

Pelaw Main



Pelaw Main is located at the end of Leggetts Drive (Stanford Street) when travelling from Sydney. It adjoins the village of Stanford Merthyr and the town of Kurri Kurri.

The village is located on both sides of Stanford Street, and is bounded by Railway Street to the north and Tarro and Mulbring Streets (forming John Renshaw Drive) to the southwest. The village is surrounded by natural bushland.

Pelaw Main is zoned R2 Low Density Residential and has a mapped minimum lot size of 450m².

Figure 1: Pelaw Main Village Extent

Social Environment¹

The village has a moderate population, and a median age comparable with most other villages. However, similar to Neath, Pelaw Main has an average weekly household income below \$1,000 per week, and has the lowest weekly rents and average mortgage costs of all other villages.

Couples with and without children make up the predominant household types, at approximately 40% of households each. One-parent families comprise 21% of households. Housing tenure is generally split in thirds between outright ownership, being purchased and being rented.

In 2016, 8.9% of residents in Pelaw Main reported having completed Year 12 as their highest level of educational attainment whilst 42.4% of the population reported an education level of Year 11 or below.

Pelaw Main has a relatively low SEIFA (IRSD) Index Score, meaning it is one of the more disadvantaged villages within the Cessnock Local Government Area (LGA.)



**Total
Population:**
1,021



**Indigenous
Population:**
7.6%



Median Age: 41



**Average Weekly
Household
Income: \$989**



**Average Weekly
Rent: \$260**



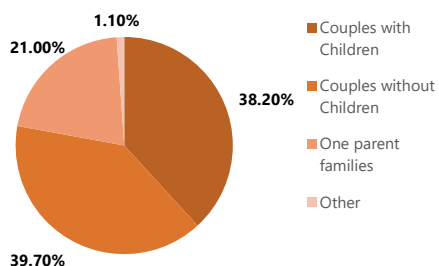
**Average
Monthly
Mortgage:
\$1,300**

¹ ABS 2016 Quick Stats (https://quickstats.censusdata.abs.gov.au/census_services/getproduct/census/2016/quickstat/SSC13177), accessed 14 October 2021

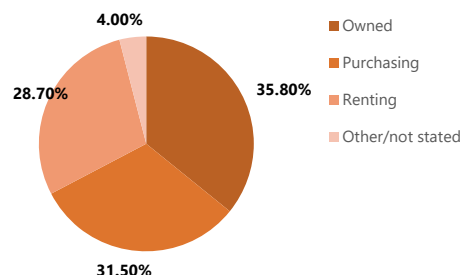
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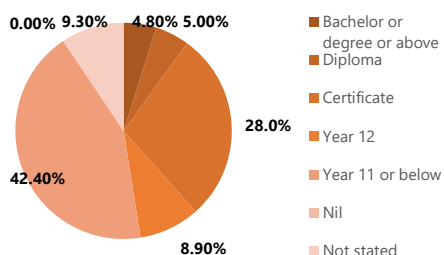
Household types



