



Central
Coast
Council

Central Coast Council

Planning Proposal
Lots 1 – 3 DP 1156997
380 Motorway
Wallahah

File No: RZ/14/2014
November 16



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Version Gateway Determination

Central Coast Council

Wyong Office: 2 Hely St / PO Box 20 Wyong NSW 2259 | **P** 02 4350 5555

Gosford Office: 49 Mann St / PO Box 21 Gosford NSW 2250 | **P** 02 4325 8222

E ask@centralcoast.nsw.gov.au | **W** www.centralcoast.nsw.gov.au | ABN 73 149 644 003

Opening Hours 8.30am - 5.00pm

Lots 1-3 DP 1156997

380 Motorway

Wallarrah

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Background & Locality Context

The subject site incorporates Lots 1, 2 and 3 DP 1156997, 380 Motorway, Wallarah and comprises an area of approximately 87 hectares (ha).

The site is located to the south-west of the Doyalson Link Road, north-west of the Sydney-Newcastle Railway, approximately three kilometres west of Blue Haven.

The site mostly slopes to the south and has gentle undulating topography and drains into Wallarah Creek.

The site is accessed from the Link Road motorway. The site adjoins Crown land and other land owned or claimed by the Darkinjung Local Aboriginal Land Council. Activities on land on the opposite side of the Link Road to the north are operated to manufacture bricks and tiles by Boral Montoro, and the Charmhaven Sewerage Treatment Plant located to the south east.

