

Draft Manning Street Landuse and Zoning Study

(Industrial Area to Town Centre)



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Executive Summary

Manning Street in recent times has had many requests for rezoning. Most of these requests were not supported because of the apparent surplus of available land, most recently a rezoning request for a Car Sales Yard near the Industrial Area.

This study involved assessing the floor space and available land in Manning Street to determine if further rezoning for retail/commercial purposes is required. A review was also undertaken to determine whether the current zones along Manning Street are appropriate given the way in which the town has and is likely to develop.

The assessment revealed a total of 20,043sqm of floor space available on the ground level, with only 874sqm or nine shops being vacant. There were eight lots vacant or with old residences in the 3(a) General Business Zone representing a total area of 4,754sqm.

After compiling a series of constraint maps it was found that two precincts were suitable for some retail/commercial expansion, whilst an additional area was identified subject to cost and practicality of providing rear lane access. These areas are shown in Figure 3, with the first fronting Manning Street containing five lots, whilst the second fronting Parkes Street contains six lots. The additional area that is subject to providing rear lane access is located along on the eastern side of Manning Street north of Gilmat Motors.

The rezoning of a site for a proposed Car Yard is not supported for a number of reasons expanded on later in this report. The land that the Car Yard was proposed on does however lend itself to be rezoned from 2(a) Low Density Residential to 2(b) Medium Density Residential for the lots fronting Manning Street.

This study has also taken into account population and land release predictions from various Council studies. Due to fragmentation, building and land constraints, it is unlikely that Manning Street will be able to cater for the majority of retail/commercial needs for the medium term future population.

This study is consistent with the findings of the Forster/Tuncurry Conservation and Development Strategy, as a retail/commercial area is identified in the North Tuncurry future urban area. This new retail/commercial area is unlikely to be built until there is sufficient population in the new urban area. Until this occurs Manning Street will continue to provide the main shopping area for most people in the Tuncurry/Failford area.

It is recommended that a broad Retail/Commercial Strategy be formulated for the northeastern segment of the LGA, covering an area from Pacific Palms to Nabiac. This will provide the planning framework for the provision and management of retail/commercial needs in the sub-region.

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Cover Photos

Source: Author

Photo 1. Lake Street roundabout looking south through town centre.

Photo 2. Spare corner lot looking north on block identified for possible rezoning to 2(b) Medium Density Residential.

Photo 3. South Street roundabout looking south through town centre.

Photo 4. Vacant lot on Manning Street with DA approval for additional retail/commercial shops.

1. Introduction

Council in recent times has received numerous rezoning requests along the stretch of Manning Street between the town centre and the industrial area. To date many of these requests have not been supported because of the apparent surplus of available retail/commercial zoned land in the Tuncurry town centre and because the current zones along this stretch were considered to be appropriate. The most recent rezoning request is for a Car Yard near the industrial area to the north of the study area.

Council now feels that this situation should be reviewed. Rather than address rezonings in an ad hoc fashion, Council believes that this area needs to be considered on a broader strategic basis, hence the preparation of a Manning Street Retail Study (The Study). A map of the study area is shown in Figure 1.

An audit of the study area was conducted in early October, 2002. This audit collected data on the retail floor space that was being used as well as vacant. An assessment of the surrounding landuses was also conducted, which described the age and condition of residential dwellings and identified vacant land. This information was used to determine the availability of retail floor space and the identification of precincts that may be suitable for rezoning from residential to retail/commercial purposes if needed.

2. Background Studies

There are a number of studies that Council has recently prepared that will impact on the future retail/commercial potential of Manning Street. These include the *Draft Forster Tuncurry Conservation and Development Strategy* (Strategy), which identified an area of approximately 398 hectares for future urban growth in the north Tuncurry area on the eastern side of the Lakes Way between the Golf Course north to Tuncurry landfill.

