

Greta



The village of Greta is located east of the villages of Branxton and Lochinvar (within the Maitland Local Government Area - LGA). The village is one of a bead of villages along the New England Highway, which is the spine for linking villages within and beyond the upper Hunter Valley to western and northern inland NSW.

The village core is located on the New England Highway / High Street) between West and Nelson Streets. The broader village area extends west to include land west of Oxford Street, south to Anvil Creek and North to Greta Street in the east. Land outside of the village extent is rural residential and rural in nature and use.

A key feature of the village is the central green median between the New England Highway and the original High Street which contains a grove of well-established Silky Oak (*Grevillia robusta*) trees.

Street which contains a grove of well-established Silky Oak (*Grevillia robusta*) trees.

Figure 1: Greta Village Extent

Greta is predominantly zoned R2 Low Density Residential, with a mapped minimum lot size of 450m². Some outer areas of the village are zoned R5 Large Lot Residential with a minimum lot size of 2,000m².

Social Environment¹

Greta is the largest of the villages in terms of population size, being slightly higher than Abermain. The village has a relatively low median age and almost half (48%) of households comprise couples with children.

The village area also has a relatively high proportion (46.1%) of homes being purchased (with mortgages).



Total Population:
2,830



Indigenous Population:
7.3%



Median Age: 33



Average Weekly Household Income: \$1,412



Average Weekly Rent: \$320

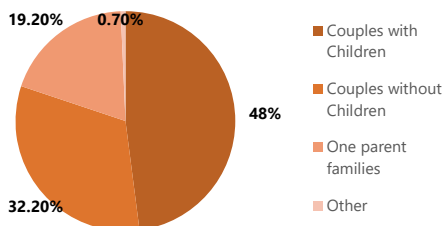


Average Monthly Mortgage: \$1,647

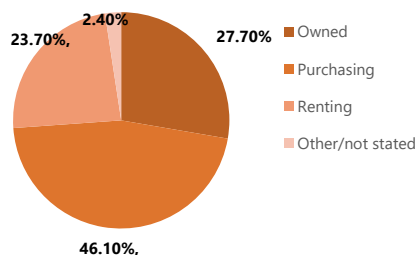
¹ ABS 2016 Quick Stats (https://quickstats.censusdata.abs.gov.au/census_services/getproduct/census/2016/quickstat/SSC11778)



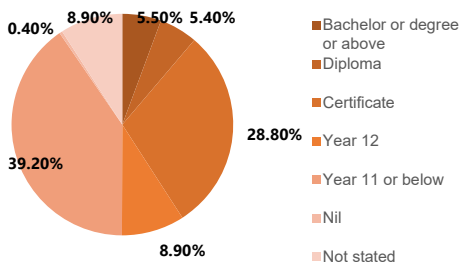
Household types



Housing tenure



Highest level of education



SEIFA (IRSD) Index Score²

955

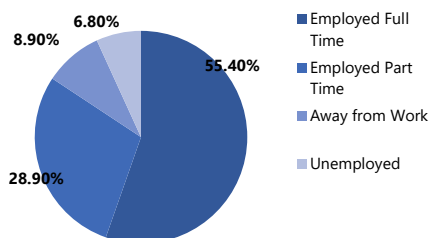
Economic Environment³

Over half of the population of Greta (aged over 15 years) are employed in a full time occupation, with a further 28.9% employed in a part-time capacity. The predominant occupations include Technicians and Trades, Labourers and Machinery Drivers/Operators. The top industry of employment reported is Coal Mining.

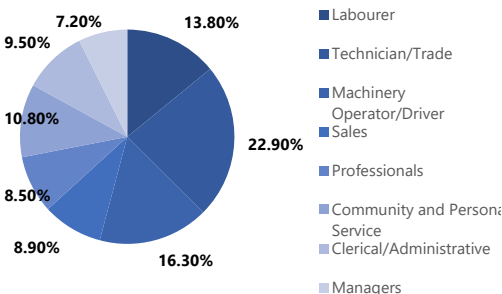
Over 80% of travel to work in private vehicles as either a passenger or driver.



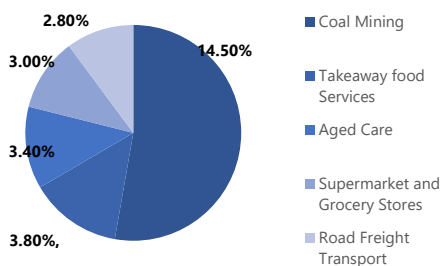
Employment status



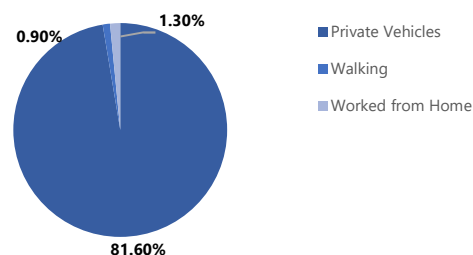
Occupation



Industry of employment⁴



Journey to work⁴



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://censusdata.abs.gov.au/census_services/getproduct/census/2011/socioeconomic/indexes), accessed 14 October 2021)

³ ABS 2016 Quick Stats (https://quickstats.censusdata.abs.gov.au/census_services/getproduct/census/2016/quickstat/SSC11778), accessed 14 October 2021

⁴ Top responses only

Businesses within the village include a pub, takeaway food premises, service station, retail premises (including clothing and furniture/bric-a-brac), business premises (including a pharmacy, news agency, hair salon, used vehicle sales) and health services facilities, all of which are located in the core of the village on High Street. There are few vacant shopfronts, with evidence of new shops/cafes being recently established.