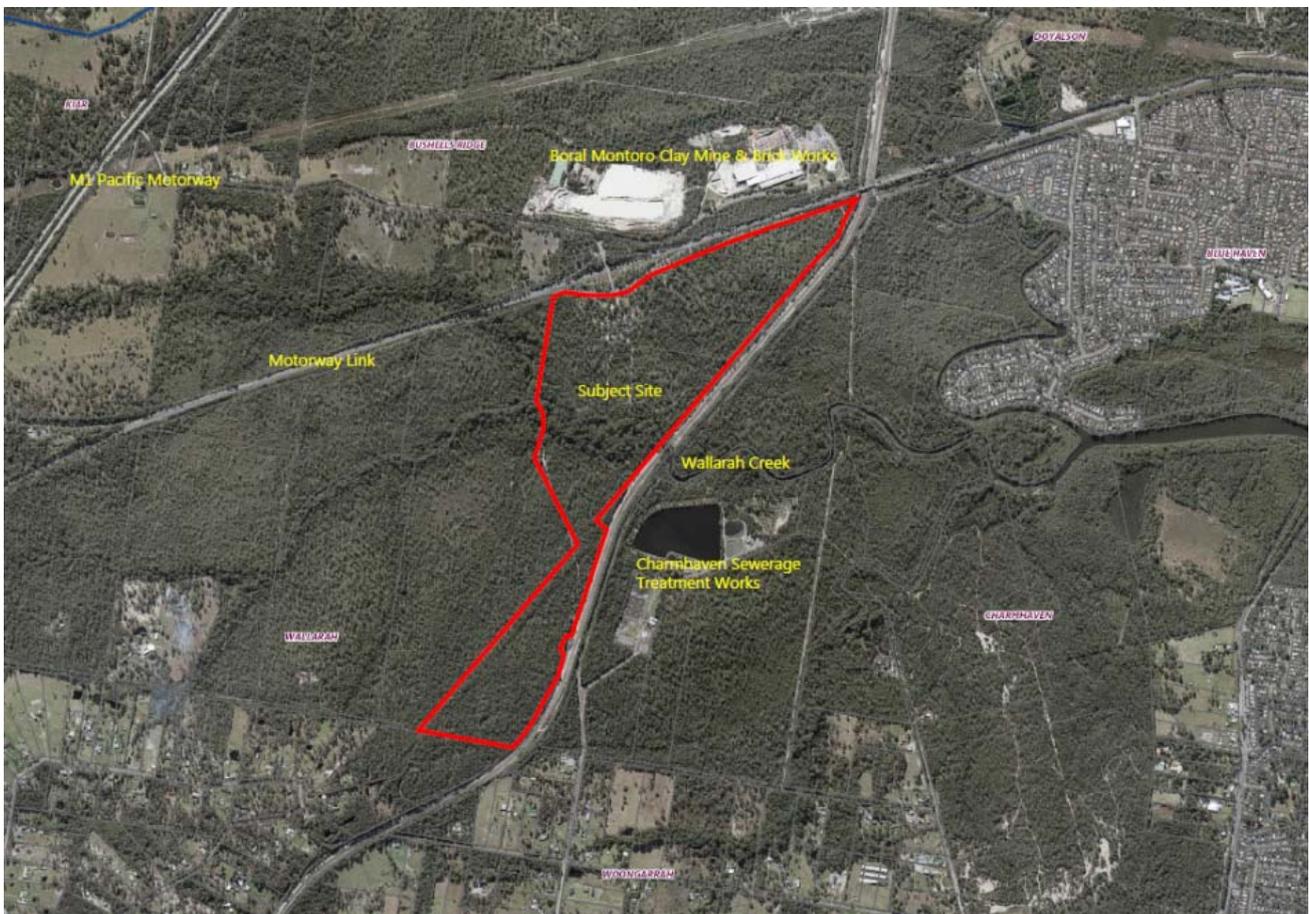


Figure 1 Contextual Locality Plan - Subject site outlined in red (Source: Central Coast Council, November 2016)

Part 1 Objectives or Intended Outcomes

The objective of this proposal is to rezone areas of the subject site (Lots 1, 2 and 3 DP 1156997, 380 Motorway, Wallarah) identified as having capacity for future development potential from RU6 Transition to IN1 General Industrial (approximately 42 ha) and E2 Environmental Conservation (approximately 45 ha).

The intended outcome of the proposal is to enable future industrial development of the subject site and protection of environmentally significant areas.

Part 2 Explanation of Provisions

The outcome will be facilitated by an amendment to Wyong Local Environmental Plan (LEP) 2013 achieved through the following:

- Amending the Land Zoning Map to apply an E2 Environmental Conservation and IN1 General Industrial zoning to the subject land;
- Amending the Lot Size Map to remove minimum lot size requirements from those areas zoned IN1 Industrial and apply a minimum lot size of 40 hectares to the subject land where the E2 Environmental Conservation zone applies;
- Amending the Land Reservation Acquisition Map (if required) to allow for acquisition of land for public authorities for any road widening requirements; and
- Amending the Urban Release Area Map to identify the subject site as an Urban Release Area, so that any future development of the site will be required to satisfy the provisions of Part 6 of Wyong LEP 2013.

The following table identifies the proposed amendments:

Existing Provision	Proposed Amendment
Land Reservation Acquisition Map New Map LRA_ 012	- Prepare a new map to apply to those areas of the site required to be acquired to provide for any road widening requirements
Land Zoning Map LZN_ 012	- Rezone parts of lots 1-3 from RU6 Transition to E2 Environmental Conservation and IN1 General Industrial as defined through further investigative studies
Lot Size Map LSZ_ 012	- Remove minimum lot size requirements from those areas of the site zoned IN1 General industrial - Retain a minimum lot size of 40ha for those areas of the site which are zoned E2 Environmental Conservation
Urban Release Area Map New Map URA_ 012	- Identify the entire site as an Urban Release Area subject to the provisions of Part 6 of Wyong LEP 2013

Table 1: Explanation of Map and Instrument Amendments

An indicative concept plan (subject to modification) for the future subdivision of the proposed site is provided in Figure 2. The northern area of the site is proposed for industrial land uses (approximately 42 ha) whilst the central and southern portions of the site are proposed to be retained for conservation purposes (approximately 45 ha).



Figure 2 Indicative Plan of Subdivision (Source: ADW Johnson, Rezoning Planning Proposal, June 2014)

The final configuration of the zoning and minimum lot sizes is to be defined through further investigative studies to be undertaken in relation to the subject land following a Gateway determination.