According to the Strategy the potential available land in Forster is anticipated to be exhausted in 13 years, which will put pressure for further urban land releases in Tuncurry with potential land available for an anticipated 24 years. The Strategy estimates that there is adequate supermarket floor space for the current Tuncurry population, however additional floor space will need to be provided for any substantial increase in population. By 2021, with a predicted population of approximately 31,500 people, there will be a requirement for an additional 2,500 square metres of supermarket floor space, similar in size to Coles Supermarket at Forster Shopping Village. It is suggested that this should be provided in the North Tuncurry area.

Currently Tuncurry has a population of 6,125 people, with 89 vacant lots (February, 2002), being sufficient for just over one year's land supply. There is also some undeveloped medium to high density residential and tourist zone lands, which are in the retail/commercial catchment of Manning Street. An area at Point Road of 52 hectares is expected to yield approximately 470 lots for an additional eight years growth, whilst an area of 37 hectares at Banksia Estate is also to be released for urban growth.

The *Draft Great Lakes Rural Living Strategy* has identified certain lands for future rural residential growth in the Nahiic/Failford area. A total of 104 hectares has been identified north of Nahiic in the Failford area, whilst 389 hectares has been identified to the south of Nahiic. The size of these precincts may be reduced due to recent legislative constraints such as the new bush fire legislation and buffers requested by the RTA along the Pacific Highway. This land is expected to be released in around five years with a supply available for around 20 years or more. It is also expected that many of the people moving into these rural residential estates will shop for higher order services and facilities in the Forster Tuncurry area, putting greater pressure to increase retail/commercial opportunities along Manning Street.

A Traffic Study for Manning Street has been completed for Council by RoadNet Pty Ltd in June 2000. Manning Street is classified as a Regional road and is also known as The Lakes Way. It is the main transport link to the Pacific Highway from Forster and Tuncurry. It is also the sole link road between these two towns. In the report the community has expressed concerns at the speed and volume of traffic passing through the centre creating safety and accessibility problems for pedestrians.

Some of the recommendations in the Traffic Study have been developed and onground work is now complete. This includes the Lake Street roundabout and associated landscaping works. The main component still to be built is another roundabout at Kent Street.

There is a proposed link road to act as an alternative route to North Tuncurry instead of the Lakes Way. This link road will be known as the Northern Parkway and will proceed from a roundabout at Chapmans Road past the Golf Course and Education Campus to link with Beach Street at the Leagues Club (Figure 3). It is anticipated that most traffic will use the South Street roundabout as the main intersection to enter the Lakes Way.

The Wallis Lake Bridge is nearing its carrying capacity. It currently carries 20,000 cars per day. Traffic counts carried out over Easter 2000 on the Bridge showed hourly volumes on Easter Saturday around midday of 1,250 vph in both directions. This indicates a 33% increase in holiday traffic over normal peak hour volumes. During recent years the number of people visiting and moving to Forster/Tuncurry has exacerbated traffic flow problems on the Bridge. It is envisaged that if more retail/commercial opportunities become available in Tuncurry it will lesson the traffic problems currently present on the Bridge.

3. Shopping Centre Classifications

The Property Council of Australia (PCA), which classifies retail centres throughout Australia, according to their retail floor space size and the type of retailing contained within the centre. Manning Street is classified as a District Centre based on the attributes shown in Table 1. Due to a lack a suitable large land parcels in and around Manning Street it is unlikely that it will reach the classification of a Sub Regional Centre. It is suggested that a Sub Regional Centre may be developed in the North Tuncurry area once development and growth has reached a sufficient threshold to support it.

Table 1. Shopping Centre Classification

Centre Category	Catchment (Population)	Tenancies	GFA of Retail Per Centre
Super Regional Centres	200,000+	2 DS, 2 DDS, 2+ SM, 100+SS	100,000+
Regional Centre	70,000+	1 DS, 1 DDS, 2 SM, 60+ SS	35,000 – 60,000
Sub Regional Centre	30,000 – 60,000	1 DDS, 2 SM, 20 – 60 SS	24,000 – 35,000
District or Community Centre	15,000 – 30,000	2 SM, 20 – 40 SS	10,000 – 30,000
Neighbourhood Centre	10,000 – 20,000	1 SM, 5 – 30 SS	3,000 – 8,000
Local Centre	<10,000	3 – 20 SS	< 5,000

DS = Department Store; DDS Discount Department Store; SM Supermarket; SS Specialty Stores

Source: Raymond Terrace Commercial Centre Study.

