

**Coolalinga/Freds Pass Community Consultation
Community Workshops
Saturday 27 May & Saturday 3 June 2017**

Introduction

The Planning Commission held two identical community workshops on Saturday 27 May and Saturday 3 June 2017, to consider the future Coolalinga/Freds Pass Rural Activity Centre. The Interim Chairman, Mr Brendan Dowd, opened the workshops with a brief background of the project. Participants considered firstly the activity centre as a whole, and then set 'precincts' or 'sub-areas'. Representatives from each table presented a summary of their discussion at the conclusion of each session. The following information is provided to participants as a summary of the proceedings, and feedback received on the day.

Facilitators & Participants:

DATE	GROUP	FACILITATOR	PARTICIPANTS
27/5	RED	Stephanie Breuer	Christine Osborn (Litchfield Council / CAG), Craig Edwards, Hannah O'Leary, Justin Groves, George Patsolou, Rose Baartz, Julie Hepburn
27/5	YELLOW	Riaan Stassen	Bobbi-Jo Thompson (CAG), Kyle Hercus (CAG) Gail Maddox, Rick Maddox, Eddie Webber, Darren On, Arthur Van Eigen, David Welch, Mary Walshe
27/5	GREEN	Sherry Cullen	David Kingston (Litchfield Council, Scotty Mitchell (CAG), Sue Rhodes, Karen Sinclair, Les Thompson, Wayne Reid, Rona Roberts
27/5	BLUE	Allison Hooper	Des Groves (CAG), Edward Li (Litchfield Council), Gerry Wood MLA, Margaret Syme, Leon Syme, Ian Miller, Maria Kalcher
3/6	PURPLE	Sherry Cullen	David Kingston (Litchfield Council), Maree Bredhauer (Mayor), Sarah Lockhart, Jason Hinds, Stephen Miles, Jane Miles
3/6	ORANGE	Chris Humphries	Edward Li (Litchfield Council), Wendy Dobbe, Emily Hinds
3/6	PINK	Allison Hooper	Kirsty Hunt (Councillor), Janet Leather, Bernie Lee, Cole Barrott, Peter Jolley

Precincts explored:

	Precinct 1	Precinct 2	Precinct 3	Precinct 4
RED	1	2		
YELLOW	2	1		
GREEN			1	2
BLUE	1		2	3
PURPLE	1		2	
ORANGE		1	2	
PINK	2		1	

Session 1: Future Land Use

Table	Matters Raised	Presenter
RED	<p>Strengths:</p> <ul style="list-style-type: none"> • Strong sense of community. • Geographically central to the entire Darwin area. • First major stopping point for incoming tourists and last major stopping point for those road-tripping out of Darwin. <p>Weaknesses:</p> <ul style="list-style-type: none"> • Inadequate planning for the area. <ul style="list-style-type: none"> ∞ Planning seems to be in hindsight (reactive). ∞ In particular, planning for roads and traffic management is only done after problems come up. ∞ Consultation has been lacking and fails to get agreement from the locals. • New plans and development for the area lack activities apart from shopping. • The Stuart Highway (and associated heavy traffic) bisects the activity centre. <ul style="list-style-type: none"> ∞ One business owner pointed out that through traffic from tourists, etc was an important part of trading. ∞ However, the table was in agreement that trucks and road trains presented problems. ∞ One suggestion was to use Jenkins Road to divert heavy vehicle traffic <p>Housing Options:</p> <ul style="list-style-type: none"> • The centre currently has units or 5 acre lots and not a lot in between. • Tropical housing design should be encouraged. • Developers need to be held to account. For example if plans include provision of open space, this needs to be provided as shown on the plans. <ul style="list-style-type: none"> ∞ It was also noted that public open space should not be placed just around sewage treatment areas or other 'utility' purposes as this compromises its use as public open space (i.e. the open space should be unconstrained). • A mix of views at the table about minimum lot sizes: <ul style="list-style-type: none"> ∞ One person said the area should stay as 5 acre lots. ∞ One person suggested a limit of 2.5 acres. ∞ Some said 1 acre was appropriate. ∞ All agreed that there should be no more 4 storey apartment blocks. • Most agreed that some more options should be made available to older people looking to downsize, or younger people who want to buy into the rural area but cannot afford 5 acre lots. <ul style="list-style-type: none"> ∞ The 2.5 acre or 1 acre lots were considered suitable for this purpose. ∞ The existing urban lots behind Coolalinga Central were not considered the sort of place an older resident would want to live in. ∞ 4 storey units were particularly not considered appropriate for retirees. <p>Supporting Services:</p> <ul style="list-style-type: none"> • Strong support for more bike paths. • Bridle trails for horse riding would be welcome and would be something unique for the rural area. • More sporting facilities are needed, especially a swimming pool. • Improved public transport between Coolalinga and Palmerston is needed. <ul style="list-style-type: none"> ∞ More services are needed – one suggestion was that possibly the large bus could be replaced by more frequent smaller busses. <p>Activity centre boundaries:</p> <ul style="list-style-type: none"> • There was not enough time to have an in-depth discussion however the following points were made about buffering the rural area from urban development: <ul style="list-style-type: none"> ∞ One person commented that the boundary keeps creeping outward – making the development area larger. Development (including any buffer) should remain within the solid pink line. ∞ One person suggested use of a greenbelt as a buffer. ∞ One person recommended a past requirement for 5 acre lot buffers around areas for smaller lot subdivisions would be appropriate. ∞ One person pointed out that the proposed transition area was intended as a buffer and that keeping within the solid pink boundary line would not provide sufficient area for an adequate transition. 	Craig Edwards