Part 3 Justification

Section A – Need for the Planning Proposal

1. Is the Planning Proposal a result of any Strategic Study or report?

The Department of Premiers and Cabinet (DP&C) established an “Enabling Taskforce” to examine development issues on key development sites on the Central Coast.

A specific working group was established to examine issues on Darkinjung Local Aboriginal Land Council (DLALC) lands. A number of working group meetings were held over 2013 and 2014 to discuss DLALC land development issues. As a result, five (5) sites within the North Wyong Structure Plan area were nominated for further consideration through the rezoning (Planning Proposal) process. The subject site constitutes one of these sites.

The intent of the working groups has been further recognised by a Direction within the Central Coast Regional Plan (CCRP) 2036 which seeks to “*Strengthen the economic self-determination of Aboriginal communities*”.

2. Is the planning proposal the best means of achieving the objectives or intended outcomes, or is there a better way?

The intended outcomes of the proposal cannot be achieved through other mechanisms.

Section B – Relationship to strategic planning framework

3. Is the planning proposal consistent with the objectives and actions of the applicable regional, sub-regional or district plan or strategy (including any exhibited draft plans or strategies)?

Central Coast Regional Plan (2036)

The Central Coast Regional Plan (CCRP) 2036 provides the overarching framework for providing for and managing extensive growth on the Central Coast over the next twenty (20) years.

A full assessment of the proposal against the actions of the CCRP is contained within the documentation supporting this proposal. In summary however, two goals, and their supporting directions and actions are particularly relevant to this proposal:

1. A prosperous Central Coast with more jobs close to home; and
2. Protect the natural environment and manage the use of agricultural and resource lands.

The rezoning of the subject site is considered consistent with these goals on the basis of the following:

- The rezoning will facilitate the provision of local employment opportunities and promote self-containment on the Central Coast. Further, the direct access capability of the site to the major transportation routes of the M1 Pacific Motorway, Pacific Highway and Northern Rail Corridor, has potential to provide for improved inter and intra-regional connections for the movement of goods and services;
- The proposal will assist in strengthening the self-determination of Aboriginal communities, and
- The rezoning provides for the protection of extensive areas of existing vegetation on the subject site.

North Wyong Shire Structure Plan

The North Wyong Shire Structure Plan (NWSSP) categorises the land as “strategically located and constrained land located in relation to existing and proposed infrastructure (e.g. major roads, water and sewer) and also identifies areas which contribute to the formation of the green corridor.