Housing tenure



Highest level of education



SEIFA (IRSD) Index Score²

886

Economic Environment³

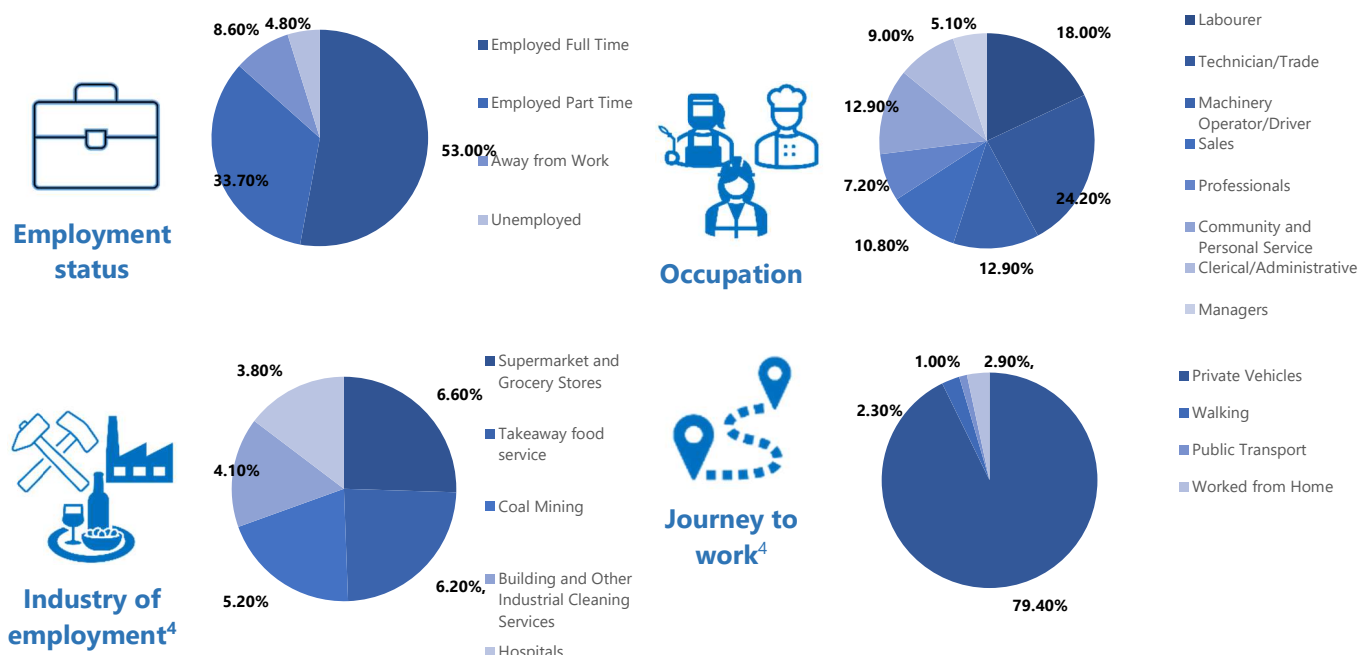
Over 50% of residents of Pelaw Main (over the aged of 15 years) reported by employed in a full-time capacity. A further 33.7% reported being employed on a part-time basis. Labourers, Technicians/Trades, Machinery Operators/Drivers and Community and Personal Services were the predominant occupations of Neath residents.

Supermarket and grocery stores, Takeaway food services and coal mining were the top industries of employment.

² The Socio Economic Index for Areas (SEIFA) ranks areas in Australia according to relative socio-economic advantage and disadvantage. The Index of Relative Socio-economic Disadvantage (IRSD) is a general socio-economic index that summarises a range of information about the economic and social conditions of people and households within an area. This index includes only measures of relative disadvantage. A low score indicates relatively greater disadvantage in general. A high score indicates a relative lack of disadvantage in general (Source: [Census of Population and Housing: Socio-Economic Indexes for Areas \(SEIFA\), Australia \(cat. no. 2033.0.55.001\)](https://www.abs.gov.au/ausstats/127000/nsw/tables/13177), accessed 14 October 2021)

³ ABS 2016 Quick Stats (https://quickstats.censusdata.abs.gov.au/census_services/getproduct/census/2016/quickstat/SSC13177), accessed 14 October 2021

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There are no retail or commercial areas in Pelaw Main; however, such did exist at one time, as evidenced by the converted shop fronts on Stanford Road. Home businesses and occupations are also likely to operate within the area

Built & Natural Environment⁵

Aboriginal Heritage

The developed area of Pelaw Main is of moderate to low sensitivity for cultural heritage values, however, land surrounding the village is of very high and high sensitivity. Many scattered artefacts are evidence of previous occupation.

The Pelaw Main Learning Place is a site of value and connection to culture, but also forms part of the cultural landscape within the Cessnock LGA. The locality continues to be used today for sharing and learning culture and for engagement in traditional practices⁶.

Landscape, Vegetation & Constraints

The village of Pelaw Main is located on an elevated landform, with elevation decreasing by at least 30m to the north (towards Kurri Kurri), to the east (towards Stanford Merthyr) and to the south (along Leggetts Drive).

Views are therefore available to the elevated landforms in Kurri Kurri (Lang Street) and to the Watagan Mountains in the south. As local streets are wide, many have views that extend for their entire length.

⁴ Top responses only

⁵ ABS 2016 Quick Stats (https://quickstats.censusdata.abs.gov.au/census_services/getproduct/census/2016/quickstat/SSC13177), accessed 14 October 2021

⁶ Virtus Heritage 2021, Aboriginal Cultural Heritage Study, Cessnock City Council

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Plate 1: Views along Stanford Street (left and top) to the west and north, Local Streetscape view (bottom)

Figure 2: Significant View Corridors

Pelaw Main is surrounded to the east, south and west by dense bushland. Internally, vegetation cover is sparse, with canopy cover at approximately 13% with most the most consolidated area of vegetation occurring within the public school grounds, and in and around open space areas, such as the Log of Knowledge Park.

Vegetation surrounding the village comprises several Threatened Ecological Communities (TECs), including the Kurri Sand Swamp Woodland TEC, Lower Hunter Spotted Gum – Ironbark Forest and River-flat Eucalypt Forest TECs

The surrounding bushland comprises Category 1 and 3 bushfire prone vegetation, with the outskirts of the village providing a buffer for the remainder of the village.