There are also childcare facilities within the village, as well as some home occupations. A number of accommodation services exist in the area surrounding the village.



Plate 1: Examples of businesses in Greta

Built & Natural Environment⁵

Aboriginal Heritage

Whilst not specifically within the village extent, surrounding areas of the village have Aboriginal Cultural significance as post-contact and continued connection. These places include the Greta Migrant Camp⁶.

Given the wide scale use of land within the Cessnock LGA, there is also likely to be scattered artefacts or Potential Archaeological Deposits (PAD), which provide evidence of Aboriginal occupation of the area. Areas with ready access to water, such as along the Hunter River (east of the village) and Anvil Creek are likely to be highly significant.

Landscape, Vegetation & Constraints

Greta is relatively low-lying, however the slightly elevated areas within the village afford views to the southwest to the Brokenback Mountain ranges.

From the higher elevations in the north of the village, there are views to the northeast. From the western extent of the village, views exist over the Anvil Creek floodplain.

Local view corridors include the length of High Street, and for the length of many roads due to their wide nature.



Figure 2: Significant View Corridors

⁵ ABS 2016 Quick Stats (https://quickstats.censusdata.abs.gov.au/census_services/getproduct/census/2016/quickstat/SSC11778), accessed 14 October 2021

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



Plate 2: Views

Much of the vegetation surrounding the village is bushfire prone, including the grasslands of the floodplains and adjoining rural lands. Some localised flooding of the village is likely to occur during the 1% Annual Exceedance Probability (AEP) event.

The largest concentration of vegetation cover within the village is located along Anvil Creek, which correlates to the Lower Hunter Spotted Gum-Ironbark Forest Threatened Ecological Community (TEC). Whilst there are pockets of other vegetation east of Greta Central Park, and the central median comprising a grove of Silky Oaks (*Grevillia robusta*), the village area, and the surrounding rural lands have minimal vegetation cover (approximately 17% canopy cover).