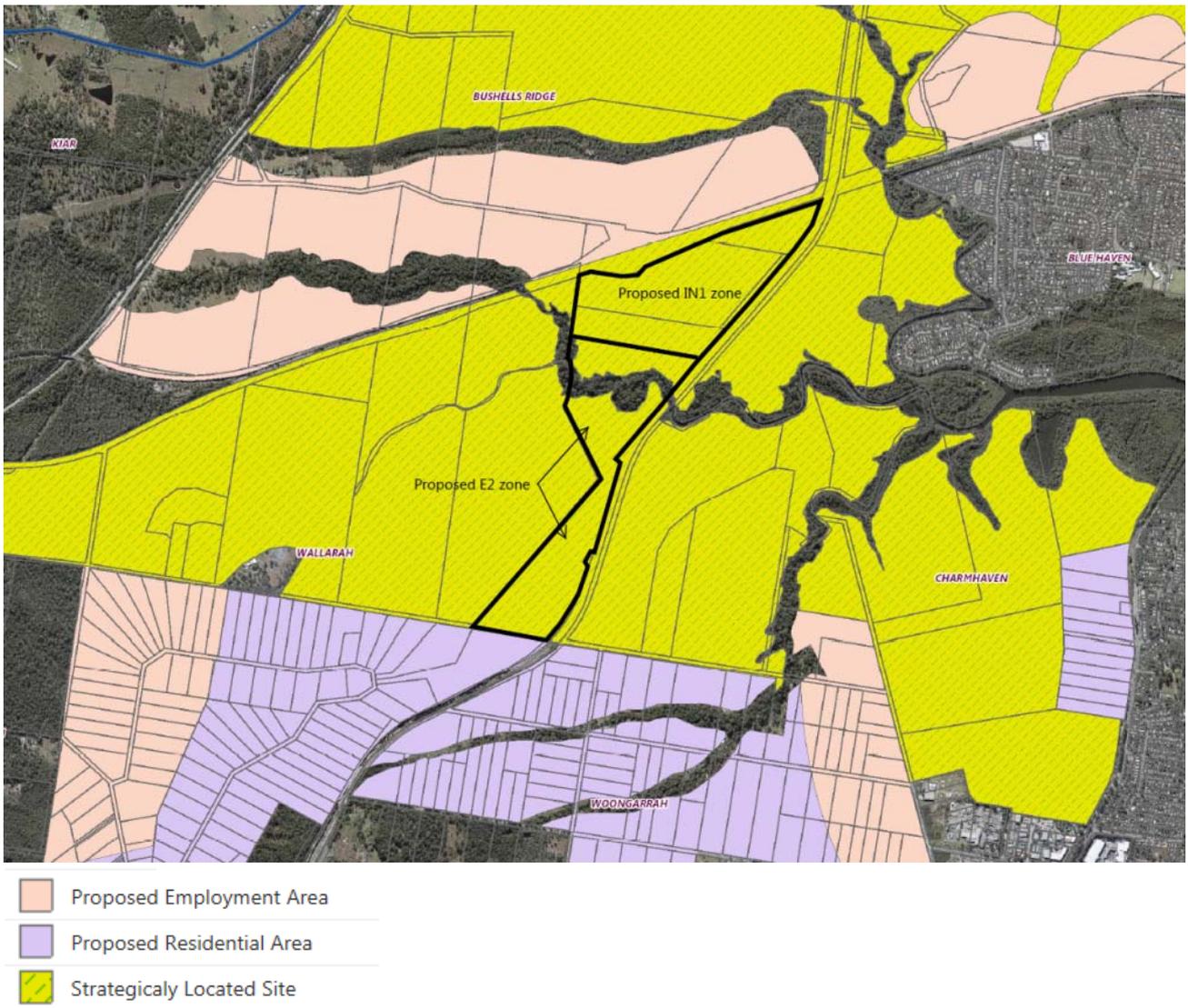


Figure 3 North Wyong Shire Structure Plan Context (Source: NWSSP, 2012)

The NWSSP states that the staging of development of any future urban land within the 'strategically located' sites layer is expected to be generally consistent with the staging identified for the adjoining land. Most of the development precincts are identified for release in the long term and early release of these areas as proposed through this application is inconsistent with timeframes mentioned in the NWSSP. The early release of land can only be considered if the satisfactory arrangements are in place to forward fund the necessary infrastructure, and other factors, such as supply and/or demand for additional land, support an earlier release.

Impacts on green corridors and linkages in the NWSSP will also need further justification from the Proponent including examination of the cumulative impacts of other proposals e.g. Wallarah 2 Coal Mine, Clay mining and the CASAR motor precinct project.

The NWSSP provides a framework and context for identifying and assessing future development opportunities in these areas, and for planning proposals to be prepared and progressed. The NWSSP identifies the following issues to be addressed:

- More detailed understanding of the environmental features of the land and opportunities to contribute to the proposed corridor and habitat networks;

- Resource extraction potential related to proposed coal mining and clay extraction (where these localised impacts occur);
- Determination of offsets for vegetation losses within future development areas;
- How the proposed development will relate to the green corridor; and
- The need for additional residential or employment uses to meet future community demand.

The planning proposal will create a relatively small industrial precinct which utilises the existing Tooheys Road interchange taking advantage of under-utilised infrastructure. The demand for industrial land in Wyong Shire is estimated to be 7.7 ha per annum, thus the proposal will have a small impact on the industrial land market representing less than 6 years supply.

