
PART 03 LOCALITY WIDE STRATEGIES

1 Urban Structure

- 1.1 Existing Condition
- 1.2 Strategy - Urban Structure

2 Traffic And Transport

- 2.1 Existing Condition
- 2.2 Strategy - Public Transport
- 2.3 Strategy - Bicycle
- 2.4 Strategy - Pedestrian
- 2.5 Strategy - Road Network
- 2.6 Development Control And Implementation

3 Environment & Community

- 3.1 Existing Condition
- 3.2 Strategy - Environment
- 3.3 Strategy - Community Facilities
- 3.4 Strategy - Education
- 3.5 Development Controls And Implementation



Figure 3.1 Pottsville Urban Structure Plan

1 Urban Structure

1.1 Existing Condition

Pottsville was first established as a small settlement around the existing village centre. Growth of the village has always been constrained, both by accessibility and by the nature of the landscape itself. The juxtaposition of environmentally sensitive areas, the ocean, creeks and flood liable land, cleared areas, agricultural land and the alignment of the main access routes has resulted in a settlement pattern that has evolved as separate and distinct areas or precincts.

The planning framework and timing of major urban releases has also contributed to a situation where each major “village” area is endowed with a specific character (partly the result of architectural approaches at the time) as well as strongly defined boundaries. In all cases, residential development areas of Pottsville are edged and defined by bushland, rural/agricultural lands and/or riparian corridors as well as flood liable land. A range of constraints maps illustrating these elements have been attached at **Appendix 5.5**. The same characteristic also applies to the potential future release areas.

In the same way that separate villages define the residential pattern, interlinked concentrations of bushland in many ways define the natural system. In this respect, significant areas of bushland, large enough to sustain a strong ecological base, are linked with corridors of bushland that provide connectivity opportunities for wildlife movement.

A further key feature of the existing settlement pattern is also associated with the “multi-village” structure identified above. Specifically, the Pottsville area possesses very clear edges from each of the three approach directions. In all cases, Pottsville is approached through rural and/or bushland that serves to define a clear greenbelt encompassing the urban areas. While not unique in coastal areas of the Tweed Shire, this characteristic is very much associated with the southern coastal towns of the Tweed and is a distinctive character element.



1.2 Strategy - Urban Structure

The broad settlement pattern is to respond to environmental constraints and maintain and enhance the existing “connected village” structure. New development areas should be selected and defined to contribute to this pattern.

Figure 3.1 provides an illustration of the preferred urban structure plan to be pursued within Pottsville.

The following statements verify the intent of the abovementioned Structure Plan:

- *The Structure Plan is to form the framework for decisions regarding the future supply of infrastructure.*
- *All currently defined bushland and wetland areas are maintained. Additional bushland and linkage areas have been identified at the south and western parts of the study area and provide a boundary to the expansion of Dunloe Park.*
- *All existing land under cane production is retained in its present use.*
- *The implication of protecting existing rural and environmental land is that a strong rural-urban edge and a “green entry” to Pottsville is maintained.*
- *The existing Pottsville village centre continues to be recognised as the focal centre for community interaction and activity.*

Development Controls and Implementation

LEP Considerations

Within the context of wider considerations for timing and location of development in the Tweed Shire, the Structure Plan will provide the basis for investigating the potential rezoning of land in the future.

Development Controls

Nil, the strategy identified in this Section does not presently require any additional or locality specific development controls.

Other Statutory and Non-Statutory Implementation

Nil, the strategy identified in this Section does not require any amendments or new statutory or non-statutory controls or documents.

URBAN STRUCTURE

The broad settlement pattern is to respond to environmental constraints and maintain and enhance the existing “connected village” structure. New development areas should be selected and defined to contribute to this pattern.



The existing Pottsville Village will continue to be recognised as the focal centre for commercial, community and social interaction and activity.





Improving the connectivity between the satellite residential areas with the village centre by way of improved cycleway and pedestrian paths is a key strategy of the Code.



The structure plan forms the framework for decisions regarding the future supply of land and infrastructure. The implication of protecting existing rural and environmental land is to preserve a strong rural-urban edge and a 'green entry' into Pottsville retained.





2 Traffic and Transport

2.1 Existing Condition

Integrated traffic and transport comprises several distinct elements these include public transport, bicycles, pedestrians and roads. This section includes an existing conditions analysis, which has been extracted from a separate report commissioned for this plan, prepared by GTA Consultants Pty Ltd.

Public Transport

Bus Services to and from Pottsville are limited, primarily as a consequence of low level of use, which is a continued trend in this area. The recent withdrawal of bus service 608 (Seabreeze to Kingscliff) operated by Surfside Bus Lines is an indication that this mode of transport is not yet considered an efficient or effective method of transport at present by the Pottsville community and hence is not viable to the operator.

Surfside Bus lines however do continue to operate bus service 603 (Black Rocks to Tweed Heads) along the Tweed Coast Road with bus stops located to the south and north of Coronation Avenue on Tweed Coast Road serving the Pottsville village centre.

Bicycles and Pedestrians

Pottsville does have a bicycle network although it appears that this could be given more prominence and made more cohesive given the context of the community profile (i.e. Young families and the elderly) and the advantages and opportunities provided by the natural environment. Observations on site indicated that there is an active use of bicycles as a mode of transport in Pottsville, particularly in relation to the Pottsville Public School which should be further encouraged through the provision of safe facilities for cyclists.

