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**CCL 22/09/2020 - ADOPTION OF BLACKBUTT VILLAGE
ORCHARDTOWN ROAD, NEW LAMBTON LOCAL CENTRE PUBLIC
DOMAIN AND TRAFFIC PLAN**

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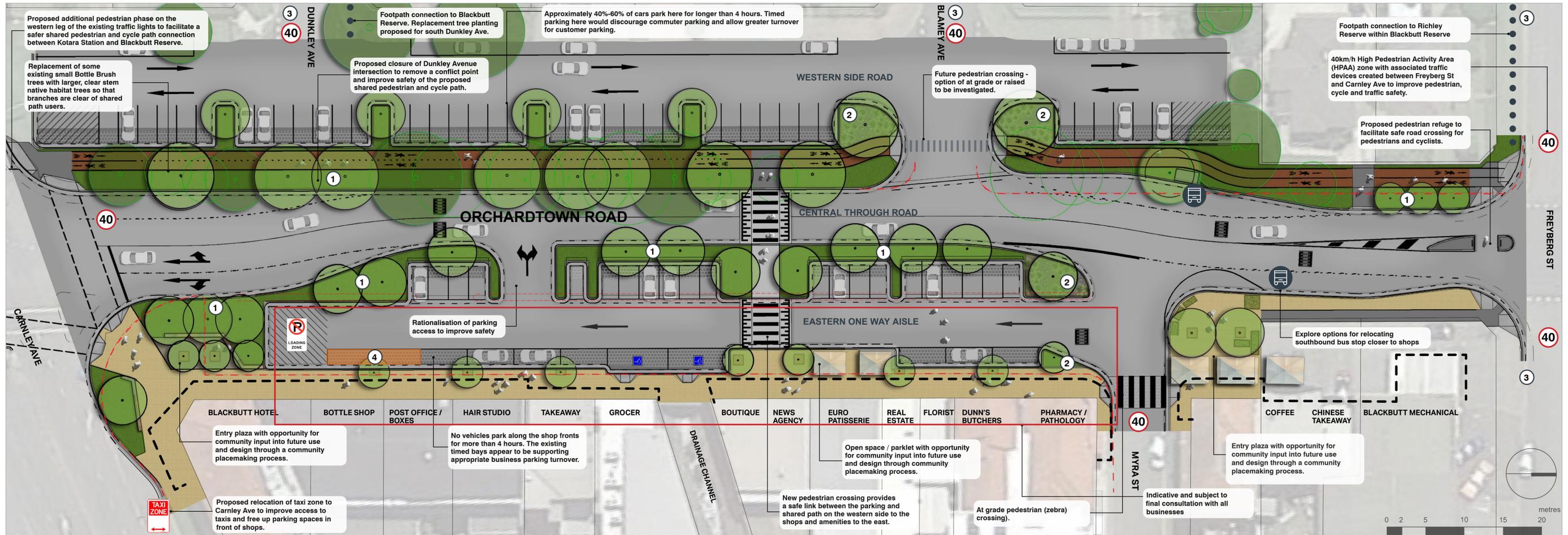
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**CCL 22/09/2020 - ADOPTION OF BLACKBUTT VILLAGE
ORCHARDTOWN ROAD, NEW LAMBTON LOCAL CENTRE PUBLIC
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ITEM-68 **Attachment A:** Blackbutt Village, Orchardtown Road New
Lambton Public Doman and Traffic Plan

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FINAL BLACKBUTT VILLAGE, ORCHARDTOWN ROAD PUBLIC DOMAIN AND TRAFFIC PLAN



NOTE: THIS PLAN HAS BEEN PRODUCED FOR COMMUNICATION PURPOSES ONLY AT CONCEPT DESIGN LEVEL AND IS NOT A DETAILED CIVIL DESIGN. FINAL LAYOUTS WILL BE SUBJECT TO A DETAILED DESIGN PROCESS AND INVESTIGATIONS OF ALL SERVICES AND TECHNICAL REQUIREMENTS

KEY

- PROPOSED STREET TREE
- EXISTING STREET TREE TO BE RETAINED AND PROTECTED
- EXISTING STREET TREE TO BE REMOVED
- EXISTING KERB EXTENTS
- SHOP AWNING EXTENTS
- PROPOSED GARDEN BED
- PROPOSED CONCRETE PAVEMENT
- PROPOSED POROUS PAVING
- PROPOSED SHARED PATH (MATERIAL TO MINIMISE TREE IMPACT)
- PROPOSED FOOTPATH CONNECTIONS TO BLACKBUTT RESERVE
- TRAFFIC SPEED CUSHION
- PEDESTRIAN CROSSING
- BUS STOP
- TAXI ZONE
- 40KMH HIGH PEDESTRIAN ACTIVITY AREA (HPAA) EXTENTS
- 1 PROVIDES SHADE TO CAR PARKING SPACES, IMPROVES THE VISUAL AMENITY OF THE STREET AND HELPS REDUCE TRAFFIC SPEEDS
- 2 PROPOSED RAIN GARDEN WHICH ABSORB WATER RUNOFF FROM ROADS AND PASSIVELY IRRIGATE THE PLANTING
- 3 CAPACITY AVAILABLE IN SURROUNDING STREETS TO ABSORB COMMUTER PARKING DISPLACED BY PROPOSED TIME RESTRICTIONS
- 4 OPTIONAL OPEN SPACE / PARKLET FOR COMMUNITY FEEDBACK



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CCL 22/09/2020 - ADOPTION OF BLACKBUTT VILLAGE ORCHARDTOWN ROAD, NEW LAMBTON LOCAL CENTRE PUBLIC DOMAIN AND TRAFFIC PLAN

ITEM-68 **Attachment B:** Community Online Survey Analysis
December 2017

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Blackbutt Village, Orchardtown Road - online survey analysis (December 2017)

The online community survey was open from Wednesday 6 December until Wednesday 20 December 2017, with a total of 227 surveys completed.