	<ul style="list-style-type: none"> ∞ One person said that the transition boundary to the south of the activity centre goes too far. ∞ One person owns land within the transition boundary to the south of the activity centre and would like the opportunity to subdivide to 1 acre lots. <p>Road network:</p> <ul style="list-style-type: none"> • Related to this, the stretch of the Stuart Highway between the shopping centres was considered dangerous. This included the service road in front of Coolalinga Central which was considered confusing/difficult/ sometimes dangerous to navigate, AND the intersection in front of the service station (also circled in orange). ∞ It was generally agreed that the solution to this would be to have proper, well-designed service roads extending along both sides of the Stuart Highway. Service roads should ultimately extend to the Humpty Doo intersection. This is shown in green on the plans. The blue was related to group discussions of how the service road currently functions. ∞ One person said that access to these service roads should occur as off and on 'ramps' to the highway without traffic lights. ∞ One person was comfortable with there being additional traffic lights that would slow traffic on the highway. ∞ One person supported the underpass as shown in option 2 of Transport's consultation paper. 	
YELLOW	<p>Housing Options:</p> <ul style="list-style-type: none"> • Table was divided on how they see the future land use configuration for the study area. The latest addition of "urban" development north of the Stuart Highway is in general not supported, therefore any additional similar development should be limited to this particular development and the land to the east thereof bounded by Girraween Road. • Need identified for locals who want to stay in area e.g. retirees and young people working in the area. Diversity of housing is important but should be limited to SD / MD excluding MR. • General understanding that a mix of densities and uses are needed to support services infrastructure provision, but need to be limited to area mentioned above and in character with the rural amenity. • General concern for the long-term impact of 'urban' type development on RL. <p>Activity Centre Boundary:</p> <ul style="list-style-type: none"> • Strong feeling that the retail / commercial centre boundary should be fixed, as well as the 'activity centre', and no future deviation from these boundaries. • The objective of the proposed transition zone within the activity centre should be clarified and fixed to exclude the future redevelopment thereof for 'urban' purposes. • Natural attributes e.g. natural creeks, wetlands (seasonal lagoons) should be incorporated as natural open space. • Concerns were raised regarding the study area boundary, how it was determined and why examples of RR exist outside of it. <p>Infrastructure:</p> <ul style="list-style-type: none"> • Concerns were raised about the provision of services infrastructure, who will be responsible for the cost of provision and which type of development / subdivision will qualify for linkage to a future system. • General support for reticulated water and sewer within the study area and a proper stormwater management system, to minimise the impact on the environment. • Concerns raised for the possible impact of additional 'urban' development on surrounding RL. • Improvements and development on RR and RL lots should be better managed to eliminate the impact on stormwater flow upstream and downstream in natural creeks. 	Kyle Hercus
GREEN	<p>Weaknesses:</p> <ul style="list-style-type: none"> • Ad-hoc development which affects the rural lifestyle • Road infrastructure - Convoluted local road network with severance by highway. • Lack of Henning Road Connection • Signage along the Stuart Highway is not a pleasant 'welcome to Coolalinga'. Its offensive to local residents. • Roundabout next to the Bus interchange during peak times can take up to 30 minutes to get around and back onto Stuart Highway as buses are prioritised. • As the area gets busier speed limits should be reduced to 60km as Coolalinga is now a town on 	Scotty Mitchell