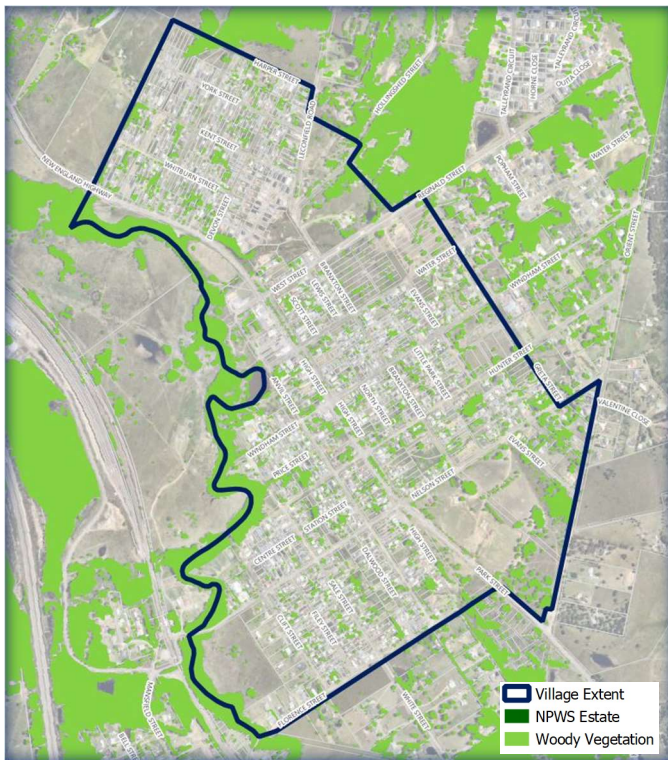


Figure 3: Vegetation Cover

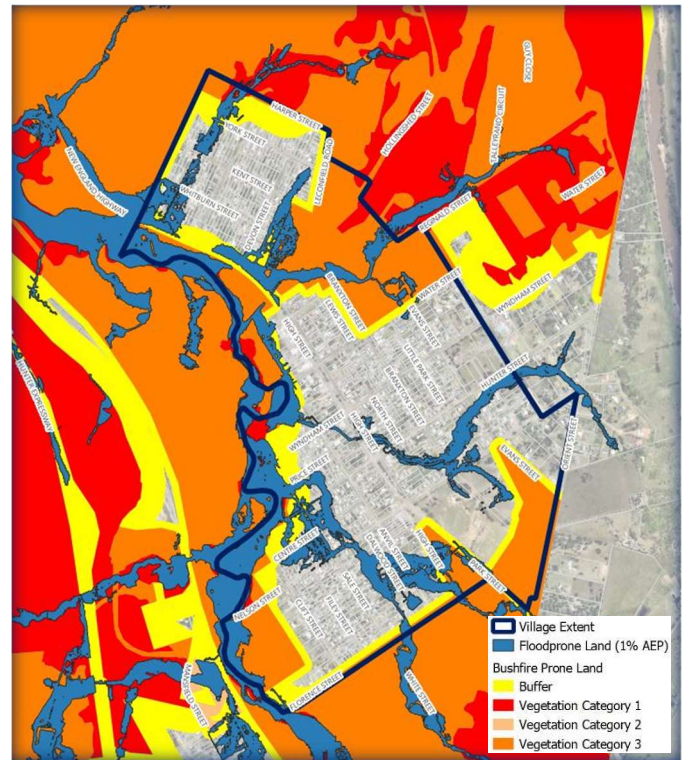


Figure 4: Bushfire Vegetation Categories and Flood prone Land

European Heritage

The township of Greta was a government subdivision approved in 1843, however did not see much development until the 1860's when the Anvil Creek and Farthings mines were opened⁷.

Many of the heritage features which remain in the village, including the cemetery, public school, pre-school (former police station), railway station, Anglican and Methodist Church (and other buildings in High Street) as well as the sandstone kerb and guttering and local bridges were associated with the growth of the village as a result of the mine operation.

The village was a Government administrative centre, with the court house, chambers and police station supporting this function until the closure of the coal mines in 1937⁸.

The Greta Migrant Camp is located outside of the village extent but has a connection to the village. The site was utilised as an army camp from the 1940's and supported the local community and businesses after most coal mines had closed. However, following the flood in 1949, the army camp closed and was converted to a migrant camp, which housed in excess of 10,000 migrants. The migrant camp closed in the late 1950's⁹.

