

16 May 2019

The Secretary
DEPARTMENT OF PLANNING AND ENVIRONMENT
GPO Box 39
SYDNEY NSW 2001

Attention: John Borg
Infrastructure Contributions and Agreements

By Email: John.Borg@planning.nsw.gov.au

Dear John,

Re: Public Notification – 3221 Pacific Highway and 35 Six Mile Road, Kings Hill (Kingshill Development No 1 Pty Ltd) Planning Agreement

Reference is made to the public notification of the above draft VPA, and the Kings Hill Fact Sheet prepared by the Department. It is acknowledged that the DPE advised by email of 7/5/19 that submissions would be accepted until the 17 May 2019.

From our lengthy involvement in the planning of the Kings Hill URA, it is our understanding that the intent of the VPA should be:

- to enable the delivery of the infrastructure to provide both safe and flood free access to the Pacific Highway for all land within the Kings Hill URA;
- to enable the equitable cost-sharing of the infrastructure between landholders;
- to ensure legally secured access arrangements are in place for respective landowners in order to carry out reasonable works to deliver the infrastructure;
- to enable development to proceed on a number of fronts within the URA in both the eastern and western precincts.

To achieve these objectives the following amendments are requested in relation to the draft VPA:

1. The development contribution is to be calculated on the Net Developable Area (NDA) of R1 and B4 zoned land rather than the proposed per urban lot or dwelling contribution. This is considered to be the most equitable approach for landholders across the URA and is consistent with the current SIC approach in the Lower Hunter. In this regard, KHD consultants prepared an NDA plan, see **Attachment A**. This would form a reasonable basis for negotiations of the final percentage of NDA between individual land owners and their obligations under the VPA.

2. The expected lot yield for the Kings Hill URA should be reinstated as 4500 lots. The lot yield in the VPA has been reduced from Council's adopted target of 4500 lots to 3,500, described as the Unit Factor for the URA Infrastructure Contribution in the VPA.

Council's Port Stephens Planning Strategy 2011 – 2036 confirms a target population of 11,000 people and 4500 dwellings with an average density of 15+ lots per hectare at full development. This lot yield continues to be referenced in Council's draft Contributions Plan (s94) and the sewer and water servicing strategies, and the various suite of strategic support studies prepared to inform the planning of the URA. It is unclear where and why this change has been initiated and has not been part of any consultation process with the KH landholders.

The reduction in the lot yield for the URA, and the calculation of contributions on a per lot basis rather than an NDA, results in a significant increase of contributions per lot for landowners across the URA from an estimated \$12,500 /lot to \$16,000 /lot for the roadworks component.

It should be noted that a planning proposal was lodged with Council in 2014 seeking to excise part of the western precincts from the URA. The key landowners (KHD) objected to the proposal due to the increased cost risk to themselves for the development of the interchange. This is minuted by Council in the landholder meetings which were previously held regularly over the past 8 years. The reduction in lot yields in this instance was expected to be 600-800 lots. The current VPA seeks to reduce the yield by 1000 lots. **Attachment B** contains extracts from a range of technical documents prepared by or on behalf of relevant authorities confirming the anticipated lot yield of 4500 lots.

3. The construction of the east-west corridor should be included in the VPA. The east-west corridor from Newline Road to the interchange provides flood free access for the western precincts in the URA to the Pacific Highway. It forms part of the critical infrastructure to deliver land across the URA. It is unworkable to defer part of the delivery of this infrastructure to Council under a local contributions plan as the URA develops over a lengthy period of time. The interchange and the flood free access forms the basis of achieving satisfactory arrangements under Clauses 6.5 and 6.6 of Port Stephens LEP 2013 for all land within the URA.

The Kings Hill Fact Sheet states that the interchange to the Pacific Highway will allow safe access for the community to the Kings Hill URA. The investment of \$56.62 million for the construction of the interchange will not enable access for at least 177ha/1770 lots without the construction of the east-west collector road. This equates to 50% of the lot yield under the VPA. This matter should be addressed in the business case assessment.

4. Timing for the construction of the east-west corridor should be included in the VPA and linked to the construction of the interchange. At a minimum an interim flood free access within a dedicated road alignment must be provided at the time the interchange is completed to provide flood free access to the western precincts of the URA. This requirement should be integrated into the VPA requirements for the interchange.
5. We seek confirmation that the development cap of 400 lots with access to Newline Road will be lifted following the commencement of construction of the Pacific Highway interchange. Interim arrangements can be achieved to resolve the need for flood free access from the western precincts. There are otherwise no impediments to development commencing in the west.

In this respect, clauses 6.5 and 6.6 of the LEP relating to achieving satisfactory access arrangements for the URA will be satisfied to enable development of the URA to occur.

6. Timing for approval and construction of the initial development cap of 250 lots (development units) with access only off Newline Road prior to the completion of the interchange should be included in the VPA.

In this respect, the staging plan for development included in Annexure A of the VPA should be amended to reflect the commencement of development in the western precincts as proposed by the VPA and enforced to require consecutive stages of development release. This land is identified as Phase 5 in the development staging. This would ensure that capacity for access arrangements utilising Newline Road are not taken by a single landholder in the western precincts should the construction of the interchange not commence in a timely manner.

7. Hunter Land seeks confirmation that the Minister/Department will honour the current VPA (Ref 2017/8480) executed by Hunter Land Developments Pty Ltd for 100 lots on Newline Road (precinct 8 of the URA) out of the development cap for the URA prior to the interchange being constructed.

In the event that no development has occurred in the west following the development of these 100 lots, the inclusion of a timing trigger in the VPA would share the available development capacity and enable other precincts to develop in the west whilst the interchange is under construction.