Given the elevation of the village, flooding generally does not present a risk, however during the 1% Annual Exceedance Probability (AEP) event, local waterways can overtop Leggetts Drive, though access to Kurri Kurri remains available.

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Figure 3: Vegetation Cover

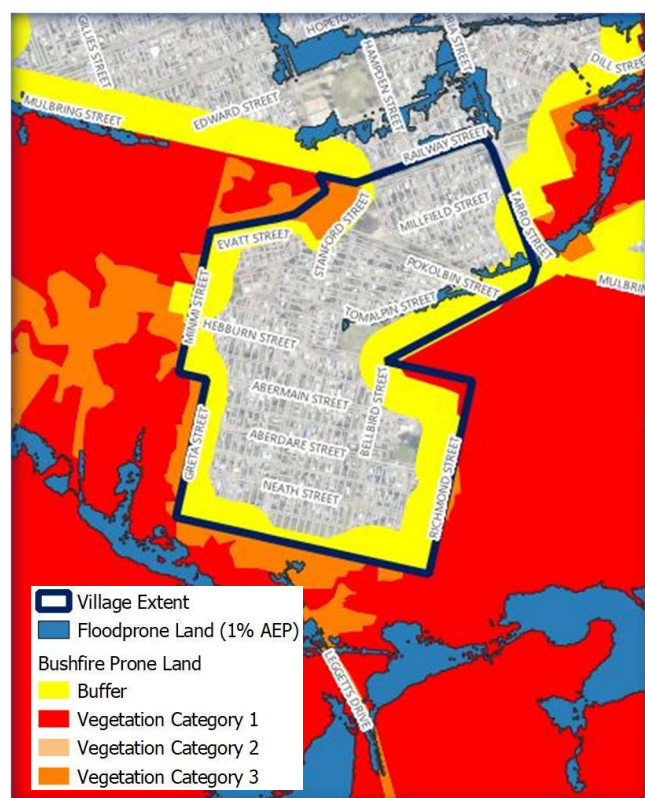


Figure 4: Bushfire Vegetation Categories and Flood prone Land

European Heritage

The opening of the Pelaw Main Colliery in 1901 provided the impetus for the establishment and growth of Pelaw Main and Kurri Kurri as well as the capital for the establishment of the Richmond Main and other mines.⁷

The colliery made use of the Richmond Vale Railway line, connected by a spur line, which was first used to transport coal from the colliery in 1905⁸.

The public school opened in 1903. Memorial gateway were established at the school in 1917 to recognise the contribution of local men during the First World War⁹.

⁷ Pike, Walker and Associates, 1992 – 93, *City of Cessnock Heritage Study (Pelaw Main Colliery Inventory Item Sheet Ref. No. 031)*

⁸ National Library of Australia, 2009, *A History of the Greta Coal Measures*, <https://webarchive.nla.gov.au/awa/20090706230119/http://pandora.nla.gov.au/pan/100781/20090610-1630/hosting.collectionsaustralia.net/newcastle/greta/frames.html>, accessed 18 November 2021

⁹ Pike, Walker and Associates, 1992-93, *City of Cessnock Heritage Study, (Pelaw Main Public School and Memorial Gates, Inventory Item Sheet Ref. No. 158)*