Question: Please rank in order of priority the following aspects of your neighbourhood centre that you would most like to see improved:

Results - priorities ranked

	1	2	3	4	5	6	7	8
Pedestrian safety, access and connectivity	36%	28%	16%	13%	6%	1%	0%	0%
Traffic safety	25%	24%	13%	6%	15%	11%	6%	2%
Aesthetics (the look and feel of the area)	17%	14%	19%	19%	9%	11%	5%	5%
Cycling safety, access and connectivity	10%	11%	19%	12%	15%	15%	9%	8%
Street trees	5%	9%	11%	16%	17%	20%	11%	11%
Drainage	4%	2%	4%	7%	12%	19%	34%	18%
Street furniture and comfort	2%	8%	12%	18%	19%	11%	20%	10%
Crime and antisocial behaviour	2%	4%	5%	10%	7%	11%	14%	47%

Open Comments Analysis:

1 - Top 3 things liked most

Item	Frequency
trees in road	
trees/ landscape general	
good variety / range of shops and services	
speciality shops/independent local traders/ no franchises/high quality	
small centre- no hassle	
community/ family feeling/ friendly	
village atmosphere	
accessibility/ convenience - close to home	
good pedestrian walking	
wide footpath in centre and wide streets	
low traffic volume / low traffic speed	
easy and free parking - on both sides of road	

-separate street access - for disabled people	
safe area/ no anti social behaviour	
good aesthetics (in suburb ?)	
cleanliness	
quiet / calm and space	
proximity to Blackbutt /Richley Reserve	
proximity to other services such as library, railway, Westfield, medical centre and other areas of Newcastle	
good schools	
flat topography	
Novocastrian park - and other parks	
not overdeveloped/low density housing	
Blackbutt Hotel	
cafes	
Euro Patisserie	
al fresco café space	
good for cycling	
bus stop and public transport access	
post office	
newsagent	
bottle shop	
close to other Newcastle areas/amenities	
Drs surgery and pharmacy co - located	
bike rack	
playground facilities	

2 - Top 3 things requiring change

Item	Frequency
pedestrian crossings required (specifically mentioned as 'crossing') - to shops - Novocastrian Park -near bus stops	
footways – general in all areas. not enough in suburb to connect facilities no footpaths on Carnley Ave west of intersection/ to Novocastrian Park -pedestrian safety -grades need to allow for disability - wider footpaths/outdoor dining	
increase cycleways to schools /parks and fernleigh track/separated cycleways/ other	
pedestrian /cyclist access to Blackbutt (specifically mentioned)	
safer traffic conditions generally around the area -near soccer park	

-carnely ave intersection -speed is a big concern -sequencing is dangerous -Freyberg St traffic is too fast and congested -less traffic noise -Birdwood Street to be local traffic only	
parking /better design/close to shops/sight lines bad -safer entry/exit to shops Freyberg St parking options - timed parking to prevent park and ride for John Hunter Hospital - parking in side streets is a problem	
urban design/landscape upgrade to shops -shade to shops from trees - street trees -outdoor seating/street furniture -open up area wayfinding from bus stops to Blackbutt Reserve and cafes	
bus stop -clean up -weather proof improved bus services more bus services	
community garden	
play equipment at regent and evescourt park	
ATM installed	
wheelchair access	
more convenience stores/general store and take away more cafes better chinese fruit and veg store	
upgrade sports ground	
more facilities in parks	
fenced dog park	
dedicated path to Grinsell St and Lambton	
better quality pub with outdoor eating area	
Blackbutt Mechanics – dedicated footway required to separate cars and pedestrians	
the gutters are bad	
public toilet in centre	
drainage improvement required	

public pool required	
outdoor gym near Blackbutt Reserve	
more community activities	
expand the size of the centre	



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CCL 22/09/2020 - ADOPTION OF BLACKBUTT VILLAGE ORCHARDTOWN ROAD, NEW LAMBTON LOCAL CENTRE PUBLIC DOMAIN AND TRAFFIC PLAN

ITEM-68 **Attachment C:** Orchardtown Road Traffic Plan

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KEY

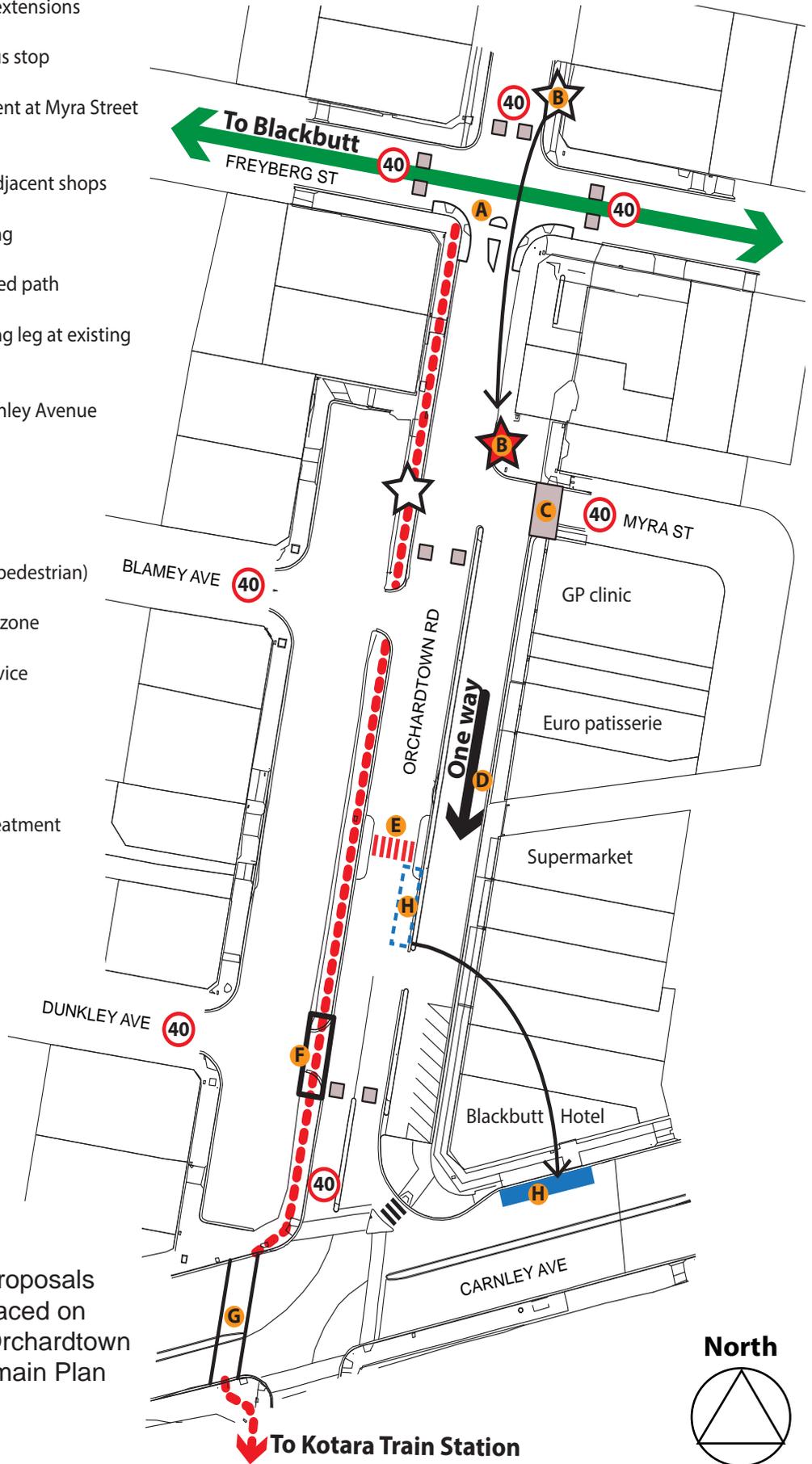
- A** Proposed pedestrian refuge and kerb extensions
- B** Proposed relocation of southbound bus stop
- C** Proposed continuous footpath treatment at Myra Street intersection
- D** Proposed one way lane southbound adjacent shops
- E** Proposed mid-block pedestrian crossing
- F** Proposed road closure facilitating shared path
- G** Proposed additional pedestrian crossing leg at existing signalised intersection
- H** Proposed relocation of taxi rank to Carnley Avenue

LEGEND

-  Proposed on-road cycle route
-  Proposed shared path (cycle and pedestrian)
-  Proposed entry to 40km/hr HPAA zone
-  Proposed traffic speed control device
-  Existing bus stop
-  Proposed bus stop
-  Proposed continuous footpath treatment
-  Proposed road closure
-  Proposed pedestrian crossing
-  Existing pedestrian crossing
-  Existing taxi rank
-  Proposed taxi rank

Note:

If approved in principle these proposals will be incorporated into and placed on exhibition as part of the Draft Orchardtown Road New Lambton Public Domain Plan and Traffic Plan.