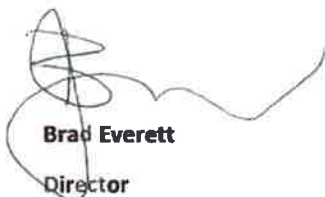
8. The calculation of contribution amounts in Schedule 2 of the VPA (2.1(d)) appears to be incorrect.

Your attention is drawn to Attachment A and Attachment B providing supporting documentation towards the above statements.

It would be appreciated if you could consider the above matters and make amendments to the VPA where necessary to ensure the equitable cost sharing and delivery of the infrastructure to service the needs of the entire URA and enable the release of development concurrently in the eastern and western precincts of the URA.

We look forward to further discussions on this matter. Please contact me if you require any further information.

Yours faithfully,



Brad Everett

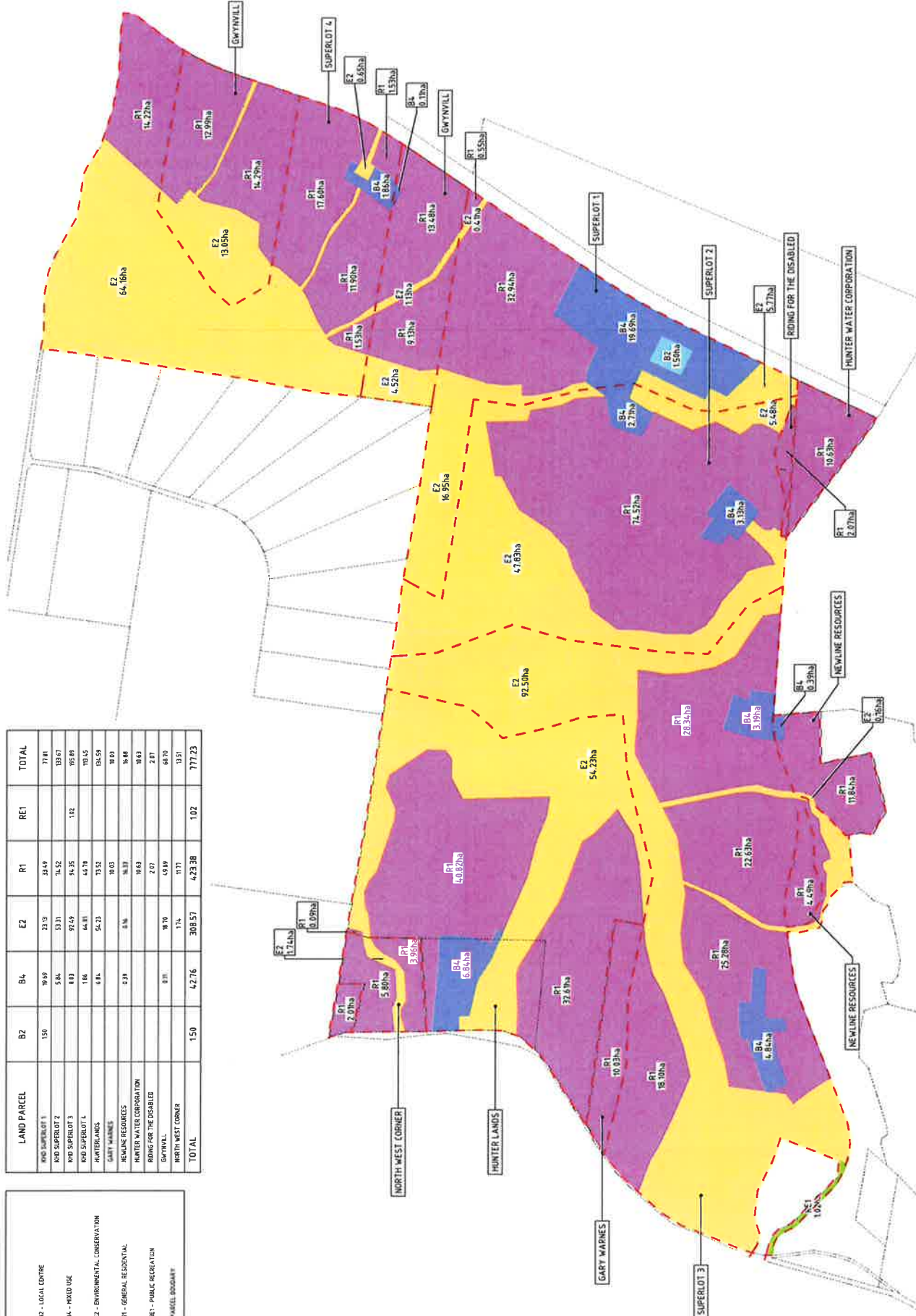
Director





Hunter Land Developments Pty Ltd

ATTACHMENT A'

| LAND PARCEL | B2 | B4 | E2 | R1 | RE1 | TOTAL |
|--------------------------|-----|-------|--------|--------|------|--------|
| RHD SUPERLOT 1 | 150 | 19.89 | 23.33 | 33.49 | | 77.81 |
| RHD SUPERLOT 2 | | 5.84 | 33.31 | 76.52 | | 135.67 |
| RHD SUPERLOT 3 | | 8.03 | 92.49 | 94.35 | 1.02 | 195.89 |
| RHD SUPERLOT 4 | | 1.86 | 44.81 | 43.78 | | 90.45 |
| HUNTERLANDS | | 4.84 | 54.23 | 73.52 | | 133.59 |
| GARY WARNE | | 0.39 | 8.56 | 16.37 | | 25.32 |
| NEWLINE RESOURCES | | | | 10.03 | | 10.03 |
| HUNTER WATER CORPORATION | | | | 10.63 | | 10.63 |
| RIDING FOR THE DISABLED | | | | 2.07 | | 2.07 |
| GWYNVILL | | 8.71 | 18.70 | 43.89 | | 71.30 |
| NORTH WEST CORNER | | | 17.4 | 11.71 | | 29.11 |
| TOTAL | 150 | 42.76 | 308.57 | 423.38 | 1.02 | 777.23 |