“No Cycling” signage on the footpath within the village centre is evidence that there have been some conflict issues between cyclists and pedestrians. The majority of pedestrian activity takes place within the village centre.

TRAFFIC AND TRANSPORT

Integrated traffic and transport comprises several distinct elements these include public transport, bicycles, pedestrians and roads.



It is recognised that a number of pedestrian vehicular conflicts currently occur within the village centre and around the locality generally.



Provision of parking within the village centre will be in a series of 'pocket car parks' which can be embellished to improve the urban design and pedestrian amenity.





Improving the connectivity between the satellite residential areas with the village centre by way of improved cycleway and pedestrian paths is an key strategy of the Code.



The village centre structure plan investigates the formation of a north loop road and car parking area to alleviate traffic pressure off Coronation Ave and to accommodate increased retail, commercial and residential activity within the Village Centre. Improving pedestrian street amenity is a key component of the Code.



Regardless of the relatively low traffic volumes there is limited formal or protected pedestrian crossing points from one side of the village to the other. In view of the fact that Coronation Avenue is relatively straight and wide and potentially encourages speeding, reducing the overall level of pedestrian safety.

Access across the Tweed Coast Road is of more relevance in terms of pedestrian safety given the higher volumes and speeds along this road. Linkages and access points to the beach are not clearly distinguishable and contribute to informal, less secure road crossing points. Links to the beach not particularly evident or prominent from within the village centre.

Outside of the village centre there also appears to be inconsistency in the provision of footpaths within the various residential subdivisions, which are essential for young families, where pedestrians with prams need to be able to walk safely away from the conflict of vehicular traffic.

Road Hierarchy and Traffic Volumes

Within the Pottsville locality there are two main roads, being Tweed Coast Road (MR450) and Pottsville Road/Coronation Avenue. From these two spine roads the Pottsville village centre and residential subdivisions have developed with a series of collector roads, which provide access from the residential areas to the main roads. All roads with the exception of the Pacific Highway and Tweed Coast Road are in the care and control of Tweed Council.

Traffic volume data provided by Tweed Shire Council indicates that the level of traffic flow on the main road network through Pottsville is moderate to low on the basis of the existing road hierarchy and current road capacity performance standards.

Parking

Pottsville village centre as a whole has ample parking to meet the current parking demand of the village. This has been verified not only by on-site observations but also by parking demand survey information provided by the Pottsville Community Association (Undertaken in May 2007) which indicates that there are some 340 parking spaces with an average 5 day weekly occupancy of approximately 70%. In other words there are approximately 100 parking spaces free during the week overall within Pottsville.

On the weekend, particularly when the Pottsville markets occur the parking demand increases to 75% occupancy overall with higher demands experienced in streets close to the market itself. This is indicative of peoples preference to park as close as possible to their end destination even when there is alternative parking options within 5 minutes walking distance.

Parking occupancy on Sunday is the lowest of all days of the week when the Pottsville markets does not occur.

Key Transport Issues

The key transport issues identified from existing conditions are as follows:

- low frequency public transport services with no buses servicing the centre of the Pottsville village;
- lack of recognisable bus interchange within Pottsville village centre;
- minimal end of trip facilities for cyclists in the way of secure bicycle parking;
- lack of specific bicycle paths heading north and south, current arrangement creates conflict with pedestrians and cars reversing out of driveways;
- the steep nature of the Koala Beach subdivision results in difficult access to Pottsville village centre by bicycle;
- the straight and open nature of Coronation Avenue lends itself to high traffic speeds and subsequent unsafe conditions for pedestrians;
- there are some delays and “inconvenience” experienced as a consequence of parallel parking, 3 point turn movements and loading on Coronation Avenue;
- there is inconsistency in the widths and the wideness of the residential sub-division roads;
- there is a lack of pedestrian footpaths within the residential subdivisions;
- there is high parking demand in close proximity to the market site during market days although as a whole parking supply is considered to be adequate; and
- the position of the access to the off street car park on the north side of Coronation Avenue does not allow sufficient width for one car to be stationary (waiting to turn) while other cars continue straight through, resulting occasionally in queuing back to the roundabout intersection.