A Sub Regional Centre (Forster Shopping Village) is located on Breese Parade Forster about 5km to the south of Manning Street. It is known that some residents in Tuncurry travel across the Bridge to visit this Sub Regional Centre for the variety of shops and relative ease of parking. This situation is likely to continue given the fragmentation of land and lack of suitable sites in Manning Street for large scale expansion (eg further discount department stores and another supermarket). In the interim, it is considered that the diversity of retail/commercial opportunities in Manning Street can be enhanced through traffic controls and landscaping measures as well as the release of new retail/commercial zoned land, where appropriate. This will be the situation until a Sub Regional Centre is built at North Tuncurry to cater for the future needs of Tuncurry residents and visitors.

Regional centres, because of their size and complexity, find it hard to provide convenience shopping. A market niche has therefor emerged for smaller centres to provide this convenience of ‘quick-in and quick-out’ shopping. Furthermore, many people find larger malls impersonal and seek a sense of community within the smaller convenience centres. Such smaller centres can also incorporate community services and facilities, integrated residential development and restaurants to provide an urban village that the community can identify as reflective of their local area/identity. Manning Street lends itself to this type of convenience centre and the idea of promoting the local identity of this shopping area would help to give the local residents a sense of community, leading to greater use of the facilities.

Manning Street’s main strength however, is its convenience and range of goods. To capitalise on this strength, Manning Street could expand both on its food and non-food retailing/commercial supply to remain competitive and satisfy future demand. A ‘sense of place’ and greater diversity of shopping could reduce the need to visit Forster, helping to alleviate current traffic issues between and in Forster and Tuncurry. The long term future of Manning Street retail/commercial area may ultimately be one of a boutique retail/commercial area similar to Wharf Street, Forster, where locals can still obtain all the retail/commercial requirements that they need, whilst tourists can enjoy and derive benefit from a retail/commercial area with an aquatic/holiday feel.

4. Aims and Urban Design Principals

The aims of the Study are to:

- Analyse the role and function of Manning Street as a retail/commercial centre for the current and future residents;
- Assess the suitability of zonings along the Manning Street study area;
- Determine the amount of current floor space and land in the current 3(a) General Business Zone;
- Determine the likely future demand for retail/commercial space to accommodate predicted future growth;
- Audit the man made and environmental constraints for the purpose of rezoning land, if required; and
- Collect information to assist Council in determining whether a Car Yard is appropriate in the northern section of the Study Area.

The key urban design principles that form the basis of the Study are to:

- Maintain and enhance the concept of a compact retail/commercial centre;
- Minimise through and customer traffic conflicts;
- Reinforce the connection between the town centre and the foreshore;
- Maximise pedestrian access from high density housing and public transport; and
- Ensure accessibility to car parking.

The data collected can also be used to assist with the preparation of a broader retail strategy for Forster/Tuncurry.

5. Study Area and Methodology

A mosaic of building heights, types and ages exist around the town centre of Tuncurry. In addition, a number of environmental and man made constraints are also present. These dwellings and other constraints were audited from the Forster Tuncurry Bridge in the south up to the Industrial area in the north, about one to two blocks either side of Manning Street (See Figure 1).

An audit of the used and vacant shop space and vacant lots was conducted in early October, 2002. Each shop was measured to ascertain its approximate floor space and its main use was identified (eg video, chiropractor).

This data was then entered into a database and mapped on Council's MapInfo GIS. The data relating to the size and use of the shop was categorised using the Australian New Zealand Standard Industrial Classification Codes (ANZIC). The ANZIC code is widely used for retail studies in both Australia and New Zealand.

The retail/commercial and residential building types were then categorised into their number of levels, construction material, approximate age and approximate maximum tenancy capacity. This data was also mapped on the MapInfo GIS (See Figure 1, 2 and Appendix 1).