| LEGEND |
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| ZONE B2 - LOCAL CENTRE |
| ZONE B4 - MIXED USE |
| ZONE E2 - ENVIRONMENTAL CONSERVATION |
| ZONE R1 - GENERAL RESIDENTIAL |
| ZONE RE1 - PUBLIC RECREATION |
| LAND PARCEL BOUNDARY |



| INFORMATION | | | | | | | | | | | |
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| DRAWING TITLE | | LAND HOLDING AND ZONING AREAS | | | | | | | | | |
| PROJECT | | KINGS HILL NORTH RAYMOND TERRACE | | | | | | | | | |
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| NORTHROP | | NORTHROP | | | | | | | | | |
| Newcastle | | Newcastle | | | | | | | | | |
| Level 1, 274 Pacific Highway, Newcastle NSW 2300 | | Level 1, 274 Pacific Highway, Newcastle NSW 2300 | | | | | | | | | |
| P.O. Box 100, Newcastle NSW 2300 | | P.O. Box 100, Newcastle NSW 2300 | | | | | | | | | |
| Phone: (08) 9522 2222 | | Phone: (08) 9522 2222 | | | | | | | | | |
| Fax: (08) 9522 2223 | | Fax: (08) 9522 2223 | | | | | | | | | |
| Email: northrop@northrop.com.au | | Email: northrop@northrop.com.au | | | | | | | | | |
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Port Stephens
COUNCIL



Port
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**PLANNING
STRATEGY
2011**



6. Strategic Direction

Figure 32: Summary of Potential Dwelling Yields

| AREA | Priority | Development Type | New Release Timing | Duration | Dwelling Yield | Average Density |
|---|----------|-----------------------|--------------------|---------------|----------------|-----------------|
| Raymond Terrace North (Kings Hill) | 1 | New town | 2014 | 25 - 30 years | 4,500 | 15+ |
| Raymond Terrace - Heatherbrae - Nelsons Plains | 1 | Infill New Release | 2011 | 10 - 15 years | 1,280 | 10 - 15 |
| Rural West | 2 | Infill | N/A | 25 - 30 years | 70 | N/A |
| Medowle | 1 | Infill New Release | 2009 | 20 - 25 years | 2,704 | 15+ |
| Karuah | 2 | Infill New Release | 2012 | 25-30 years | 474 | 10+ |
| Tilligerry - Lemon Tree Passage - Malabula - Tanilba Bay | 2 | Infill New Release | 2015 | 15 - 25 years | 556 | 12 |
| Anna Bay | 1 | Infill New Release | 2012 | 15 years | 440 | 10 - 15 |
| Shoal Bay - Flingal Bay | 2 | Infill | 2010 | 15 years | 190 | 12 |
| Nelson Bay | 2 | Infill | 2010 | 25 years | 769 | 15+ |
| Salamander Bay - Corlette - Soldiers Point - Taylors Beach | 1 | Infill | 2013 | 10 years | 265 | 12 - 15 |
| Rural East | | Infill | N/A | 25 years | 50 | N/A |
| Fern Bay - Fullerton Cove | 1 | New Release Infill | 2010 | 15 - 20 years | 1438 | 10 - 12 |
| TOTAL | | | | | 13,241 | |
| Wallalong Potential Urban Release Area | 3 | New Release | N/A | 20 - 25 | 1,200 | N/A |
| TOTAL | | | | | 14,441 | |

6. Strategic Direction



North Raymond Terrace / Kings Hill

Kings Hill is yet to be developed. It is proposed to have a population of 11,000 people in 4500 dwellings at full development.

Approximately 8,500 m² of retail floorspace at the town centre level (inclusive of 2,500 m² of supermarket floorspace) could be supported.

An additional total of around 2200 m² of retail floorspace (inclusive of around 110 m² of supermarket floorspace) could also be supported at the neighbourhood centres within Kings Hill.

This level of provision is based on a similar distribution of available expenditure as Medowie. However, Kings Hill is closer to Raymond Terrace and therefore the results of the retail modelling are likely to indicate an upper limit for supportable floorspace at Kings Hill.

The Commercial and Industrial Lands Study recommended that retail and commercial floorspace in Kings Hill should be limited to that which serves the immediate population so as not to undermine the role of Raymond Terrace. The above figures are based on this premise.