	<p>the highway.</p> <ul style="list-style-type: none"> • Erosion of land for wildlife • Lack of pedestrian connections between the shopping centres and Freds Pass. This is particularly important in terms of when children are dropped after school on busses. Currently they run across multiple roads to go the shops (mainly McDonalds) prior to activities at Freds Pass. • Lack of actual 'walking distance' – most people don't walk to shops due to safety. Residents feel the roads are too narrow to have pedestrians walking or riding alongside the high volumes of traffic. Additionally dog attacks are very frequent. • Lack of seniors friendly development – would like this to be on flat ground, safe from dogs, walking distance to shops, have usable public open spaces area that seniors can enjoy. • Freds Pass entrance has serious bottlenecks entering the highway. <p>Opportunities:</p> <ul style="list-style-type: none"> • Henning Road connection could improve safety at Virginia Rd intersection by allowing locals to have access to either side of the highway via traffic lights. • Interconnected roads on both sides of the highway to provide alternate connections to Stuart Highway • Service Road need improvement – possibly extending to • Underutilised railway corridor - could use this for cycle, road connection, trail rides. • Need to maintain wildlife corridor connections – would like to see a conservation buffer around the core. • Increase pedestrian connections. • Would like to see the core boundary moved to encompass land up to bow hunters club and Howard Springs. • Connection to Stow Road • Trail ride links • Bus interchange location should be moved to a better location on the same side of the road as Coolalinga central. Crossing Girraween Road is too dangerous. • Denser SD land between Bow Hunters and existing Coolalinga Housing incorporating public open space and wildlife corridor connections. • Re-configuration of Girraween Road roundabout – too busy, have to wait lengthy periods during Inpex and school drop off times. <p>∞ How big should the business centre become?</p> <p>∞ People don't understand the role of the core and transition boundaries and what they mean in terms of providing certainty.</p>	
BLUE	<ul style="list-style-type: none"> • Focused on what group members currently value about Coolalinga, and what their concerns are surrounding growth. Namely, the priority of the group was continued rural lifestyle, particularly those in existing transition areas. <p>Attributes:</p> <ul style="list-style-type: none"> • Opportunities for conservation and recreation (eg horses), • peace and quiet, • privacy, • space <p>Weaknesses/Concerns:</p> <ul style="list-style-type: none"> • Clearing of small blocks, • increased noise (especially from dogs), • rezoning concerns, • loss of privacy, • security concerns with increased population <p>Future development:</p> <ul style="list-style-type: none"> • no more 4 storey units, • concerns regarding increased traffic on Smyth Road and Edelsten Road, • heritage and conservation values of north Coolalinga to be investigated 	Gerry Wood
	<p>Opportunities:</p> <ul style="list-style-type: none"> • Heritage values are not well known, however residents want the Heritage sites noted and remain special and for public use. 	Sarah Lockhart

	<ul style="list-style-type: none"> Freds Pass should remain community space, include cultural space and capitalise on heritage values. <p>Constraints:</p> <ul style="list-style-type: none"> Leave wet area at Bow Hunter's Area – Sand Sheath Area as green buffer and conservation area. <p>Transport / Accessibility / Road Network:</p> <ul style="list-style-type: none"> Real walking distance is within Coolalinga central area = Freds Pass not walking distance. The roads are too skinny for pedestrians to feel safe alongside traffic. Traffic lights on a hill are bad for road trains. Traffic considerations need to be address first as its a problem with whole area. Width of local roads need to be made larger. Smaller roads cause congestion e.g. bus collection points for students due to road size too small. Want loop connection of road, better service roads to avoid the highway. Pedestrian underpass. Children and truck drivers are the biggest offenders at crossing the highway. Connect footpath/ bike path to Fred's Pass from commercial area not using highway (cut through PWC site). Community transport for local area to service areas. A loop bus that connects the centres, Freds Pass and Humpty Doo. Options of service roads and access roads from commercial area not include highway - Driving access – Stuart Highway residents want 2 options to access the commercial and community. Horse trails must be considered when designing pedestrian pathways. Connected bike path and trail ride network in the activity centre, <p>Housing options:</p> <ul style="list-style-type: none"> Coolalinga is full of long terms residents who wish to stay in the locality. They want to be able to age in place. "Rural Lifestyle but just not on a Rural sized block" Areas not developed have the greatest opportunity for smaller lot sizes as they don't affect existing residents i.e. in the Southern portion on the SE of the Highway being the land below the Commonwealth – Section 400, 1701, 3218 Hundred of Strangways). Perfect site for aged living – with small commercial services e.g. corner store. Aged care does not need to be in Coolalinga Shopping area! They value amenity and rural area, they just want a walkable area and a small coffee shop. <p>Other:</p> <ul style="list-style-type: none"> Residents want Freds Pass to remain as a reserve Expand Freds Pass use Crown Land in the longer term. Keep Freds Pass on same side with more access using internal access roads. Loop road Move transition boundary to take out land between Holly Rd and Bees Creek Road – lack of infrastructure and exit/emergency roads. Want more Community Purpose land for facilities to be developed. 	
	<p>Strengths:</p> <ul style="list-style-type: none"> Location of existing services/facilities <ul style="list-style-type: none"> ∞ Central shops ∞ Close to Palmerston ∞ Close to Highway Focus on community services Convenient access, from a regional location view point Existing cyclepath along railway corridor Freds Pass Reserve is an excellent community facility <p>Weaknesses:</p> <ul style="list-style-type: none"> Lack of engineering services/infrastructure <ul style="list-style-type: none"> ∞ No sewerage ∞ Limited reticulated water ∞ Limited stormwater infrastructure 	