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ITEM-68 **Attachment D:** Orchardtown Road PX Survey

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ABOUT PLACE SCORE

PLACESCORE™ is a groundbreaking Place Experience (PX) diagnostic, engagement, benchmarking and tracking solution.

The PX tool captures your community's assessment of places as they stand. The Care Factor tool lets your community identify what is most important to them. Attributes with a high Care Factor and a low PX Score can be given priority, while high Care Factors and high PX Scores are the basis for celebration. Conducting a PX assessment before and after change is a great way to obtain definitive data regarding the impact of improvements.

EXECUTIVE SUMMARY

Between 12 and 15 June 2019 PLACESCORE, on behalf of the City of Newcastle, collected place experience assessments of Orchardtown Road, New Lambton (between Carnley St and Freyberg St) via face to face surveys.

KEY FINDINGS:

- Orchardtown Road (Btw Carnley Ave & Freyberg St) received a PX Score of 65/100.
- The strongest rated attribute is 'Welcoming to all people'.
- The poorest rated attribute is 'Public art, community art, water or light feature'.
- People aged 45-64 rate 'Walking, cycling or public transport options' 8 points higher than people aged 25-44.
- People aged 25-44 rate 'Evidence of recent public investment (new planting, paving, street furniture etc.)' 42 points higher than people aged 45-64.
- Women rate this place 5 points higher than Men.
- Men rate 'Walking, cycling or public transport options' 10 points higher than Women.
- Women rate 'Things to do in the evening (shopping, dining, entertainment etc.)' 26 points higher than Men.
- People of European (including United Kingdom) ancestry rate 'Elements of the natural environment (views, vegetation, topography, water etc.)' 30 points higher than people of Australasian ancestry.
- Workers rate 'Culturally diverse businesses (both ethnicities and interests etc.)' 17 points higher than Residents.
- Residents rate 'General condition of vegetation, street trees and other planting' 18 points higher than Workers.

THE PX SCORE¹ FOR ORCHARDTOWN ROAD IS:



HOW DOES PX SCORE WORK?

PX Score provides you with a number between 0 and 100 that measures your community's experience of their place. It allows you to identify the place attributes that are contributing positively and negatively to place experience; providing you with an important tool for prioritising investment.

METHODOLOGY

Participants were asked to complete face to face surveys rating 50 place attributes in terms of the contribution to their personal experience. This report captures the findings of the survey.

NOTES ABOUT RESEARCH DATA

- Respondents are asked to rate 50 attributes across 5 dimensions on how they contribute to the respondents' personal enjoyment of the area on a scale of 0 to 10, where 0 = "Fail" and 10 = "Perfect". Respondents can also select "N/A" if that attribute is not applicable to the area or does not impact upon their place experience.
- This report only includes 100% completed surveys (compulsory questions only).
- Place dimensions are scored out of 20.
- NPS (Net Promoter Score) is a standard tool for measuring respondent loyalty to a brand or entity. Respondents are asked "How likely is it that you would recommend this place to a friend or colleague?" on a scale of 0 to 10 where 0 is "Not at all likely" and 10 is "Extremely Likely." The final NPS score is the difference between the percentage of Promoters (rating 9 or 10 out of 10) and the percentage of Detractors (rating 0 to 6 out of 10).
- Groups with <10 respondents are highlighted grey to indicate a small dataset and results are indicative only.
- Percentages may not always sum to exactly 100% due to rounding.

ABOUT YOUR DATASET

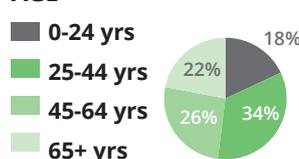
Data was collected via face to face surveys between 12 and 15 June 2019. A total of 50 people participated with 50 completing all questions (100% completion rate).

TOTAL ²
n=50

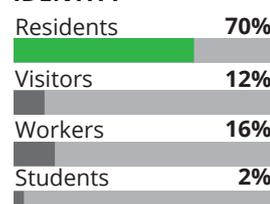
GENDER



AGE



IDENTITY



TOP 3 COUNTRIES OF BIRTH



ORCHARDTOWN ROAD

(BTW CARNLEY ST AND FREYBERG ST) NEW LAMBTON, NSW, AUSTRALIA

This PX assessment is for Orchardtown Road in New Lambton between Carnley Ave and Freyberg St. The local centre features a shopping strip on its eastern side with various local businesses ranging from essential services to leisure, while the western side of the road is mostly residential. The area features a median strip with some trees and offers both on-and-off-street parking on both sides of the road as well as bus services.

How does this compare with other similar places?



YOUR HIGHEST RATED PLACE ATTRIBUTES

The following place attributes rated highest overall:

- #1 Welcoming to all people
- #2 Businesses that reflect the local community and values
- #3 Interaction with locals/ other people in the area (smiles, customer service etc.)

YOUR LOWEST RATED PLACE ATTRIBUTES

The following place attributes rated most poorly overall:

- #50 Public art, community art, water or light feature
- #49 Evidence of public events happening here (markets, street entertainers, festivals etc.)
- #48 Amenities and facilities (toilets, water bubblers, parents rooms etc.)

BREAKING DOWN YOUR SCORE

Your PX Score is made up of 5 key place dimensions³, each rated out of 20, that influence people's attraction and attachment to place.

LOOK & FUNCTION



SENSE OF WELCOME



THINGS TO DO



UNIQUENESS

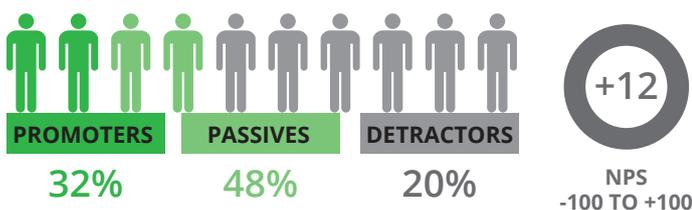


CARE



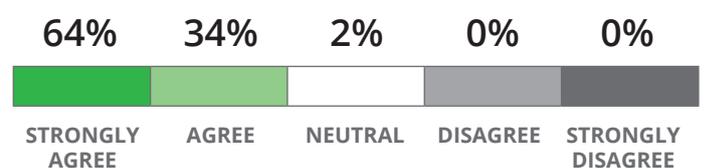
NET PROMOTER SCORE⁴

How likely are your community to recommend this place?