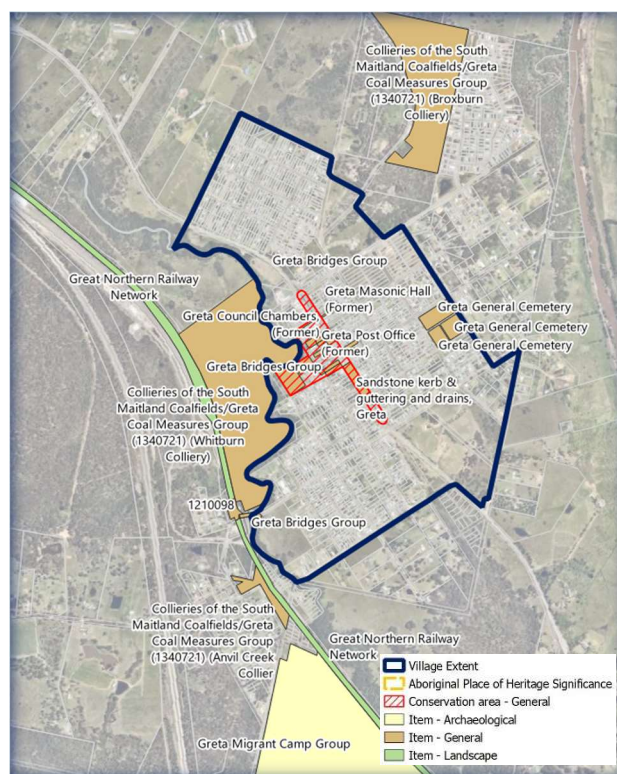


Figure 5: Heritage Items



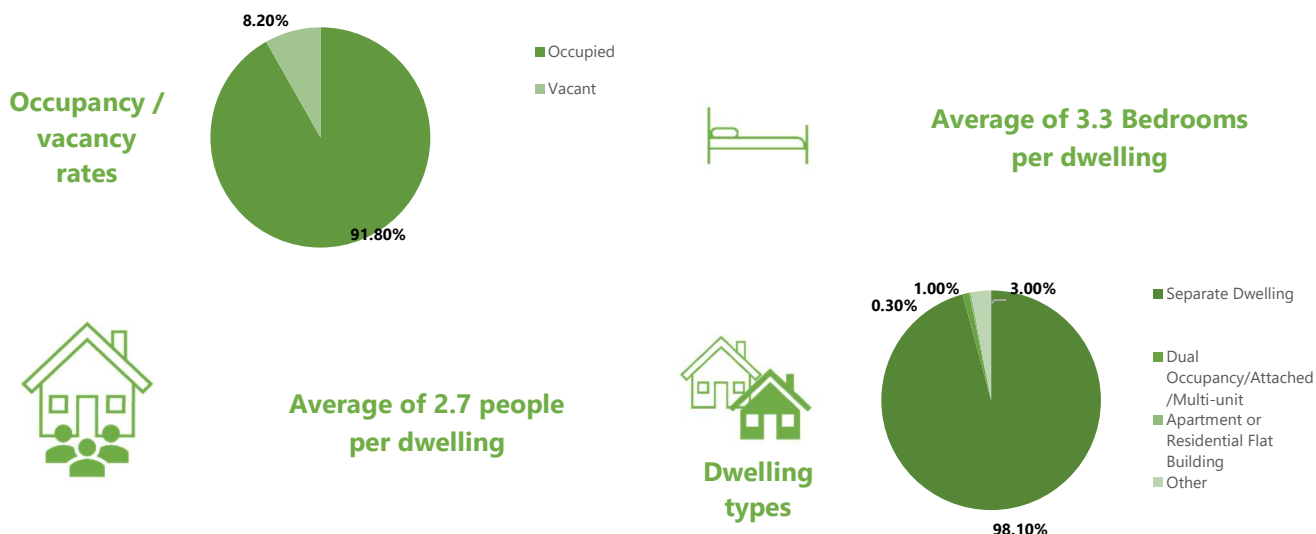
Plate 3: Examples of heritage

⁷ Pike, Walker and Associates, 1992-93 City of Cessnock Heritage Study (Greta Migrant Camp Inventory Item Sheet Ref. No. 007, Greta Railway Station and Station Masters House Inventory Item Sheet Ref. No. 011, Greta Conservation Area Item Sheet Ref. No. 201, Uniting Church Greta Inventory Item Sheet Ref. No. 206, Greta Post Office Inventory Item Sheet Ref. No. 207, Greta Pre-School (former police station and lock up) Inventory Sheet Item Ref. No. 209)

⁸ Pike, Walker and Associates, 1992-93 City of Cessnock Heritage Study (Greta Migrant Camp Inventory Item Sheet Ref. No. 007, Greta Railway Station and Station Masters House Inventory Item Sheet Ref. No. 011, Greta Conservation Area Item Sheet Ref. No. 201, Uniting Church Greta Inventory Item Sheet Ref. No. 206, Greta Post Office Inventory Item Sheet Ref. No. 207, Greta Pre-School (former police station and lock up) Inventory Sheet Item Ref. No. 209)

⁹ Pike, Walker and Associates, 1992-93 City of Cessnock Heritage Study (Greta Migrant Camp Inventory Item Sheet Ref. No. 007, Greta Railway Station and Station Masters House Inventory Item Sheet Ref. No. 011, Greta Conservation Area Item Sheet Ref. No. 201, Uniting Church Greta Inventory Item Sheet Ref. No. 206, Greta Post Office Inventory Item Sheet Ref. No. 207, Greta Pre-School (former police station and lock up) Inventory Sheet Item Ref. No. 209)

Built Form & Density



Like other government subdivisions, the village has a grid-like pattern with regular shaped allotments. Some streets (e.g. North and Little Park Streets) are more narrow and lane-like than other local roads in the village and offers a frontage for development, as opposed to laneways in other localities (e.g. Abermain) which are located to the rear of/between lots.

Some dwellings within and close to the village core are representative of the cottages constructed to support the population during the mining boom of the late 1800's/early 1900's.



Plate 4: Examples of dwellings

The village also supports examples of post-war dwelling types. More contemporary dwelling forms are located in new subdivisions in the south of the village (between Hunter and Sale Streets), as well as in the new subdivision at Wyndham Ridge (located outside the village extent).

Average lot sizes and densities between new development areas and older more established areas are generally comparable. For example, the relatively recent development between Centre and Hunter Street (south of the New England Highway/High Street) comprises an average lot size of approximately 760m² and a density of around 10 dwellings per hectare, compared to the older more established area between Hunter Street and Water Street (north of the New England Highway) has a slightly larger average lot size of 800m², and a density of 8.3 dwellings per ha.

Whilst most development in the more established area comprises older dwelling stock, there is evidence of some infill development occurring, with dual occupancies appearing. The older areas also tend to have more vacant lots, which will provide opportunities for infill development.

Other larger lot areas exist within the village, such as those between Evans and Nelson Streets, and north of the village area between Nelson and Reginald Street, some of which is relatively new (e.g. Popham Street / Laetitia Close).

Servicing

The village area is serviced by reticulated water and sewerage infrastructure. The majority of development is connected to these services; however, there are a few parcels within the village extent that still rely on domestic on-site sewage management systems.

Areas outside of the village extent (e.g. south of the railway line) whilst having water supply, rely on domestic on-site wastewater management systems for effluent disposal.

General waste, green waste and recycling collection services operate through the village.

Street lighting is at regular intervals throughout the village, however is more limited in the western area of the village (i.e. west of Leconfield Road), and in and around Greta Central Park.

Kerb and guttering is provided along the predominant local roads (e.g. High Street, Nelson Street (south)) and in localities where new development has occurred.

Stormwater is managed by a series of street culverts and drains as well as inter-lot easements, discharging into local creeks/waterways.

