incorporate a second supermarket with approximately 25 specialty shops. A formal town park in the location identified would provide amenity to the town centre and a constructed lake connected to Campvale channel could mitigate flooding events and improve water quality.

Precision landscaping utilising street trees and street trees is a critical element of the landscape design within this area.

Deciduous trees on the northern boundaries must be utilised to allow for increased solar radiation not only photovoltaic cells but also for passive solar design of buildings. Species suitable for this include but not limited to; Box Elder, Japanese Maple and English Oak.

Street trees on western boundaries must deflect radiated heat thus decreasing cooling cost for dwellings. Car park design within this area must achieve 50% canopy coverage with a 15 year period Species suitable for these purposes but not limited to this role include QLD Box Brush; Magnolia and Kurrajong.

A2 Structure Plan

Medowie Town Centre - South

Residential – 191 allotments

Proposed commercial – 1.7 ha

Open space – 3 ha

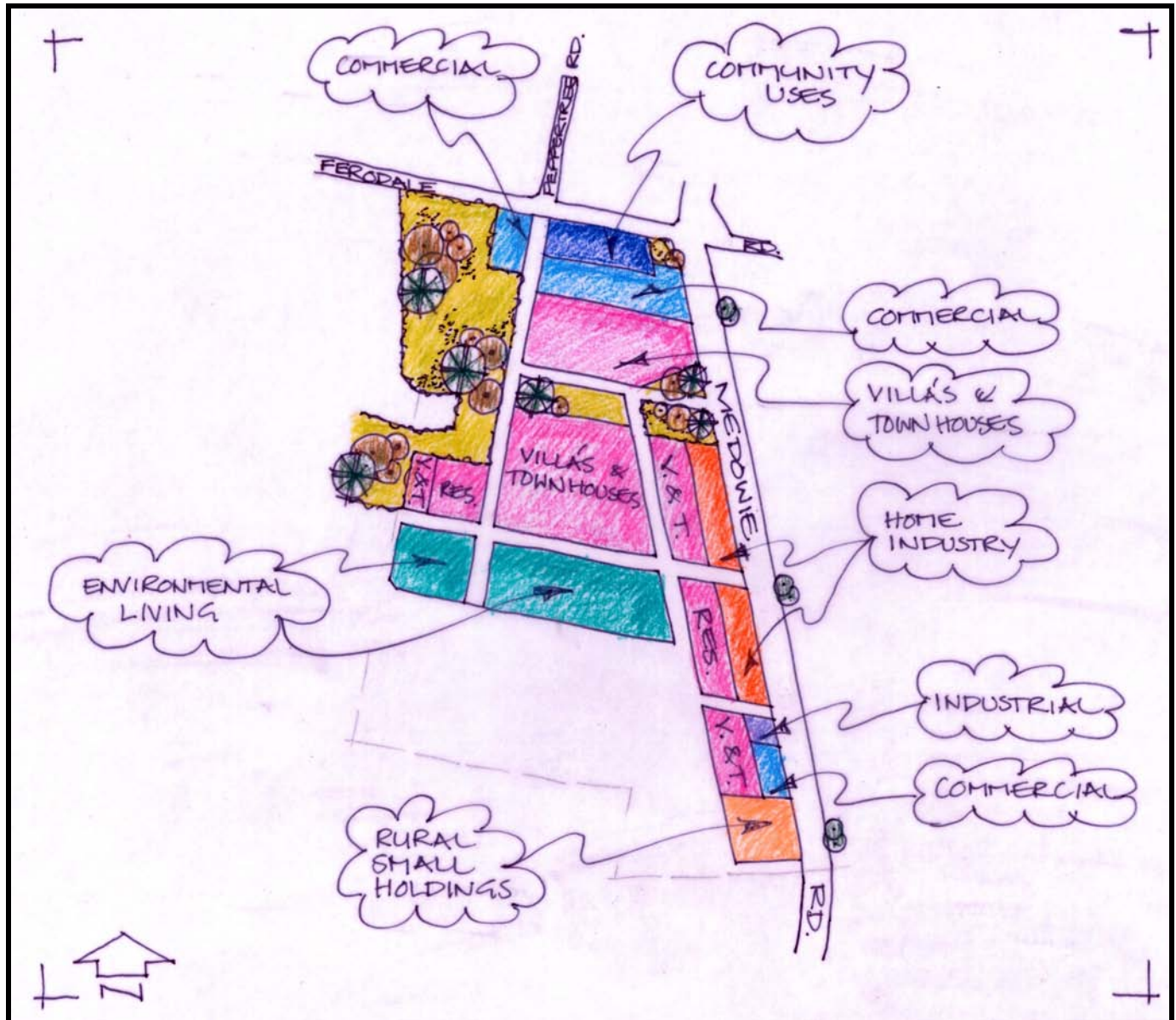


Figure A2. 6: Town Centre South

A2 Structure Plan

Town Centre South covers the area from the Community Centre to Muir's Garage. There is a small amount of retail and commercial land use identified behind the Community Centre facing the town park.

A natural overland flow path from Wirreander Neighbourhood that extends under Medowie Road into this neighbourhood and eventually to Campvale drain has been identified. This 80m wide pathway also provides a green interval to the urban footprint of Town Centre South.

To the south a large residential neighbourhood backs onto a conservation area. Muir's Garage can evolve into a small mixed-use centre (light industry, commercial, retail and residential land uses) providing the opportunity to further its role as a neighbourhood centre. Muir's Garage and adjoining activities are operating pursuant to Port Stephens LEP 2000. The Strategy does not restrict current activities, but provides a guide should the owners intend to further develop.

Licensed Club

A number of proposals have been brought before Council for a licensed club in Medowie. A licensed club provides a community focus for recreation and social interaction. For this reason a suitable location for the facility is identified close to the Town Centre and other community facilities such as the Community Centre and possible town park. It would be equally beneficial to locate a licensed club north of the Commercial Centre adjacent to residential neighbourhoods or seniors living and allow efficiencies of car parking.

Housing

A wide range of housing types and densities are suitable within and around the town centre with a variety of amenity types that would appeal to a wide range of people. This includes Seniors Living. The amount and density of housing around the town centre will provide greater patronage for facilities located in the town centre and encourage community facilities, walking and cycling. Increased population within the town centre could encourage additional services to locate there.

Public Transport Hub

The increase in population will require a public transport hub. There are two public transport hubs in the Port Stephens LGA located at Salamander Shopping Centre and Raymond Terrace. Medowie would act as an interchange for buses serving

Medowie, Williamtown, Salt Ash and the Tilligerry Peninsula.

The hub would also serve as a pick-up and drop-off point for longer coach runs that are currently well-patronised providing travel to sporting fixtures, shopping destinations and theatre shows in Newcastle. The development of Newcastle airport as a transport hub will support and compliment a hub of a smaller nature in Medowie.

The design elements and requirements for a public transport hub in Medowie include:

- Location in a side street running off the main street;
- Footpaths;
- Adequate bus shelter (larger than standard);
- Safe lighting;
- Security camera;
- Direct access for buses;
- Local routes terminate within a 1 minute walk of departures for other local routes;
- Taxi stand adjacent;
- Adjacent to community facilities such as safe, clean public toilets;
- Bus layover areas.

The design of the proposed town centre enables this hub to exist either side of Ferodale Road. Section 94 funding or a developer agreement could meet the cost of the hub with additional funding sought from the Ministry of Transport. A location for the hub will be decided upon at the time of creating a Development Control Plan for the Town Centre and following further public consultation.

There is potential for the Hub to be incorporated in a shopping centre with public toilets, information centre or a like minded transport business such as a bike shop (Holland model) as part of the Hub. This would encourage activity and surveillance.

Public Toilets

The Medowie town centre needs to be serviced by clean, accessible and safe public toilets. The Strategy identifies locations for two public toilets; within the supermarket and in the town park.

The necessary attributes for a public toilet in supermarkets are:

- Accessible during shopping hours only;

A2 Structure Plan

- Remote from a bottle shop or hotel;
- Close to public transport hub;
- Properly equipped and maintained; and
- Male, female, parent room and disabled toilets to be provided.

A second public toilet in the town park would require the following attributes;

- available during restricted hours
- good access to children's playground
- regular maintenance

Town Park

A town park would provide an outdoor formal gathering place that all age groups can use. Alignment of the park with the proposed street network will integrate the park with commerce and community functions. This allows civic events to "spill" over from the town centre, the Community Hall and licensed club into the park. A skate park is best suited opposite the busiest part of town. Quiet places in the park to sit with a good outlook and children's playground areas should also be provided.

Medical Services

Medowie is currently serviced by three General Practitioners (GP's) in individual part-time practices. Hunter New England Area Health provides infant welfare services at the Medowie Community Centre. The current GP to population ratio in Medowie is 1:2,758 which is well above the national guideline of 1:1,000. The GP shortage at Medowie is further compounded by:

- GP's choosing to practice on a part-time basis. This is a growing trend amongst GP's including new graduates;
- The majority of GP's in Raymond Terrace either have their books closed or have long waiting lists. Any increase in population would therefore necessitate an increase in GP services to cover that increase as well as the current shortfall.

Encouraging GP's to move to the area can be achieved according to the following advice from the Hunter Urban Division of General Practice (HUDGP). A doctors' surgery or medical centre is best suited in close proximity to shops and public transport. Complimentary uses such as a pharmacy and pathology services need to be able to locate close to the medical centre. The Structure Plan accommodates this.

Medical centres consist generally of a number of GP's working together in a building that allows a number of GP's to provide services together or separately.

There are a number of sites within the town centre that would be suitable. Land owners might be willing to consider a partnership with GP's wishing to set up a practice in Medowie adjacent to existing services and public transport.

A2 Structure Plan

A2.5.2 Wirreanda Neighbourhood

Residential – 582 allotments

Proposed commercial – 0.5 ha

Open space – 5.4 ha

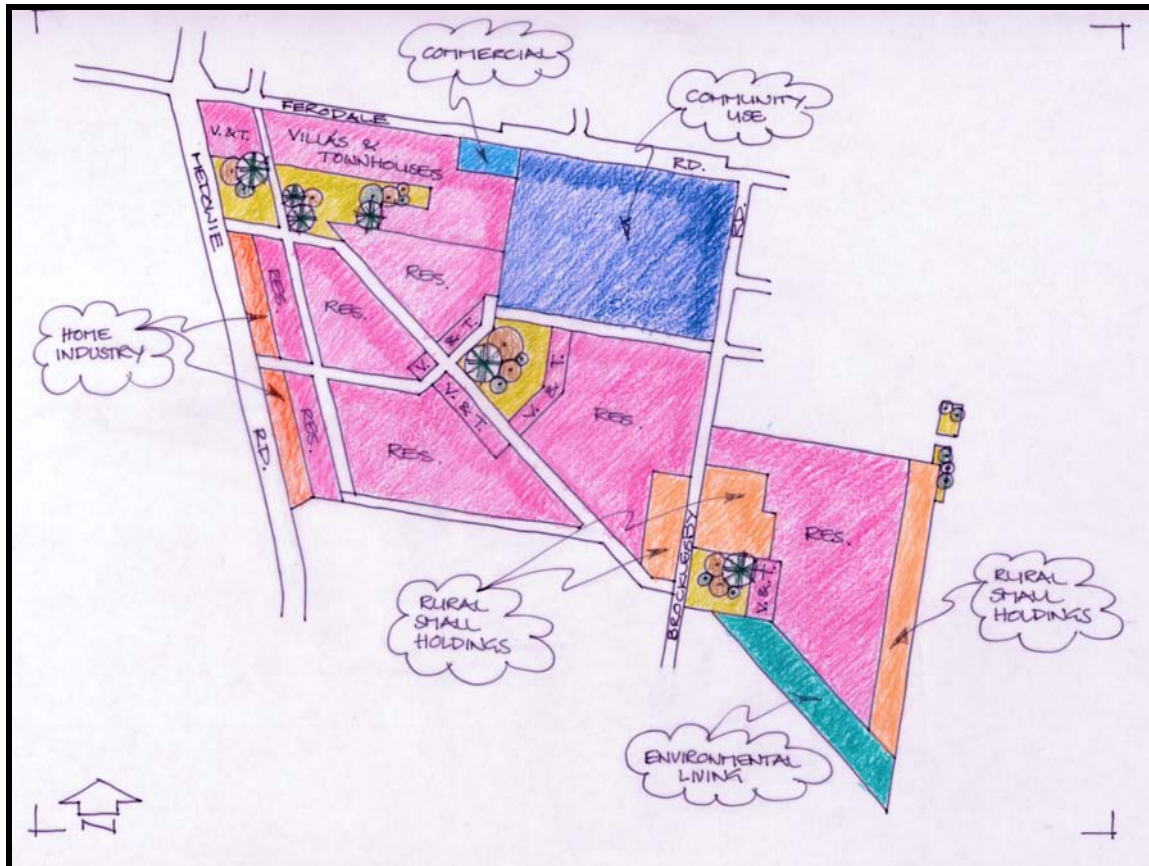


Figure A2. 7: Wirreanda Neighbourhood

Wirreanda neighbourhood could expand as an educational focus based on the presence of vacant *Department of Education and Training* land adjoining Wirreanda Public School. The combined site could accommodate a high school similar in size to the Tomaree High School at Salamander.