How did your community respond to the statement...

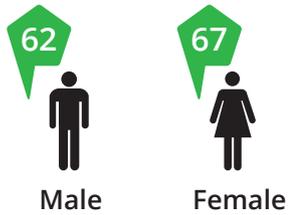
"I care about this place and its future"



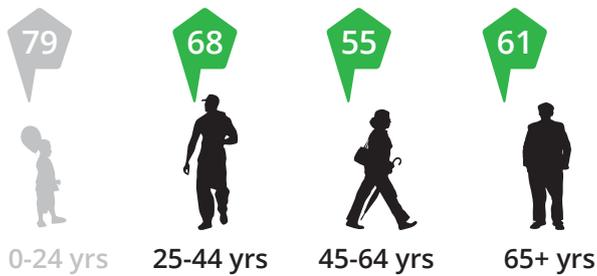
COMMUNITY GROUP PX SCORES ⁵

Groups within your community may perceive place experience differently to one another. The following infographics provide you with the PX Scores for different demographic groups:

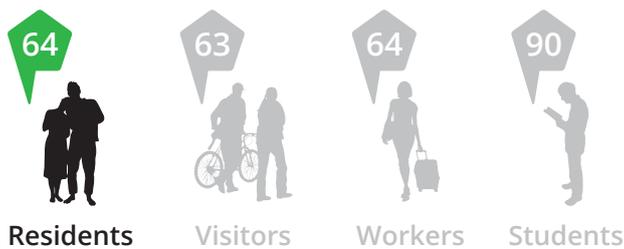
BY GENDER



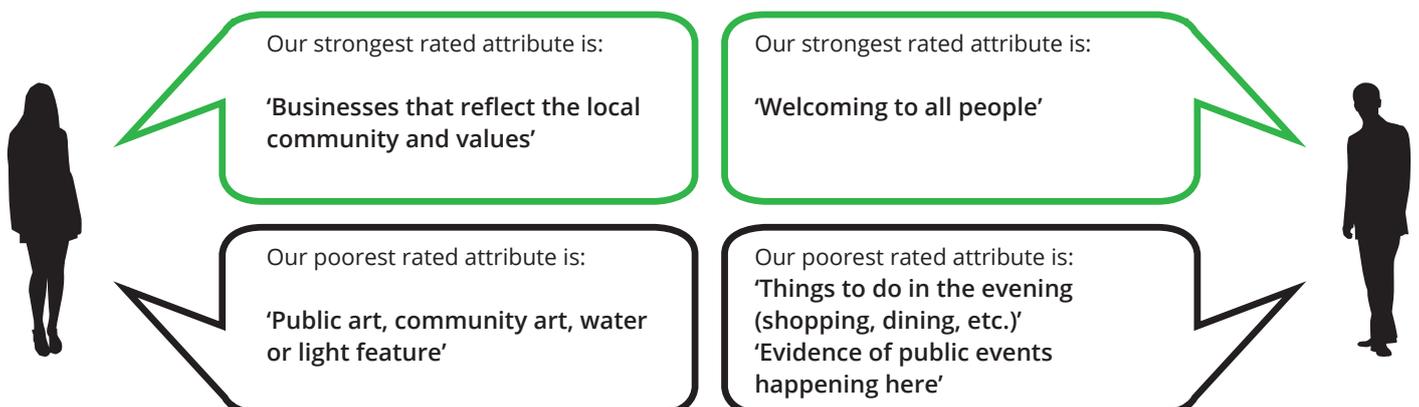
BY AGE



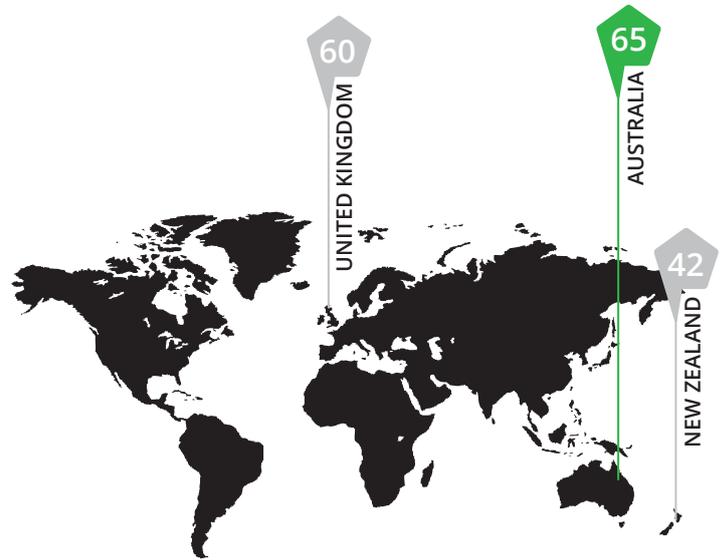
BY IDENTITY



ATTRIBUTES BY GENDER



BY COUNTRY OF BIRTH



BY ANCESTRY



THE 5 DIMENSIONS OF GREAT PLACES:

The **PLACESCORE™** attributes have been defined as a result of extensive investigation of community, academic and commercial research to identify the factors that contribute to place experience under 5 key place dimensions.

The strongest and weakest attributes overall are noted under the respective place dimension.



PLACE DIMENSION	STRONGEST	WEAKEST
 <p>LOOK & FUNCTION The physical characteristics of the area - how it looks and works, its buildings, public space and vegetation</p>	Physical comfort (including noise, smells, temperature)	Physical safety (paths, cars, lighting etc.)
 <p>SENSE OF WELCOME Whether the place inviting to a range of people regardless of age, income, gender, ethnicity or interests</p>	<p>#1 Welcoming to all people</p> <hr/> <p>#2 Businesses that reflect the local community and values</p>	<p>#48 Amenities and facilities (toilets, water bubblers, parents rooms etc.)</p>
 <p>THINGS TO DO Activities, events and the invitation to spend time in the place that might lead to a smile, a nod or even a new friend</p>	Interesting things to look at (people, shops, views etc.)	<p>#49 Evidence of public events happening here (markets, street entertainers, festivals etc.)</p>
 <p>UNIQUENESS Things that make the area interesting, special or unique - these could be physical, social, cultural or economic aspects of the place</p>	Landmarks, special features or meeting places	<p>#50 Public art, community art, water or light feature</p>
 <p>CARE How well the area is managed, maintained and whether improvements are being made - it considers care, pride and both personal and financial investment</p>	<p>#3 Interaction with locals/ other people in the area (smiles, customer service etc.)</p>	Evidence of recent public investment (new planting, paving, street furniture etc.)