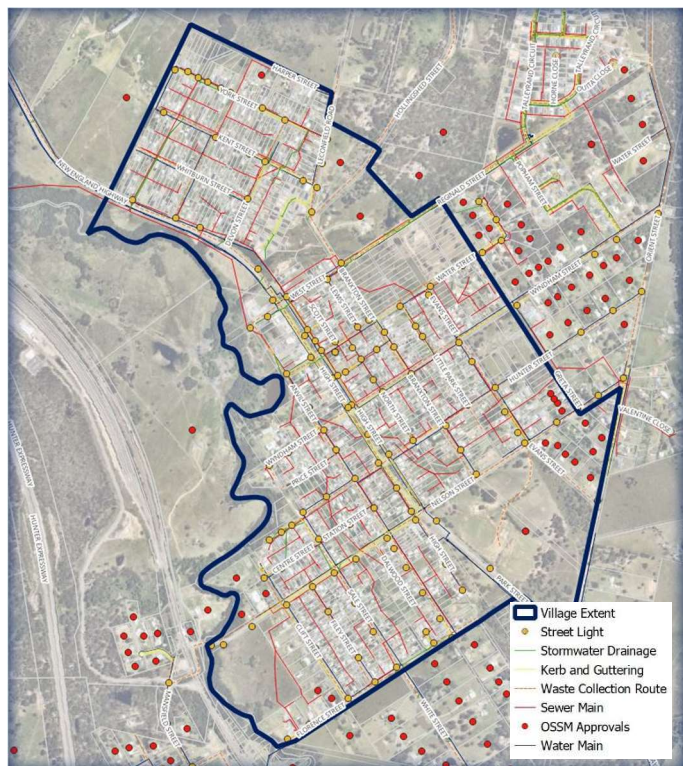


Figure 6: Servicing Infrastructure

Connectivity

Greta is connected to Branxton and Lochinvar via the New England. The New England Highway also links Greta to other places within and beyond the Hunter Valley to western and northern inland NSW to the west, and Maitland and Newcastle to the east. Greta is connected to Lovedale and Kurri Kurri, from Nelson Street and Camp Road.

Internal connectivity relies predominantly on the internal local road network. Footpaths are limited and located predominantly in High Street and around newly developed areas.

Bus services operate to/from Singleton and North Rothbury via Greta to Maitland / Greenhills (and those villages in between) starting from approximately 7:00am at 30 minute intervals until 10:00am, when services become less frequent up to and through the afternoon between Monday to Friday. Saturday

services are fewer, commence later in the morning and stop earlier in the afternoon. Reverse trips reach Greta between 5:30 and 6:00pm¹⁰.

Passenger train services from Scone, Muswellbrook and Singleton to Maitland and Newcastle operate daily departing Greta station at 07:14, 10:58, 15:58; 20:13 on weekdays, and 07:45, 15:58; 21:38 during weekends and public holidays. Passenger train services from Newcastle and Maitland to Singleton, Muswellbrook and Scone operate daily, departing Greta station at 04:12, 09:00, 15:10, 17:15 and 21:10 on weekdays and 04:48, 15:10 and 18:39 during weekends and public holidays¹¹.