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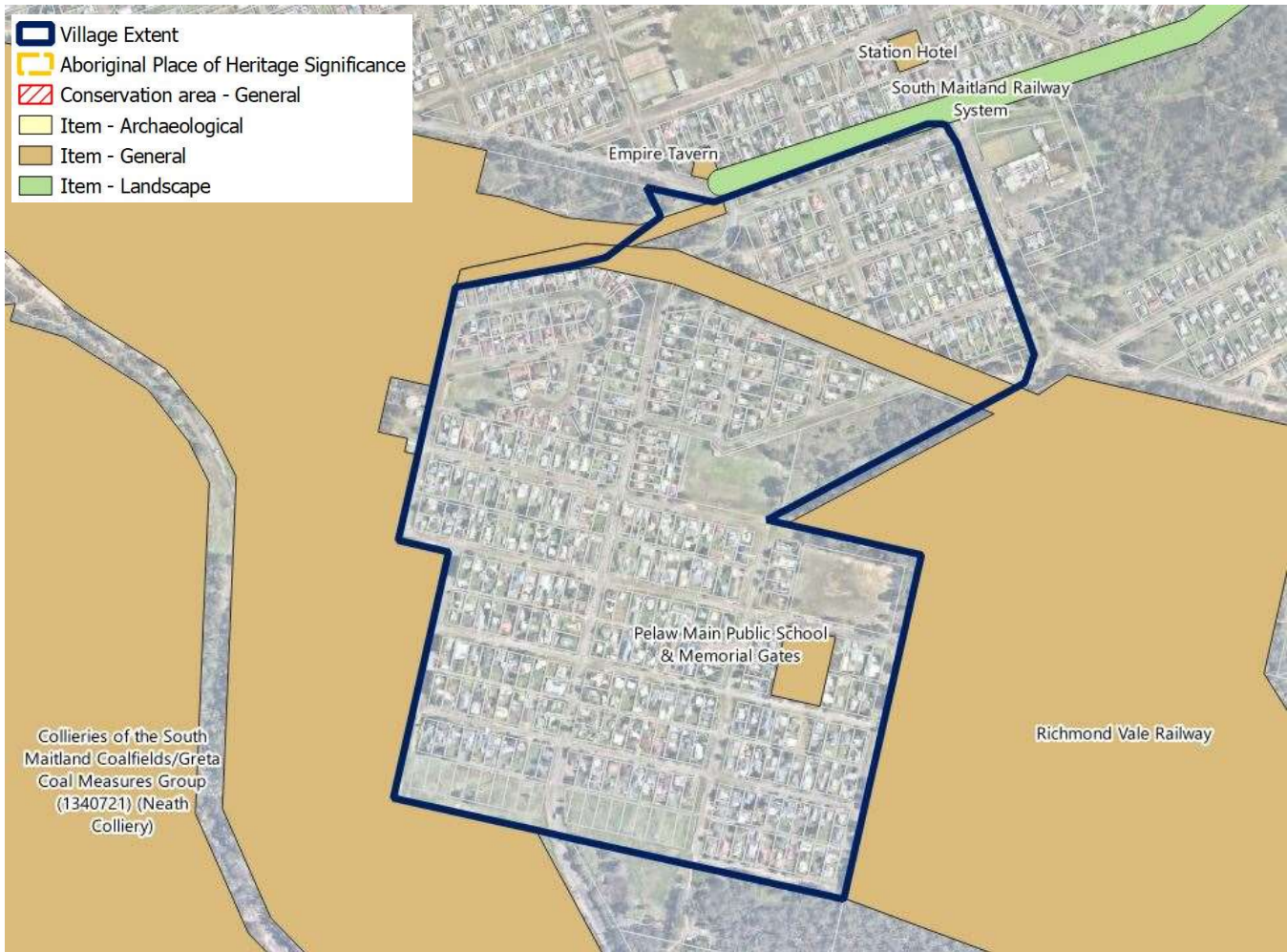
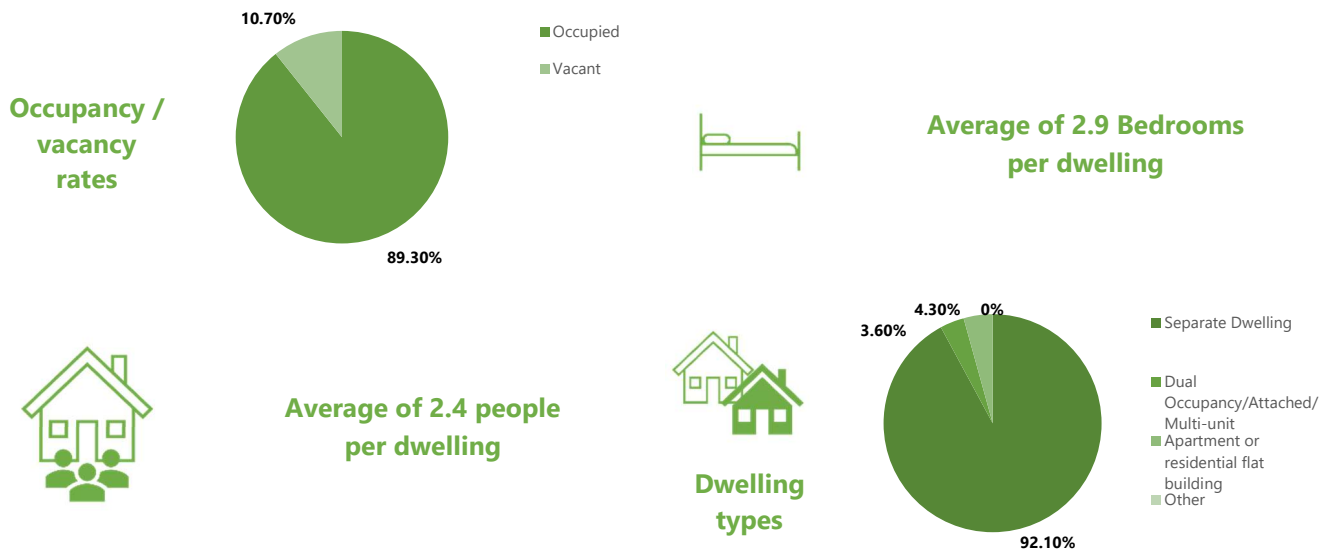


Figure 5: Heritage Items

Built Form & Density



The majority of Pelaw Main bears the hallmarks of subdivision design of the early 1900's. Subdivision pattern is grid like, with wide road reserves (of at least 20m) and mid-block laneways (unformed). Lots are generally regular in shape and size, with frontages of approximately 20m and depths of approximately 50m.