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ITEM-68 **Attachment E:** Public Exhibition Advertising Materials

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Public Exhibition

Draft Blackbutt Village, Orchardtown Road, Public Domain and Traffic Plan



We have listened to the community and are excited to exhibit the draft concept plan for Blackbutt Village, Orchardtown Road. We now invite you to provide your feedback.

This plan proposes to improve pedestrian, cycle and traffic safety by establishing:

- A 40km/hr high pedestrian activity area
- Separated parking from the busy through road
- A midblock pedestrian crossing
- A shared pedestrian and cycle path on the western side of the road
- A new pedestrian/cycle crossing phase on the western leg of the traffic lights.

Other improvements include:

- Trees and landscaping
- Upgraded paving and street furniture
- Upgraded bus stops.

Timeline

- **2 March:** Public exhibition opens
- **28 March:** Community workshop
- **9 April:** Public Exhibition closes
- **August/September:** Plan approved by Council
- **2021:** Construction commences

How you can feedback:

Online

View and comment on the draft plan via online form - visit ncc.nsw.gov.au/exhibition

In writing

Mail your submission to:
CEO, City of Newcastle, Attn: Acting Project Planning Coordinator,
PO Box 489, Newcastle 2300.

If you need help making a submission, contact Sarah Horan, Acting Project Planning Coordinator on 4974 2000.

Attend a community workshop

Locals are welcome to provide face-to-face feedback and have their questions answered.

Where: Blackbutt Hotel
80 Orchardtown Road, New Lambton

When: Saturday 28 March,
9.30am – 12.00pm
Places are limited – register online at ncc.nsw.gov.au/exhibition

newcastle.nsw.gov.au



City of
Newcastle



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ITEM-68 **Attachment F:** Blackbutt Village - Exhibition Feedback Report

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BLACKBUTT VILLAGE, ORCHARDTOWN ROAD, NEW LAMBTON
DRAFT CONCEPT PLAN COMMUNITY FEEDBACK

V4 29.07.2020



INTRODUCTION

101 people associated with Orchardtown Road provided online feedback on the Draft Concept Plan. There was overwhelming support for the document with 64 to 77% in support of the Draft Concept Plan overall.

The survey shows that the community are split 50/50 on an overall reduction in car parking spaces. However, there is significant support from two thirds of respondents (47% agree/strongly agree, 19% neutral) for improved public realm and paths for walkers and cyclists.

111 people associated with Orchardtown Road provided formal submissions. These submission show support for the Draft Concept Plan overall, however concerns about traffic and the impact of the reduction of car parking were raised.

PURPOSE OF THIS DOCUMENT

Since May 2019, Place Score has been working with Newcastle City Council to develop a Place Plan for Orchardtown Road.

As a part of the process, Place Score:

- Undertook a PX Assessment of Orchardtown Road
- Reviewed four proposed concept options based on Orchardtown Road Place Principles
- Proposed improvements and questions for community members for the further engagement, the findings of which are included in this report

Community feedback was sought via the Draft Concept Plan Feedback survey (online from 2 March to 24 April 2020) and via formal submission to Council.

The community was asked to provide feedback on the following key elements of the Draft Concept Plan:

- Public open spaces
- Parking
- Safer pedestrian, driver and cyclist movement
- Greater visibility, improved traffic flow and public transport connection to the shops
- The look and feel (street furniture, public realm activities, vegetation)

The Draft Concept Plan Feedback survey was widely promoted including:

- Online via Council's website home page and through the Newcastle Voice eNewsletter
- Social media (paid and
- Print media (newspapers)
- Flyers and posters in the library and local businesses
- Letterbox drop to surrounding residents

This document provides an overview of community support and concerns regarding the key components of the Draft Concept Plan and will be used to inform subsequent Place Plan.

DRAFT CONCEPT PLAN FEEDBACK

ABOUT THE RESPONDENTS

Gender		Age		Association	
Women 56%	Men 44%	15-24 - 2%	25-44 - 35%	Employee or business owner - 11%	Local resident - 66%
		45-64 - 45%	65+ - 19%	Visitor/shopper - 19%	Other - 4%

PUBLIC OPEN AND GREEN SPACES

The draft concept plan proposes to:

- Provide accessible and well maintained public open spaces that facilitate social interaction.
- Connect the centre with its' surroundings (footpaths, bike path).
- Make the area less appealing as an all-day commuter parking option.
- Enhance existing businesses by providing additional space for outdoor trading.
- Improve the physical comfort and convenience of public places by providing well-placed seating for eating and resting, bubblers, bike stands and waste/recycling bins.

The draft plan also proposes to increase street greenery and tree cover to cool down the public spaces, providing shade and creating a visually pleasant space that people enjoy spending time in.

Over three quarters of respondents are in support of the proposed greening, and two thirds are in support of the improvements to the public space.

Community Feedback:

The following outlines the community support, concerns and ideas for improved Green Spaces:

Support (Strongly Agree/ Agree)	Community support/ideas
77%	Fully support the proposed draft for full implementation
	I think it needs to be done looks good overall
	Absolutely need plaza area and raised pedestrian area at Myra St
Concerns (Disagree/ Strongly Disagree)	There is limited space in this overall area to have much impact and we have [Blackbutt] Reserve on the doorstep if you want green spaces
	Additional green space is fantastic, however at the expense of parking. The parking situation is already congested, and will push cars further in to the neighbourhood

The following outlines the community support, concerns and ideas for Public Open Spaces:

Support (Strongly Agree/ Agree)	Community support/ideas (Examples only)
64%	Excellent design for public realm
	Any measures which improve the amenity of local centres are very welcome. This draft plan provides a calm, community centred, ecologically improved asset for the neighbourhood. There will be benefits for residents, visitors and local businesses. Very well done, NCC!
	It's a good improvement
22%	Blocking off Dunkley is ridiculous, it is going to make an already problematic problem with parking for residents in the narrow [street] of Blamey Ave.
	I am concerned that the improved public open spaces may come at the expense of convenient parking spaces
	The draft proposal dramatically reduces the amount of available car parking spaces which will reduce the level of customers that will frequent the local shops and eateries and turn the Blackbutt Village into a ghost town

PARKING

The draft concept plan proposes a reconfiguration of parking spaces to provide for:

- Increased shade trees and green space and increased amenity of community open space for resting and outdoor dining
- Improved accessibility to the shops
- A shared pedestrian and cycle path
- Increased access to local businesses through timed (not paid) parking.
- Increased safety for drivers, pedestrians and cyclists.

Half of respondents are concerned about the reduction in parking spaces, however, the community is generally in support of increasing public space, improving safety and increasing time parking access to local businesses.