Salamander Centre

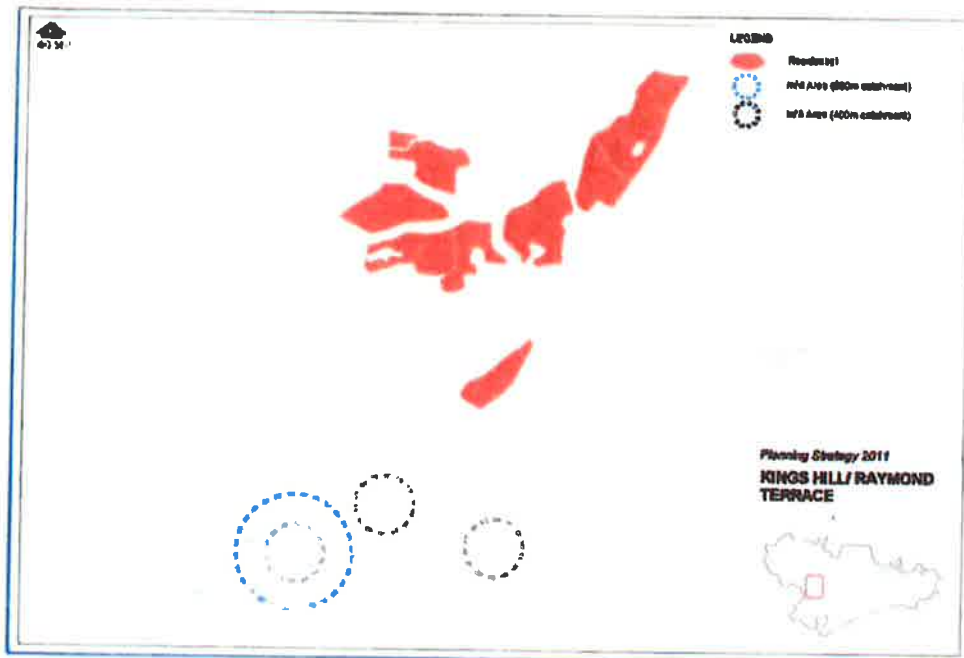
Salamander has a retailing focus and has the primary characteristics of a stand alone shopping centre. However, the centre benefits from additional services such as a library/community facility which are usually found in the more traditional main streets. As this centre continues to evolve, Salamander's role in the established centres hierarchy will need to be considered further, particularly the relationship with the established town centre of Nelson Bay.

Growth will be accommodated across the entire Peninsula but the largest increases will be in the Anna Bay and Nelson Bay areas. Overall, this growth will add considerable demand for retailing on the Peninsula.

Commercial/retail floorspace demand in this centre is forecast to increase by 15,000 m² to 2031. This is the same as the forecast increase for Raymond Terrace. However, as noted above, Raymond Terrace is likely to experience growth in excess of the forecast as it broadens its range of services to fulfil its role as a major regional centre. With the inclusion of adjacent Council land in the centre, there is enough land supply to meet demand.

Appendix 3 Future Growth Areas

Map 6



North Raymond Terrace (Kings Hill)

Identified in the Lower Hunter Regional Strategy – new release area. Forms part of the Primary Growth Corridor for the LGA. Rezoned under Port Stephens Local Environmental Plan (Kings Hill, North Raymond Terrace) 2010 - 10 December 2010. Voluntary Planning Agreements required to deliver infrastructure.

Timing: 2014 for 25-30 years

Residential zoned land (green field) potential 4,500 dwellings

Estimated yield 15+ dwellings/ha

Raymond Terrace

Raymond Terrace is identified as a Major Regional Centre in the Lower Hunter Regional Strategy.

Forms part of the Primary Growth Corridor for the LGA. Land use potential will be determined by the Raymond Terrace/Heatherbrae Growth Strategy.

Development constraint issues:

- Economic markets for growth
- Repositioning of identity
- Flood Prone Land
- Heritage Conservation Area
- Aircraft Noise

Timing: 2011 for approximately 10-15 years.

Infill residential/commercial potential 800 dwellings.

Residential zoned land (green field) potential 480 dwellings.

Estimated yield 10-15 dwellings/ha.

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PO Box 180 Charlestown NSW 2290
T (02) 4943 1777 F (02) 4943 1577
E newcastle@northrop.com.au

NL120526

31st March 2017

Kings Hill Development
C/- APP Corporation
Mr. Adam Smith
PO Box 1573
North Sydney 2060

Dear Adam,

Re: Review of Kings Hill Development Water Servicing Strategy Staged Route Options

Northrop Engineers has been commissioned by Kings Hill Developments (KHD) to review route options for lead in water infrastructure to the Kings Hill Urban Release Area (URA). These options are being investigated based on the outcomes of a meeting held at Hunter Water Corporation (HWC) in March 2017 to discuss the 'Kings Hill Development Water Servicing Strategy (SMEC, Revision G, November 2016)'.

The SMEC strategy has identified several options for servicing the site including providing a preferred option. The preferred option identified (Option 3) encompassed a staged approach and connection to the southern boundary of the site. The staged approach for construction of infrastructure identified in this option included:

- Stage 1 – DN300 connection from Raymond Terrace WPS to site, adjustment to pump set and minor modification to surrounding network (100 ET);
- Stage 1a - Construction of low level reservoir (100 ET);
- Stage 2 – Extension of DN375 to existing DN500 adjacent to Elizabeth Ave and Tod St. (1500 ET); and
- Stage 3 – Extension of DN375 from stage 2 to existing DN1350 near Tomago WPS.

As identified in Exhibit G of the SMEC Strategy, Stage 1 includes the construction of a new DN300 main from Raymond Terrace east of the Irrawang Wetland to the site.

Further to advice from HWC it was agreed that a western route to the site should also be considered for Stage 1 to provide further rigor to the strategy. This assessment has been prepared to review and compare these two route options from their point of divergence to the preferred area for future reservoirs within the Kings Hill URA.

The assessment of costs for each route has been undertaken utilising the Hunter Water Corporation Network Estimating Tool. Further discussion of the results of the route analysis are contained below.

Assessment of Option 3 Stage 1 Route options from Raymond Terrace WPS

Stage 1 of Option 3 is based on bringing a DN300 to the site from the Raymond Terrace WPS. Possible routes for this main have been considered for connection to the south eastern and western borders of the URA and then the proposed location for the reservoir. As noted above and illustrated in Figure 1 below the route comparison has been taken from a divergence point (Adelaide Street) with it assumed that works from this point back to the Pump Station will be consistent in each option.