Other constraints and opportunities were also identified and mapped. Constraints for example included open drains, 1 in 100-year flood levels and recent/high density buildings. Opportunities included old buildings, rear lane access, proximity to high density housing and availability of car parking.

6. Results

The survey of used and vacant floor space has been categorised into shop usage as specified by the ANZIC codes.

The survey has also been split into floor space available on the ground, first and second levels. The results of the audit of retail/commercial floor space on the ground level can be seen in Table 2 below. The results show that there is a total of 120 retail shops in the Manning Street study area, accounting for 20,043sqm of floor space. Excluding the larger floor spaces of the Great Lakes Cinema and the Bellevue Hotel, the average floor space is 140sqm. As expected the main shop uses were Hairdressing & Beauty Salons with nine shops, Takeaway Food with seven shops, Clothing Retailers with seven shops, Cafes & Restaurants with six shops and Real Estate Agents with six shops. In addition there were nine vacant shops, accounting for 874sqm or about 5% of the total floor space available.

Table 2. Available retail/commercial floor space on the ground floor

ANZIC Code	Usage Classification	Number	Gross Floor Area (sqm)	Average GFL (sqm)
	Food Retailing			
5110	Supermarket & Grocery Stores	1	1303	1303
5121	Fresh Meat, Fish & Poultry Retailing	4	530	132
5122	Fruit & Vegetable Retailing	1	164	164
5123	Liquor Retailing	1	290	290
5124	Bread & Cake Retailing	3	582	194
5125	Takeaway Food Retailing	7	880	126
5129	Specialised Food Retailing	1	202	202
5730	Cafes & Restaurants	6	803	134
	Personal and Household Goods Retailing			
5221	Clothing Retailing	7	636	91
5223	Fabrics & Other Soft Good Retailing	5	572	114
5233	Domestic Hardware and Houseware Retailing	2	737	368
5241	Sport & Camping Equipment Retailing	3	246	82
5242	Toy & Game Retailing	4	285	71
5243	Newspaper, Book and Stationary Retailing	3	408	136
5251	Pharmaceutical, Cosmetic & Toiletry Retailing	2	615	307
5252	Antique & Used Good Retailing	2	167	83
5254	Flower Retailing	2	237	118
6641	Telecommunication Services	1	80	80
7111	Postal Services	1	168	168
9242	Creative Arts	1	73	73
9330	Travel Agency Services	1	86	86

ANZIC Code	Usage Classification	Number	Gross Floor Area (sqm)	Average GFL (sqm)
	Selected Personal Services			
7861	Employment Placement Services	3	587	196
8631	Pathology Services	1	27	27
8632	Optometry & Optical Dispensing	1	115	115
8636	Chiropractic Services	1	44	44
9511	Video Hire Outlets	2	265	132
9521	Laundries & Dry-Cleaners	1	105	105
9524	Funeral Directors, Crematoria & Cemeteries	1	285	285
9526	Hairdressing & Beauty Salons	9	517	57
9529	Personal Services	1	22	22
	Commercial			
4259	Construction Services	1	106	106
7321	Banks	1	170	170
7323	Credit Unions	1	107	107
7340	Financial Asset Investors	1	73	73
7422	General Insurance	1	82	82
7720	Real Estate Agents	6	550	92
7842	Accounting Services	3	388	129
7855	Business Management Services	2	293	146
7869	Business Services	1	95	95
8440	Other Education	1	83	83
8621	General Practice Medical Service	2	321	160
8623	Dental Services	1	123	123
8639	Health Services	1	62	62
8640	Veterinary Services	1	38	38
8710	Child Care Services	1	214	214
	Motor Vehicle Retailing Services			
5311	Car Retailing	2	399	199
5321	Automotive Fuel Retailing	1	444	144
5322	Automotive Electrical Services	2	502	251
5329	Automotive Repair & Services	2	660	330
	Other			
5720	Pubs, Taverns & Bars	1	2395	2395
9113	Motion Picture Exhibition	1	1033	1033
Vac	Vacant	9	874	97
	Total	120	20043	167

On the first and second levels, only commercial uses like health and financial services were present. On only eight of the lots surveyed, commercial uses were present on the first floors.