Community Feedback:

The following outlines the community support for parking:

Question	Support (Supportive/very supportive)	Concerns (Unsupportive/ very unsupportive)
To what extent do you support reducing the number of parking spaces by approximately 25 to provide public domain benefits as outlined above? This will leave approximately 91 car spaces.	37%	50%
To what extent do you support reduction of parallel parking by 1 – 2 spaces in front of the shops to allow for more useable public open space?	47%	34%
To what extent do you support increasing driver, pedestrian and cyclist safety by relocating parking spaces from the busy main through road, to reduce vehicle conflict.	62%	31%
To what extent do you support increasing access to local businesses through timed (not paid) parking in order to reduce all-day commuter parking?	69%	13%

Other feedback:

- Our only concern is with the overflow of staff parking (of businesses in Orchardtown Road), into surrounding streets (Dunkley, Blamey and Freyburg), that will impede residential parking.
- Overflow parking further up at park area should be considered as the area will increase in popularity with the upgrade works

SAFER PEDESTRIAN, DRIVER AND CYCLIST MOVEMENT

A priority aim of the draft concept plan is **to improve pedestrian, driver and cyclist safety within and through the Village**. Overall, community are aligned and in support of improved pedestrian, driver and cyclist safety.

Respondents are in support for improving pedestrian, driver and cyclist safety with over two thirds of respondents in agreement of the proposed changes.

Community Feedback:

The following outlines the community support for pedestrian, driver and cyclist safety:

Question:	For	Against
Do you agree with the proposed 40 km/hr High Pedestrian Activity Area?	85%	15%
Do you agree with the proposed mid-block pedestrian crossing linking the shops to the western side road?	88%	12%
Do you agree with the proposed signalled pedestrian crossing to be incorporated into the western side of the existing traffic lights at the intersection of Carnley Avenue and Orchardtown Road?	88%	12%
Do you agree with the proposed pedestrian priority path crossing in Myra Street?	80%	20%
Do you agree with the proposed median strip refuge and extended kerb at the intersection of Freyberg Street and Orchardtown Road?	72%	18%
Do you agree with the proposed shared path connection on the western side of Orchardtown Road?	77%	23%
Would you support a pedestrian crossing at the intersection of Blamey Avenue and Orchardtown Rd?	66%	34%

Other feedback:

- The Dunkley Ave intersection has been a concern for years and we welcome the closure for safety purposes.
- The shared path seems to take up a lot of space, and I can't imagine it will be highly used by cyclists

GREATER VISIBILITY, IMPROVED TRAFFIC FLOW AND PUBLIC TRANSPORT CONNECTION TO THE SHOPS

The draft concept plan also proposes improvements that allow for **greater visibility, improved traffic flow and public transport connection to the shops**. Overall, the community are aligned and in support of improvements that allow for greater visibility, improved traffic flow and public transport connections to the shops.

Respondents are generally back the proposed changes, with between 60 and 81% of respondents in support of the improvements.

Community Feedback:

The following outlines the community support for greater visibility, improved traffic flow and public transport connection to the shops:

Question:	For	Against
Do you agree with the proposed closure of the intersection of Dunkley Avenue and the main through-road of Orchardtown Road to increase driver, cyclist and pedestrian safety?	66%	34%
Do you agree with making the pull-in lane outside the shops one-way southbound, to improve traffic flow and driver/pedestrian safety?	81%	29%
Do you agree with the proposed relocation of the southbound bus stop, in order to be closer to the shops? (From north of Freyberg Street to south of Freyberg Street?)	63%	37%
Do you agree with the proposed relocation of the taxi rank to Carnley Avenue in order to improve access and free up parking space in front of the shops?	78%	22%
Do you agree that the overall draft concept plan strikes a balance between place and vehicle infrastructure improvements?	60%	40%

Other feedback:

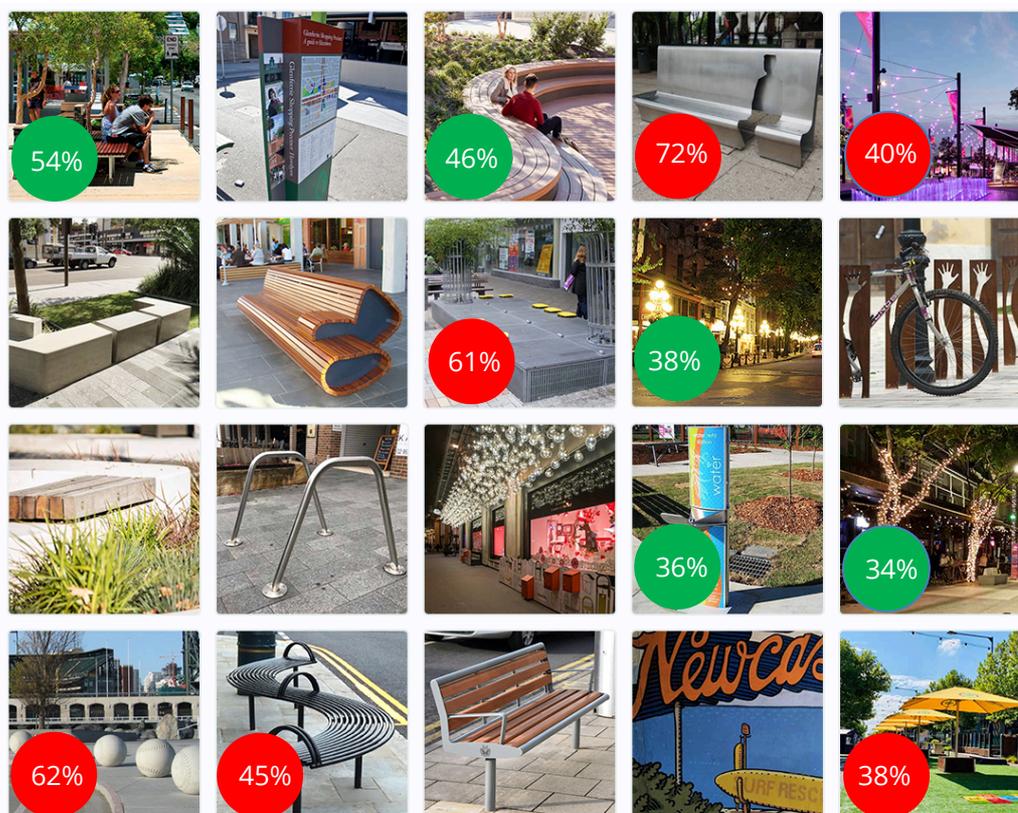
- The shared path seems to take up a lot of space, and I can't imagine it will be highly used by cyclists. Why can't you just put a normal footpath? Would that leave room for more parking spots?
- Please include a pedestrian crossing across orchardtown road. It is currently so busy and unsafe for kids walking and using bikes in this area.
- I do agree with moving the taxi rank. I am opposed to closing the entrance to Orchardtown Road from Dunkley as the benefits would be minimal but the impact to residents would be high.
- Good plan, well thought out.
- Overall, a very attractive plan.
- A lot of good points and improvements

THE LOOK AND FEEL OF ORCHARDTOWN ROAD'S PUBLIC DOMAIN

Survey respondents were asked to ideate on what elements would be in the public domain – street furniture, public realm activities and vegetation - and were given a set of images that they classified into what they would or wouldn't support for the future of Orchardtown Road. Please note: survey respondents were able to select more than one option image.