	<ul style="list-style-type: none"> Existing traffic safety issues, including impact of heavy vehicles on local roads <ul style="list-style-type: none"> ∞ Poor visual amenity ∞ Coolalinga is not very attractive ∞ Lack of landscaping/ looks like a concrete jungle No local road connections to the main cycleway (ie from Bees Creek, Virginia and Lowther Roads) Arterial network does not provide an alternate route Locality is very car dependent, need better public transport system to make best use of existing infrastructure McMinn pumping station breaks activity centre in half <p>Housing Options:</p> <ul style="list-style-type: none"> Prefer 1 acre size lot for a desirable house Transition area is a good balance for lot sizes and housing The public space for existing housing area (Coolalinga area) Senior's village <p>Improvements to community facilities & services:</p> <ul style="list-style-type: none"> Create link that connects commercial precinct to the recreation reserve More public transport More community services / facilities (eg. dentist, child care, library) Tourist attraction / facility for caravan park Green space / more public open space <p>Boundaries:</p> <ul style="list-style-type: none"> Consider including H&K industrial land Need to coordinate the landowners along outer boundary to review the outer boundary so that it satisfies the majority (eg Wells Creek) Include the lots between Wells Creek Road, Lowther Road and outer boundary Transition area should include areas where groundwater is poor, ie provision of town water <p>Other:</p> <ul style="list-style-type: none"> Incorporate planting / landscaping into the Stuart Highway road reserve Connectivity should not just be for roads, but also for active transport – cycling, horse riding etc. 	
	<p>Strengths:</p> <ul style="list-style-type: none"> Geographic and population centre of municipality Transport hub – potentially good with proper planning, park and ride options Centre of sport Rail corridor / CN protection Commercial / retail / restaurant centre Employment Tourism Proximity to Palmerston Regional Hospital <p>Weaknesses:</p> <ul style="list-style-type: none"> Lack of long term planning over last 20 years - transport, sewage, roads, safety Stuart Highway <ul style="list-style-type: none"> ∞ road trains, ∞ bisects the activity centre, ∞ nowhere safe for pedestrians to cross, ∞ speed reduction required (Emerald Springs is 60km/hr), ∞ need heavy vehicle by-pass Minimal visual amenity <ul style="list-style-type: none"> ∞ signage graffiti, ∞ not a nice welcome to greater Darwin Girraween round-a-bout – kids don't use pedestrian signals but walk across round-a-bout, traffic severely congested in the mornings Groundwater <ul style="list-style-type: none"> ∞ supply dams too shallow, ∞ irrigation needs to be through town water, ∞ contamination through overland drainage and septic overflow 	Kirsty Hunt