Table 3 provides a breakdown of the different office uses on the first level, showing three separate businesses in the Residential Building Construction category and only one office for each use in the remaining categories. Legal, accounting and health services occupied the bulk of first floor space in Manning Street. There were also three vacant offices with an average of 186sqm each.

Table 3. Available commercial floor space on the first floors

ANZIC Code	Usage Classification	Number	Gross Floor Area (sqm)	Average GFA (sqm)
	Commercial			
7841	Legal Services	1	311	311
4259	Construction Services	1	73	73
7519	Services to Finance & Investments	1	30	30
7511	Financial Asset Broking Services	1	57	57
7861	Employment Placement Services	1	21	21
7863	Secretarial Services	1	10	10
8623	Dental Services	1	22	22
4112	Residential Building Construction	3	416	139
7842	Accounting Services	1	250	250
8639	Health Services	1	140	140
8622	Specialist Medical Services	1	200	200
8432	Technical and Further Education	1	98	98
8112	State Government Administration	1	98	98
Vac	Vacant	3	559	186
	Total	18	2,285	127

The second floor was solely used for commercial purposes on two lots covered by the one building named 'Bridgepoint'. Table 4 shows that there are four offices on this floor with an average GFA of 142sqm. None were vacant.

Table 4. Available commercial floor space on the second floor

ANZIC Code	Usage Classification	Number	Gross Floor Area (sqm)	Average GFA (sqm)
	Commercial			
8639	Health Services	1	180	180
8432	Technical and Further Education	1	105	105
8623	Dental Services	1	105	105
8440	Other Education	1	180	180
Vac	Vacant	0	0	0
	Total	4	570	142

Vacant land and land with old residences in the 3(a) General Business Zone were also audited, with a total of eight lots identified (Figure 1). Table 5 shows these lots range between 1,014sqm and 334sqm. Only two of these lots, both fronting Manning Street, are for sale. These two lots have DA approval with Lot 1 DP 553276 having approval for three shops, whilst Lot 1 DP 301489 has approval for shops with a total net floor space of 420sqm.

The three vacant lots in DP 19576 are relatively small but are all owned by the one individual making redevelopment including car parking more achievable. Should the owners be willing to develop these sites, the vacant land is likely to be exhausted within five years.

Table 5. Vacant lots and old residences within the 3(a) General Business Zone

Lot	DP	Facing Street	Area (sqm)
1	553276	Manning Street	989
1	301489	Manning Street	1,014
69	381292	Manning Lane	359
70	381292	Manning Lane	334
8	19576	Beach Street	493
9	19576	Beach Street	483
17	19576	Bakers Lane	611
12	19576	Beach Street (Old House)	471
Total	8 Lots		4,754

A visual assessment of building conditions was also undertaken. Figures 1 and 2 show that the Study Area consists of a mosaic of building types, heights, ages and conditions. There are few areas suitable for rezoning due to the fragmentation of building types and land. Other constraints like rear lane access, car parking, open drains and flooding also affect on the location of future retail/commercial areas.

Figure 2 shows the number of car parks available in the General Business Zone, around Manning Street between Wallis St and Taree St, with a total of 1042 car parks. The number of car parks can be expected to increase with the development of new shops, as car parking is a requirement of the DA process.

Figure 3 shows the areas that could be most readily rezoned from residential to retail/commercial. The rationale for selecting these proposed precincts is included in the discussion.

Figure 1. Constraints Map A – Accommodation Types & Zoning

Figure 2. Constraints Map B – Floor Levels, Flooding and Car Parking

7. Discussion

There is likely to be future demand for additional land to be rezoned to 3(a) General Business Zone. This demand is expected to come from land releases close to Manning Street and from the further development of rural residential subdivisions at Failford and Nabiac. In addition to this, there is likely to be demand from future urban growth at North Tuncurry.