Street furniture:

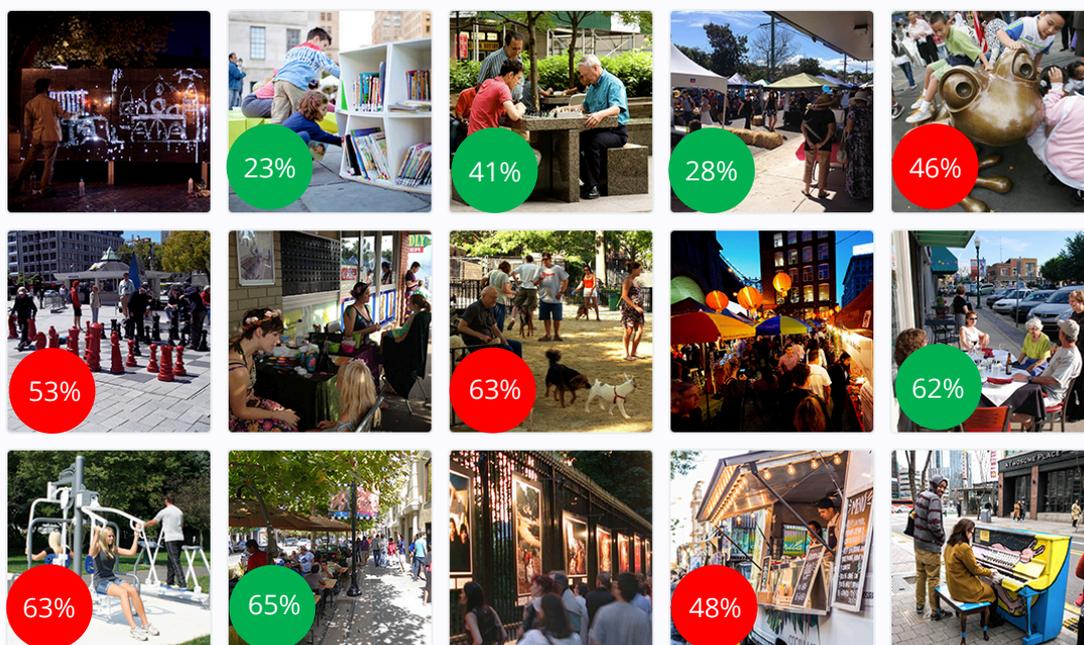
Survey respondents **support**/**do not support** the following street furniture elements:



Respondents were more aligned around which street furniture elements they did not want to see in the future Orchardtown Road. Overall, respondents preferred softer, wooden elements over stone and metal.

Public realm activities:

Survey respondents **support**/**do not support** the following public realm activities:



Respondents were more aligned around which public realm activities they did not want to see in the future Orchardtown Road. Overall, respondents preferred informal opportunities to connect through the provision of seating and outdoor dining.

Vegetation:

Survey respondents **support**/**do not support** the following vegetation types:



Respondents were more aligned around which street landscaping elements they did not want to see in the future Orchardtown Road. Overall, respondents preferred more traditional and structured planting over more abstract or quirky elements.

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**CCL 22/09/2020 - ADOPTION OF BLACKBUTT VILLAGE
ORCHARDTOWN ROAD, NEW LAMBTON LOCAL CENTRE PUBLIC
DOMAIN AND TRAFFIC PLAN**

ITEM-68 **Attachment G:** Summary of Individual Written Submissions –
Blackbutt PDP

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Summary of individual written submissions - Blackbutt Village, Orchardtown Road PDP

(Exhibition held from 2 March to 23 April 2020)

Summarised Submission Issues – Written Submissions

Submission Issue	Number of related submissions	Submitted Solutions	City of Newcastle Comments
<p>Parking numbers</p> <p>A reduction in at the door parking will result in reduced numbers of customers which will affect businesses.</p>	2	<p>Can you gain 5 or more spaces by restricting (not removing) the green ends of parking bays.</p> <p>If you include timed parking of 15 mins, 30 mins, 1 hour and 2 hours on all areas shown on your exhibition and including Myra Street, then I believe, that we will have ample parking for all our clients. We would need to create parking for staff as near as possible & encourage them not to park outside homes. I believe that owners can facilitate this message to staff. The obvious spots are Western end of Blamey Ave., Beside Novocastrian Playing Fields & Beside small park on Carnley / Orchardtown Corner.</p> <p>Consider building 90' Car Spaces along the Novocastrian Playing Fields. Staff could park here</p>	<p>The PDP layout provides the maximum possible number of parking spaces to Australian Standard.</p> <p>60% of respondents agreed that the overall draft concept plan strikes a balance between place and vehicle infrastructure improvements. It is important to note that it is not possible to provide the highly supported safety and open space amenity improvements without reducing the amount of space taken up by parking.</p> <p>CN officers undertook parking occupancy surveys on Friday 30 May and Saturday 1 June 2019 (refer to tables below). The results indicate that introducing and enforcing timed parking to prevent long stay commuter parking will balance the net loss of parking spaces by increasing parking vacancies.</p>

Submission Issue	Number of related submissions	Submitted Solutions	City of Newcastle Comments
		<p>without upsetting nearby houses and extra parking is needed during weekend sports events.</p> <p>Consider building 90' Car Spaces along Orchardtown Road East side into the small Park on corner of Carnley Ave. Staff could then park here.</p>	<p>69% of exhibition respondents expressed support for the implementation of timed (not paid) parking to increase parking turnover.</p> <p>90 degree parking at Novocastrian Park and the small park on the corner of Carnley Avenue is out of scope for this project - flag for future investigation.</p>
<p>Traffic Safety at the Existing Traffic Lights (intersection of Carnley Avenue and Orchardtown Road)</p> <p>Motor vehicle accidents and many near misses for vehicles and pedestrians at this intersection. The main issue appears to be the lack of dedicated turning lanes for traffic from Orchardtown Road onto Carnley Avenue. This applies to both directions.</p>	2	<p>Modify these traffic lights. Suggest dedicated traffic signs indicating that traffic on the inside lane must turn right and the traffic in the inside lane must continue straight through on Orchardtown Road. Installation of mandatory direction signs would improve traffic flow and eliminate confusion.</p>	<p>Traffic flow at this signalised intersection will be investigated at detail design stage. The traffic lights and signage will be modified as required to address safety issues.</p>