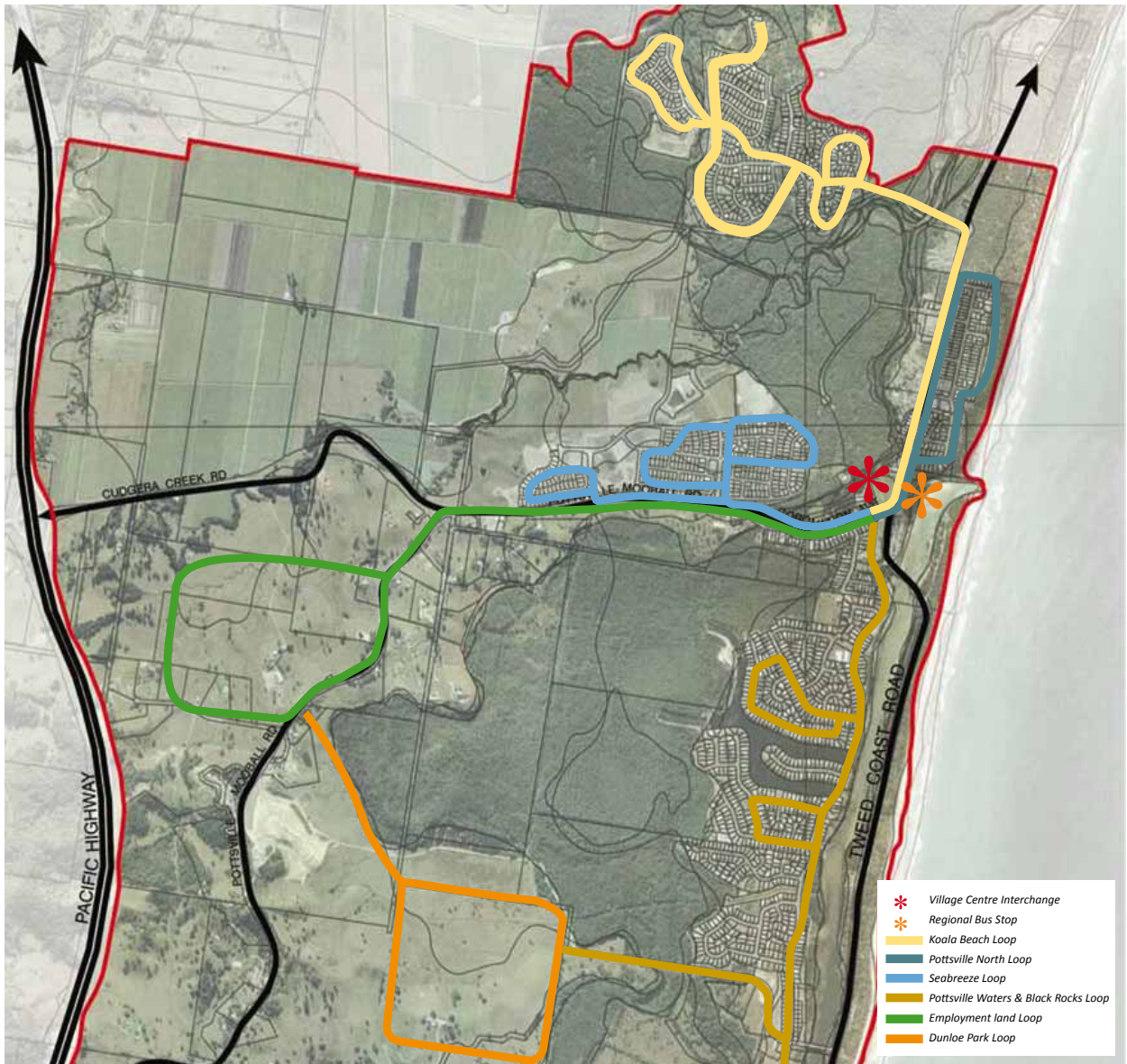
It is estimated that the existing population of Pottsville could increase from its current 3,700 level to a level somewhere between 10,000 – 12,000 persons, based on existing zoning and identified potential release areas. This increase in population would result in increased demand for services and access for the community and would put added pressure on the Pottsville road and transport network.

It is important that Pottsville Road/Coronation Avenue does not have to accommodate the additional future road capacity on its own and that other road links be provided to share the general traffic flows. It is also important that there be easy access from the Pacific Highway to the employment land for heavier vehicle types and that the impact on residential amenity is minimised. There will also be a need to develop new bus routes which serve the future Pottsville community for those people who either do not own a car or cannot drive, so that equitable access to services and employment is available to the broader Pottsville community.

Key Transport Opportunities

The key opportunities which have been identified for the Pottsville locality are as follows:

- provide new road links to improve accessibility between residential, employment and retail land uses and to share road capacity evenly as Pottsville expands ;
- provide a new service road in the Pottsville village centre to make loading/servicing of businesses more efficient by having rear loading arrangements;
- improve the village centre streetscape;
- improve the cycle parking provision within the village centre together with improving the on-road facilities to, from and within the village centre; and
- upgrade the pedestrian crossings from the village centre to and from the beach across the Tweed Coast Road.



- Pottsville Village Hopper at a glance:**
- Village Hopper operates on a hail and ride basis;
 - Operate around a number of bus routes linking each of the residential subdivision areas with the Pottsville Village;
 - Seats 26 passengers with 13 standing, the floor is lower than a conventional bus with level kerb access making it easier for on and off access;
 - Consumes between 17 and 20 litres of fuel per 100 km, equivalent to three sedans;
 - Passengers can communicate more readily and easily with the driver, with a degree of flexibility in the route and offering a door to door service.

Figure 3.2 Pottsville ‘Hopper’ Mini Bus System

2.2 Strategy - Public Transport

Ensure that there is a bus transport option providing access opportunities between the existing and future residential subdivisions and the Pottsville village centre and surrounds to further encourage this sustainable mode of transport

Key proposals that will contribute to this broad strategy are:

- a. To improve accessibility locally and to destinations surrounding Pottsville provide bus services which:
 - In the short to medium term service Koala Beach, Seabreeze and Pottsville village centre,
 - In the long term service all existing and future residential and employment lands.
- b. Support the bus services by providing bus stops and facilities (shelters and seating) accessible by everyone within 400m of their place of residence or work. As a minimum bus stops should be provided on the main roads and within the Pottsville village centre.
- c. Investigate the introduction of the 'Pottsville Hopper' (as shown in **Figure 3.2**) as a means of providing higher frequency public transport throughout the locality providing links to the village centre and regional bus services.