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Assessment of Water Route Options.docx

| | | |
|----------|----|------------|
| Prepared | BC | 18/11/2016 |
| Admin | LB | 18/11/2016 |

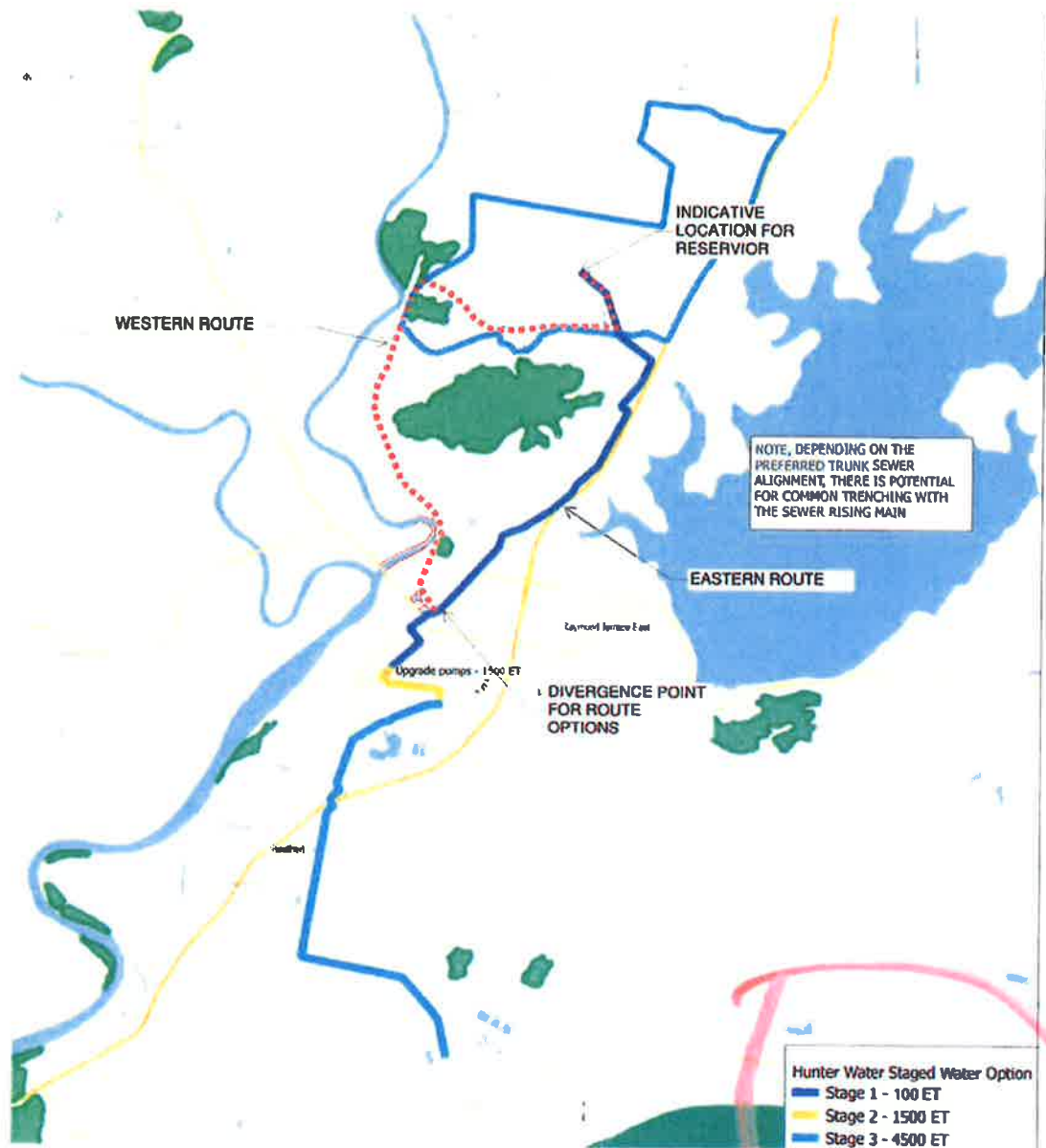


Figure 1: Overview of route options for Option 3 Stage 1 (extract from SMEC strategy Exhibit G6)



CLIENTS | PEOPLE | PERFORMANCE

Port Stephens Council
Report for Kings Hill Residential
Lands Rezoning
Traffic and Transport Study
January 2013

1. Introduction

1.1 Background

Port Stephens Council (PSC) (Council) has recently rezoned land located to the north of Raymond Terrace for residential purposes. This area, known as Kings Hill, is expected to generate an additional 4,300 dwellings over a twenty five year period.

GHD was commissioned by PSC to undertake a transport and transport study ("the study") for Kings Hill with the view of providing direction for traffic and transport in the development of the Kings Hill area.

1.2 Study Objectives

This Traffic and Transport Study has been undertaken with the following key objectives for the proposed rezoning of land in Kings Hill:

- ▶ To investigate the capability of the road and transport network to meet current and future growth in travel demand;
- ▶ To identify road capacity requirements for the proposed east-west and north-south collector roads;
- ▶ To develop a Staging Plan (apportionment plan) relating to development trigger points to identify the timing and implementation of network infrastructure upgrades within the study area;
- ▶ To identify measures that would improve the performance of the transport network;
- ▶ To address potential road safety issues;
- ▶ To undertake a review of the proposed Pacific Highway interchange arrangement prepared by Hyder Consulting Ltd;
- ▶ Recommend appropriate apportionment of cost and timing of network improvements, including pedestrian, cyclist and public transport infrastructure, in sufficient detail for the purposes of a Section 94 plan.

This Traffic and Transport Study has been carried out at a high strategic level and will not be suitable for the purposes of development applications. Future development applications for proposed development in the study area will be required to support individual precinct development related to land ownership.