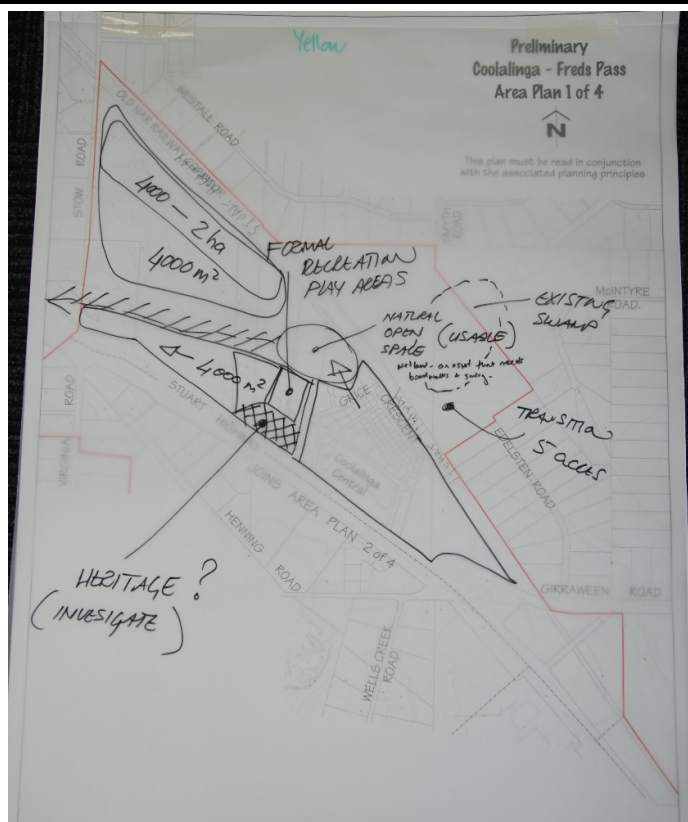
	<ul style="list-style-type: none"> Fast food outlets have resulted in increase in roadside litter <p>Housing Options:</p> <ul style="list-style-type: none"> Existing development 'suburbia in the rural area' Need for independent living for retirees High rise/high densification- potential for ghettos, undesirable public housing tenants Development close to mosquito breeding areas More useable public open space required <p>Community Facilities & Services:</p> <ul style="list-style-type: none"> Gaps in services <ul style="list-style-type: none"> banking, emergency services, day care facilities Gaps in facilities public transport network (eg shuttle bus), <ul style="list-style-type: none"> bike paths (as many as possible), community hall & library, sports facilities (Fred's Pass needs more NTG investment) 	
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Precinct 1: Coolalinga North

Table	Matters Raised	Presenter
	<p>Traffic:</p> <ul style="list-style-type: none"> The roundabout at Girraween Road was considered a major traffic and safety concern. This is circled in orange. <ul style="list-style-type: none"> The traffic backs up with too much traffic on the roundabout The location of the bus interchange on the opposite side of Girraween Road from the major activity areas was criticised. Children and other pedestrians cut across the roundabout in particular to get to the shops from the bus interchange rather than using the crossings at the lights. Better footpaths could reduce the incidence of people crossing unsafely. One person suggested that Girraween Road should be re-aligned (in accordance with older plans) so that it connects in a straight line with Henning Road, and so that the bus interchange would be located on the same side as the shops and accommodation. There was concern about development south of Smyth Road (Section 3254 and Lot 33) because of the wet areas and sand sheet heath. Two people living on Edelsten Road were concerned about the Smyth road extension linking into Edelsten Road, but were reassured that this was no longer proposed. <p>Accessibility:</p> <ul style="list-style-type: none"> Locations where shared pedestrian/cycle paths are needed are shown in pink (though not necessarily on both sides of the road where there is duplication). Shared cycle and pedestrian paths were strongly supported along all major roads. In particular, Girraween Road, Wells Creek Road and Virginia Road. <ul style="list-style-type: none"> The deep open drains were considered risky for road users. The proposed extension to the old railway line cycleway/shared path was strongly supported. <ul style="list-style-type: none"> Water stations were suggested along this cycle way The cycleway should also link to Coolalinga central, Woolworths, Girraween Road and the bus interchange, and Fred's Pass Reserve. <p>Public Open Space:</p> <ul style="list-style-type: none"> In precinct 1, the Crown land north of the Highway /urban area (Section 3373) was considered a good place to retain as conservation land for public use. <ul style="list-style-type: none"> It is a nice area of bush with plenty of wildlife that is not privately owned. Wet areas and ridges would make it difficult to develop but very attractive to use for walking trails or similar. It would be easily connected with the cycleway. 	Justin Groves



- Coolalinga Central to be contained with only future extension onto the Crown land to the east bounded by Girraween Road.
- The paperbark swamp area and drainage creek to the west and north of Coolalinga Central should be rehabilitated / upgraded into a usable natural open space with boardwalks and suitable passive recreation.
- The remainder of the study area to the west up to Stow Road can accommodate RR lots (4000m²) along Stuart Highway up to 2ha along the old railway line as a transition to RL.
- The area to the north, which is not impacted by the swamp area, is proposed for 2ha lots.
- Although not heritage listed, it was felt that the old cattle feeding station building could be retained and redeveloped as part of the retail area (if acceptable to the land owner).



Boundaries:

- The NAR corridor provides a natural boundary to the activity centre.
- The land to the north of the corridor is severely constrained through waterlogging and stormwater
- There may be some land suitable for development – 1ha lots would be appropriate.