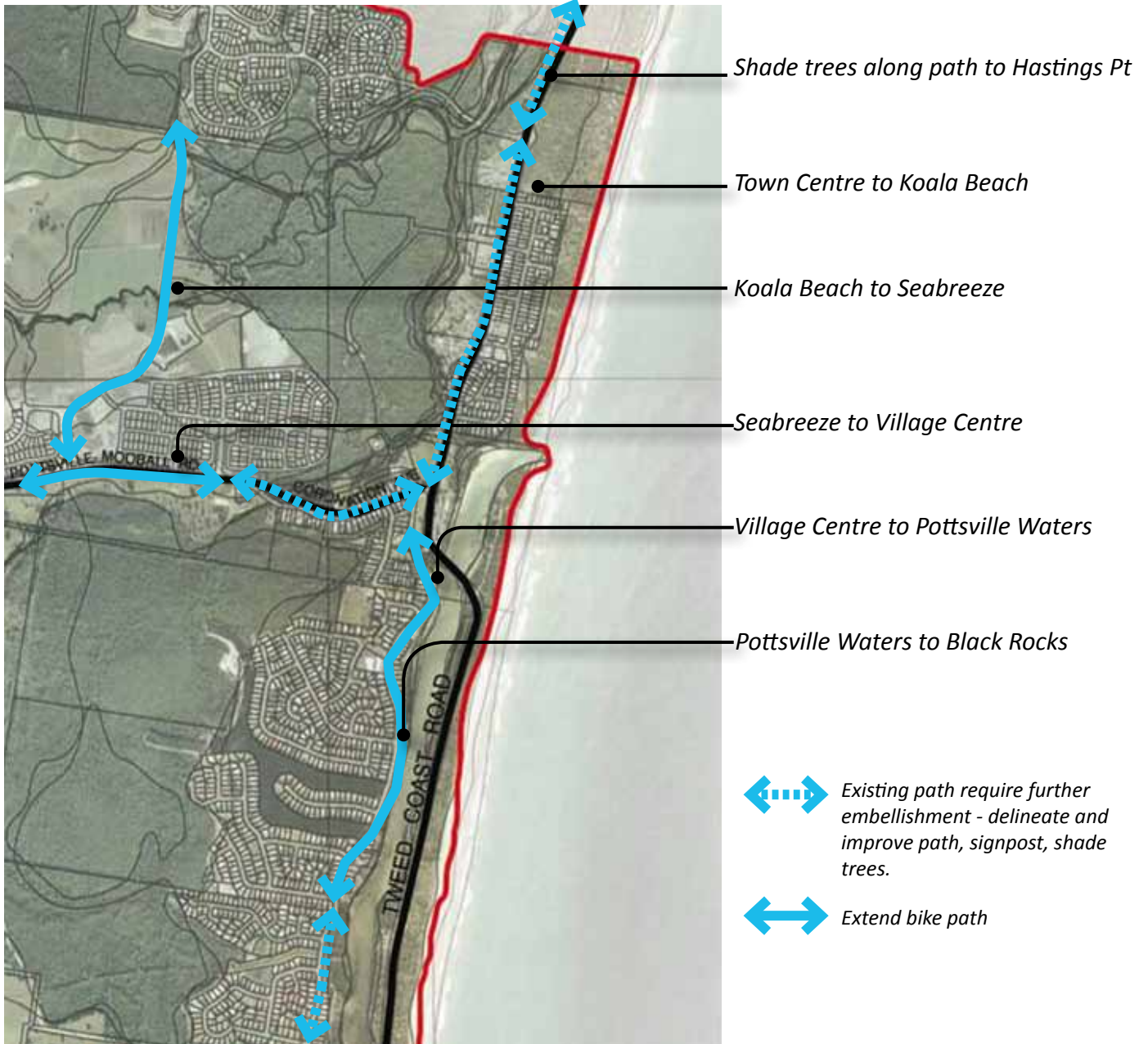


Figure 3.3 Pottsville Cycle Path Extensions & Embellishment

2.3 Strategy - Bicycle

Ensure that there is adequate integrated bicycle facilities (parking and on/off street routes), including the embellishment of the existing bicycle network to further encourage this healthy and sustainable form of transport

Key proposals that will contribute to this broad strategy are (refer **Figure 3.3**):

- a. provide secure and easily accessible bicycle parking at recreational, community and commercial locations. (i.e. Future village square, Community precinct, Pottsville Oval car park.).
- b. introduce “mixed traffic” bicycle route through the village centre. (e.g. logos on road and signage).
- c. extend the existing bicycle route on Pottsville Waters Road along Philip Street into the village centre.
- d. introduce a new on-road bicycle route supported by bicycle lanes along the new road between Koala Beach and Seabreeze to improve access from Koala Beach to Pottsville village centre.
- e. clearly identify and delineate on-street bicycle lanes with painted road surfaces, or other like methods.
- f. embellish the cycleway environment with elements such as plantings or public art to improve user comfort and experience.