Deciduous trees on the northern boundaries must be utilised to allow for increased solar radiation not only for the increased use of photovoltaic cells but also for passive solar designs of dwellings. Species could include but limited to Box Elder, Tupelo and Oriental Plane Tree. Street trees on the western boundaries must utilise species that will decreases the absorption of radiated heat in to dwelling.

The convenience of the indoor sports centre and ancillary shop is of great benefit for the large residential population on the eastern side of Medowie Road. This commercial area should be zoned to

reflect its current and future role as a neighbourhood centre. The area would accommodate a small number of shops. The indoor sports centre is also encouraged to remain as an important element to recreation in Medowie.

The proposed urban parts of Wirreanda Neighbourhood will be broken up by two green elements of the existing natural, overland flow path on the north and the habitat corridor to the south in the Brocklesby neighbourhood. This maintains an open space feel in the neighbourhood.

In addition, two parks have been identified. These provide possible opportunity for community art in terms of a 'compass' indicating locations around Medowie or provide a starting point for point for tracks leading to Environmental Management corridors.

A2 Structure Plan

A2.5.3 Waropara Neighbourhood - Medowie Public School and Medowie Christian School Neighbourhood

Residential – 226 allotments

Open space – 1.1 ha

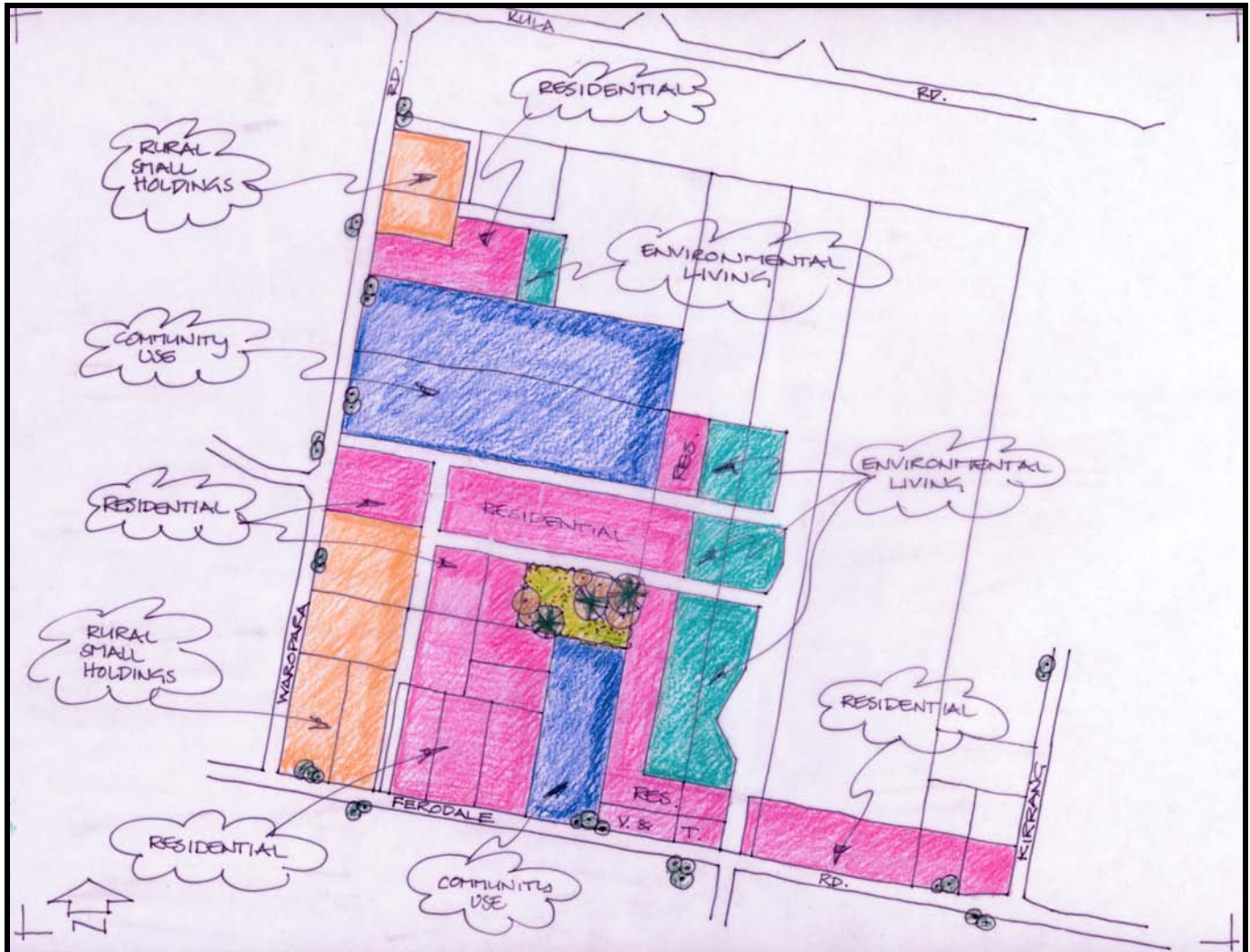


Figure A2. 8 Medowie Public School Neighbourhood

Future development in the area should compliment the schools and the services offered in association with the church and school facilities. Operational matters that might occur through existing and additional development will need to be considered as part of investigations for future Rezoning Requests and Development Applications. The Waropara Neighbourhood is important due to its relatively unconstrained topography and proximity to existing facilities.

The focus of the neighbourhood is this presence of the two schools. There is considerable traffic during school drop-off and pick-up times on Ferodale Road

and Waropara Road. The local street system must relieve this pressure and provide alternative pick up and drop off areas. The key to this requirement is not to load the same streets for both schools.

Safe attractive foot and cycle paths will provide choice for school travel reducing the need to collect children in vehicles as well as encourage children to walk and cycle to and from school.

The park identified behind the Medowie Public School could be used as a common garden with an educational focus, a hub for connection to a neighbourhood cycleway, for after school activities and or location for a childcare centre.

A2 Structure Plan

A2.5.4 Brocklesby East & West Neighbourhood

Proposed residential – 694 allotments

Open space – 4.7 ha

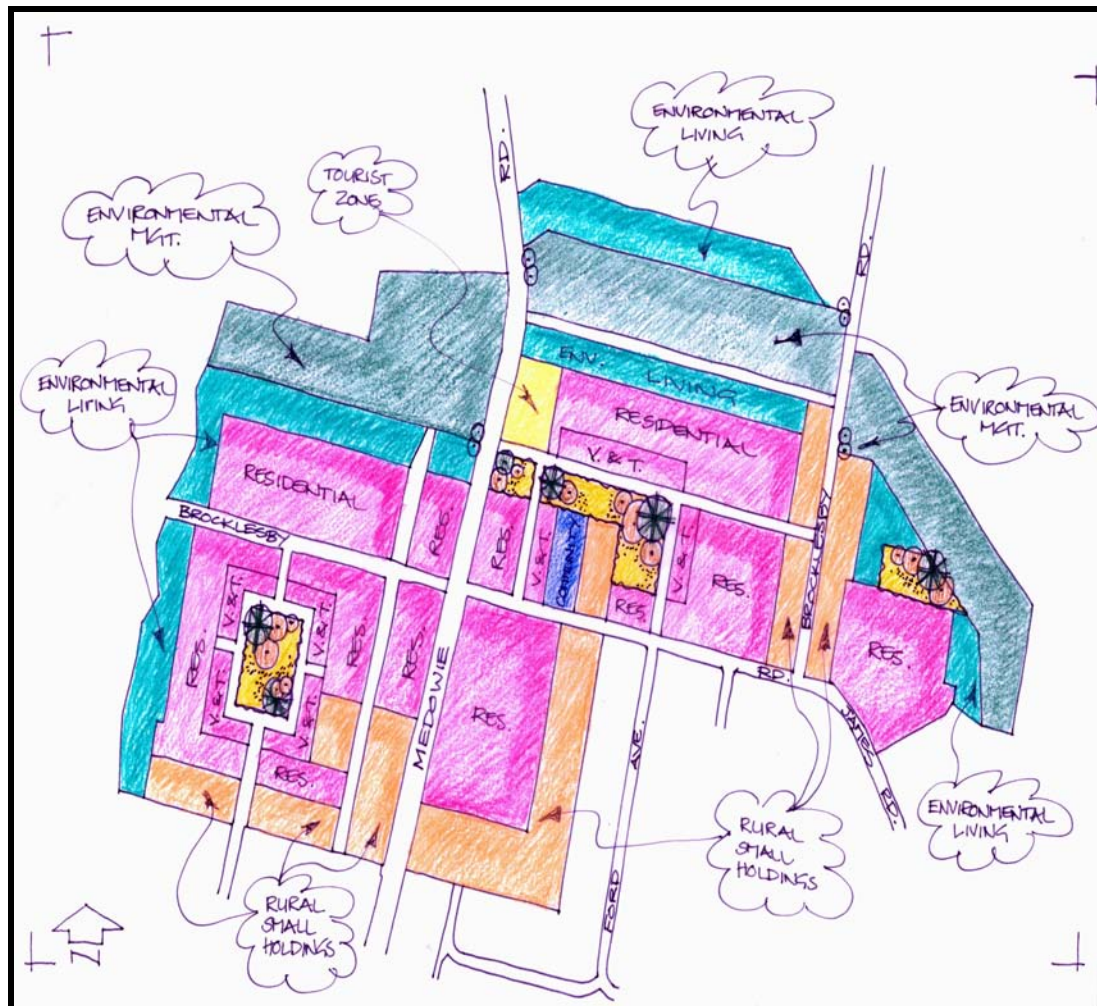


Figure A2. 9: Brocklesby East and West Neighbourhood

The Brocklesby Road and Medowie Road intersection is 1km from the Town Centre.

An established corridor habitat corridor has been identified across this neighbourhood. This highlights the area that possesses some environmentally significant land. This habitat corridor and existing overland flow path are identified to flag to potential landowners or developers that there are some matters that may arise through further more detailed investigation.

The Macadamia Nut Farm can create a focus in this neighbourhood by providing a tourist zone on the front portion of site to enable a restaurant/café and a small amount of tourist accommodation. Over the long term the rear portion of the farm may be developed for housing.

The street tree planting in this neighbourhood should reflect and augment the habitat corridors. This will allow the easy egress of arboreal fauna by providing protection from predation and a food source. Species suitable could include but not limited to Tallow wood, Scribbly Gum and Broad Leaf Paperbark. Where possible development should encourage the establishment of landscaping to supplement street tree planting species could include but not limited to Small leaf Paper Bark, Tuckeroo, Chinese Tree and Ri Berry.