Submission Issue	Number of related submissions	Submitted Solutions	City of Newcastle Comments
<p>Visibility at the intersection of Freyberg Street and Orchardtown Road</p> <p>A dangerous intersection for traffic - near accidents on Orchardtown Road from vehicles leaving Freyberg Street due to the limited visibility. This is caused by the fact that vehicles are parked almost on the corner (opposite the Mechanical Workshop). Visibility is greatly impeded. Near misses for vehicles is commonplace.</p> <p>The plan shows a proposed pedestrian refuge and widening of the footpath area on the western side of Orchardtown Road. This proposal will stop vehicles travelling from either direction on Orchardtown Road passing vehicles which are turning either left or right into Freyberg Street and therefore inhibiting traffic flow.</p>	2	<p>I propose that the Orchardtown Road/Freyberg Street intersection should be included into the concept plan so any changes can ensure cohesion between the two areas.</p> <p>Eliminate parking in close proximity to this intersection.</p>	<p>This intersection is included in the project.</p> <p>The proposed 40km/hr HPAA zone will slow cars at this intersection making it safer.</p> <p>Parking restrictions to maintain appropriate sightlines at the intersection will be investigated at detail design stage.</p>
<p>Potential for parking overflow into Dunkley Avenue</p> <p>The proposed changes will increase what is already excessive parking in this residential street. This parking is primarily the overflow from the current Orchardtown road parking - both workers from the commercial properties and the visitors to those shops. Reducing the long term parking only makes the situation much worse. With parking on both sides of the road there is only a very small single lane to navigate through</p>	2	<p>To make Dunkley Avenue itself safer, we would require less parking and make Dunkley Avenue parking for residents only and this would need to be policed and fines issued for breaches.</p> <p>There needs to be some consideration as to where staff can park that does not impact residents and/or time restrictions that exclude residents.</p>	<p>In similar low speed, low traffic volume situations across the LGA, all day parking is not seen as a risk to safety. However, introducing timed parking to side streets would increase vacancy rates and thereby open sightlines and manoeuvring space. CN officers propose a survey of potentially affected residents to gauge the appetite for implementing timed parking on side streets. It is important to note that a resident parking permit scheme could</p>

Submission Issue	Number of related submissions	Submitted Solutions	City of Newcastle Comments
which is unsafe.			not be approved in conjunction with timed parking because properties in this area have existing off-road parking.
Provision of disabled parking spaces Do not increase disabled spaces as this can be compensated for by timed spaces.	1	Do not increase disabled spaces as this can be compensated for by timed spaces.	Provision of disabled parking spaces is an accessibility requirement mandated by law.
Don't change the existing bus stops	1	Leave bus stops unchanged	63% of exhibition respondents agree with the proposed relocation of the southbound bus stop, from north of Freyberg Street to south of Freyberg Street in order to be closer to the shops Relocation of the southbound bus stop will be investigated at the detail design stage.
By all means restrict speeds to 40Kmh at the Village but do not extend into Freyberg St.	1		Extending the 40km/hr HPAA zone into Freyberg Street is not proposed.
Do not increase the width of the main shops footpath, it is ample at present.	1	Maintain current footpath width in front of shops	Community consultation indicated a desire for more useable space for pedestrians, including space for people to congregate without blocking the footpath. Pedestrian access, landscape and public amenity improvements are well supported by respondents. 60% of respondents agreed that the overall draft concept plan strikes a balance

Submission Issue	Number of related submissions	Submitted Solutions	City of Newcastle Comments
			between place and vehicle infrastructure improvements.
<p>Taxi zone The proposed position of the taxi zone on Carnley Avenue outside the Blackbutt Hotel is not within sight of the main shopping area. The proposed position is also not as accessible for people in particular, those using the doctor's surgery and/or the pharmacy located near Myra Street.</p>	1	I would propose that consideration be given to the taxi zone being positioned adjacent to the disabled parking spaces and using the No. 4 "Optional Open Space/Parklet" and Loading Zone for additional car parking.	78% of exhibition respondents supported relocation of the taxi rank to Carnley Avenue.
<p>Loading zone The proposed loading zone only has one entry/exit and will not allow a truck to turn within this area for safe exiting in a forward direction. It will require trucks to reverse from the loading zone area past the exit road on the Eastern One Way Aisle before then being able to exit in a forward direction.</p>	1	I propose that the loading zone is positioned on Carnley Avenue in the area proposed for the Taxi Zone. This area is currently used by trucks delivering goods to the Blackbutt Hotel. I also note that some of the businesses have rear access from Myra Street which could also be used for deliveries.	Further engagement will be undertaken with businesses at detail design stage to finalise the location of the loading zone.
<p>Tree issue The River Oak Trees have been long-standing and successful in our centre. Please increase River Oaks rather than reduce, we are on a river bed at Blackbutt and care will need to be taken in selecting trees.</p>	1	It would be lovely if you added some Native Bird Feeding Trees / Shrubs.	CN arborists will take into account the local environment, biodiversity and the community's preferred design themes when selecting appropriate tree species.
<p>Out of Scope</p>			
<p>Safety – Carnley Avenue/ Birdwood Street intersection</p>	1	To improve higher traffic flow at this intersection, options could include	Flag with Traffic Team

Submission Issue	Number of related submissions	Submitted Solutions	City of Newcastle Comments
<p>With the proposed development of Orchardtown Rd, it is likely that a significant amount of traffic will divert to Birdwood St to avoid the 40kph zone.</p> <p>As a result, there will be increased traffic flow in the Carnley Ave - Birdwood St intersection. It would be important to analyse the current traffic conditions at Carnley Ave - Birdwood St, consider the anticipated traffic flow changes and determine how to better manage the movement of traffic in the area. This intersection is used extensively by pedestrians and cyclists, particularly in the times before and after school by children. Following the study, it is likely that NCC will find that the high pedestrian and cyclist flow will require consideration of safer options such as traffic lights or a pedestrian crossing with refuge islands at this intersection.</p>		<p>Traffic entering the intersection from the north on Birdwood St be required to turn left only into Carnley Ave.</p> <p>Create a turning lane on Carnley Ave for those travelling west on Carnley Ave and turning right into Birdwood St.</p> <p>Establish a single lane roundabout with pedestrian refuge islands at the Carnley/Birdwood intersection. Our preferred option would be a single lane roundabout with pedestrian refuge islands.</p> <p>It is important that the tree landscape of Carney Ave is maintained, in line and consistent with Blackbutt Reserve and the development of Orchardtown Rd.</p>	
<p>Safety – Faye Avenue/ Orchardtown Road intersection</p> <p>Vehicle parking at the intersection of Faye Avenue and Orchardtown Road presents a safety hazard. Vehicles park in this area right on the kerb at the corner restricting vision and access for traffic travelling along this area. The proximity of these parked vehicles to the entry of both Faye</p>	1	<p>This is a matter that should be considered and investigated as an overall part of the planning of the Blackbutt Village, Public Domain and Traffic Plan.</p>	<p>Flag with Traffic Team</p>

Submission Issue	Number of related submissions	Submitted Solutions	City of Newcastle Comments
Avenue and Orchardtown Road creates a traffic hazard that affects the Blackbutt Village precinct in that it impedes the safe flow of traffic leaving and entering the Blackbutt Village.			



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ITEM-68 **Attachment H:** Blackbutt Village - PDP Process Flow Chart

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Blackbutt Village Orchardtown Rd : Public Domain Planning Process Flow Chart