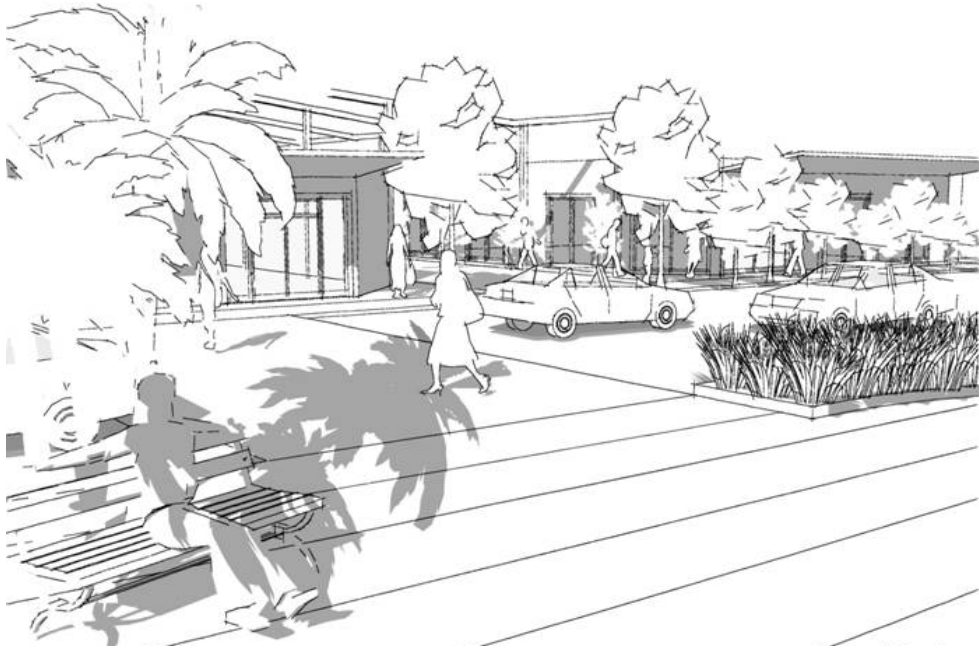


Figure 3.4 Images of proposed streetscape works - to improve the pedestrian amenity and 'walkability' of the Village

2.4 Strategy - Pedestrian

Ensure that pedestrians have convenient and safe access to all facilities whether it is for work or recreational purposes via a comprehensive pedestrian network

Key proposals that will contribute to this broad strategy are:

- a. provide 2 x additional (total 3) formal pedestrian crossings across Coronation Avenue within the Pottsville village centre;
- b. provide 2 x pedestrian crossings across Tweed Coast Road providing a focal crossing point at the northern pedestrian crossing for access between the village centre and beach;
- c. provide adequate walking routes between major pedestrian attractors. (i.e. Shops/Recreation/Schools/Community Facilities).
- d. embellish the pedestrian environment with elements such as plantings or public art to improve user comfort and experience.