4. Is the planning proposal consistent a local Council’s local strategy or other local strategic plan?

Wyong Settlement Strategy

The proposal is generally consistent with the considerations of the Settlement Strategy. However, corridor, mining, infrastructure and offsetting issues will need to be resolved as required by the NWSSP.

Wyong Community Strategic Plan 2030

The proposal is considered to be consistent with the relevant goals and actions of the Community Strategic Plan 2030 as further detailed within the documentation supporting this proposal, particularly in respect of the following goals:

- Areas of natural value in public and private ownership will be enhanced and retained to a high level in the context of ongoing development;
- There will be a strong sustainable business sector and increased local employment built on the Central Coast’s business strengths.

5. Is the planning proposal consistent with applicable State Environmental Planning Policies?

The proposal has been considered against the relevant State Environmental Planning Policies (SEPP) as detailed below.

State Environmental Planning Policy	Comment
SEPP No. 44 – Koala Habitat	
<p>Aims to encourage the proper conservation and management of areas of natural vegetation that provide habitat for koalas to ensure a permanent free-living population over their present range and reverse the current trend of koala population decline:</p> <p>(a) by requiring the preparation of plans of management before development consent can be granted in relation to areas of core koala habitat, and</p> <p>(b) by encouraging the identification of areas of core koala habitat, and</p> <p>(c) by encouraging the inclusion of areas of core koala habitat in environment protection zones</p>	<p>A Potential Koala Habitat assessment will be undertaken as part of future ecological assessment work which will address SEPP 44 matters.</p>

State Environmental Planning Policy	Comment
SEPP 55 – Remediation of Land	
<p>Aims to promote the remediation of contaminated land for the purpose of reducing the risk of harm to human health or any other aspect of the environment</p> <ul style="list-style-type: none"> (a) by specifying when consent is required, and when it is not required, for a remediation work, and (b) by specifying certain considerations that are relevant in rezoning land and in determining development applications in general and development applications for consent to carry out a remediation work in particular, and (c) by requiring that a remediation work meet certain standards and notification requirements. 	<p>A Phase 1 Contaminated Lands Assessment will be required to be undertaken by a suitably qualified geotechnical engineer following receipt of a Gateway determination to proceed with the proposal.</p>
SEPP 71 – Coastal Protection	
<p>Aims:</p> <ul style="list-style-type: none"> (a) to protect and manage the natural, cultural, recreational and economic attributes of the New South Wales coast, and (b) to protect and improve existing public access to and along coastal foreshores to the extent that this is compatible with the natural attributes of the coastal foreshore, and (c) to ensure that new opportunities for public access to and along coastal foreshores are identified and realised to the extent that this is compatible with the natural attributes of the coastal foreshore, and (d) to protect and preserve Aboriginal cultural heritage, and Aboriginal places, values, customs, beliefs and traditional knowledge, and (e) to ensure that the visual amenity of the coast is protected, and (f) to protect and preserve beach environments and beach amenity, and (g) to protect and preserve native coastal vegetation, and (h) to protect and preserve the marine environment of New South Wales, and (i) to protect and preserve rock platforms, and 	<p>The subject site is located within the Coastal zone. It is considered that the proposal is consistent with the provisions of clause 8 of SEPP 71 as detailed within the documentation supporting this proposal.</p>

State Environmental Planning Policy	Comment
<ul style="list-style-type: none"> (j) to manage the coastal zone in accordance with the principles of ecologically sustainable development (within the meaning of section 6 (2) of the Protection of the Environment Administration Act 1991), and (k) to ensure that the type, bulk, scale and size of development is appropriate for the location and protects and improves the natural scenic quality of the surrounding area, and (l) to encourage a strategic approach to coastal management. 	
Mining, Petroleum & Extractive Industries	
<p>Aims:</p> <ul style="list-style-type: none"> (a) to provide for the proper management and development of mineral, petroleum and extractive material resources for the purpose of promoting the social and economic welfare of the State, and (b) to facilitate the orderly and economic use and development of land containing mineral, petroleum and extractive material resources, and (b1) to promote the development of significant mineral resources, and (c) to establish appropriate planning controls to encourage ecologically sustainable development through the environmental assessment, and sustainable management, of development of mineral, petroleum and extractive material resources, and (d) to establish a gateway assessment process for certain mining and petroleum (oil and gas) development: <ul style="list-style-type: none"> (i) to recognise the importance of agricultural resources, and (ii) to ensure protection of strategic agricultural land and water resources, and (iii) to ensure a balanced use of land by potentially competing industries, and (iv) to provide for the sustainable growth of mining, petroleum and agricultural industries. 	<p>Following receipt of a Gateway determination to proceed with the proposal, a land use compatibility assessment will be undertaken along with consultation with NSW Trade & Industry (Resources & Energy – Geological Survey NSW) and Mine Subsidence Board.</p>