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The average lot size is approximately 960m² with a dwelling density of approximately 7.4 dwellings per hectare.

Most dwellings are set towards the frontage of lots, with many exhibiting styles of the early 1900's and later periods with examples of hip roofed cottages and gabled bungalows. Many lots have multiple outbuildings (sheds/car ports etc.).

Some higher density development has occurred in the recent past, with multi-unit development present (e.g. four unit townhouse style development), dual occupancies as well as secondary dwellings. There is also some evidence of urban renewal of older housing stock.

Pelaw Main has also seen some expansion, with the creation of the Evatt Street/Hector Avenue subdivision in 1982¹⁰.

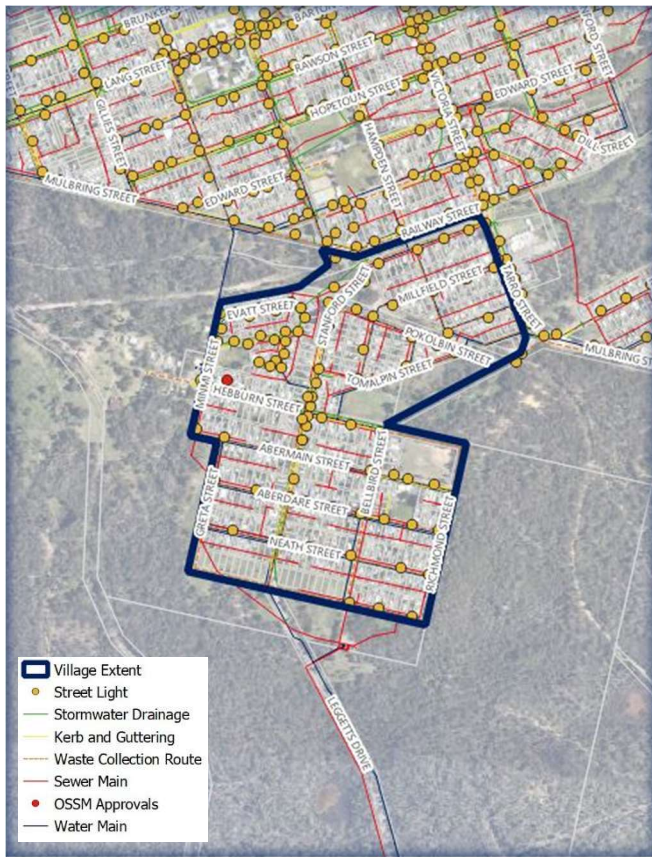


Plate 2: Examples of dwellings

¹⁰ DP263594, Plan of Subdivision of Lot 29 DP 261972, 1 December 1982

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Servicing



Pelaw Main is supported by reticulated water supply and sewerage infrastructure.

Kerb and guttering is provided for the length of Stanford Street, around the school, most of Hebburn Street, and around the subdivision in Evatt Street/Hector Avenue. Stormwater is managed by a series of under road culverts and drains. Stanford Street is a key component of the stormwater management system.

Street lighting is provided at regular intervals through the village.

General waste, green waste and recyclable collection services operate in the village

Figure 6: Servicing Infrastructure

Connectivity

Pelaw Main is connected by Leggetts Drive to Mulbring and the Lake Macquarie LGA, and to Stanford Merthyr by Pokolbin Street and via Tarro/Mulbring Street. The township of Kurri Kurri is directly north of the village, and access to Weston can be obtained via Mulbring and Lang Streets. There is only one pedestrian crossing between the two areas of the village, located at the corner of Stanford and Hebburn Streets.

Pelaw Main has alternative transport connections to Stanford Merthyr via Spion Kop. Informal access trails link the village to the Kurri Hospital located on Hospital Road/Lang Street.