Figure 3.5 Strengthening Pedestrian Connections

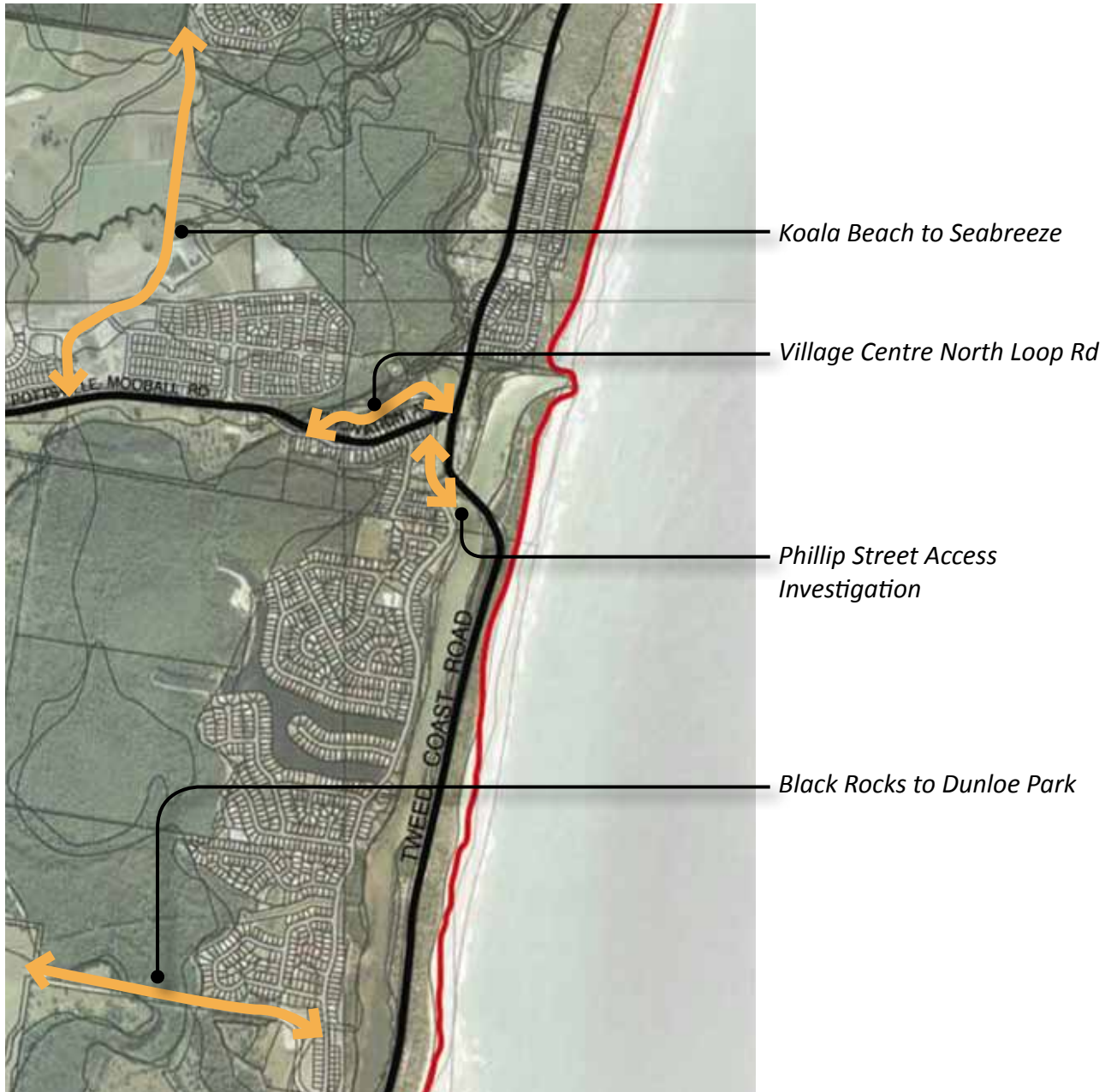


Figure 3.6 Pottsville Road Extensions

2.5 Strategy - Road Network

Ensure that there is sufficient road capacity to support future traffic growth and that the existing intersection methods of control are adequate to accommodate future traffic levels

Ensure that the access between neighbouring residential subdivisions and the village centre is as direct and convenient as possible and avoids unnecessary circuitous routes

Key proposals that will contribute to this broad strategy are (refer **Figure 3.6**):

- a. provide new north loop road and car parking area within the village centre;
- b. potential access between Phillip Street and Overall Drive within the village centre;
- c. provide new roads links between Koala Beach and Seabreeze;
- d. provide new road link between Black Rocks, potential future 'Dunloe Park' release area and potential future employment release area.

2.6 Development Control and Implementation

LEP Considerations

- Ensure that as part of any rezoning process on future release areas that assessment of appropriate link roads is undertaken within the Planning Proposal and agreements reached regarding the efficient construction of this infrastructure.
- Ensure that as part of any rezoning process on future release areas that detailed traffic investigation into the impacts upon the existing road network are carried out.

Development Control

For potential future release areas (as identified in the Structure Plan, Figure 3.1) at planning proposal, masterplan and development application stage, applications will need to detail:

- Public transport routes and links and how the location of land uses will encourage this method of transport.
- Location of bus stops within at least 400m of every place of residence or work.
- Desirable cycleway and pedestrian routes and links and how the location of land uses will encourage this method of transport.
- Provision of bicycle parking at recreational, community and commercial locations.
- Submission of a traffic report detailing the impacts of the proposal on the existing road network and mitigation measures to uphold the integrity, efficiency and level of service of the existing network.

Post the planning proposal and masterplan stage, individual development applications within the potential future release areas, and development within existing urban land, are required to address the following criteria:

- Applications involving the erection of a new dwelling, multi dwelling housing, commercial or industrial development are required to provide a footpath for the length of the property frontage in accordance with Council's footpath standards.

-
- For non-residential development providing employment for 40 persons or more, adequate change and shower facilities is to be provided for cyclists. Facilities should be conveniently located close to bike storage areas.
 - For non-residential development, applications will detail how the proposal incorporates elements to encourage pedestrian and bicycle access to and throughout the site. Examples of design elements that should be considered include:
 - Building design that allows passive surveillance of public and communal space.
 - Avoid creating blind corners and dark alcoves.
 - Provide entrances which are visually prominent.
 - Provide adequate lighting of all pedestrian accessways and building entries.
 - Provide clear lines of sight throughout the development.
 - Where appropriate, locating car parking on the side or rear of the lot away from the street frontage.

Other Statutory and Non-Statutory Considerations

Council is to further investigate upgrading and expansion of existing cycleway and bus shelter facilities through Section 94 Contributions Plan and other funding mechanisms.



3 Environment and Community

3.1 Existing Condition

Environment

There are a number of key environmental resources of vital importance to Pottsville, which are well protected and will continue to be an essential element of the attractiveness and character of Pottsville. These include the beach and frontal dune complex, Pottsville wetlands (SEPP 14), the Environmental Centre and bushland areas on the periphery of the village.

The low lying nature of the landscape, extensive riparian system and proximity to the ocean underscore the importance of stormwater and wastewater management. The fragility of the wetlands and the coastal region generally is such that sedimentation, exposure of acid sulphate soils and runoff of urban pollutants will become an enhanced threat as the area expands.

Community facilities and services

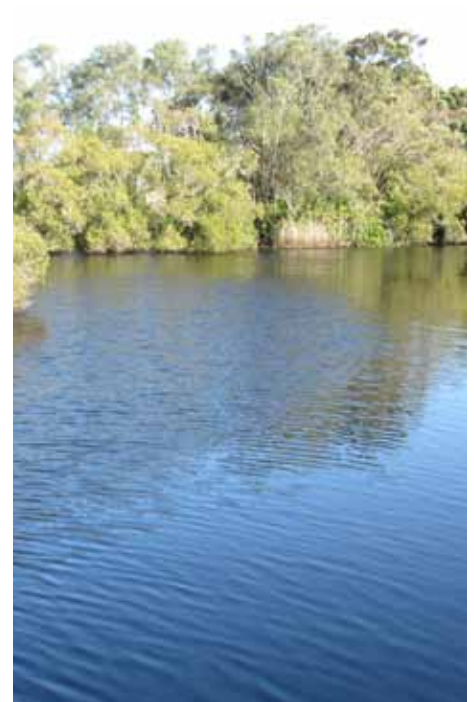
As may be expected in a relatively small and isolated villages such as Pottsville, formal community facilities are limited. At present, key facilities are located at the former school site in Elizabeth Street (meeting spaces, centrelink, mothers/playgroup group care, drop in/ support centre and IT training facilities). Additionally, meeting and function spaces are available at the Environment Centre.