The *Draft Forster/Tuncurry Conservation and Development Strategy* has identified a future retail/commercial area at North Tuncurry, but the demand for this establishment may not be warranted until sufficient numbers of people reside in the North Tuncurry area. In the interim Manning Street will have to cater for any population increase until a North Tuncurry retail/commercial area is built, resulting in a leveling off of demand for retail/commercial space in Manning Street.

It is considered that a commercial venture could be accommodated on the first level in the three offices that are currently vacant around Manning Street. As more buildings are developed for retail purposes it is expected that many will have commercial uses on the first level.

The urban design principles set out in section 4 were used to determine suitable sites to rezone for retail/commercial purposes. Two precincts could be readily rezoned to cater for retail/commercial uses, as discussed in the options section below. Another precinct located on the eastern side of Manning Street may also be suitable for retail/commercial expansion subject to cost and practicality of providing rear lane access.

7.1 Options

A. Manning Street West Precinct

This is a precinct on the northern side of the existing 3(a) General Business Zone, consisting of five lots (Figure3). Currently the land is zoned 2(b) Medium Density Residential. This precinct has been identified due to its limited constraints and continuity with other 3(a) zoned land on the rest of the block to the south. There is one dwelling on each of the five lots, three of these are old weatherboards, whilst one is plasterboard brick panels with a tile roof. This last dwelling backs onto Manning Lane and is in a derelict state. The lot furthest to the south is currently a Funeral Pallor and residence above. Other opportunities include a sealed lane to the rear and concrete footpath at the front of the lots.

Whilst there is an identified flood prone area at the rear of this precinct, it is relatively small and future developments' could include car parking in the flood area. It is likely that some limited fill would be required to overcome this issue. These lots are a similar size to most others on the block, and if built similarly to other developments could provide 12 shops on the ground level with a total increase of approximately 1,260sqm of floor space.

B. Parkes Street Precinct

This precinct fronts onto Parkes Street opposite the Tuncurry Plaza (Figure 3). The precinct is currently zoned 2(b) Medium Density Residential. The area includes six lots, all of which except for one, have no recent or new dwellings. There is one lot, second from the Beach Street corner, that consists of a moderately old two level building containing four residential units. All units are under single ownership making the redevelopment opportunities for the site more achievable.

This precinct also has a number of other benefits that reflect the principles of this study. These include good accessibility to major car parking facilities and is within walking distance of the surrounding built up areas. This site lends itself to retail/commercial uses as it keeps the 3(a) General Business Zone compact and minimises ribbon development. The identification of this area is also beneficial as it removes some of the traffic off Manning Street, helping to minimise through and customer traffic conflicts. Besides being beneficial to the business and general community, this area will reinforce the connection between the town centre and the foreshore.

There are some constraints to this site however, including an open drain on the northern edge of the precinct (Figure 4). The drain runs approximately 25m in a north/south direction along the middle of a partially formed lane, which prevents a through traffic flow. The drain has to remain 'open' as a Bobcat is used to mechanically maintain it.

There are two options to overcome the drain issue and allow access from one end of the lane to the other. Both options would include the laneway remaining one way due to width constraints.

The first option is to form a kink in the laneway so the road will bend around the existing open drain, with a small bridge allowing access across the east west run of the drain on the northern side. The second option is to move the 25m of open drain to the eastern edge of the laneway allowing enough room (so that the laneway remains linear) to gain access on the western side of the realigned open drain. This option also involves the construction of a small bridge to gain access over the east west run of the drain on the northern side. Realignment of the drain could be beneficial from a maintenance stand point, as an access ramp for the Bobcat could be constructed eliminating the need to lift the Bobcat into the drain.

The entire precinct identified is within the 1 in 100-year flood line. The flood line passes near the edge of the precinct (Figure 2), so minimal fill is required to flood proof the land.

There are six lots in the precinct of similar average size to those in the General Business Zone. These lots could potentially accommodate 24 shops, giving a total floor space on the ground level of approximately 2,520sqm.