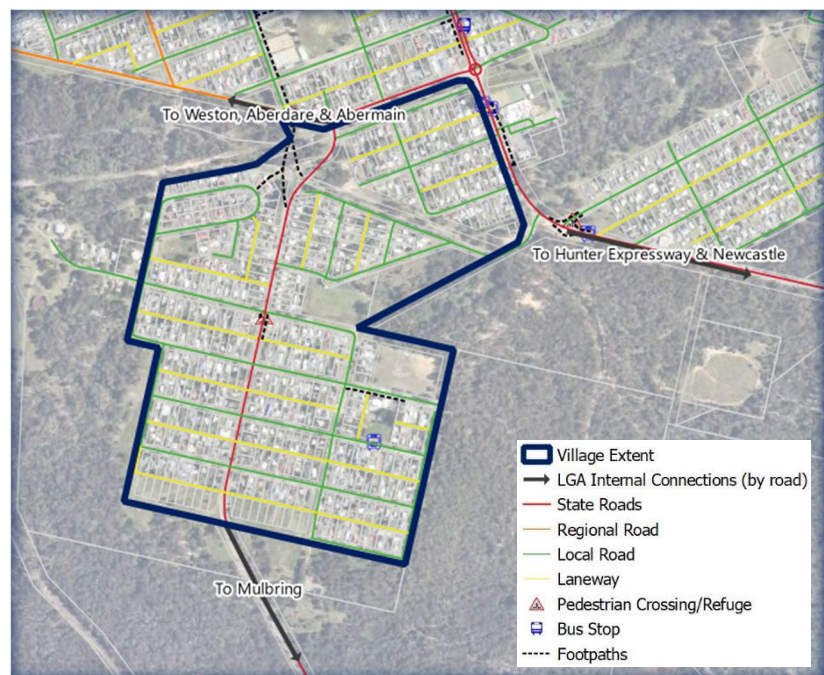


Figure 7: Connectivity within and beyond Pelaw Main

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Footpaths are located in front of the school on Abermain Street, either side of the pedestrian crossing on Stanford Street, and with the Log of Knowledge Park. The footpaths in the Log of Knowledge Park provide connectivity to Allworth Street and the Kurri Kurri centre core, the subdivision on Evatt Street/Hector Avenue, and Stanford Street. The latter two do not have connecting footpaths to each other.

Bus services operate between Cessnock, East Maitland and Greenhills, generally at two hourly intervals in the mornings and three hourly intervals in the afternoon during weekdays. Three services operate on Saturday at two hourly intervals commencing at around 9am. No services operate on Sundays or public holidays¹¹.

Open Space and Public Domain

There are multiple areas of open space within Pelaw Main with different functions.



Figure 8: Existing Facilities / Embellishments within Open Space Areas

The Log of Knowledge Park provides for an area of active play, with embellishments including shaded play equipment, seating and picnic tables. The Park also supports passive recreation and is the entrance point to Kookaburra walk, providing walking opportunities through a natural bushland setting.

¹¹ Transport for NSW Bus Route 164, 2021, https://www.rovercoaches.com.au/client_images/2199050.pdf, accessed 18 November 2021

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The park also has a tourist information function, with plaques and an information board providing information about the village history and surrounds.

Jacobs Park is located opposite the public school on Abermain Street. This park supports outdoor recreation undertaken by the school as well as being a public facility. Centenary Park is a local sportsground with facilities for soccer events.



Plate 3: Examples of Open Space (left to right) Kookaburra walk entry, Log of Knowledge garden & signage, Jacobs Park, passive park Boundary Street, Spion Kop (Richmond Vale Trail)

Table 1: Recreation Facilities¹²

Name	Hierarchy	Area	Facilities / Embellishments
Lloyd Park	Passive (Utility)	0.62 ha	<ul style="list-style-type: none"> ▪ Nil
Log of Knowledge Park	District Park	1.17 ha	<ul style="list-style-type: none"> ▪ Car park ▪ Memorial ▪ Path ▪ Playground ▪ Sheltered picnic table and bench ▪ Tourist information board
Jacobs Park	Local Sportsground	1.65 ha	<ul style="list-style-type: none"> ▪ Fencing ▪ 1 concrete cricket pitch ▪ Amenities building
Pelaw Main Centenary Park	Local Sportsground	1.70 ha	<ul style="list-style-type: none"> ▪ Amenities building ▪ Bench seats ▪ Fencing ▪ Floodlighting ▪ 1 soccer field

There is some evidence of a prior street tree program, with some streets hosting bottlebrush (*Callistemon sp.*) within road reserves. Chalmers Park also provides evidence of urban greening, comprising a grove of woody vegetation offering opportunities for passive recreation, but also acting as a buffer between urban areas. Spion Kop Village Reserve performs a similar function, but also provides a connection between Pelaw Main and Stanford Merthyr, for pedestrians and bike riders.

¹² Cessnock City Council Recreation and Open Space Strategic Plan 2020

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Entry signage is consistent with Council’s Signage Strategy; however, street name signs are not.