A key service, currently absent from the area is local health care, though it is understood that the vacant site adjacent to the community centre in Elizabeth Street has been earmarked for such development in the future. Consultations have also highlighted a range of additional services and facilities (particularly those targeting youth) that are required. A key issue in Pottsville is the limit on suitably zoned or vacant land.

The Pottsville locality is currently served by one primary school, located in Pottsville north on the Coast Road. The nearest high school is some 20km away in Kingscliff. The current primary school site is constrained and is not readily able to expand to cope with an increasing population. Both the 2001 and 2006 census highlight a significant proportion of school age children. The continuation of this trend is probable and therefore, as the population grows to exceed 10,000, there will be a very real demand for additional educational establishments.

ENVIRONMENT & COMMUNITY

There are a number of key environmental resources of vital importance to Pottsville, which are well protected and will continue to be an essential element of the attractiveness and character of Pottsville including the beach and frontal dune complex, Pottsville wetlands (SEPP 14), the Environmental Centre and bushland areas on the periphery of the village.



The fragility of the wetlands and the coastal region generally is such that sedimentation, exposure of acid sulphate soils and runoff of urban pollutants will need to be carefully managed as the area expands.





The village centre will continue to be the focal point of social and cultural activity in the locality.



The former school site on Elizabeth Street is the principal location for community services in Pottsville at present. The site owned by TSC and adjoining NRAHS Land also offers potential for expansion. A Health Centre is currently planned over the adjoining site.



3.2 Strategy - Environment

Specific criteria for the protection of existing bushland and the treatment and management of stormwater are two areas where best practice are to be readily implemented through this Code as well as more general environmental controls. These controls are provided where necessary in each Section within Part 4 – Area Specific Controls.

3.3 Strategy - Community facilities

The focus for community facilities within Pottsville is to be within the village centre area, building on the substantial community focus that already exists.

Discussions with stakeholders during the preparation of this Code indicated a general perceived need for additional community facilities within Pottsville. Youth facilities, school opportunities and healthcare were consistently nominated as the principal local requirements, in most need.

As the population of the area grows to exceed 10,000 people, the demands placed on existing facilities will clearly increase. Likewise, the demands for travel to facilities that are not currently provided will become greater, and will likely further highlight the true demand existing for community based facilities of the presently perceived under provision.

While the Code itself cannot directly implement additional community facilities, it can provide a framework for their location and operation when provided. In this respect, a key role is to identify potential sites for key infrastructure and to influence the locational decisions of key providers.

A fundamental criteria of the Code is to support the existing village centre area as the principal community focus in Pottsville. As such, it is logical that additional opportunities be provided within the village centre.

A first priority is to expand the services available at the existing community centre site in Elizabeth Street. The vacant part of the site here has been identified as the location for a new area health service. This is a key opportunity for the village centre that needs to be promoted and supported by both Council and the local community. Not only will the community service



Figure 3.7 - The existing tennis courts site has the potential to be redeveloped as a sports and youth community focused precinct.



Figure 3.8 - Opportunity exists for the redevelopment of the community centre and adjoining NRAHS site as a purpose built neighbour centre which would combine a library, a neighbourhood centre, a child care centre, community meeting rooms, an Op Shop surrounded by community gardens.

focus of the village centre area be enhanced, but spin-off opportunities will exist for the location of allied professions within the village centre, further supporting the local economy, and provision of access to services.

Whilst the above points detail Council's desire to expand and consolidate community facilities within the village centre and predominately within their current location, the site also possesses the development potential to provide a full-line supermarket facility, another identified need for the locality and village centre. Further specific discussions regarding the retail potential of the site are contained with Part 4 of this Code, however the interrelationship between the community facilities and potential future retailing opportunities will need to be carefully considered by Council and any potential development proponents.

An objective of this Code is to embellish the level and quality of community facilities in the village centre, any proposal pursued on land currently containing community facilities would need to embody this objective within it's methodology and design. Whilst the concept of integrating community facilities into a wider retail development is an available option, specific design options will need to be pursued to ensure equality of it's use, maintenance of operating hours potentially outside core business hours. Any development will need to retain a sense of 'public ownership' to the community.

3.4 Strategy - Education

Plan effectively for the educational needs of the growing community

The age profile of Pottsville is such that there are a significant number of school age children currently residing in the area. At present, the area is provided with a single primary school, located on the Coast Road in North Pottsville. Anecdotally, this school, while not over capacity, continues to be well attended and enrolments appear to be growing.

Current population in Pottsville is 3,781, and capacity within existing zonings and approvals is somewhere in the order of 7,000 people. The potential addition of the Dunloe Park Release Area and Kings Land Release Area would see the total residential population increase to over 10,000 people in the coming years. With a Council adopted threshold for the provision of a primary school being 4,500 people and around

14,000 people for a high school, it may be surmised that in the years to come, adequate demand for an additional primary school and establishment of a local high school is likely to exist in Pottsville.