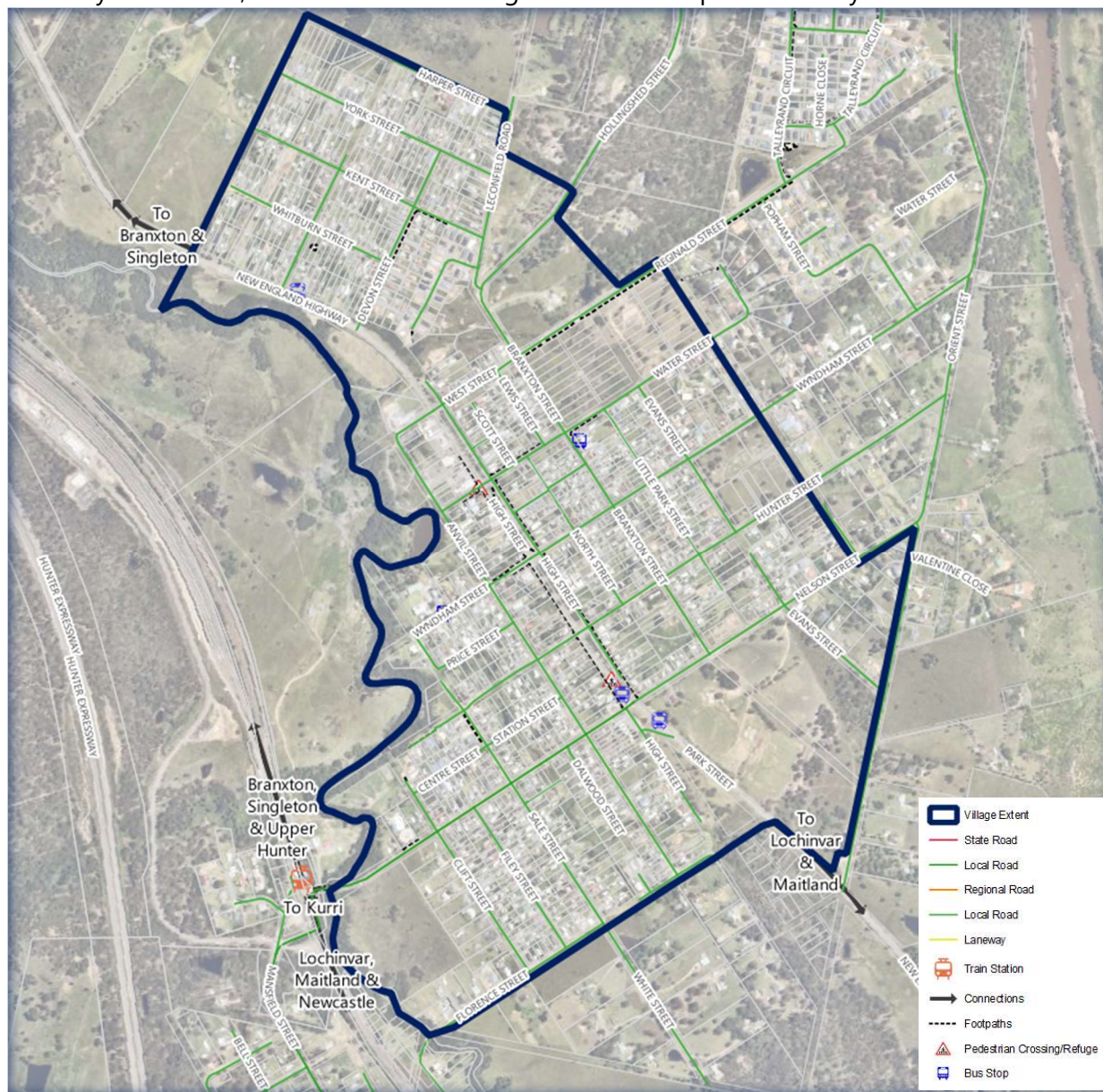


Figure 7: Connectivity within and beyond Greta

¹⁰ Transport for New South Wales, Route 179 Stockland Green Hills to North Rothbury via Maitland Route <https://transportnsw.info/documents/timetables/46-179-Stockland-Green-Hills-to-North-Rothbury-via-Maitland-20211018.pdf>, Route 180 Stockland Greenhills to Singleton Heights via Maitland <https://transportnsw.info/documents/timetables/46-180-Stockland-Green-Hills-to-Singleton-Heights-via-Maitland-20211018.pdf>, accessed 19 November 2021

¹¹ Transport for New South Wales, Hunter Line, Scone or Dungog to Newcastle Interchange and Newcastle Interchange to Scone or Dungog, <https://transportnsw.info/documents/timetables/93-HUN-Hunter-Line-20210612.pdf>, accessed 25 January 2022

Open Space and Public Domain

Greta Central Park, located on the eastern outskirts of the village is the primary open space in Greta. The area is a district level facility, providing for multi-purpose sport and recreation uses.

The Central Park is connected to the core of the village, via the Greta Median strip. Adjacent to the median strip on the corner of High and Water Streets is Norman Brown Park which is a local open space area with play equipment.



Plate 5: Examples of Open Space in Greta

The recently constructed Arts and Community Sports Hall on Water Street provide opportunities for formal indoor sport (e.g. basketball), and coupled with the former Court House and Council Chambers also provide meeting space for community groups. There are no other areas of formal open space located south of the New England Highway (High Street).