The park areas and overland flow paths identified will provide low key open space suitable for addressing overland flow, church common, or interaction with the existing macadamia farm. The park indicated on the western side of the neighbourhood would enable low key community interaction.

A2 Structure Plan

A2.5.5 South Street Neighbourhood

Proposed residential – 130 allotments

Commercial – 0.5 ha

Open space – 0.3 ha

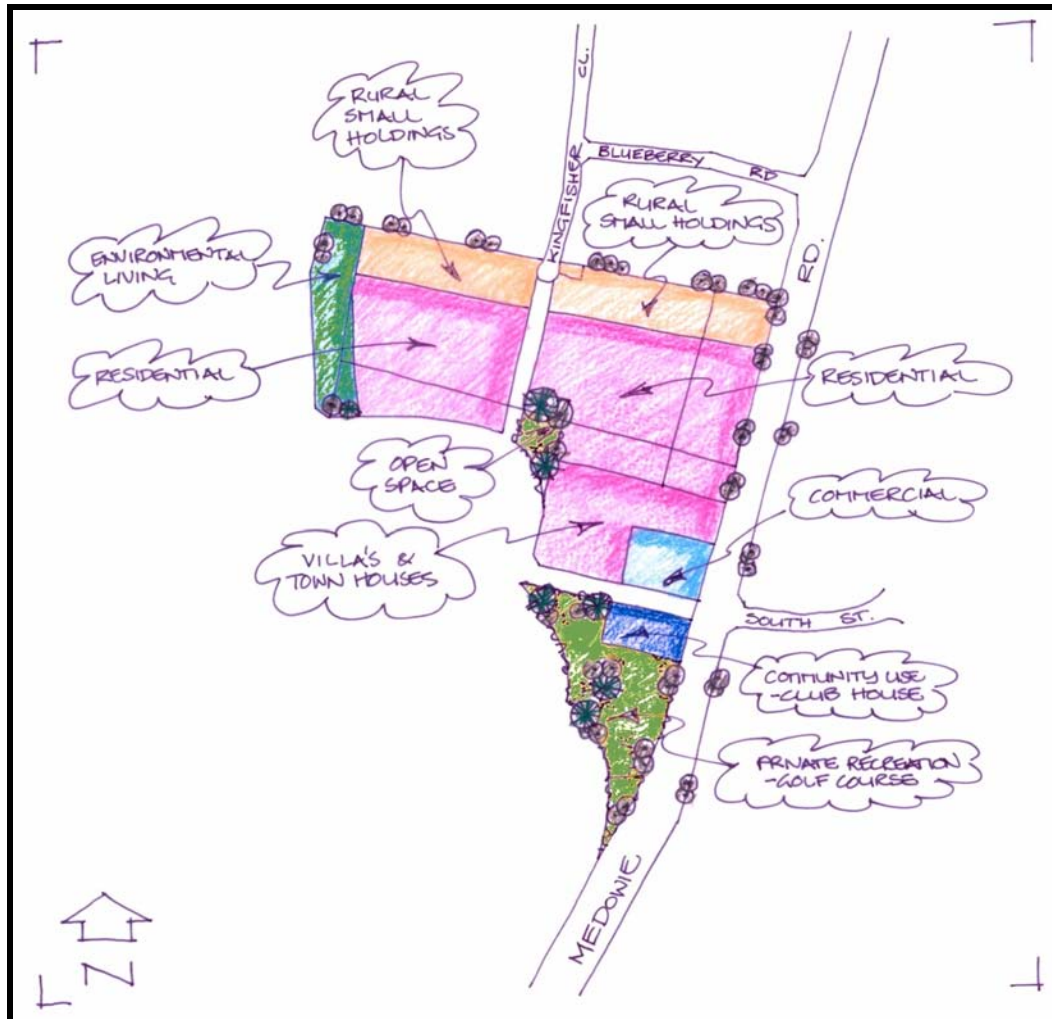


Figure A2. 10: South Street Neighbourhood

The Pacific Dunes golf course provides opportunity for golfing related activities, neighbourhood based retail and commercial development located on the west side of the South Street and Medowie Road intersection. The 'lifestyle' and amenity aspects of Pacific Dunes may also attract Seniors Living.

It is proposed to extend South Street westward of Medowie Road.

The street tree planting in this neighbourhood should reflect and augment the habitat corridors which run North South in this area. The street trees planting will allow the easy egress or arboreal fauna by providing protection from predation and a

food source. Species could include but not limited to Forest Red Gum, Broad Leaf Paperbark and Tallow wood.

Blueberry Estate is retained as an existing rural residential area. SEPP14 Wetland and a 50 metre vegetated buffer forms a natural boundary to development in the south. A connection is shown north south along Kingfisher Road this is to illustrate what could occur through future development. Further more detailed traffic and transport investigation regarding impacts and access would be required through rezoning requests and development applications north and south of the Kingfisher estate.

A2 Structure Plan

A2.5.6 Fairlands Neighbourhood

Open space – 2.1ha

Proposed residential – 625 allotments

Commercial – 0.4 ha



Figure A2. 11: Fairlands Neighbourhood

Fairlands Neighbourhood extends from Ferodale Road to Lisadell Road. A major avenue partially sharing the existing 30m wide transmission easement provides an alternate link from Fairlands Road to the Medowie Public School and Ferodale Road.

It is identified for an avenue to wrap around a 14,000m² neighbourhood park leading onto a small neighbourhood commercial centre at the intersection of Fairlands Road. South of the neighbourhood centre along the southeast avenue is another significant park, 11,275 m² in area.

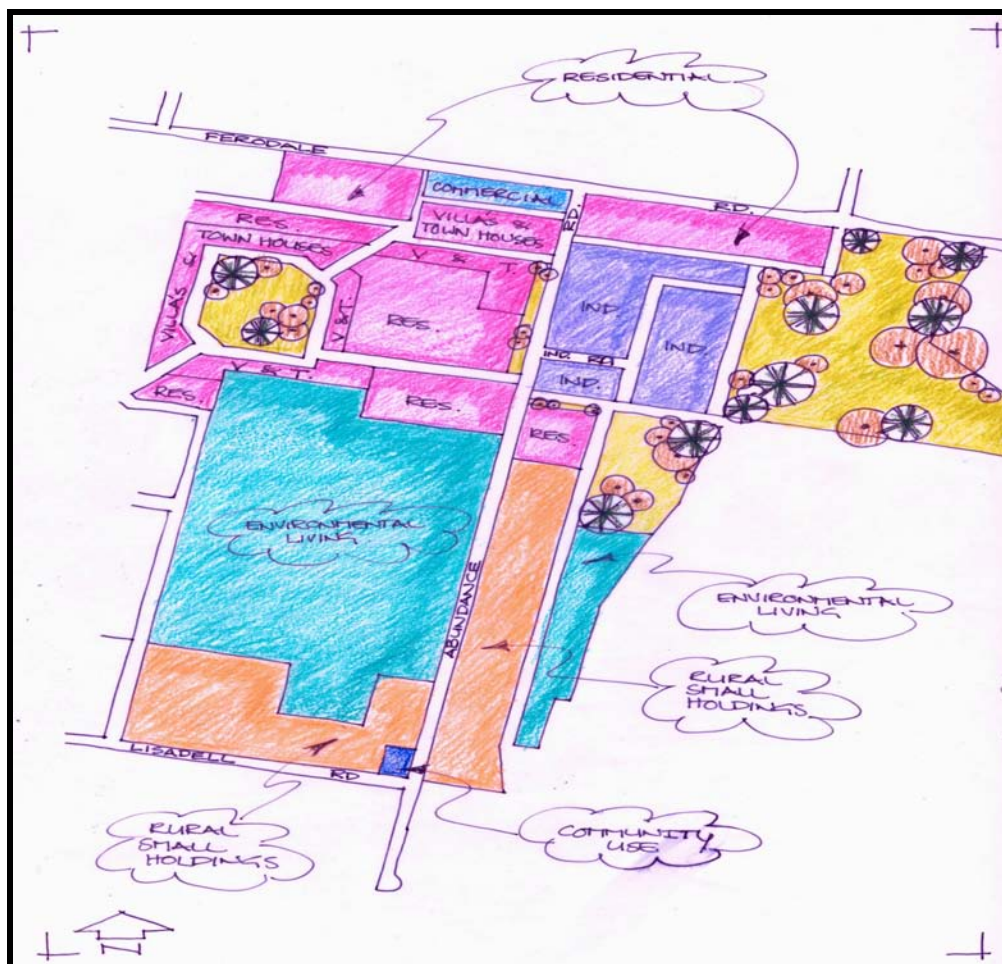
Lanes at the rear of commercial areas should be provided to service the needs of the commercial area. Lanes should cater for loading, garbage

collection and location of infrastructure including car parking areas. The residential components (villa and townhouse) land adjoining the lane should have double road frontage. These properties will have vehicle access to the lane with buildings fronting onto the street.

The park identified in the north east of the neighbourhood could serve as a child playground or location for a childcare centre in addition to providing open space for the surrounding residents. The park identified on Lisadell Road could provide a dual purpose as an overland flow path and intermittent uses a reserve.

Commercial – 0.9 ha

Open space – 4.9 ha



a stepping stone for wildlife moving through the area.

Hunter Water has indicated that the land along the banks of Grahamstown Dam could be planted as part of a carbon off-set scheme for Tillegra Dam.

Conservation lots (1,000m² to 1,500m² or greater) form a connection between the two areas. Lot size will be determined by the amount of vegetation that can be retained whilst providing adequate asset protection zones for bushfire.

The western approach to the town via Lisadell Road, Fairlands Road and Ferodale Road retains rural character by the provision of large, rural lots (100 metres deep) along this approach.

Port Stephens
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A2 Structure Plan

A2.6 Civic Realm – A Network and Hierarchy of Public Streets

A2.6.1 Street Network

The proposed street network is an interconnected pattern influenced by historic rural property boundaries. The proposed street network has the following characteristics:

- Boulevards, perimeter roads, parallel routes, connecting streets, local streets, and rear lanes;
- Each street type is to have different street trees, particularly for each neighbourhood to provide diverse streetscapes, characterise each neighbourhood and to aid orientation;
- Safe direct and efficient transport access into and across each neighbourhood and Medowie as a whole for walking, cycling, private motor vehicles and public transport.
- Local (neighbourhood) streets have controlled intersections combined with appropriate pavement widths and landscaping to create slow vehicular speed environments; 4-way intersections are encouraged and alternating give-way priorities can be used to slow traffic. Interconnecting streets are required whilst ensuring rat-runs are discouraged.
- Intersections are minimised on main roads; bus routes, collector roads and above; staggered intersections are required in preference to 4-way intersections (unless they are controlled by roundabouts and already identified in the strategy).
- Contribute to view corridors to open up the landscape and avoid the effect of being closed in and disoriented;
- Footpath and cycleway networks will be planned throughout Medowie and will be designed to balance community needs against maintenance affordability. Generally the design principles will be to provide full width concrete for commercial areas, locate cycleways on bus routes and linking neighbourhoods to desirable destinations. Footpaths will generally be built on both sides of the street for high density development areas, on one side of the street for low density urban zones located on major traffic routes (collector roads, public bus routes, etc). Urban areas off-line to major traffic routes will

encourage shared use of the road for pedestrians and traffic to create a neighbourhood where pedestrians and cyclists have priority over traffic. Construction of these facilities will generally occur at development stage whilst grants, conditions of consent, council's infrastructure capacity and voluntary Planning Agreements will be needed to connect the network outside of the strategy area.

- Connection to the existing street network;
- Streets are proposed where possible along existing property boundaries to provide flexibility in development staging between landowners; and
- Streets are an important component of the open space network but also provide walking and cycling connections to parks and bushland.
- Development shall facilitate the creation of road networks that provide connectivity into adjoining sites, occurs in a logical sequence and supports the expansion of other infrastructure such as drainage, sewer, electricity, etc.