Scale of development:


- 1ha north of the NAR corridor to provide buffer to existing 2ha lots.
- Development of Crown land (Stow Rd) not to be determined until further studies undertaken, investigating land capability/suitability, conservation and open space, drainage, heritage, amenity, local road network, rural residential

Facilities:

- Need for a pool in the locality.
- Previous commitments have identified adjacent to Bus Interchange, or Crown land above Girraween Road.

Local road network:

- Do not extend Edelman Road. If development occurs off Smyth Rd extension, this should be a cul-de-sac.
- A shared pathway between the two streets would be acceptable.

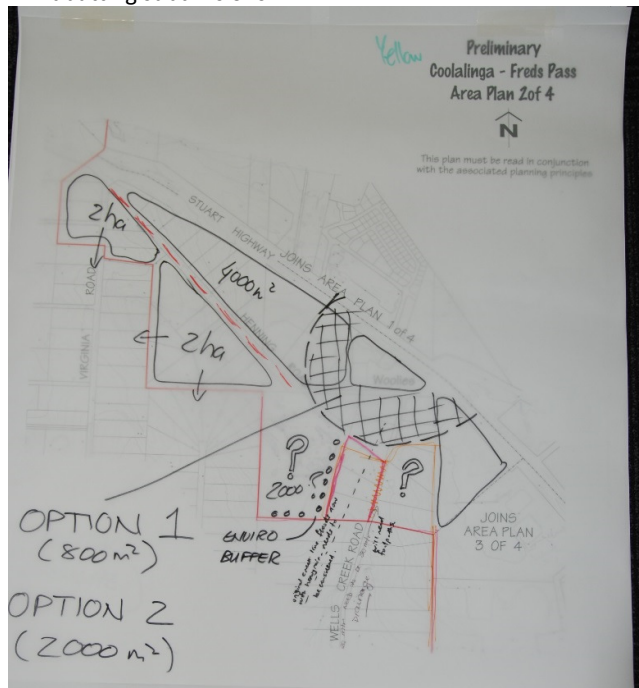
		
	<ul style="list-style-type: none"> • Smyth Road needs to connect Howard Springs and Coolalinga • Crown land at northern extent to support aged living, childcare, recreational uses • Swimming pool adjacent to existing Inpex park and ride / bus interchange 	

Precinct 2: Coolalinga South

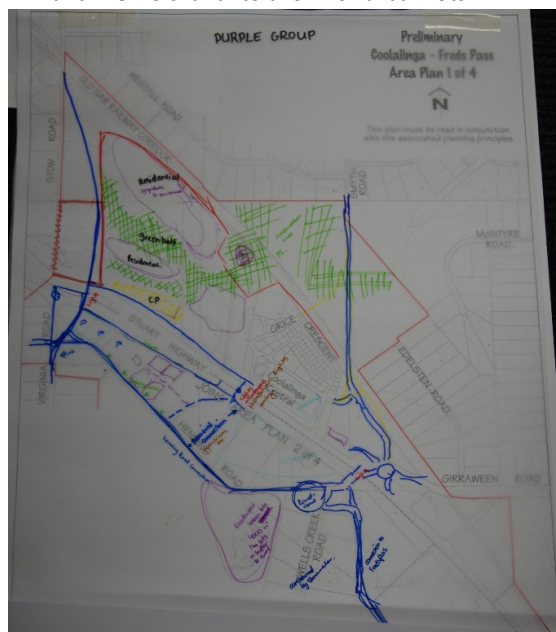
Table	Matters Raised	Presenter
	<p>Accessibility:</p> <ul style="list-style-type: none"> • Locations where shared pedestrian/cycle paths are needed are shown in pink (though not necessarily on both sides of the road where there is duplication). • Shared cycle and pedestrian paths were strongly supported along all major roads. In particular, Girraween Road, Wells Creek Road and Virginia Road. <ul style="list-style-type: none"> ∞ The deep open drains were considered risky for road users. • The proposed extension to the old railway line cycleway/shared path was strongly supported. <ul style="list-style-type: none"> ∞ Water stations were suggested along this cycle way • The cycleway should also link to Coolalinga central, Woolworths, Girraween Road and the bus interchange, and Freds Pass Reserve. <p>Public Open Space:</p> <ul style="list-style-type: none"> • The group did not note any opportunity for public open space in precinct 2. <ul style="list-style-type: none"> ∞ This was because the land is all privately owned and, as a whole, the table did not support urban development in this area. 	Justin Groves
	<ul style="list-style-type: none"> • The area to the west of the Woolworths centre (access of Henning Road is proposed for subdivision down to 4000m² lots. • The area directly south of the Woolworths centre remained unresolved as existing land owners have opposite views on future development. Those who oppose further subdivision proposed that the transition zone boundary to be amended to exclude them, while those in favour of future subdivision are in favour of partial 'urban' lots (800m²) and the remainder 4000m². • There was a general understanding of the density hierarchy surrounding retail centres and the potential contribution it can make towards infrastructure costs. 2 Options emerged showing 	Kyle Hercus

800m² lots surrounding the retail centre OR preferably 2000m² (larger SD), with no option for MD or MR.