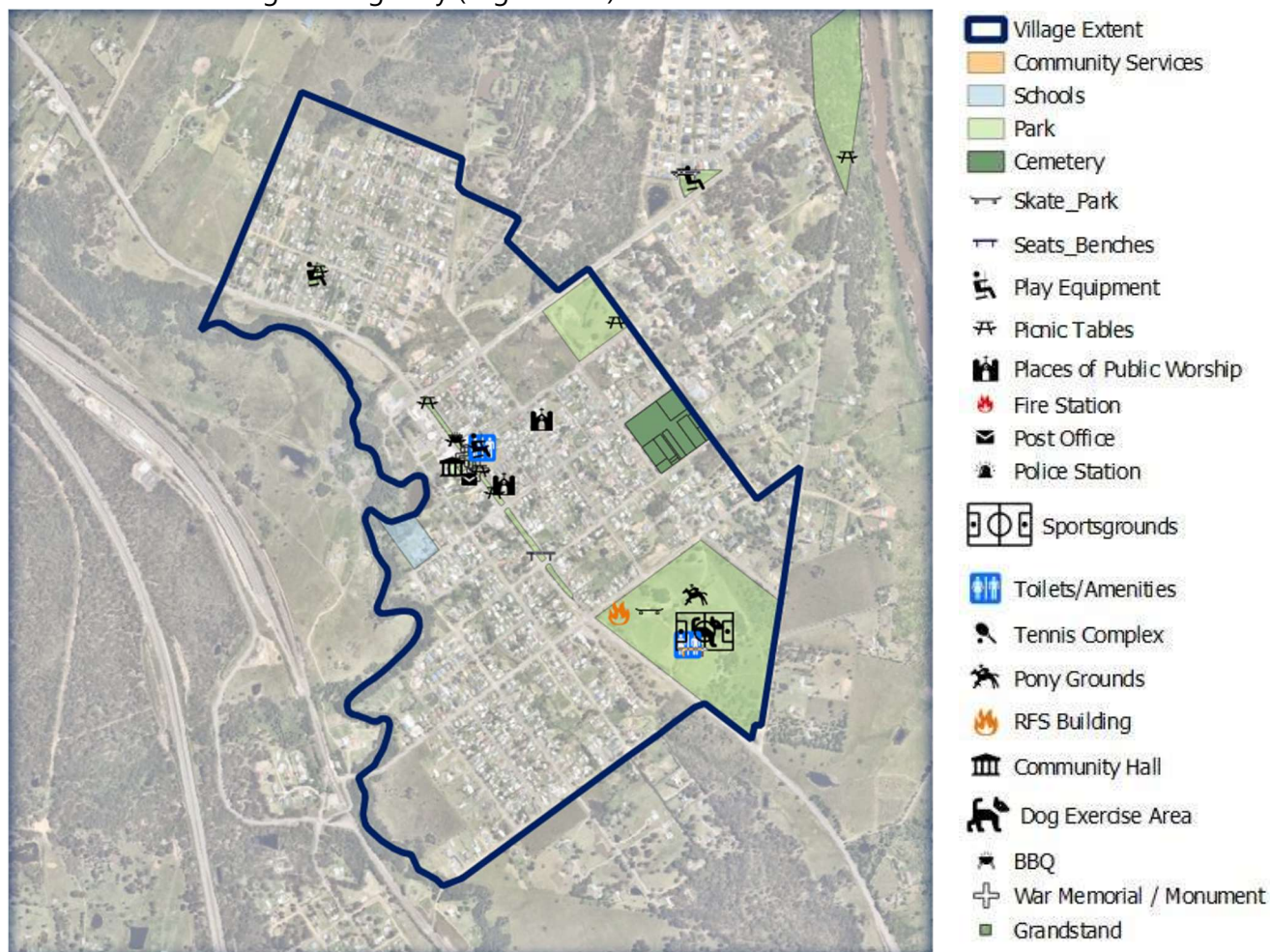


Figure 8: Existing Facilities / Embellishments within Open Space Areas

Victoria Park is a large passive park in the north of the village which contains few embellishments. Whiltburn park provides a local play space for residents in the western area of the village.

Outside of the study area, Hunter River reserve offers a walking track, and additional open space has been delivered to support the new community in the Wyndham Ridge estate.

The median between High Street and the New England Highway is a key feature of the public domain within Greta, with the grove of Silky Oaks (*Grevillia robusta*) forming an important connection to Greta Central Park.

Table 1: Recreation Facilities¹²

| Name | Hierarchy | Area | Facilities / Embellishments |
|---------------------------------------|--------------------------|----------|--|
| Greta Median Strip | Passive (Green Corridor) | 1.18 ha | <ul style="list-style-type: none"> ▪ Gardens ▪ Gazebo ▪ Memorial ▪ Historical information board ▪ Sheltered picnic bench and tables ▪ Path |
| Greta Central Oval Dog Off Leash Area | Passive (Pocket Park) | 2.46 ha | <ul style="list-style-type: none"> ▪ Fencing ▪ Practice concrete wicket |
| Hunter River Reserve | Passive (Natural Area) | 10.40 ha | <ul style="list-style-type: none"> ▪ Picnic bench and table |
| Victoria Park | Passive | 1.81 ha | <ul style="list-style-type: none"> ▪ Nil |
| Norman Brown Park | Local Park | 0.12 ha | <ul style="list-style-type: none"> ▪ Playground ▪ Public toilet ▪ Water bubbler ▪ Sheltered picnic bench and tables ▪ Fencing |
| Whiltburn Playground | Local Park | 0.22 ha | <ul style="list-style-type: none"> ▪ Playground ▪ Sheltered picnic bench and table |

The entry signage into the village is consistent with Council’s current signage strategy, however street name signage is 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.

¹² Cessnock City Council Recreation and Open Space Strategic Plan 2020



Figure 9: Audit Outcomes - Planned works and Infrastructure

Various improvements are identified within the area, as defined by the Greta Oval Masterplan (Figure 10).



Figure 10: Greta Oval Masterplan (GSA Group 2020)