Table 2: SEPP Assessment

6. Is the planning proposal consistent with applicable Ministerial Directions (s.117 directions)?

The proposal has been considered against the relevant Ministerial Section 117 Directions as summarised below. The full assessment of these Directions is contained within the Attachments of this proposal.

No.	Direction	Applicable	Consistent
Employment & Resources			
1.1	Business & Industrial Zones	Y	Y
1.2	Rural Zones	Y	Y
1.3	Mining, Petroleum Production and Extractive Industries	Y	TBD
1.4	Oyster Aquaculture	N	N/A
1.5	Rural Lands	N	N/A
Environment & Heritage			
2.1	Environmental Protection Zones	Y	TBD
2.2	Coastal Protection	Y	Y
2.3	Heritage Conservation	Y	TBD
2.4	Recreation Vehicle Areas	Y	Y
2.5	Application of E2 & E3 Zones and Environmental Overlays in the Far North Coast LEPS	N	N/A
Housing, Infrastructure & Urban Development			
3.1	Residential Zones	N	N/A
3.2	Caravan Parks and Manufactured Home Estates	Y	Y
3.3	Home Occupations	Y	Y
3.4	Integrating Land Use & Transport	Y	Y
3.5	Development Near Licensed Aerodromes	N	N/A
3.6	Shooting Ranges	N	N/A
Hazard & Risk			
4.1	Acid Sulfate Soils	Y	TBD
4.2	Mine Subsidence and Unstable Land	N	N/A
4.3	Flood Prone Land	Y	Y

No.	Direction	Applicable	Consistent
4.4	Planning for Bushfire Protection	Y	TBD
Regional Planning			
5.1	Implementation of Regional Strategies	N/A	N/A
5.2	Sydney Drinking Water Catchments	N	N/A
5.3	Farmland of State and Regional Significance on the NSW Far North Coast	N	N/A
5.4	Commercial and Retail Development along the Pacific Highway, North Coast	N	N/A
5.8	Sydney's Second Airport: Badgery's Creek:	N	N/A
5.9	North West Rail Link Corridor Strategy	N	N/A
5.10	Implementation of Regional Plans	Y	Y
Local Plan Making			
6.1	Approval and Referral Requirements	Y	Y
6.2	Reserving Land for Public Purposes	Y	TBD
6.3	Site Specific Provisions	N	N/A
Metropolitan Planning			
7.1	Implementation of A Plan for Growing Sydney	N	N/A
7.2	Implementation of Greater Macarthur Land Release Investigation	N	N/A

Table 3: S117 Ministerial Direction Compliance

Section C – Environmental, Social and Economic Impact

7. Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected as a result of the proposal?

The site is substantially vegetated. A supporting Interim Ecological Inventory Report has been prepared (*Supporting Documentation – Studies*) which indicates the presence of threatened flora and fauna and potential habitat (figure 5) on that portion of the subject site proposed to be zoned IN1 General Industrial.

The proposed development area incorporates Blackbutt – Smooth-barked Apple shrubby open forest on coastal sands of the southern North Coast; *Melaleuca sieberi* – Tall Saw-sedge closed shrubland; and Scribbly Gum – Red Bloodwood heathy woodland on the coastal plains of the Central Coast, Sydney Basin.