Council has previously prepared a Whole of Shire Cultural and Community Facilities Plan (C & CF Plan). The C & CF Plan makes a number of recommendations, of which the following are considered to have particular relevance to this Plan:

- The use of a 40% threshold in the provision of community facilities in the Tweed LGA in order to ensure that the highest level of social cohesion and development of social capital are achieved in all localities across the region, i.e. Whilst youth centres should be provided at a rate of 1 per 20,000 people, once a population of 8,000 is achieved, a youth facility should be provided.
- An estimated 3 year lead time for the development of primary schools and 5 years for high school provision.
- An additional high school is required within the coastal catchment
- 2 additional preschools are required within the coastal catchment

While current demand is not sufficient to warrant the construction of a high school site, the above recommendations indicate that planning will need to commence in the near future. In addition, good planning practice dictates that a Locality Based Development Code prepared in the current context should at least identify potential sites in the event that one is needed.

Based upon a desktop analysis, three main areas for future school sites are identified, comprising a site within the Seabreeze Estate, the potential future 'Dunloe Park' release area and finally the potential future employment release area west of the village centre. Each of these options are discussed below.

Potential Childcare
Centre Site



Figure 3.9 - Seabreeze Childcare - Opportunity exists for the integration of a child care centre directly adjoining the Seabreeze Neighbourhood shops.

Seabreeze Estate

The Seabreeze Estate has long been earmarked for a potential school, with a 6ha portion of land identified within the masterplan process for the Estate. The site is logically placed, neighbouring playing fields in both Seabreeze Estate and Koala Beach as well as the Seabreeze-Koala Beach link road, allowing an effective cross utilisation of existing infrastructure.

Whilst the Estate is substantially developed, the identified site is still largely in a 'greenfield' state, allowing appropriate opportunities to achieve a high quality outcome. A potential constraint for the Seabreeze site is the ability for any school to grow to meet the longer term needs of the Pottsville community, however the level of this constraint will not be known until further investigations occur. Additionally, traffic movement and access will need to be carefully considered to ensure minimal traffic impacts within the local road network.

There is also opportunity for the development of a child care centre to be integrated with a 'neighbourhood shop' site.

Dunloe Park Release Area

The Dunloe Park Release area, as a large and integrated site offers a clear opportunity for potential provision of a school in the future. Development of this site is potentially longer term (due to planning and infrastructure constraints) and as such, availability of a site may be coordinated with the achievement of demand thresholds.

Future masterplanning of a school site within the Dunloe Park Release Area should be mindful of the topography of the land and seek to maximise the opportunity for non-private vehicle transport to the site, particularly, foster pedestrian and cycling opportunities.

Within a wider context, the peripheral location of the Dunloe Park Release Area presents it as a potentially a less desirable option compared to Seabreeze Estate, which is more centralised to the Pottsville settlement and wider school catchment which is likely to extend beyond Pottsville, predominantly to the North. The advantage of the Seabreeze location allows, generally, shorter travel distances, greater ability for multi-purpose trips and potentially an increased population catchment within walking or cycling distance.

Employment release area

The employment release area also presents an opportunity for future school facilities. This release area is well positioned spatially, adjoining connector roads and offers similar opportunities to Dunloe Park. It will provide an opportunity for sustainable development planning.

Ultimately the opportunity for a school will largely be governed by the development land-use pattern, particularly through the final masterplanned uses and road networks. In this regard it is necessary to reaffirm that that Council's primary objective for the employment release area is to provide employment opportunities. The provision of a school is unlikely to satisfy this objective in isolation, though potential further education and research opportunities may assist.

In addition, the Employment release area is the only one of the three options that is not currently identified in the Far North Coast Regional Strategy, making the timing of development difficult to predict.

Based on the above desktop analysis, it is considered that the opportunities afforded to providing a school on the earmarked site (Lot 1147 DP 1115395) within Seabreeze Estate or the Dunloe Park Release Area outweighs the opportunities present within the Employment Release Area. As such, these opportunities should be explored as the priority and prime sites. In this regard, any application received by Council on Lot 1147 DP 1115395, or any masterplanning process for the Dunloe Park Release Area should acknowledge the sites potential for school use.

Development control requirements are provided within Section 3.5 should Council receive an application over these lands which does not include the provision of a school facility.

3.5 Development Controls and Implementation

LEP Considerations

Ensure that land within the village centre is appropriately zoned for the provision of additional community facilities.

Development Controls

DCP guidelines and controls should support community facilities and allied professional services within the village centre precinct and discouraged in other locations.

Should the provision of a school not be pursued on the site previously nominated as a potential school site within the approved Seabreeze Estate Masterplan (namely Lot 1147 DP 1115395) or within the Dunloe Park Release Area, any related development application is to detail, to the satisfaction of Council, the circumstances as to why a school can not or should not be provided on the site, with respect to, but not limited, to the following criteria:

- Building and Urban Design
- Siting of the school
- Recreation Areas
- Parking and servicing
- Traffic and pedestrians
- Noise generation
- Landscaping

Any application received is also required to address how any proposed alternative land use sought provides;

1. an appropriate use of the lands, and
2. represents a better outcome than the provision of a school.

Note: Whilst Council's adopted benchmark population requirements (detailed within the C & CF Plan) and timeframe for the construction of any further schooling facilities is acknowledged, the locality not possessing a sufficient population base at present is not deemed to be adequate justification on its own to exclude the use of the site for a school.

Other Statutory and Non-Statutory Implementation

Facilitate implementation of an area health service within the village centre, preferably located on the Elizabeth Street site.