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

| Category | Strategy / Plan | Action |
|--|--|--|
| Community Facilities | Community Infrastructure Strategic Plan 2016 | A masterplan which considers place activation and revitalisation be developed for: <ul style="list-style-type: none"> DP 758474 (Lot 1, 2, 11, 12) total land area of 4,070m² - the site is occupied by Greta pre-school (heritage listed), Greta Courthouse (heritage listed), former Greta Council Chambers (heritage listed) and Greta Arts and Sports Community Hall |
| | | In conjunction with the above masterplan for DP 758474 (and DP 627860) it should be determined if the planning area has excess community facilities given the increase in stock expected within the Huntlee residential development |
| | Recreation and Open Space Strategic Plan 2020 | Consider the following parcels of land in the Strategic Property Review for disposal or alternate use: <ul style="list-style-type: none"> Lot 33 DP 1126892 – 30 Park Street, Greta Lot 1 –21 DP758474, 35 Water Street, Greta |
| Cycleways / Paths / Trails | Traffic and Transport Strategic Plan 2018 | Implement Cycling Strategy |
| | 2021 – 2022 Capital Works Program / Cycling Strategy 2016 / City Wide Local Infrastructure Contribution Plan 2020 | Pathway Railway station to High Street via Nelson Street Phase 1 – investigate and design, Phase 2 – detailed design, Phase 3 - construction |
| | 2021 – 2022 Capital Works Program / Cycling Strategy 2016 / City Wide Local Infrastructure Contribution Plan 2020 | Branxton to Greta cycleway Phase 2 – detailed design, Phase 3 - construction |
| | Cycling Strategy 2016 / City Wide Local Infrastructure Contribution Plan 2020 | New local off-road path on Wyndham Street – Evans Street to Sale Street (Greta) |
| | Cycling Strategy 2016 / City Wide Local Infrastructure Contribution Plan 2020 | New local off-road path on West Street – High Street to URA |
| | Cycling Strategy 2016 / City Wide Local Infrastructure Contribution Plan 2020 | New local off-road path between URA Camp Road/Mansfield Street to proposed Nelson Street cycleway |
| | Trails Strategy 2020 | Enhance and develop the Hunter River Nature Walk and support infrastructure and promote as integral part of a wider trail network |
| | | Develop a local heritage trail in Greta if there is sufficient heritage information available. |
| Pedestrian Access and Mobility Plan 2016 ¹³ | New Path on northern side of west street and High Street fronting the Petrol Station New Path on southern side of Water Street and part of the northern side New Path on northern side between Clift Street and Bridge Street North Side | |

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

| Category | Strategy / Plan | Action |
|---|---|--|
| | | <p>New Path on southern side of Wyndham Street and eastern side of Sale Street</p> <p>New Path along eastern side of Sale Street</p> <p>New path along Northern side of Nelson Street</p> |
| Floodplain Management | 2021 – 2022 Capital Works Program / 2021 – 2022 Operational Plan / Branxton Sub Regional Land Use Strategy 2016 | <p>Greta Floodplain Risk Management Study and Plan</p> <p>Implement high priority projects from the Greta/Anvil Creek Flood Study including investigation of flood mitigation works - seek grant funding for Greta Floodplain Risk Management Study and Plan</p> <p>Complete the floodplain risk management plans for Branxton and Greta with consideration of a flood planning level for industrial and commercial development.</p> |
| 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; |
| | Branxton Sub Regional Land Use Strategy 2016 | Review business zoning regime for Branxton, Greta and Huntlee to ensure the zoning for each area complements the other two without jeopardising their future viability |
| | | Review residential zoning regime for Branxton, Branxton East, Greta and Huntlee to ensure the land use provisions and development controls in each area complements the others |
| | | Review the extent of the R5 zoned land in Greta with consideration of applying an R2 Low Density Residential zoning where the land can be appropriately serviced. |
| | Urban Growth Management Plan | <p>West and Wyndham Street URA developed to capacity – Commuter Urban & Village Lifestyle lots</p> <p>No additional land identified for development</p> |
| | 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 / City Wide Local Infrastructure Contribution Plan 2020 | Amend the Anvil Creek Planning Agreement to reallocate contributions from the proposed Local Sportsground to improving Greta Central Oval |
| | | Develop Greta Central Oval as a District Sportsground |

| Category | Strategy / Plan | Action |
|----------------------------------|--|---|
| | Recreation and Open Space Strategic Plan 2020 | Opportunities to reduce the deficit of District Sportsgrounds and the surplus of Local and Regional Sportsgrounds within the Branxton Greta Planning Area should be investigated |
| | 2021 – 2022 Capital Works Program | Environmental Works |
| Other Open Space | Greta Cemetery Masterplan 2019 / City Wide Local Infrastructure Contribution Plan 2020 / 2021 – 2022 Capital Works | Upgrade to existing cemetery - New seating, wayfinding signage and landscaping, upgraded fencing |
| | 2021 – 2022 Capital Works Program | Floodlight Pole Replacements |
| | Skate and BMX Strategy 2020 / City Wide Local Infrastructure Contribution Plan 2020 | Upgrade of existing skate park facilities Concept designs for a new local level skatepark facility at Greta Central Park |
| Recreation Facilities | Off Leash Dog Exercise Plan 2021 | <ul style="list-style-type: none"> ▪ Greta Central Oval be a District sized OLDEA: 0.5ha – 1ha in size. ▪ The OLDEA is fenced. ▪ A site assessment and design is completed following the fencing to determine the level of park infrastructure required as well as its location. ▪ Park infrastructure items to be factored into future recreation capital works programs |
| 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 |
| | | Anvil Creek Bridge Replacement |
| | | Drainage construction program – Whitburn and York Streets - Phase 1 investigation & design |
| | | Drainage construction program – Mansfield and Bell Street - Phase 1 investigation & design |
| Roads and Drainage | 2021 – 2022 Capital Works Program | Road Upgrade – 500m from southern end of Mansfield Street (shoulder widening, pavement rehabilitation, sealing & line marking, signage) |
| | Traffic and Transport Strategy 2018 | Monitor short-stay parking occupancy levels in Cessnock CBD, Kurri Kurri, Branxton and Greta, and expand time-limited parking area when occupancy levels exceed 85% capacity at peak times |
| 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. |
| | | 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. |