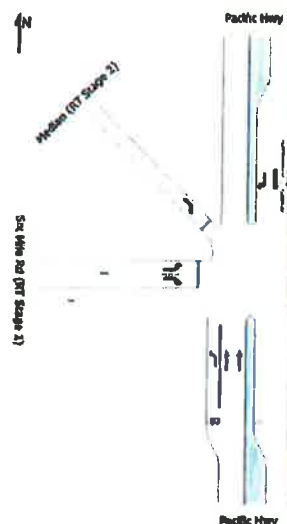
1.3 Study Area

The study area consists of the area shown in Figure 1.

Figure 17 Six Mile Road / Pacific Highway Intersection Configuration



Source of Aerial Photography: Google Maps



Source: SIDRA Model Layout

Capacity analysis of the intersection was undertaken for the existing 2012 weekday AM and PM peak periods. A summary SIDRA assessment results is presented in Table 12.

Table 12 2012 Six Mile Road/Pacific Highway Intersection Performance

| | LoS | Degree of Saturation | Maximum Delay (secs) | 95% Back of Queue (m) |
|---------|-----|----------------------|----------------------|-----------------------|
| AM Peak | D | 0.169 | 50.7 | 1.0 |
| PM Peak | D | 0.176 | 46.2 | 0.2 |

As shown in Table 12, the intersection currently operates at a LoS D during both the weekday AM and PM peak hours. As such, it can be concluded that there is currently limited spare capacity at this intersection to cater for the potential increase in traffic associated with the development of the Kings Hill site. Based on this analysis, an improvement to the intersection is likely to be required to allow traffic generated from the Kings Hill site to access the Pacific highway this location without compromising on safety. However, it is also noted that the queue length (and therefore number of vehicles queuing) is very low.

3.9.6 Port Stephens Waste Processing Centre/Newline Road Intersection

The Port Stephens Waste Processing Centre access road currently forms the minor arm of a priority controlled T-intersection with Newline Road, to the southwest of the Kings Hill site. The current configuration of the intersection is presented in Figure 18.

5. Proposed Kings Hill Development

This section provides an understanding of the current Kings Hill masterplan, its residential and commercial precincts and proposed supporting transportation network.

5.1.1 Development Potential

The site has a total area of 830 hectares, with 412 hectares to be developed for residential use and 43 hectares to be developed for commercial uses. The remaining land would be preserved as environmental conservation/management areas.

The proposed development would provide 4,300 dwellings on the site. The rezoned Kings Hill site is intended to be developed into a number of residential neighbourhood precincts. Figure 4 shows the Land Zoning Plan for Kings Hill, provided from the *Kings Hill and North Raymond Terrace Local Environment Plan* (PSC, 2010). A new town centre is also proposed to be provided on the south-eastern section of the site in close proximity to the Pacific Highway. It is also expected that the development will include a school along with some additional local neighbourhood type retail and commercial centres, which are defined as mixed use land parcels in Figure 4.

5.2 Development Staging

The development of the Kings Hill site is expected to start in 2014, with development due to occur at a rate of approximately 200 lots per annum until full development of the site. The ultimate development of the site would provide 4,300 dwellings, which is expected to be completed in 2036.

Discussion with land owners has indicated that the proposed mixed use local centre and proposed school would be provided later in the development staging program. For the purposes of this assessment it has been assumed that the development of the school and local centre would be provided by 2031.

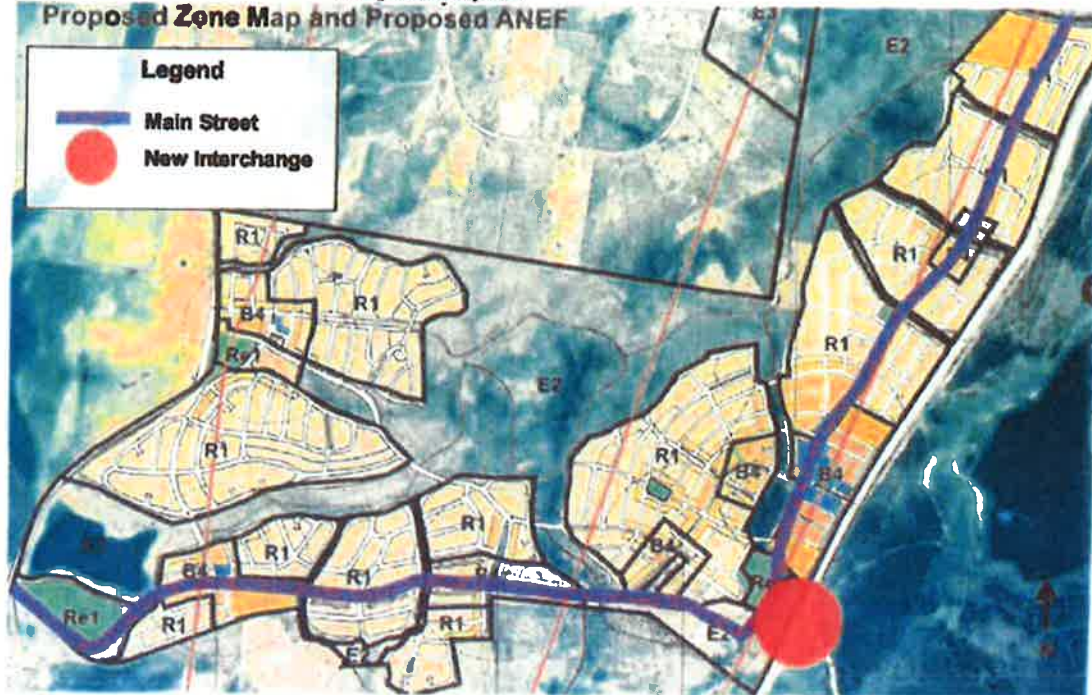
5.3 Potential Traffic Generation

The future traffic generation for the Kings Hill development has been based the following guideline and assumptions:

- ▀ Guide to Traffic Generating Developments (RTA, 2002) provides an assumed trip rate of 0.85 peak hour trips per dwelling for low to medium density residential detached dwelling.
- ▀ It is generally accepted that traffic distribution would be split with 80% out/20 % in the AM peak and 80% in/20% out in the PM peak.
- ▀ The Guide to Traffic Generating Developments also provides an assumed trip containment factor of 25% to account for education and local service trips, when these services are offered within the site.