Figure 3. The identified possible expansion of 3(a) General Business and 2(b) Medium Density Residential Zones



Figure 4. The northern edge of the drain in the middle of the partially formed lane, looking south with the proposed Parks Street precinct on the right of the drain and photo

Traffic Considerations

Council's Engineering division has stated that increased traffic coming into the South Street roundabout from Beach Street could be beneficial to the functioning and balance of traffic flow at this intersection. This is due to more cars currently coming from South Street causing congestion and back up along South Street. If more cars were coming out of Beach Street then the traffic on the roundabout would be more balanced, reducing the backed up cars waiting to enter the roundabout from South Street.

The proposed Northern Parkway Link Road will produce a major change to the traffic flows in both Manning Street and Beach Street. This proposed road is still at least 15 years away from construction, although it has been considered in this Study. Before The Northern Parkway is developed there will need to be consideration to the routes that traffic may take to efficiently and safely merge onto Manning Street. It is expected that the increase in cars from the proposed Parkes Street precinct will be minimal compared to the future vehicle numbers on The Northern Parkway.

C. Manning Street East Precinct

This precinct is situated on the eastern side of Manning Street between Wallis Street and Lake Street. It includes 11 lots located between Manning Street and the open drain at the rear (Figure 3). The precinct is currently zoned 2(b) Medium Density Residential. One lot on the south-western side of the block is already zoned 3(a) General Business Zone and is being used as a car yard and workshop.

This precinct comprises of a range of retail/commercial ventures including a Child Care Centre, Dentist and Hair Dresser as a home business. This area, if rezoned, would achieve some of the urban design principals in that it is close to car parking facilities and is within walking distance to the surrounding built up areas.

The major constraint to rezoning this area is the open drain at the rear of these lots, which proceeds in a north/south direction along the entire length of the drainage reserve located at the rear of these lots. The main issue with this drain is the need for all lots to have rear lane access to provide for deliveries and car parking, however this drain has to remain 'open' so that a Bobcat can be used to mechanically maintain it.

The options for this drain include relocating it to the eastern side of the lane or providing at least part of a constructed lane over the rear of the properties. The full cost of new drainage and roadworks will be borne by the developers of the rezoned lots.

Although the entire precinct identified is within the 1 in 100 year flood envelope, the flood line passes near the edge of the precinct (Figure 2). As such minimal fill is required to flood proof the land.

The 11 lots in this precinct could potentially accommodate 32 shops on the ground level giving a total floor space of 3360sqm.

D. Do Nothing

The do nothing option is unrealistic due to the expected population increases around the Tuncurry area as stated in the *Draft Forster Tuncurry Conservation and Development Strategy* and *Draft Great Lakes Rural Living Strategy*. There may be sufficient land to sustain new shops for approximately the next five years, but after this it would be expected that people would travel to Forster or Taree to obtain higher order shopping opportunities. As mentioned earlier, there will be increased demand for retail/commercial opportunities as more people move into the North Tuncurry, Failford and Nabiac areas. In the medium term, pressures on Manning Street will continue until the population at North Tuncurry reaches a viable level to build a new retail/commercial area.

7.2 Conclusion

It is seen as favourable to facilitate the rezoning of the two identified precincts being Parkes Street and Manning Street West, from 2(b) Medium Density Residential to 3(a) General Business Zone. The Manning Street West precinct is very desirable, given it has few constraints and there is already existing infrastructure around the site, such as the sealed lane. The rezoning of the Manning Street West precinct could proceed almost immediately, if required.

The second precinct at Parkes Street will assist in encouraging an efficient and diverse retail centre around Manning Street. It is envisaged that this rezoning can occur after the Manning Street precinct is rezoned, but should ideally happen in the short to medium term. There are some laneway works to be completed in the Parkes Street precinct, including tar sealing and drain realignment, the cost of which should be borne by the developer/s.

The third precinct (i.e. Manning Street East) is able to be rezoned as needed but careful consideration will have to be given to the facilitation and practicality of the drainage works to allow for rear lane access. The cost of these drainage and roadwork's will be the responsibility of the developers of the proposed rezoned lots.

