

## RECORD OF BRIEFING

HUNTER AND CENTRAL COAST REGIONAL PLANNING PANEL

### BRIEFING DETAILS

<b>BRIEFING DATE / TIME</b>	Wednesday, 10 March 2021, 2:40pm and 3.20pm Site inspection undertaken before briefing
<b>LOCATION</b>	Newcastle City Council, 12 Stewart Avenue, West Newcastle

### BRIEFING MATTER

PPSHCC-55 - Newcastle – DA2020/00641 – 81 King Street Shortland – Richmond Vale Rail Trail

### PANEL MEMBERS

<b>IN ATTENDANCE</b>	Alison McCabe (Chair), Sandra Hutton and Chris Wilson
<b>APOLOGIES</b>	John MacKenzie and Jason Dunn
<b>DECLARATIONS OF INTEREST</b>	Juliet Grant

### OTHER ATTENDEES

<b>COUNCIL ASSESSMENT STAFF</b>	Damian Jaeger, Amy Ryan, Priscilla Emmett, Roland Payne, Tracey Webb and Michelle Bisson
<b>DEPARTMENT OF PLANNING, INFRASTRUCTURE AND ENVIRONMENT</b>	Carolyn Hunt and Lisa Foley

### KEY ISSUES DISCUSSED

- Additional information received (late last week) with amended plans, with two parts of the trail being removed from the application (Hunter Wetlands Centre leg and Tarro link) – still being assessed by Council. It was noted that there has been a newly appointed CEO and HWC board and that the applicant would need to re-negotiate the HWC route with the current Board before it could proceed. The timeframe for such a negotiation could not be determined.
- The Panel requested a regional context plan, to understand how the development strategically links to existing and proposed cycleway networks and subdivisions.
- Track location south east of Ironbark creek exceeds 13% gradient and therefore does not achieve disabled access and does not meet the requirements of Ausroads in terms of cycleway grades. Queried whether it is possible that these excessive grades could be altered via cut and fill and including lift or side ramps. The matter of disabled access needs to be further investigated.
- Unclear if there will be construction impacts from the proposed bridge over Ironbark Creek
- Panel asked for clarification on the extent of flooding over the cycleway
- The carparking and facilities (amenities, water station and waste management, etc) proposed may not meet requirements for a regional facility. There is a potential for these facilities in future sections of the trail.
- Panel queried the need for facilities at the access point to the trail – specified at Minmi.

### Planning Panels Secretariat

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- Assessment report will need to establish whether vehicles can move safely into and out of proposed parking at Woodford Street.
- Lighting on sensors proposed to reduce impact on microbats.
- No dogs or horses permitted on the trail.
- Discussed the micro bats located within the M1 Tunnel. Similarly discussed the birdlife within Hexham Wetlands and the concerns that further investigations may need to be undertaken considering issues raised by NPWS and within submissions ( local bird watching groups).
- Land contamination needs to be addressed in accordance with SEPP55 Cl. 7. Panel needs to be satisfied that the requirements have been met; it would not be suitable to rely on conditioning that further studies take place after approval. Endangered species noted by NPWS close to proposed track.
- Panel must be satisfied that Aboriginal heritage issues have been properly considered. An Aboriginal Heritage Management Plan is required.
- European heritage also needs to be considered, including whether existing tracks, bridges, tunnel will be kept during the construction process. Potential for the interpretative strategy/reuse of existing items of railway heritage.
- TfNSW matters need to be addressed, including connection points around the M1
- NPWS matters need to be addressed including BDAR surveying method and considerations of birds and pond plant.
- Impact of multiple landowners. Ownership of trail and nature of management agreements need to be outlined.
- Another briefing may be required.

**TENTATIVE PANEL MEETING DATE:** June/July 2021