The trip rates which have been applied are based on assumption that residential development would be low to medium density at Kings Hill. It has been noted that a small amount of high density residential development may occur in some areas of the site, but due to the quantity and marker appeal for this type of development the proposed trip generation rate (0.85 peak hour trips per dwelling) is considered to be a robust conservative approach.

**Figure 20 Kings Hill Preliminary Masterplan
Proposed Zone Map and Proposed ANEF**



Source: Proposed Development Masterplan, PSC

5.4.1 Proposed Site Access Arrangements

Vehicular access to the Kings Hill site is proposed to be provided by a new interchange at the Pacific Highway at the south-eastern section of the site. Vehicular access to the site is also proposed to be provided from Newline Road to the west of the site and from Six Mile Road to the north.

Discussions with RMS have indicated that the proposed access on the Pacific Highway is required to be constructed as a full 'all movements' a grade separated interchange. These initial discussions also highlighted that the staged development of the proposed Pacific Highway grade separated interchange would be acceptable, where a left turn slip (into the Kings Hill site) could be provided initially. Left out access at this location was also discussed and concluded that this movement would not be acceptable on safety grounds, as this arrangement may encourage drivers to perform a U-turn manoeuvre on the Pacific Highway further to the north of the site.

Following the provision of the interchange, a change to the Six Mile Road/Pacific Highway connection would be required in order to improve safety and restrict traffic movement between Kings Hill and the Pacific Highway at this location. It is understood that the provision of a left in/left out only intersection configuration at this location would be acceptable following the development of the proposed grade separated interchange to the south.

A new east-west collector road is proposed to be provided within the site, linking the proposed town centre and residential local centres with the Pacific Highway to east and Newline Road to the west. In addition, a new north-south collector road will be provided linking the proposed town centre to Six Mile Road.

The landholders have indicated that initially access to the site would be provided via Newline Road and Six Mile Road only. The proposed Pacific Highway interchange would be driven by a needs-only basis as the development is delivered. Capacity analysis undertaken by RMS of the William Bailey Street/Newline Road intersection has indicated that this would be required (as stated in the letter from RMS dated 25th May 2011) to be provided following the release of 350 residential lots at Kings Hill. This study will verify this requirement and identify potential infrastructure improvements required to support the overall staged development of the Kings Hill site.

5.4.2 Public Transport Network Integration

Public transport access to the site is expected to be provided by bus. The size and location of the site is expected to support the extension of local bus services from Raymond Terrace to Kings Hill. In addition, its location adjacent to the Pacific Highway makes it accessible to bus routes connecting Newcastle, Tomago and Raymond Terrace.

Figure 21 shows the existing bus routes operating to in the vicinity of the site (green) and provides an indicative bus route that could potentially be used to serve the Kings Hill site. Figure 21 also provides 400 m to 600 m walking catchment areas from indicative bus stop locations provided along the proposed bus routes, which shows that the majority of residential precincts can be situated within the bus catchment.

Mr Bob Hawes
Board Member
Hunter Infrastructure & Investment Fund
c/-Hunter Development Corporation
PO Box 813
NEWCASTLE NSW 2300


Dear Mr Hawes**Call for Projects HDC161 - July 2012**

Council is pleased to submit four projects for consideration of the Board. Following discussion with the Mayor, Cr Bob Westbury our priority would be in the following order:

1. Birubi Headland Tourism Infrastructure
2. Newcastle Airport Terminal Expansion
3. Kings Hill Infrastructure Support
4. Williamtown Aerospace Centre Taxiway

Should you require further information, please contact me at Council on 0249 800246.

Yours faithfully


Peter Gesling
GENERAL MANAGER

22 August 2012

**Hunter Infrastructure and Investment Fund
Call for Projects HDC161 July 2012**

APPLICATION FORM

Where an application is being made by more than one party, each must complete and sign this Form and Declaration.

LEAD APPLICANT DETAILS

| | |
|----------------------------------|--|
| Name of Applicant | Port Stephens Council |
| ABN | 16 744 377 876 |
| Registered Office Address | 116 Adelaide Street RAYMOND TERRACE NSW 2324 |
| Contact Name and Title | Peter Marler |
| Telephone | 02 4980 0383 |
| Facsimile | 02 4987 3612 |
| Email | peter.marler@portstephens.nsw.gov.au |

CO- APPLICANT DETAILS

| | |
|--------------------------|--|
| Name of Applicant | Consultation partners Roads and Maritime Services and landowners at Kings Hill |
| ABN / ACN | |

PROJECT SUMMARY DETAILS

| | |
|-------------------------|--|
| Project name | Pacific Highway interchange- Kings Hill |
| Project location | On the Pacific highway approximately 5 km north of Raymond Terrace |
| Project summary | <p>The project seeks funding for the construction of an Interchange from the Pacific Highway to provide access to the Kings Hill Urban Release Area. The Urban Release Area was rezoned in 2010 and contains a potential 4500 dwelling lots. The construction of the Interchange will allow the development of the eastern portion of Kings Hill (which is the largest part of the Urban Release Area) to proceed in order to meet the community's need for housing. An Interchange is</p> |

necessary because of the high speed and high volume of traffic along the Pacific Highway (National Highway).