Additional retail/commercial opportunities in the Manning Street study area will encourage Nahiack and Tuncurry residents to shop locally rather than travelling to Taree, leading to an enhanced economy for Forster/Tuncurry. These local shopping opportunities will be enhanced once a new centre is built at North Tuncurry. Nevertheless land should be rezoned in the Manning Street locality in the short term as the redevelopment of older buildings and limited land will inevitably lead to further constraints on the available land for retail/commercial purposes.

It is also important from a traffic management perspective that further land is rezoned for retail/commercial to try to encourage Tuncurry residents to do more of their shopping in Tuncurry. For example, rezoning the precinct along Parkes Street will allow more cars through the Beach Street leg of the South Street roundabout. This will result in a more balanced traffic flow through the roundabout causing less congestion for cars entering the roundabout from South Street. Another benefit is the reduction in vehicles travelling over to Forster, increasing the efficiency on the Forster/Tuncurry Bridge.

The study recommendations may be adequate in the medium term for the Manning Street Retail Area, however it is important that a broader strategy be formulated to cover the sub-region from Pacific Palms to Nahiack. This will provide the planning framework for the provision of and management of retail/commercial needs of the sub-region.

Rezoning Request for Car Yard

The proposed rezoning at the north of the study area for a Car Yard is not supported based on the Study findings. A new Car Yard at this location would be inconsistent with the urban design principal of compact business areas and co-location of compatible uses because it would fragment commercial uses away from the current town centre. In addition the existing large Car Yard 250m to the south has in the past been vacant, as has a Car Yard in Forster along The Lakes Way. More importantly it would adjoin new and medium aged dwellings and conflict is likely to occur. In the future event that a Car Yard on these lots ceased operation, it is likely that there would be pressure to convert this land to another industrial/commercial use. Such uses would also increase the conflicts with the adjoining dwellings.

Appropriateness of Current Residential Manning Street Zonings

The current residential zones in Manning Street are considered to be adequate on the whole. The majority of the eastern side of Manning Street is zoned 2(b) Medium Density Residential, which generally allows buildings up to 3 storeys. This is appropriate and beneficial as it allows the residents in this area to walk to the facilities in Manning Street.

The majority of the area on the western side of Manning Street is zoned 2(a) Low Density Residential. Around the periphery of the 3(a) General Business Zone is 2(b) Medium Density Residential. The medium density areas provide access to Manning Street by foot, decreasing vehicle usage in the area.

An option is for the lots facing Manning Street in the block where the proposed Car Yard is located to be rezoned 2(b) Medium Density Residential. This will be beneficial, as it will also allow a range of other uses including tourist facilities and is close to the education campus and the town centre (See Figure 3).

7.3 Actions Stemming from the Study following consideration by Council

The following are the proposed actions stemming from the study:

- Rezone the six lots in the Parkes Street Precinct (Figure 3) -being lots 9 through to 14 DP 759005, from 2(b) Medium Density Residential to 3(a) General Business Zone;
- Rezone the five lots in the Manning Street Precinct (Figure 3) -being lots A and B DP 759005, lot C DP 377154 and lot 9B FP 349931 from 2(b) Medium Density Residential to 3(a) General Business Zone;
- Rezone the 11 lots in the Manning Street East Precinct (Figure 3) -being lots 2 to 10 of DP 759005 and lots 26 and 27 of DP 532018 from 2(b) Medium Density Residential to 3(a) General Business Zone (after developers agreement with drainage/roadwork's); and
- Rezone the six lots facing Manning Street on the block where the proposed Car Yard is (Figure 3) -being Lots 1,2 and 5 of DP 21966 and Lots 1 and 2 of DP 808011 from 2(a) Low Density Residential to 2(b) Medium Density Residential.

8. Bibliography

Great Lakes Council, 2002, Draft Forster/Tuncurry Conservation & Development Strategy, Great Lakes Council, Forster.

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Hill PDA, 2000, Raymond Terrace Commercial Centre Study, Port Stephens Council, Raymond Terrace.

Great Lakes Council, 2002, Draft Great Lakes Rural Living Strategy, Great Lakes Council, Forster.

Roberts, J.W, 2002, Manning Street Audit - Background Data Report, Great Lakes Council, Forster.

9. Appendix 1 – Building Construction Materials