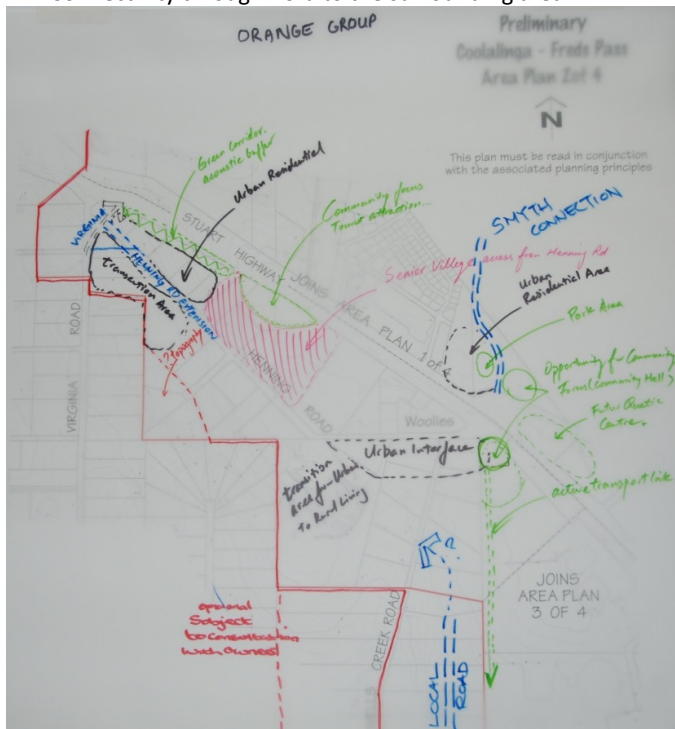
- Wells Creek road residents wants a vegetated (natural) buffer between their RR lots and future abutting subdivisions.



- Henning road connection to Woolworths
- Connection from Henning Road through a roundabout at Woolworths and then down to Freds Pass (to avoid being forced to enter and exit on to the highway).
- Residential not to face highway. Require property access to be along Henning road.
- Earth Industries site (Henning Road) to be developed for residential lots
- If Stow Road connection is aligned through corner blocks with a signalised intersection then make this a small Tourist Commercial node.
- Want to move the core transition boundary to encompass the land all the way up to Bow Hunters and 'Berno's land' to allow for urban lots



- Establish a destination / attraction along the Stuart Highway as a focal point of Precinct 2
- Henning Road should be the primary access / distributor road for all new development
- Development of existing and new local roads should include native species tree planting to 'connect' with the broader rural area
- Connectivity through flora to the surrounding area