Planned Public Domain Facilities / Embellishments and Works Projects

An audit of existing Council strategies and plans has been prepared to identify works which are currently being undertaken (or have recently been completed), and those planned. Additionally, the audit has identified key principles for the delivery and supply of services and infrastructure, which may assist in identifying additional public domain projects.

Where practicable these are identified on Figure 9, but are listed in full in Table 2. The location of the planned improvements is indicative only, and may alter subject to further planning and design. Timing for delivery is also affected by funding availability.

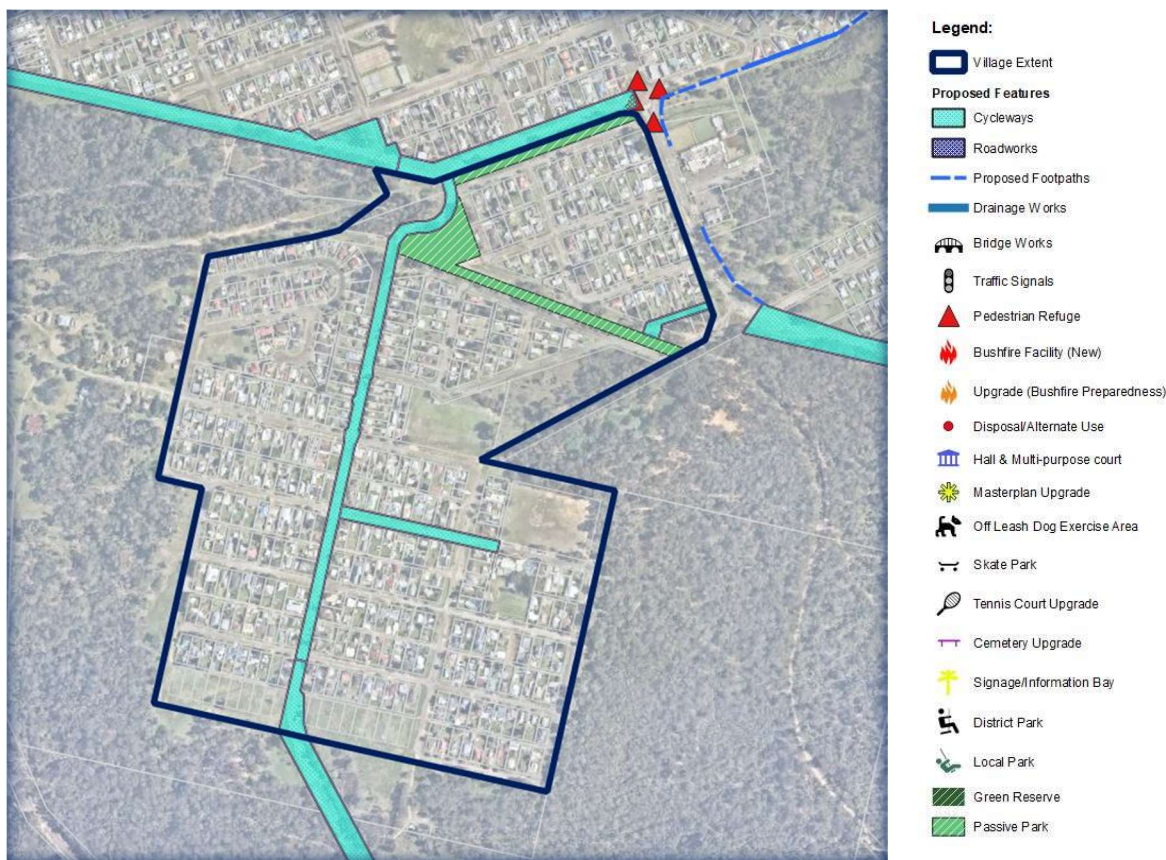


Figure 9: Audit Outcomes - Planned works and Infrastructure

Table 2: Audit Outcomes – Planned Works, Infrastructure and Principles

Category	Strategy / Plan	Action
Cycleways / Paths / Trails	Kurri Kurri District Strategy 2018 / 2021 – 2022 Capital Works Program	Enhance the pedestrian and cyclist environment between Log of Knowledge Park and the Kurri Kurri Commercial Centre as a priority
	Cycling Strategy 2016 / City Wide Local Infrastructure	New local off-road path in Colliery Street/Maitland street – Heddon Street to Pokolbin Street