A2.6.2 Essential Transport Elements

The essential transport elements of the structure plan are:

- Connecting roads;
- Parallel routes;
- Perimeter roads; and
- Boulevards.

The alignment of these transport elements is not fixed in location and any diversion or alteration of these elements can vary. The function that each element performs is specific and strong justification will be required if proposing to alter the alignment of these street types.

The purpose of the essential transport elements is to lay down the structural street network to allow Medowie to develop as a series of interconnected neighbourhoods, and promote walking, cycling and an efficient public transport routes.

Local streets and rear lanes are based on the performance criteria listed in street blocks. Developers wishing to rezone will be required to demonstrate to Council that the local street network proposed connects into the existing street system and the essential transport elements, and creates a connected, navigable neighbourhood.

A2 Structure Plan

A2.6.3 Street Blocks – Performance Criteria

Street block dimension and orientation determines the location and frequency of local streets and lot proportions. Compliance with street block performance criteria will support the efficient use of land and good pedestrian walkability.

- Street Blocks on Standard Residential land

Performance criteria:

shall be 70 – 80m deep x 120 – 180m long (250m maximum).

- Conservation Lots, Rural Character Lots

Performance criteria:

100m – 120m deep x 180 – 250m long.

- Commercial Land

Performance criteria:

50m deep x 80 – 100m long.

- Industrial Land

Performance criteria:

120m deep x 200m long.

- Street Blocks (General)

Performance criteria:

All residential lots shall demonstrate that orientation achieves optimum solar access for dwellings.

- Diagonal Streets

Where diagonal street intersect with the streets grid network, road pavement shall intersect at 70° to 90° demonstrating right angle sections can accommodate minimum residential block lengths of 30 – 40m.

A2.6.4 Proposed Streets and Street Hierarchy

Medowie Road – Dual Lanes

Medowie Road will be made up of a number of traffic environments incorporating differing parking requirements, lane widths and speed zones to reflect the various land uses along the length of the road. The change in the various road environments will also be identified by the use of 'gateways' and markers. It is envisaged mid to long-term Medowie Road may require 2 traffic lanes in each direction from the town centre to Richardson Road. Figure A2.14 is a possible example of two lanes and a parking lane for each direction of travel.

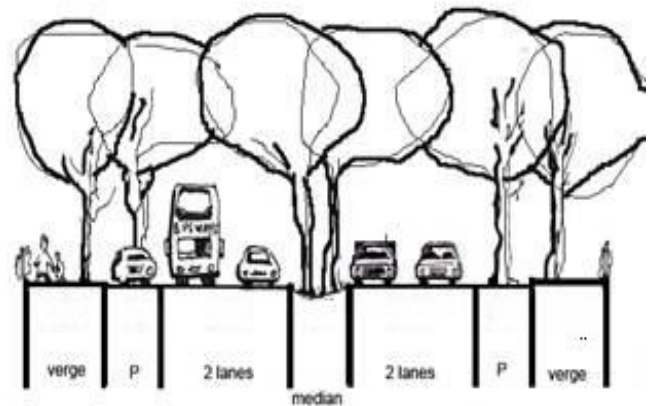


Figure A2.14: Medowie Road – Example of possible four lane configuration on the southern approach to Town Centre.

Ferodale and Peppertree Road – Town Centre

Medowie Road leading to the town centre will require treatments such as wider footpaths and/or cycleways to encourage pedestrians. Buildings in this area will be permitted to build to the front boundary to frame the street and signal a change from suburban to town centre urban as illustrated in Figure A2.15. Balconies and awnings are encouraged to enhance the streetscape.

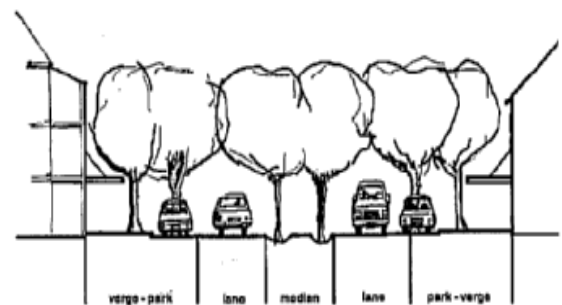


Figure A2.15: Peppertree Road / Town Centre – possible road configuration with commercial land either side.

Parallel Routes (Local Street)

Parallel routes provide:

- Choice of route and avoids focussing traffic onto Medowie and Ferodale Roads (see Figure A2.3).
- Opportunities for extra commercial frontage;
- Additional circulation for parking and deliveries; and

A2 Structure Plan

Boulevards (Collector)

Three boulevards are proposed (*Figure A2.16*). Topographical features and infrastructure, such as transmission easements are linked to traffic generating land uses, such as schools and shops. They also underpin key diagonal pedestrian, cycle and vehicular links and are crucial for aiding pedestrian orientation and developing the character of the town.

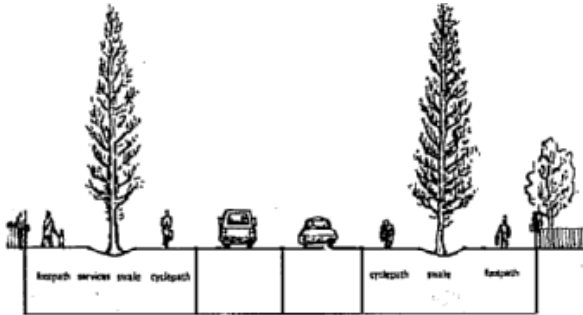


Figure A2.16: Boulevards

- Eastern Boulevard No 1 directs orientation and movement to and from the town centre to the highest point in the town and emphasises the natural vegetation covering the ridgeline. Perpendicular links connect to Wirreander School.
- Eastern Boulevard No 2 links the proposed neighbourhood west of Medowie Road through the eastern neighbourhoods to Wirreanda Public School.
- Western Boulevard incorporates the road reserve into the existing transmission easement avoiding additional impacts on private property and increasing developable land area. It connects Medowie Public School via new neighbourhoods to Kedahla Close. Three smaller connections intersect this main avenue. The transmission line could be placed underground when development of this area occurs depending on costs.

Local Streets

Local streets are the predominant street type proposed (see *Figure A2.17*). They facilitate:

- Regular shaped street blocks and lots;
- The efficient use of land;
- Opportunities for neighbourhood parks; and
- The establishment of a structure of pedestrian, cycle and bridle trail access to the open space network and key community focal points.

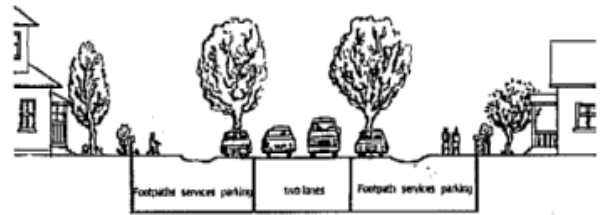


Figure A2.17: Local Streets

Rear Lanes

Rear lanes are proposed as small streets at the back of commercial street blocks and behind the home enterprise zone on Medowie Road to facilitate parking and deliveries and to reduce friction (safety and efficiency) with Medowie Road.

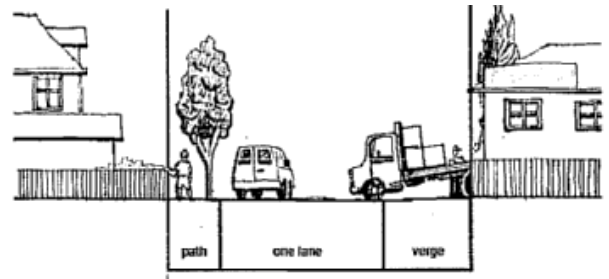


Figure A2.18: Rear Lanes

A2.6.5 Public Transport

Bus movements indicate outward demand for public transport but little or no inward demand.

Public transport providers, as part of their charter, provide a bus stop 400m to 800m from every dwelling. The proposed street hierarchy will allow for this standard to be achieved.

Proposed bus routes shall be determined with public transport providers as part of the rezoning process in order to provide for wider road reserves in the relevant streets.

A2.6.6 General Notes

If the street network is designed correctly then traffic calming devices may not be needed. However, in some instances traffic calming devices might be needed at various areas throughout the town. The intention is to create the desired speed environments and provide protection for pedestrian and fauna crossings and the like.

Fauna crossings will occur at locations such as Lookout Park whilst Gateway features will occur on Medowie Road at the northern and southern approaches to the town.

A2 Structure Plan

A2.7 Civic Realm – A Network and Hierarchy of Public Parks and Open Space

A2.7.1 Open Space – Passive and Active Open Space Network

The proposed open space network is made up of neighbourhood parks integrated into the streets, a significant town park in the town centre and an expansion of the existing sporting facilities. These open space elements are connected by streets, footpaths and cycleways. Open space is divided between passive (parks) and active (sporting fields and activities) spaces. They are an integral part of a healthy community. It is important that they are connected to each other.

Each park takes on the attributes and opportunities of the existing and proposed surrounding neighbourhoods. Further detail to the list of park uses should be determined through consultation with the youth of Medowie, family groups and Council's Recreation Services and Social Planning teams.

A2.7.2 Open Space Objectives

The open space network has the following characteristics:

- A hierarchy of park types and sizes across the town;
- Parks central to neighbourhoods as a focus for the community;
- A park is to be provided within 5 minutes walk of all future residents;
- Parks are bounded by streets to allow houses to face parks for amenity, safety and surveillance;
- Smaller lots facing parks for amenity and to offset smaller areas of private open space; and
- Pedestrian access through parks and into the next street block to accentuate pedestrian, cycle and bridle trail connections.

A2.7.3 Town Park and Town Lake

The town park will provide an outlook and amenity for the town centre and a place to relax and recreate (refer *Figure 2.19*). The park could include a rotunda, a boardwalk skirting the edge of the park and lake, shelters and an amenity block. An outdoor venue would be created for community gatherings. An example of the town park and town lake is provided in *Figure A2.20*.

The town lake would serve the purposes of stormwater detention basin, water quality and amenity in the town centre.

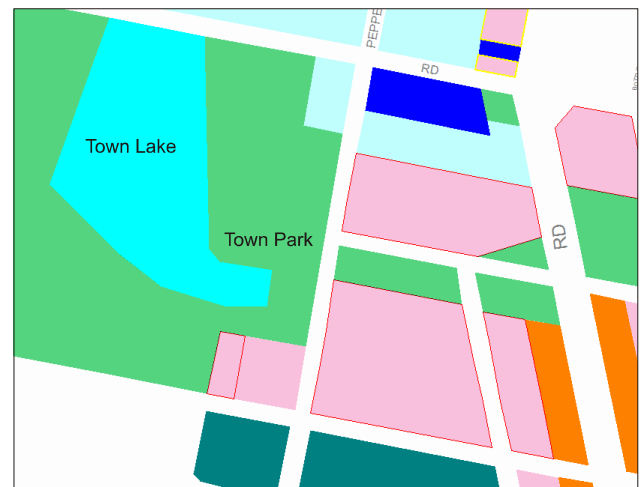


Figure A2.19 Town Park and Town Lake



Figure A2.20: An example of a Town Park and Town Lake

A2 Structure Plan

A2.7.4 Neighbourhood Parks

On average, one hectare in area for neighbourhood parks offers sufficient space for active play. Eight parks are proposed.

Dwellings facing onto this open space should be predominantly villas and townhouses situated on smaller lots and generous rear courtyards. The benefit of community open space supplementing private open space makes this form of housing attractive to a wider demographic particularly for those people not wanting to maintain a large garden.



Figure A2.21: Neighbourhood Parks – Proposed Elements

Each neighbourhood park is capable of accommodating a licensed club, managed garden, landscaping and large open space areas to kick a ball. A neighbourhood park may cater for a children's playground, childcare centre, open space, picnic tables and barbeques.

A2.7.5 Community Gardens

Community gardens encourage personal and social wellbeing and retain Medowie's market garden history. They also utilise the presence of good fertile soil in the locality.

The location of community gardens will be determined by proximity to seniors living development and schools and will only occur where there is enough demonstrated community support.