Project cost \$25 million

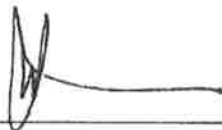
Funding sought \$25 million

DECLARATION:

The Lead Applicant / ~~Co-Applicant~~ Port Stephens Council (strike out inapplicable option and insert agency / council name):

- undertakes to provide such further information as is required for the evaluation of the application;
- warrants that the information in the application has been prepared on the basis of its own due diligence and advice and is true and accurate;
- acknowledges that neither submitting an application nor being invited to participate further in the Call for Projects process results in a binding agreement with any person and does also not deem that any or all elements in an application as submitted are acceptable;
- acknowledges Call for Project document issued by HDC in relation to the process prior to the application being submitted;
- acknowledges the Hunter Infrastructure and Investment Fund Board has the right, in its absolute discretion, at any stage, to suspend or terminate the disposal process or the Applicant's participation in it or change the process, in each case without responsibility or liability to the Applicant or any other person; and
- acknowledges that applications which do not contain all of the required information and in adequate detail may be excluded from assessment.

Executed by its Authorised Person:



Signature of Authorised Person

Name printed: Wayne Wallis

Group Manager Corporate Services, Port Stephens Council

Position of Authorised Person

22 August 2012

Date:

| | |
|----------------------------------|--|
| Name of Applicant | Port Stephens Council |
| ABN | 16744377876 |
| Registered Office Address | 116 Adelaide Street RAYMOND TERRACE NSW 2324 |
| Contact Name and Title | Peter Marler |
| Telephone | 02 49800383 |
| Facsimile | 02 49873612 |
| Email | peter.marler@portstephens.nsw.gov.au |

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| Funding sought | \$25 million |

6.1. Demographic / Physical Context (15%)

The Kings Hill Urban Release Area is located approximately 5 kilometres north of Raymond Terrace. The Kings Hill Urban Release Area was rezoned from rural to urban in 2010. At completion, Kings Hill

will have around 4,500 dwellings and almost 12,000 residents. In addition to residential areas Kings Hill will have a town centre and mixed use area as well as a number of small neighbourhood centres.



Kings Hill was identified in the Lower Hunter Regional Strategy as a “major priority release area”, the second largest urban release area in the Lower Hunter, and the largest in the Port Stephens Local Government Area. It is a crucial importance to satisfying the need for housing in the Lower Hunter.

Kings Hill is ideally located close to the burgeoning employment areas of Williamstown, Heatherbrae, and Tomago, as well as being within reasonable commuting distance of other employment centres in the Lower Hunter, such as the Beresfield Thornton employment hub. In addition, the growth of Kings Hill will help underpin the development of Raymond Terrace as a Regional Centre, consistent with the objectives of the Lower Hunter Regional Strategy.

Kings Hill residents will have the ability to readily access the regional level services provided at Raymond Terrace, and well as obtain weekly needs from the Kings Hill town centre. Unlike many Urban Release Areas, Kings Hill is located close to a range of existing recreational, social and economic services, and accordingly will make efficient use of this existing infrastructure.

To date no urban development has been undertaken at Kings Hill, mainly because of high infrastructure costs. The land is already zoned for urban development, and considerable effort and expense has already been invested by the private sector and Governments in the planning of the area, and as a result it is ready for immediate development.

Because of the role of the Pacific Highway as a component of the National Highway access to Kings Hill must not impede the operation of the Highway. NSW Roads and Maritime Services require that a grade separated interchange is constructed to provide access to Kings Hill and to ensure the safety and efficiency of the Highway.

This project seeks to kick start the development of Kings Hill by overcoming the obstacle to development posed by the high upfront capital cost of the Interchange. Without such assistance, the affordability of housing at Kings Hill will be reduced.

Kings Hill development to go ahead

Updated Thu 9 Dec 2010, 9:21am

The New South Wales government has rezoned the Kings Hill site, north of Raymond Terrace to allow a new town centre and thousands of new homes to be built over the next 25 years.

The Planning Minister, Tony Kelly says the Kings Hill development includes four-and-a-half thousand new homes, catering for 11 thousand residents, as well as the new town centre and community facilities.

The approval has taken years, due to concerns about the impact of aircraft noise from the nearby Williamtown R-double-A-F base.

The Minister says residents buying homes will be made aware of potential noise issues in the worst affected areas.

The rezoning of the southwest portion of the site has been deferred to avoid any impact from the adjacent council tip.

Under the approval, the natural ridge line of Kings Hill will remain protected from development.

Port Stephens Liberal MP Craig Baumann says the rezoning is long overdue and welcome.

"Look in the last five years, only 70 lots of land have been rezoned in the Port Stephens Local Government Area, which has not helped growth too much," he said.

"With the rezoning of this land at north Raymond Terrace we'll have 12,000 people eventually living there, in modern communities, with six neighbourhood centres.

"It's a good news story."

Meanwhile, the Minister, Tony Kelly has defended the length of time it's taken his department to approve the rezoning.

"I've obviously been involved with this only recently, but the department wants to make sure that issues like noise attenuation are catered for," he said.

"They really wanted to make sure they have a thorough investigation before they approve these massive rezonings."

Topics: housing, housing-industry, regional-development, urban-development-and-planning, states-and-territories, raymond-terrace-2324

First posted Thu 9 Dec 2010, 8:53am



PHOTO: Kings Hill development rezoning gets green light (ABC TV News)