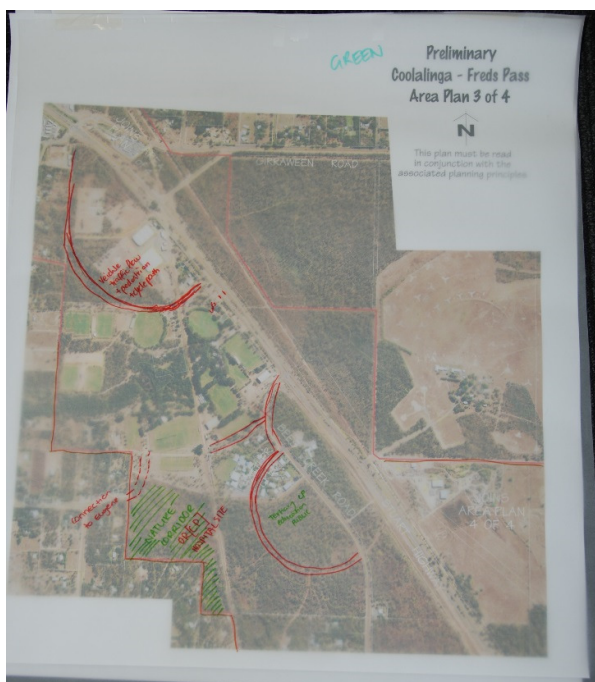


Precincts 3 & 4: Freds Pass & Bees Creek

Table	Matters Raised	Presenter
	<p>Boundaries:</p> <ul style="list-style-type: none"> • Would like to see a Freds Pass ring road connection like at Marrara, additionally have an access point at the back of Freds Pass reserve to avoid being forced to enter and exit on to the highway (currently the only option). This road should also connect up to Henning Road. • Want to move the core transition boundary to encompass the land all the way up to Bow Hunters • One option was to have residents of Holly Road included into the transition area as most of these 2ha properties already have 2-3 properties on them. <p>Land Use:</p> <ul style="list-style-type: none"> • More designated Community Purpose Land in the future to serve the broader regional catchment – not just residents at Coolalinga. • Important to consider heritage and cultural values that currently exist – want this preserved. These attributes can be capitalised upon as a tourist attraction. Sattler Crescent to continue the runway loop. • Option 1. to have future education establishment co located with urban residential lots below Fred's Pass. • Option 2. Keep the land below Fred's Pass for the purpose of a health or tertiary precinct. • Ensure there are nature corridors as a buffer to RL properties outside the rural area – these can be used for bike riding and trail rides. <p>Accessibility / Road Network</p> <ul style="list-style-type: none"> • Lowther Road to become a major arterial road and connect to the back of Palmerston. • Bus turnaround area and at Freds Pass for dropping school children off safely. • Pedestrian and transport access from the woolworths area, through PWC land to Freds Pass 	Scotty Mitchell

Reserve – important to improve safety for children walking from the bus stop to after school activities.

- Want to see Stow and Smyth Road Connections. Stow Road to connection at Virginia to have traffic lights.



Boundaries:

- Generally satisfied with existing boundary surrounding Freds Pass.
- Some confusion why northern boundary includes CN 'cut-out's and does not follow NAR corridor.
- Discussion as to whether or not new industrial subdivision should be included.
- Exclude Berno's land from transition area therefore requiring minimum 1ha RR development.

Scale of development:

- 1ha RR only, including Holly Road and Berno's land on opposite side of highway.

Facilities:

Gerry
Wood

- Develop remaining CP Crown land as an education precinct.
- The area could also accommodate some form of aged care, whether entirely independent or transitioning through to high dependency.
- Medical centre attached to the high dependency centre open to all residents.
- Conservation / open space developed in 'cut out's, with strong connection over highway to Freds Pass Reserve.

Local road network:

- Improved access to Freds Pass Reserve required, however needs to be a private road that can be closed at night to restrict hooning.
- Option to shadow local road network on WW2 aircraft turning circles/taxiways.
- Bicycle and pedestrian access to the commercial centre and south to Bees Creek from Freds Pass Reserve needs to be considered.



- Want urban development on the land below the commonwealth land (Berno's) as it has the greatest opportunity for smaller lot sizes as it won't affect existing residents
- Protect conservation zones
- Land between Bees Creek and Holly Road to have a minimum of 5 acres – small lots allowed opposite on the other side of the road.
- Tourist centre "Caravan City"
- Sattler Crescent to continue the runway loop to recognise Heritage values.
- Bus connection between Freds Pass and the commercial shopping centre.
- Want to move the core transition boundary to encompass the land all the way up to Bow Hunters and 'Berno's land' to allow for urban lots.



Transport / road network:

- There needs to be a bus stop/interchange on northbound side of highway near Freds Pass
- Provide a decent thoroughfare through Freds Pass, but a private road
- Freds Pass access to Bees Creek needs attention, existing and proposed high number of weekly vehicles
- Extend Eugene Road to create interconnected local road network
- Existing road network is still pushing all traffic onto the highway, need an alternative route to move around the locality
- Potential for new intersection on highway south of Bees Creek Road
- New local road network should incorporate heritage Sattler airstrip turning circles
- Speed limit needs review
- Need a safe cycle path on northbound highway side

Land Use:

- Library/community hall on H2O site/northern tip of Freds Pass Reserve
- Sattler Airstrip could be used for a number of tourist related uses, including
 - ∞ caravan pull in bay/long day parking,
 - ∞ interpretative signage,
 - ∞ small visitor information centre / welcome bay
- No 'high rise' along highway
- Non-residential use required along highway as a buffer to rural living. Light industry possible but little visual amenity
- Berno's land – truck trailer transfer area to reduce number of road trains through Coolalinga and into city, truck and recreational vehicle wash area (ie quad bikes), solar farm or other renewable energy industries

Kirsty Hunt