The benefits of a community garden are;

- Additional food source;
- Community engagement;
- Job skills training for youth;
- Small business enterprise such as organic food retail, nurseries etc;
- Personal and social wellbeing through horticultural therapy;
- Building and strengthening community relations;
- Educational programs such as school groups; and
- Integrated use of urban space and resources.

The mechanism for starting-up a community garden may be through Section 94 contributions. This form of urban agriculture can become commercially viable through funding and membership fees.



Figure A2.22: An example of a Community Garden

A2 Structure Plan

A2.7.6 Sporting Fields

The following sporting facilities figures are based on the *Review of Standards Guiding the Provision of Council's Community and Recreational Facilities (2007)*. The active open space provisions stated here are additional to the existing facilities mentioned in *Figure A1.21: Existing Open Space Provisions*.

The allocation of these areas will be determined in conjunction with the local sports community and afforded under *Port Stephens Section 94 Development Contributions Plan (2007)*. Re-location of certain sports could be advantageous to existing sporting clubs. Then new sports could operate from existing grounds. Two or three groupings of sporting fields may accommodate Medowie's needs.

Council Standards for sports fields is 1 hectare to every 400 residents aged between 5 and 39 years. 58% of the Medowie Planning District population are aged in this band.

A2.7.9 Skate Park

Council's *Skate-Park Strategy* indicates that each planning district should have a skate park when the number of 10-20 year olds reaches 500. A skate park is approved at Boyd Oval. For safety and surveillance reasons, the facility should be located closer to the town centre. The modular type of skate park construction approved makes it possible to relocate this facility at a later date.

Proposed Population	5-39yrs old	Ha required	Current Supply (ha)	Shortfall (ha)
8500	4930	12.325	9.3	3.025
14500	8410	21.025	9.3	11.725
17500	10150	25.375	9.3	16.075
20500	11890	29.725	9.3	20.425

Figure A2.23: Sporting Fields – Supply and Demand

A2.7.7 Tennis Court Facilities

The *Port Stephens Council Tennis Strategy 2006* indicates that the Medowie centre should expand to provide 6 courts considering the estimated population figures. Based on the standard of 1 court per 1500 people and medium population growth of 9,000, Medowie would require an additional 6 tennis courts increasing the total courts provided to 12.

A2.7.8 Netball Court Facilities

Competition is held at Raymond Terrace. Estimates indicate an adequate supply currently at Raymond Terrace but additional courts could be required. If Raymond Terrace Tennis Club was to relocate to North Raymond Terrace, the Raymond Terrace site could be redeveloped to create a regional headquarters for competition netball.

An additional 9,000 people would require an additional 6.3 courts.

A2 Structure Plan

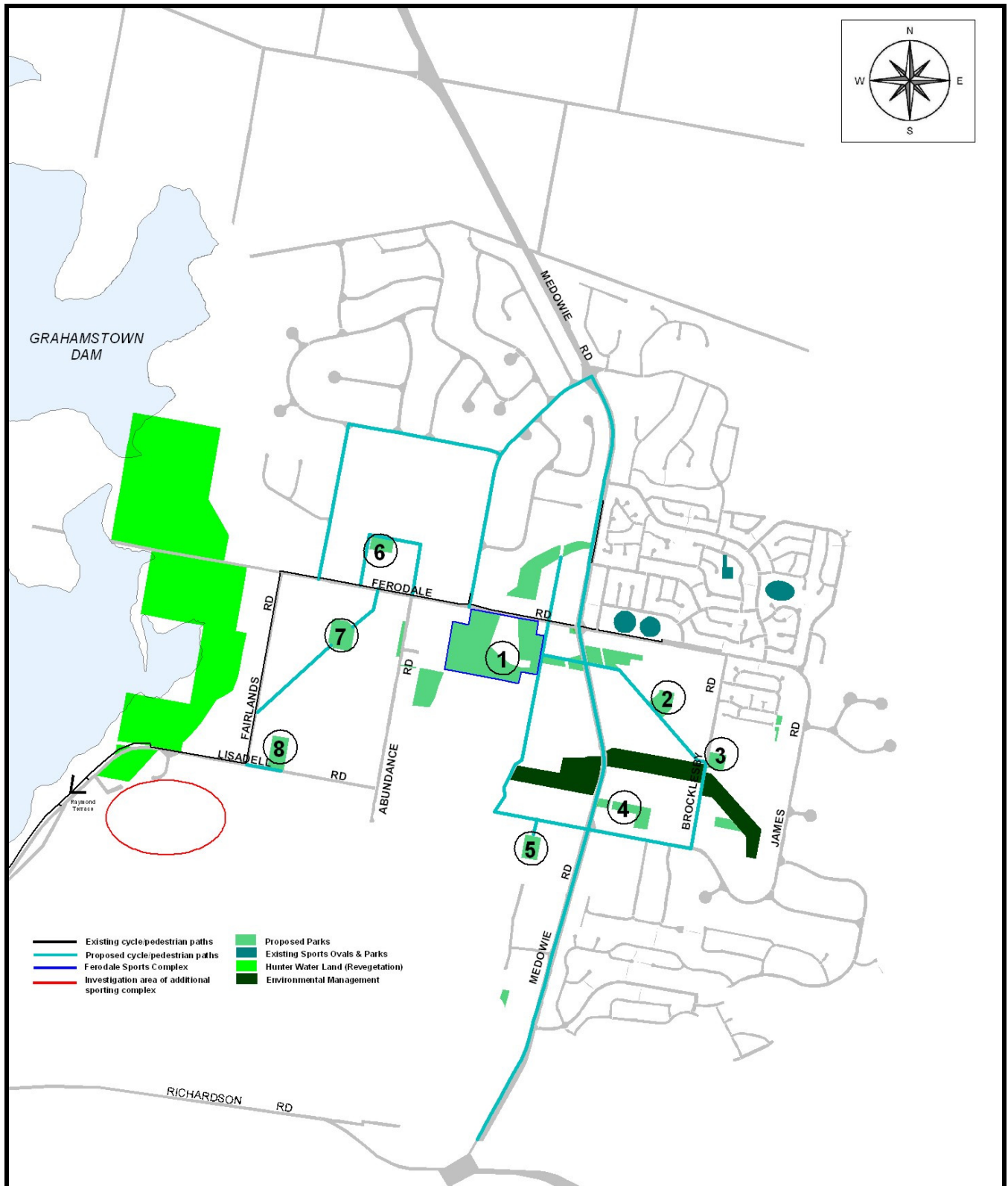


Figure A2.24: Open Space Network-Existing and proposed footpaths, cycle ways, parks and sporting ovals in Medowie based on existing street pattern.

A2 Structure Plan

A2.8 Community Facilities

A2.8.1 Library Lounge

A library lounge to replace the current mobile library service is proposed within an expanded Medowie Community Centre when the population of Medowie reaches 10,000 people.

A2.8.2 Community Hall

A local community hall is required for every 8,000 people. This type of facility is preferably associated with a recreation facility. The Ferodale Sports Complex is used for youth activities, sporting events and meetings. When required, it is preferred that another community hall be located within the Medowie Public School or Fairlands Neighbourhood.

A2.8.3 Childcare Facilities

Council's Standard for childcare provision is 1 childcare place per 10 people aged 0-4 years. At the higher end of the projected population growth, a second or third childcare centre maybe required. It is preferred that it be located within a neighbourhood centre.

A2.8.4 Before and After School Care (B&ASC)

Council operates B&ASC facility at Wirreanda Public School. This service may be expanded subject to population growth. Medowie's economic base will only contain and service local needs, therefore employment will still be predominantly outside the locality placing demand on B&ASC provisions. A review of State Standards in relation to B&ASC may increase the number of places to be provided and as such Council will seek to provide these.

A2.8.5 Emergency Services

The allocation of land for Emergency Services including police, ambulance, NSW fire, rural fire, as well as the Council depot site is vital for the population increase proposed under the Medowie Strategy.

The provision of a minimum of 20000 m² (2 hectares) of land is considered adequate to accommodate these services. As shown in *Figure A2.25*, a central geographical position with connections to Medowie and Ferodale Roads are crucial for the activities that emergency services provide.

Land tenure, ecological issues, topography and location are factors to be considered in choosing a location. A suitable site in the right location will enhance the overall health, safety and well-being of Medowie.

A2.9 Getting Around

A2.9.1 Footpaths

Public transport, community and commercial focal points connect should with each other and with residential neighbourhoods in a way that offers choice and safety. Footpaths and cycleways are part of the open space network linking neighbourhoods, parks, shops, facilities and services.

New streets will be required to address Council policy with regard to providing footpaths and required infrastructure.

A2.9.2 Cycleways

All streets are designed to facilitate walking and cycling. Future off-street cycleways should connect the current network. A cycleway exists along the northern section of Medowie Road to Silver Wattle Drive.

At the southern end, a 1km cycleway exists north from the RAAF Base. It is desirable for these two lengths of cycleway to connect and divert through the town centre and town park.

Developer agreement or Section 94 will require that this connection be funded and constructed.

A2.9.3 Bridle Trails

Equestrian activities, show jumping and equestrian related businesses are part of Medowie's attraction. Bridle Trails through Medowie may be considered in the proposed open space network.

Dedication of land, construction and maintenance of a proposed bridle trails will come under Section 94.

The location and routes of proposed bridle trails will depend on availability of land associated with the open space network and through community consultation.

A2 Structure Plan



Figure A2. 25: Proposed and Existing Emergency Service Locations

A3 Urban Capacity

A3.1 Study Area Capacity

Total Study Area	= 1588 hectares
Existing rural residential and residential development excluded from study area	= 676 hectares or 42%
Ecologically significant and flood affected land excluded from study area	= 371 hectares or 23%
Total land area identified as suitable for urban development	= 300 hectares or 18%
Open space, environmental living and environmental management land	= 241 hectares or 17%

A3.2 Structure Plan Capacity

Urban Capacity

To calculate urban capacity, the Structure Plan has been divided into areas as indicated in *Figure A3.1*:

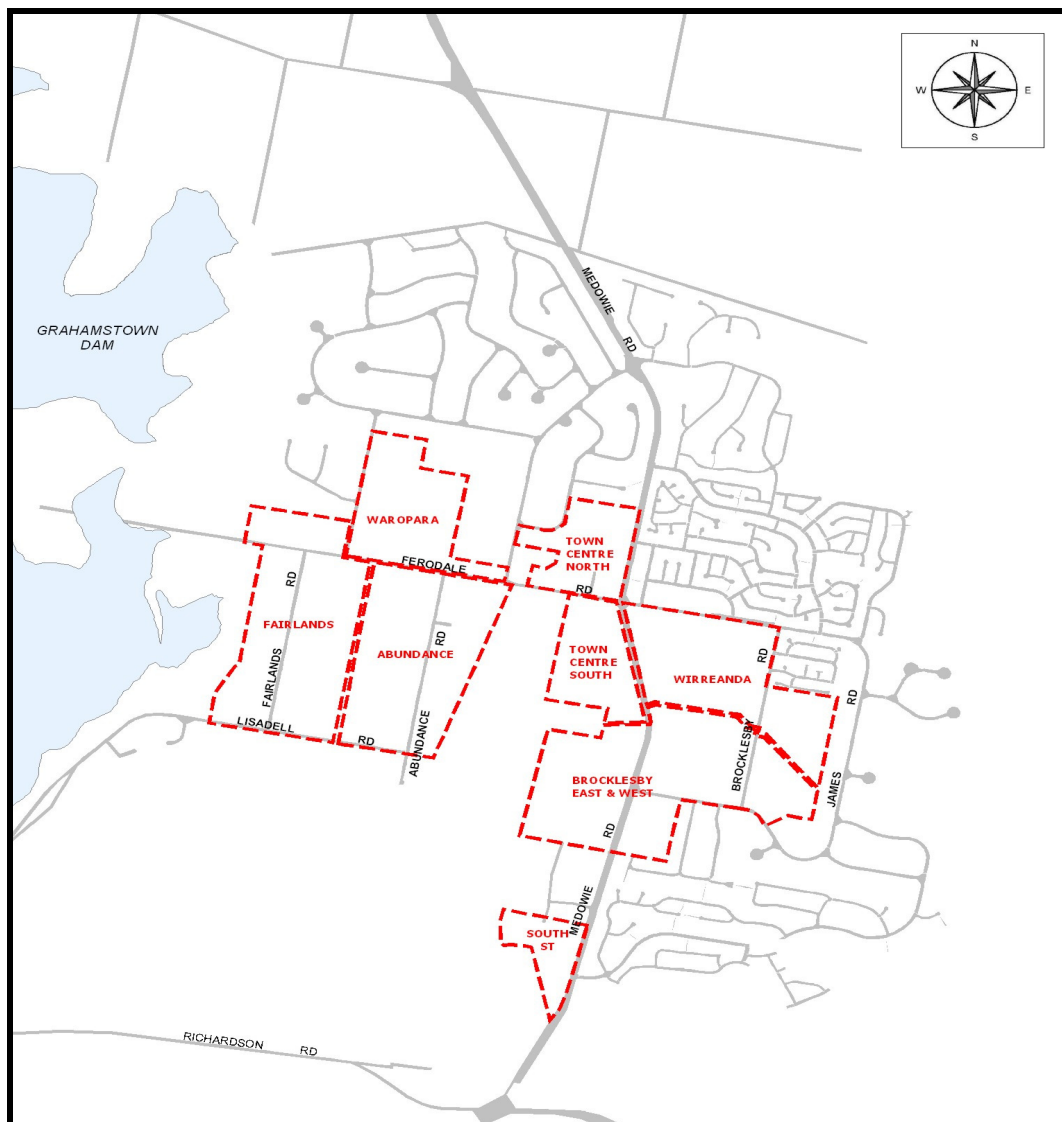


Figure A3. 1: Urban capacity areas of the structure plan.

Note: Unit boundaries are derived for data purposes only and unit names are for unit description purposes only.

A3 Urban Capacity

Population Capacity

Existing Population	= 8,500
Current Average Persons per Dwelling	= 3.1
Proposed Dwellings	= 3,105
Proposed Average Persons per Dwelling	= 2.1
Projected Population Growth	= 3,105 x 2.1 = 6,520,
Total Population of Medowie in 20 years	= 8,500 + 6,520 = 15,020

A3 Urban Capacity

The timeframe for the implementation of the Medowie Strategy is 20-25 years. Public and private infrastructure, market and demographic dynamics will guide speed and timing of implementation. Note: These figures are approximate. *Figure A3.2: Urban Capacity of the Medowie Structure Plan* details the urban capacities of the Structure Plan:

Urban Capacity	Area (ha)	Commercial / Retail (ha)	Mixed Use (ha)	Light Industrial (ha)	Standard Residential 500m ² - 600m ²	Villas and town houses 300m ²	Home Enterprise 700m ² - 800m ²	Rural Small Holdings 1000m ² - 1500m ²	Environmental living 1000m ² - 1500m ²	Environmental management (ha)	Community Use (Church, School, Club) (ha)	Parks & reserves / (ha)	Potential carbon offset planting (ha)
Town Centre North	31.2	8.2	0.6	0	35	124	7	7	0	0	0.8	5.4	0
Town Centre South	32.4	1.7	0	0.1	16	144	11	0	20	0	0.7	3.5	0
Wirreanda	68.7	0.5	0	0	353	173	15	28	13	7.2	9.6	5.4	0
Brocklesby Rd East & West	111	0	0	0	429	102	0	81	82	21.3	0.8	4.7	0
South Street	17.6	0.5	0	0	76	35	0	13	6	0	0.4	2.1	0
Waropara Road	49.1	0	0	0	158	12	0	30	26	0	10.1	1.2	0
Fairlands	95.9	0.4	0	0	258	95	0	190	82	0	0	2.6	104.1
Abundance	84.8	0.9	0	6.6	164	106	0	72	143	0	0.2	5.5	0
Total	490	12.2	0.6	6.7	1489	791	33	421	371	29	21.88	30.5	104.1
					3105 allotments (Including existing allotments)								

Figure A3. 2: Urban Capacity of the Medowie Structure Plan.

Note:

1. Commercial land is provided in area only. Commercial lot sizes are subject to commercial demand. Market and demographic issues will vary and therefore the mix of land uses will vary.
2. Lot sizes are based on an average, for example Standard Residential 500-600m² · calculations in this instance used an average of 550m² and therefore accurate yield calculations will be determined by actual lot sizes created.
3. Lot numbers and hectares per neighbourhood represent a net figure taking into consideration streets defined in structure plan. The calculations have made an allowance for 30% being used for additional infrastructure.

A4 Implementation Strategy

A4.1 Infrastructure

In preparing the Medowie Strategy, Council consulted with key infrastructure providers. The following issues were raised and, in conjunction with the options taken to provide infrastructure, will influence the strategy's staging and implementation.

A4.1.1 Options for the Provision of Core Infrastructure

Consultation highlighted the need for significant investment and upgrading of existing assets. To service future homes, businesses and ancillary developments consideration is required to establish the cost of additional regional infrastructure and new local infrastructure.

Conventional approaches to infrastructure provision are required. In addition, Council and the community must also consider sustainable alternatives consistent with the goal for a more sustainable town. This is an important aspect of planning given the increasing community awareness of the importance of energy and water efficiency and associated issues of climate change and drought.

A4.1.2 Power

The current energy infrastructure in Medowie requires upgrading. The implementation of the Strategy and associated population increase will require significant investment. Energy Australia estimate the costs associated with the necessary upgrades to be between \$20 million and \$40 million.

Developers are required to provide electricity services to development sites and to necessary distribution substations. Development must also contribute to reticulation of power throughout sites and provide street lighting where relevant. Certain capital equipment associated with the distribution substations will be provided by Energy Australia similarly to current practice.

Developments will need to provide underground power and convert existing aboveground power lines to below ground. It would be desirable that high voltage lines also be put underground.

In the case that above ground power lines cannot be eliminated, the street tree species will need to consider the height of the lines.

A4.1.3 Alternative Power Provision

The substantial cost to upgrade regional power infrastructure provides an opportunity to examine alternative power sources. A combination of wind and solar power plus a connection to the wider grid could balance the energy needs of the new town, cut

energy costs and significantly decrease the town's future contributions to greenhouse gases. This would allow Medowie to be in a position to benefit from a future carbon trading regime and possible subsidies.

Landcom has suggested that a 1.5 megawatt wind turbine could supply the equivalent of the entire new development at Medowie (~4,300 low energy consumption homes). This could cost up to \$2 million, compared to between \$20 million and \$40 million for a regional power upgrade. Coupled with solar roofs, other methods of energy management and generation possibilities, the town could potentially be energy neutral.

The wider cost of the entire distributed energy system would need to be calculated but could be similar to the infrastructure upgrade needed which does not take into account additional power generation at a coal-fired power plant and the greenhouse gases involved.

A4.1.4 Water

The Hunter Water Corporation has indicated that water is supplied to Medowie from Tomago via a series of pumping stations along Cabbage Tree Road and Medowie Road. Implementation of the Structure Plan will require additional regional infrastructure including trunk water mains and storage facilities.

Hunter Water has acknowledged that a water servicing strategy for the Williamstown- Medowie system identified that the existing system can cater for an additional 700 ET (approximately). Additional development beyond this may trigger several pump upgrades and a new reservoir. These works are currently planned for 2015 in line with growth projections but may be reviewed as growth occurs.

A4.1.5 Hunter Water Corporation and the New South Wales Department of Water and Energy

Port Stephens Council, the Hunter Water Corporation and the New South Wales Department of Water and Energy are investigating the following issues.

- Possible impacts of development on Grahamstown Special Area;
- Investigate opportunities for groundwater conservation, water resource security and water quality protection measures to be included in *LEP 2000*;
- Refine estimations for utility issues such as wastewater treatment capacity and timing in relation to development at Raymond Terrace North, Williamstown and Medowie; and

A4 Implementation Strategy

- Compare set up and running costs of localised wastewater treatment compared to an upgrade of the service connected to the Raymond Terrace Waste Water Treatment Works.

Rezoning requests may wait for the completion of these investigations or provide their own studies and report on these matters to the satisfaction of Council Officers.

A4.1.6 Alternative Water Provision/ Management

Hunter Water and Port Stephens Council have discussed the option of a grey water system for the new town. While potable water is required for drinking. Grey water pumped directly to lots could potentially be used for toilets, laundry, garden taps, and hot water.

Environmental and economic factors make this an inappropriate option for Medowie. This stipulation of reticulated water and rain water tanks has greater overall benefit.

A4.1.7 Wastewater Transportation

The existing wastewater transport system connects Medowie to the Raymond Terrace Waste Water Treatment Works (RTWWTW) via Grahamstown Road and Ferodale Road. Several parts of the Medowie wastewater system will require upgrade works to accommodate growth proposed by the Structure Plan.

Augmentation of wastewater reticulation costs are to be determined and funded by developers. Actual requirements and capital cost need further investigation and will be subject to the staging sequence. Hunter Water will be informed of development sequencing to ensure upgrades are adequately planned.

A4.1.8 Wastewater Treatment Works

Hunter Water has indicated that the RTWWTW has a capacity of 24,500 equivalent persons (EPs). The

plant is currently operating near capacity and the next planned upgrade is to be commissioned by 2010. It will provide the plant with a capacity of 35,000 EPs. This may be reached by 2014 but is dependent upon other development such as at North Raymond Terrace.

Further development in the catchment beyond 35,000 EPs will require an additional plant upgrade and an associated environment impact assessment. Whilst planning for a further upgrade beyond 35,000

EP is programmed to commence in 2008, a lead-time of up to 6 years is expected.

A4.1.9 Alternative Wastewater Treatment Works

The construction of a local wastewater treatment plant is being investigated by Hunter Water as part of an options study for Medowie. Factors such as potential impacts on the surrounding environmentally sensitive areas will be considered before Hunter Water makes a decision. Timing of such a decision will not slow the implementation of the Medowie Strategy.

A4.1.10 Development Servicing Plans

All new developments connecting to water and/or wastewater networks are required to contribute toward Hunter Water's cost of providing these services via Development Servicing Plans.

A4.1.11 Flooding and Drainage

Council will undertake a Flooding and Drainage Study for the Medowie catchments. The study will add detail to the WBM Report 2006 (*Part C Medowie Strategy*) which looked at flooding of the lower catchment to define the flood constrained lands.

The new study will address; the combined flows from upstream sub-catchments and the preferred location for water quality, detention and drainage infrastructure necessary to manage this runoff. The study will also address the effect of multiple storms on the Campvale Drain and basin. The overall calculations will assist landowners, developers and council to size infrastructure on smaller sites taking into account the necessary accumulative runoff from adjoining and upstream sites.

Developments wishing to proceed prior to this study will need to provide their own study and strategy for not only their site, but for the whole of the stormwater catchment they are located in. The preference is for a whole of Medowie stormwater strategy and developers wishing to fast track the outcomes of the study may be asked to contribute to the cost.

Any rezoning will need to identify legal and physical water quality treatment areas and overland flow paths downstream of their site prior to rezoning.

The funding of drainage and water quality infrastructure will be via conditions of consent, developer contributions, voluntary planning agreements, council's infrastructure funding capacity and possibly grants.

A4 Implementation Strategy

A4.2 Staging

Staging of development can be used to provide infrastructure in a logical sequence. It can influence housing market outcomes and deliver developer and community certainty. It is important to have a full understanding of the infrastructure required prior to development occurring.

Staging will not only be determined by spatial location (Figure A4.2) but also by staging criteria. Prior to the development process occurring, it is important to recognise the infrastructure required on a community level in addition to infrastructure required within the development.