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Category	Strategy / Plan	Action
	Contribution Plan 2020	
	Cycling Strategy 2016 / City Wide Local Infrastructure Contribution Plan 2020	New local off-road path from Pokolbin Street to Tarro Street
	Cycling Strategy 2016 / City Wide Local Infrastructure Contribution Plan 2020	New district off-road path on Stanford Street from Neath Street to existing cycleway in Log of Knowledge Park
	Cycling Strategy 2016 / City Wide Local Infrastructure Contribution Plan 2020	New local off-road path on Abermain Street – Stanford Street to Pelaw Main Public School
	Cycling Strategy 2016 / City Wide Local Infrastructure Contribution Plan 2020	New district on-road connection on Mulbring Road – Neath Street to Whitebridge Road (Mulbring)
	Pedestrian Access and Mobility Plan 2016 ¹³	New Path between Hebburn Street and log of Knowledge Park
Greater Cessnock Jobs Strategy 2021 / Trails Strategy 2020		Construct the Richmond Vale Rail Trail with support and assistance from landowners, NSW Government and Australian Government.
		Progress with the development of a recreational trail along the Richmond Vale Trail Line, known as the Richmond Vale Rail Trail
		At the appropriate point on the Richmond Vale Rail Trail project, install a 'Key Trail Information' sign at Log of Knowledge Park. The trailhead sign will provide information relating to the Richmond Vale Rail Trail as well as an overview of the wider trails network
		At the appropriate point of the progression of the Richmond Vale Rail Trail project, develop trailhead infrastructure at Log of Knowledge Park, to provide information about the Richmond Rail Trail, other trail experiences and promote connectivity to the town centre.
		Assess the feasibility of developing recreational trails which link the Secondary Trailhead at Log of Knowledge Park to other towns/ destinations across the LGA (e.g. to Cessnock; the Vineyard District; various heritage sites, National Parks). Consider opportunities to use historic rail corridors.
		Develop and implement a masterplan for Log of Knowledge Park to ensure that the site provides infrastructure in line with the Recreation and Open Space Strategic Plan, as the LGA's trailhead location for the proposed Richmond Vale Rail Trail

¹³ Additional pathways are proposed which are located in similar locations to proposed cycleways

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Category	Strategy / Plan	Action	
		Maintain Kookaburra Trail as a key strategic link between Log of Knowledge Park and Land Street, providing for connectivity to the Kurri Kurri town Centre	
		Enhance existing trails (i.e. Kookaburra Trail) and develop new trails where possible from Log of Knowledge Park, establishing this site as a Secondary Trailhead for the region's trail network. Ensure that these trails are appealing to the anticipated visitors associated with the Richmond Vale Rail Trail.	
		Develop trailhead infrastructure at Log of Knowledge Park which provides information about the Kookaburra Trail as well as the Richmond Vale Rail Trail and connectivity to the town centre	
	City Wide Local Infrastructure Contribution Plan 2020	Kookaburra Trail	
Land Use Planning	Urban Tree Canopy Policy 2021	Develop an Environmental Strategy that aims to create an interconnected Urban Tree Canopy across the Cessnock LGA to assist in climate mitigation and adaptation, reducing the urban heat island effect, improving health and wellbeing, supporting healthy urban ecosystems, improving soil moisture and water quality and providing links to green spaces;	
	Kurri Kurri District Strategy 2018	Prepare a street tree planting program	
	Greater Cessnock Jobs Strategy 2020		Develop a local character statement for each town to inform place activation and development
			Develop heritage colour and material palette options for buildings along the main street which integrates with the street furniture and signage strategy.
			Improve the visual amenity of public domains and commercial centres by implementing masterplans in Cessnock, Kurri Kurri, Branxton and other strategic locations.
			Utilise street pole banners in activation areas to promote upcoming activity, events, landmarks to community and visitors.
	Review the permissible uses within the environmental and rural land use zones to ensure economic activities associated with nature based tourism are included.		
Open Space	Recreation and Open Space Strategic Plan 2020	Develop the following parcels of land as Passive Parks: <ul style="list-style-type: none"> Lot 7321 DP 1167549 – 20 Railway Street, Pelaw Main (Green Corridor) Lot 7017 DP 1021277 & 7311 DP 1167240 – 2A Stanford Street, Pelaw Main (Green Corridor) 	
Public Transport	Disability Inclusion Action Plan 2021 – 2025	Support safe and accessible transport options	
Recreation Buildings / Amenities	Disability Inclusion Action Plan 2021 - 2025	Improve the accessibility of public spaces and facilities	
Signage	Cessnock LGA signage Strategy	Suburb Entry Signs: It is recommended that all Suburb Entry Signs be installed simultaneously. Existing suburb signage is to be removed.	

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Category	Strategy / Plan	Action
		Street Signs: A gradual replacement of street signs is recommended. In order to achieve economies of scale it is recommended that areas be identified for upgrade and new signage progressively rolled out across the LGA. Where individual replacement signs are required, old signs are to be removed and new signs installed.