INFRASTRUCTURE PLAN

The Medowie strategy defines the general location and density of future development that council will use to do additional infrastructure studies such as drainage and flooding, intersection analysis, streetscape and a commercial centre master plan. These infrastructure studies will inform the infrastructure Plan, and once completed, will be incorporated into the Strategy.

The Plan will address water, sewer, emergency services, roads, public transport, community facilities, flooding and drainage infrastructure. It will identify sizing, location, staging and funding issues.

The Plan will be prepared predominantly in house in consultation with infrastructure service providers and proponents of development in Medowie.

Figure A4. 1: Staging, Lodgement and Assessment Flowchart outlines the process that will be followed to finalise the Infrastructure Plan and facilitate the rezoning process.

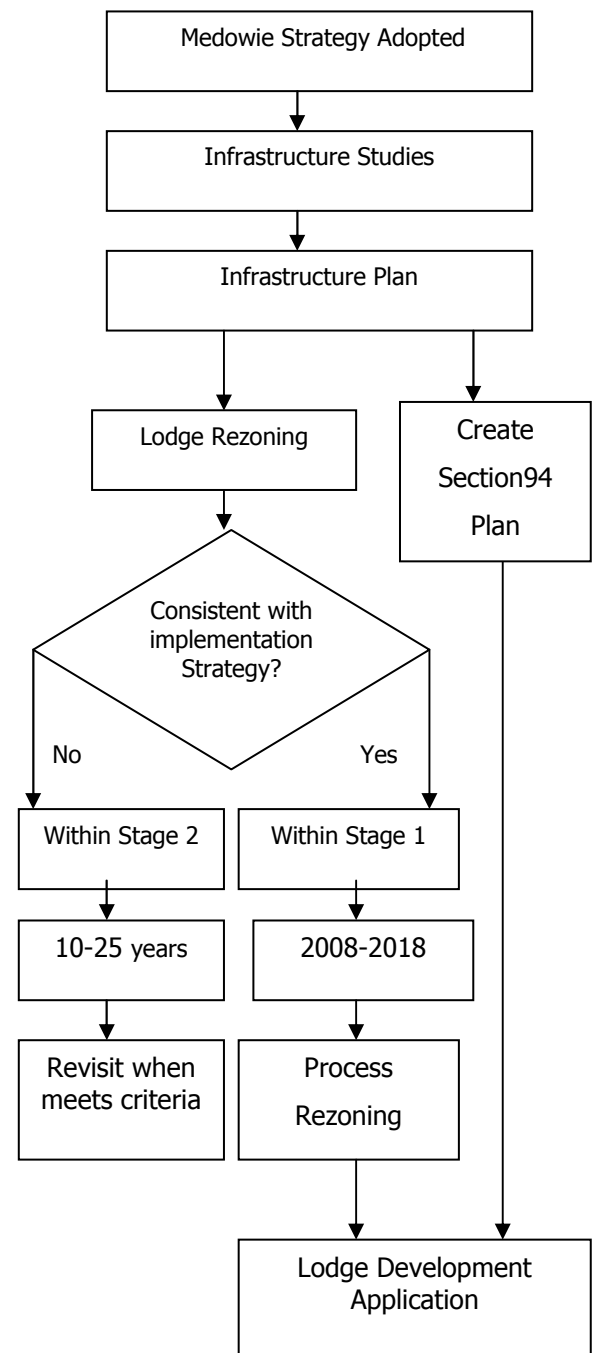


Figure A4. 1: Staging, Lodgement and Assessment Flowchart

A4 Implementation Strategy

In order to establish a logical sequence to development the concept of “Infrastructure Planning Sectors” (IPS) will be used to assist with consideration of rezoning. IPS will be identified using more detailed investigations to establish the boundaries, similar to neighbourhood boundaries. It is likely these boundaries will be defined by constraints such as topography, drainage sub-catchment considerations, existing transport routes and considerations of utility requirements and positioning of neighbourhood focal points.

A rezoning request will be required to provide a master plan incorporating an entire IPS indicating how development will not prejudice surrounding development within the sector..

Ability to meet staging criteria will be required prior to a rezoning being processed.

A4.2.1 Staging Criteria

Council will support rezoning requests where developers and landowners can demonstrate consistency with the staging criteria. Staging criteria is based on the themes of strategy delivery, infrastructure delivery and market dynamics. The criteria are:

Strategy Delivery Criteria

- Spatial element – logical town growth (see FigA4.3); and
- Demonstration that if clearing is required, a bio-diversity offset can be delivered to the satisfaction of DECC; and
- Illustrate development of the site will not prejudice orderly development of the IPS in its entirety.
- Coordination of landowners in regards to joint rezoning and DCP, agreement on infrastructure provision and positioning, road network alignments, open space, drainage structures etc to the satisfaction of council; and
- Minimum rezoning area of 10 hectares to provide efficient delivery and coordination of infrastructure; and
- Management of stormwater, water quality flooding and hydrological systems as per A4.1.11 through the delivery of drainage and flooding study for whole of the catchment area pertaining to the rezoning; and
- Demonstrate how all participating landowners will work collaboratively to guarantee infrastructure corridors and critical infrastructures are provided such as roads, drainage, open space utilities and easements. This assurance could be achieved through, but not limited to forming development companies, developer agreements and or requirements on 88b instruments. Addressing these issues will require consideration at the rezoning to ensure key infrastructure can be provided to sites without jeopardising the development of adjoining sites.

Infrastructure Delivery Criteria

- Demonstrated delivery of major infrastructure include water, sewer, energy, telecommunications; and
- Upgrade and/or construction of necessary roads and drainage infrastructure; and
- Demonstrated delivery (legal & physical) of major downstream drainage infrastructure including trunk drainage systems, overland flow paths, water quality structures, easements and /or drainage reserves; and
- Illustrate provision for all public thoroughfares and public open space indicated by the Medowie Strategy and Structure Plan; and
- Ensure efficient provision of public infrastructure on a catchment scale to minimise on-going maintenance costs; and
- Ensure rezoning facilitates cooperative expansion of development land and infrastructure and will not prejudice the orderly development of surrounding properties; and.
- Ensure adjoining landowners outside of the rezoning alliance are not disadvantaged (i.e. potential lot yield or configuration cannot make development economically or practically viable); and
- Agreement with council that adequate provisions or progress has occurred for coordinated development of road networks, bus routes, street tree master planning, and
- Adequate Developer Contributions plans are in place; and
- Contributions to required facilities and services in accordance with Section 94 or developer agreements.

Market Dynamics

- Competition through spatial distribution of key development areas as per Staging Plan; and
- Delivery of a diverse range of housing types.

A4 Implementation Strategy

A4.2.2 The Staging Plan

Strengthening the town centre, creating healthy competition between housing developments and utilising existing infrastructure has influenced the Staging Plan (Figure A4.2).

The Staging Plan is to be used in conjunction with the Staging Criteria to determine support for and the priority of individual rezonings.

The existing town structure suggests that development should occur initially in the town centre, along Medowie Road and around neighbourhood focal points. Proposed development on the fringe of the town removed from infrastructure facilities will take considerably more investment.

A4.2.3 Stage Timing

The structure plan proposes a yield of 3105 dwellings over 20 to 25 years. This theoretically equates to the construction of an average of 120 dwellings per year. Council will monitor each development in terms of rezoning progress, development application approvals and the release of land by developers relative to the average annual dwelling yields over the time frame before considering additional rezoning for urban land over the medium and long term.

A4.3 Rezoning Submission Requirements

The Medowie Strategy will be implemented by amendments to the *Port Stephens Local Environmental Plan 2000*.

Council may consider rezoning requests for land identified in the Medowie Structure Plan if they meet the following criteria:

- Request submitted in accordance with Council Rezoning Request Policy.
- Rezoning request is consistent with the Staging Delivery Criteria.
- Rezoning request is consistent with the Infrastructure Delivery Criteria.
- Rezoning consistent with the Market Dynamics Criteria.
- The rezoning request shall include planning and design details that illustrate how the Sustainability Principles and Criteria of the *CSIS 2007* and the principles and Structure Plan of the Medowie Strategy are addressed. This includes the desired street structure, the open space network and connections, and the land use structure that has been identified in the Medowie Strategy.

- Rezoning requests that propose the clearing or modification of native vegetation for urban development identified in the Structure Plan shall include vegetation offset plan. The vegetation offset plan shall include the following:
 - a) Ecological survey data identifying flora and fauna communities and habitats proposed to be removed or modified;
 - b) The location, area and type of vegetation proposed to be rezoned to environmental protection;
 - c) The amount of vegetation proposed to be cleared;
 - d) The location and area of vegetation proposed to be revegetated and rezoned to environmental protection;
 - e) Commitment by the land owner/s to enter into a Voluntary Conservation Agreement with the Department of Environment and Conservation under the *National Parks and Wildlife Act* in perpetuity; or,
 - f) Commitment by the land owner/s to enter into a Property Vegetation Plan with the Catchment Management Authority in perpetuity;
 - g) Written agreement of the land owner to commit to achieving Items c), d), e) and f) (any financial arrangements between developer and land owner are not required to be disclosed); and
 - h) The rezoning request is to include the land subject to proposed development as well as land identified in Item d). Lands to be included in the rezoning request for environmental protection shall not attract a rezoning fee.

A4 Implementation Strategy



Figure A4. 2: Staging of development to implement Medowie Strategy - The staging areas and there boundaries may vary to assist the provision of infrastructure, street layout and construction issues as well as consolidation in land ownership. An objective of the Infrastructure Plan is to ensure staging areas obtain the critical accumulation of developer contributions and/or development to fund or construct key infrastructure at the required thresholds. Above is an indicative staging plan however it is important to recognise this will to change or be reduced when informed by the Flooding Drainage Study and Infrastructure Plan.

A4 Implementation Strategy

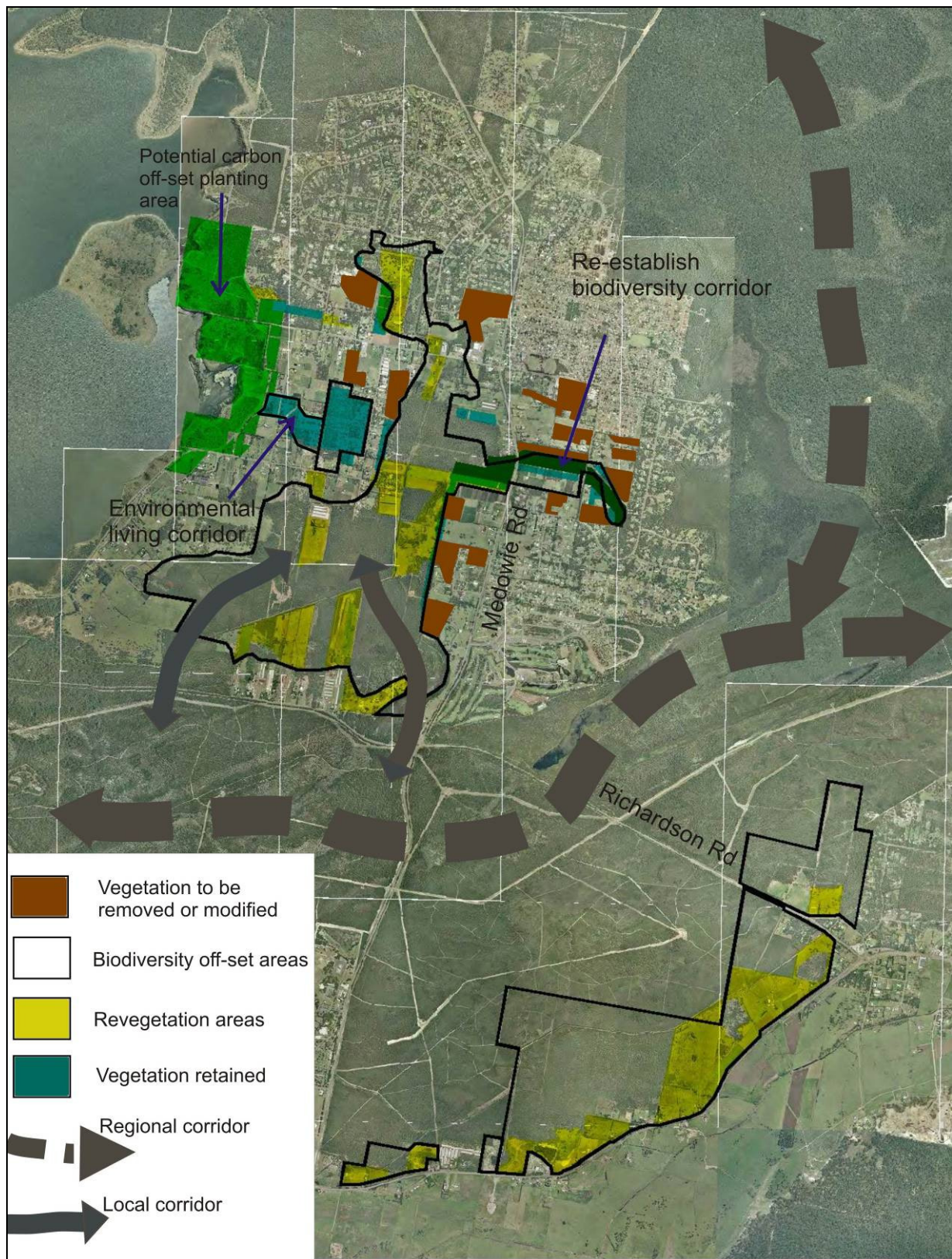


Figure A4. 3: Conservation Strategy including biodiversity offset scheme

Note: Rezoning proposals that involve the clearing of nature vegetation may identify biodiversity offset areas outside of the preferred offset areas identified in figure A4.3. For Flooding information please use Fig A1.9.

A4 Implementation Strategy

A4.4 Biodiversity Offset Scheme

A4.4.1 Vegetation Loss

Implementation of the Structure Plan will involve the removal or modification of the following native vegetation communities and areas. Approximate areas are indicated below:

Coastal Plains Smooth-barked Apple Woodland (LHCCREMS 2003)	94.2ha
Riparian Melaleuca Swamp Woodland (LHCCREMS)	4.7ha
Alluvial Tall Moist Forest (LHCCREMS)	0.67ha
Coastal Plains Scribbly Gum Woodland (LHCCREMS)	4ha

Total 103.5ha

A4.4.2 Endangered Ecological Communities

Some of the LHCCREMS vegetation communities have been identified as matching the characteristics of the following Endangered Ecological Communities listed under the Threatened Species Conservation Act:

Swamp Sclerophyll Forest and Subtropical Coastal Floodplain Forest	9.2ha
Swamp Sclerophyll Forest	0.56ha
Subtropical Coastal Floodplain Forest	1ha
Swamp Sclerophyll Forest/ Swamp Oak Floodplain Forest	0.048ha

Total 10.08ha

A4.4.3 Preferred Koala Habitat

Of the total vegetation proposed to be removed 51.2 hectares consists of preferred koala habitat.

A4.4.4 Conservation Strategy

Figure A4.3 identifies areas of vegetation that may be removed or modified and the strategic conservation outcomes to be achieved in order to offset vegetation removal or modification. The conservation outcomes are a combination of bringing private land that contributes to local or regional corridors under environmental protection, similarly land that has been cleared and requires revegetation to reconnect or enhance corridors may become environmentally protected.

These lands are mostly privately owned and predominantly flood affected. Some land in this

category is designated by Hunter Water Corporation as forming part of the catchment for Tomago Sand

Beds. The majority of this land is zoned Rural 1(a) Agriculture and is recognised as having conservation significance under the *Port Stephens Comprehensive Koala Plan of Management*.

Offset ratios for the removal or modification of native vegetation for development identified in the Medowie Structure Plan are to be determined by consultation with the Department of Environment and Climate Change.

The conservation strategy is consistent with the strategic directions established by the *Lower Hunter Regional Strategy* and proposed by the *draft Lower Hunter Regional Conservation Plan*.

A5 Communication Strategy

A5.1 Communication Timeline

PRIOR TO THE MEDOWIE STRATEGY	2002	Community Survey
	2003	Public Consultation - Workshops were held to identify the Medowie community's vision for the area. This information formed part of the Medowie Local Area Plan.
	2004	The Medowie Local Area Plan (LAP) was adopted by Port Stephens Council
	2005	A grant from the Department of Planning was awarded to Port Stephens Council to assist in preparing a more detailed planning framework for Medowie
	2005	Public Consultation - Community Survey
PREPARATION OF THE MEDOWIE STRATEGY	March 2006	Public Meeting - Council officers present planning framework to approx 100 community members and community groups.
	June 2006	Public Meeting - Council officers outline and clarify details of the Medowie Strategy and outline the scope of consultants' studies to approx 120 community members, community groups and developers.
	August 2006	Public Consultation - Presentation made to Medowie Progress Association discussing baseline studies overview, preparation of Strategy, underlying philosophy and community hopes and expectations for Medowie.
	September 2006	Councillors briefed on the Strategy. State Government Agency consultation requested by Councillors as part of Strategy preparation.
	October 2006	Councillor Briefing to explain overall methodology and philosophy of the Strategy.
	November 2006	Councillors requested that subject to advice from DECC and DoP that a report be submitted to Council in February 2007.
	January 2007	Formal advice from DEC and DoP indicates that the Strategy is generally consistent with the Lower Hunter Regional Strategy and the draft Regional Conservation Plan and supports it being placed on public exhibition.
	February 2007	Council Report requests that the Strategy be placed on public exhibition.
EXHIBITION	March 2007	Public Exhibition - Medowie Strategy placed on exhibition for three months from 8 th March until 8 th June 2007. Information Brochure distributed via the Medowie Messenger explaining the Strategy and the consultation process. Public Meetings - Three private landowner meetings were held on 14th March, 16th March and 19th March. Total attendance was 468 people over the three meetings. - Two public information sessions, each attended by over 100 residents were held on 28th March and 31st March.

A5 Communication Strategy

SUBMISSIONS RECEIVED

**April, May,
June 2007**

Submissions were received by Council in response to the public exhibition.

290 submissions were collated and analysed by Council staff. There were:

- 249 submissions received from residents living within the Medowie locality
- 32 submissions received from residents living outside the Medowie locality
- 4 submissions received from local organisations – churches, tidy towns etc
- 2 submissions received from Companies representing local organisations
- 2 submissions received from Societies (Koala Preservation and North East Forest Alliance)
- 1 submission received from local business

In addition 4 petitions were received

There were:

- 224 submissions supporting some form of Strategy to guide development in Medowie
- 45 submissions opposed to any form of development in Medowie
- 110 parcels of land where the owner has indicated to Council a willingness to develop

The main issues raised in the submissions were:

- Housing Density
- Roads / Transport
- Infrastructure
- Ecology
- Policing
- Expansion of Churches
- Stormwater / Flooding

A5 Communication Strategy

SUBMISSION REVIEW PANEL

**August
2007**

Medowie Submission Review Panel led by an independent facilitator was formed to review submissions and make recommendations to the Community Planning Manager in order to amend the Strategy. Membership of the panel was made up of:

- 5 Medowie residents
- 1 business representative from the Medowie community
- 1 member of the Medowie Concerned Residents Action Group
- 1 member of the Medowie Progress Association
- 1 member of the Urban Development Institute of Australia (UDIA)
- 1 member of the Property Council of Australia (PCA)
- 1 member of the Port Stephens Council Comprehensive Koala Plan of Management Steering Committee
- 1 representative of the Department of Planning
- 4 Central Ward Councillors
- 8 Council Representatives from Land Use Planning, Environmental Services, Recreation Services, Engineering Services, Transport, Community Planning

**September
2007**

The **panel met** on 20th September and considered the main issues raised in submissions and voted on a prioritisation of those issues.

The following is a comparison of the major issues identified by the comments made in the submissions, and those identified by the review panel.

Issue	Submission Comments %	Prioritisation Review Panel %
Strategy or No Strategy	21.2	
Infrastructure	16.2	29.9
Character	12.1	8.5
Commercial	12.1	6.6
Housing	12.1	5.5
Ecology	12.1	11.5
Open Space	9.1	21.3
Community Facilities & Services	5.1	16.7

Amendments to Medowie Strategy were commenced with consideration given to the major issues identified in submissions, submission review panel comments, key

**October
2007**

Councillor Briefing held to inform Councillors on the major issues arising from the public exhibition and the comments of the submission review panel. They were also briefed on intended amendments to Medowie Strategy

A5 Communication Strategy

SUBMISSION REVIEW PANEL

November 2007

Second submission review panel meeting.

- The results and priorities arising from the first panel meeting were discussed
- The amendments to Medowie Strategy were displayed and discussed
- The panel ranked, in their view how Council had addressed priority issues through the redraft

Council Briefing – Developers Forum

Developers who have lodged rezoning requests made presentations to Councillors, members of submission review panel and Council's Executive Team

December 2007

The ***panel met*** on 5th December.

- The Council Briefing held on 22nd November and developer proposals were discussed
- The amended Medowie Strategy was presented
- Facilitators report



Figure A5. 1: The Submission Review Panel at work.

A5 Communication Strategy

	February, March 2008 <i>Council Report</i> • Provided the issues raised by submissions and the recommended reprioritisation of issues by the submission review panel • Recommends that the amended draft Strategy be placed on public exhibition for six weeks • Recommends engaging a suitably qualified expert to carry out a flooding and drainage study in 2008 necessary to facilitate draft Medowie Strategy. • Recommends engaging a suitably qualified urban designer to prepare a chapter for Port Stephens Development Control Plan (DCP 2007) for Medowie Town Centre. March, April 2008 <i>Formal Public Re Exhibition</i> of Draft Medowie Strategy, <i>Community Engagement.</i> • Consultation with Government and Non-Government Agencies • Letters to people who made submissions • Media release • Council website information In addition to this consultation, Council Officers on a number of occasion met with the Medowie Progress Association to discuss to discuss common themes of throughout the exhibition period. This occurred in addition to Council Officers meeting with residents, developers, community groups and Government authorities. <i>Adoption</i> of the draft Medowie Strategy is expected following this exhibition. It is anticipated that the majority of issues have been resolved through amendments. If significant issues have not been addressed, additional amendments may be made before the final draft is reported back to Council for adoption. March 2009 When Council formally adopts the Draft Strategy more detailed investigations will be required to identify infrastructure matters for example Drainage and Traffic Implications and how required infrastructure will be funded.
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A5.2 State Government Agencies

Preparation of the draft Strategy involved consultation with the following Government Agencies.

- Department of Planning (DoP)
- Department of Defence
- Department of Environmental Conservation (DEC)
- Catchment Management Authority
- Hunter Water Corporation
- Roads and Traffic Authority
- Energy Australia
- Department of Agriculture
- Rural Fire Service
- NSW Ambulance Service
- Department of Agriculture
- Defence Authority Housing

A6 References

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Port Stephens Council Comprehensive Koala Plan of Management (CKPoM)

Port Stephens Council (2002)

Medowie Structure Plan - Flooding, Drainage and Water Sensitive Urban Design Analysis

WBM Oceanics Pty Ltd (October 2006)

Retail and Commercial Development Strategy for Medowie Structure Plan

Hill PDA Pty Ltd, (2006)

Flora and Fauna Assessment for Medowie Structure Plan

Umwelt Pty Ltd (2006)

Medowie Transport Plan

Chris Stapleton Consulting Pty Ltd (2006)

Medowie Structure Plan – Ecology Review and Advice

Biolink Ecological Consultants (2006)

Port Stephens Community Settlement and Infrastructure Strategy

Port Stephens Council (2006)

Coastal Design Guidelines for NSW

Urban Design Guidelines (2003)

Street Design Guidelines for Landcom Projects

Landcom (2006)

Liveable Neighbourhoods – draft public document

Western Australian Government (2004)

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