Additionally, the proposed development area has been recorded as containing a number of species of threatened floral and faunal species including *Acacia bynoeana*; *Angophora inopina*; *Tetratheca juncea* and habitat for the Wallum Froglet.

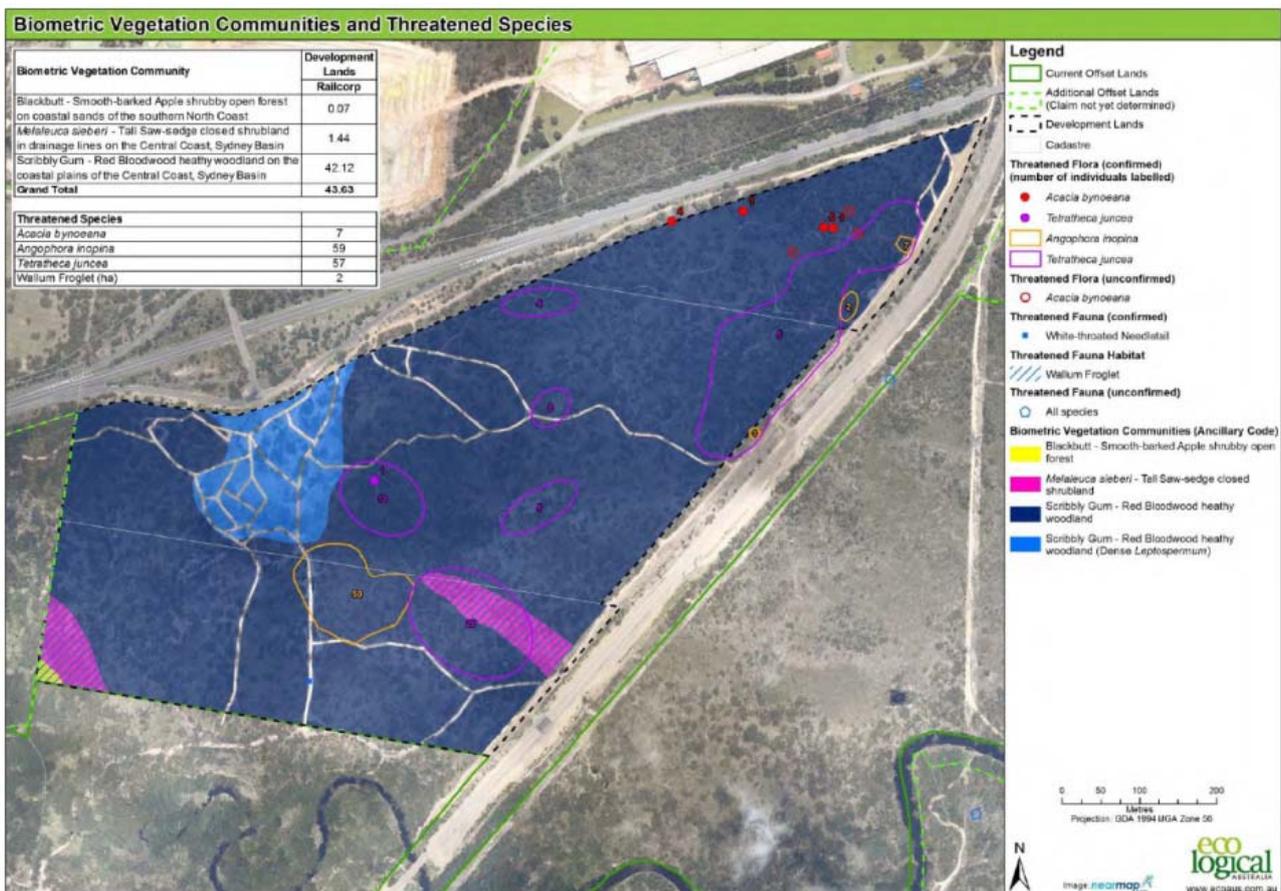


Figure 4 Ecological communities and threatened species (Source: EcoLogical, 2012)

A number of wildlife corridor linkages and green corridor areas are identified in the NWSSP which affect the site (figure 5).

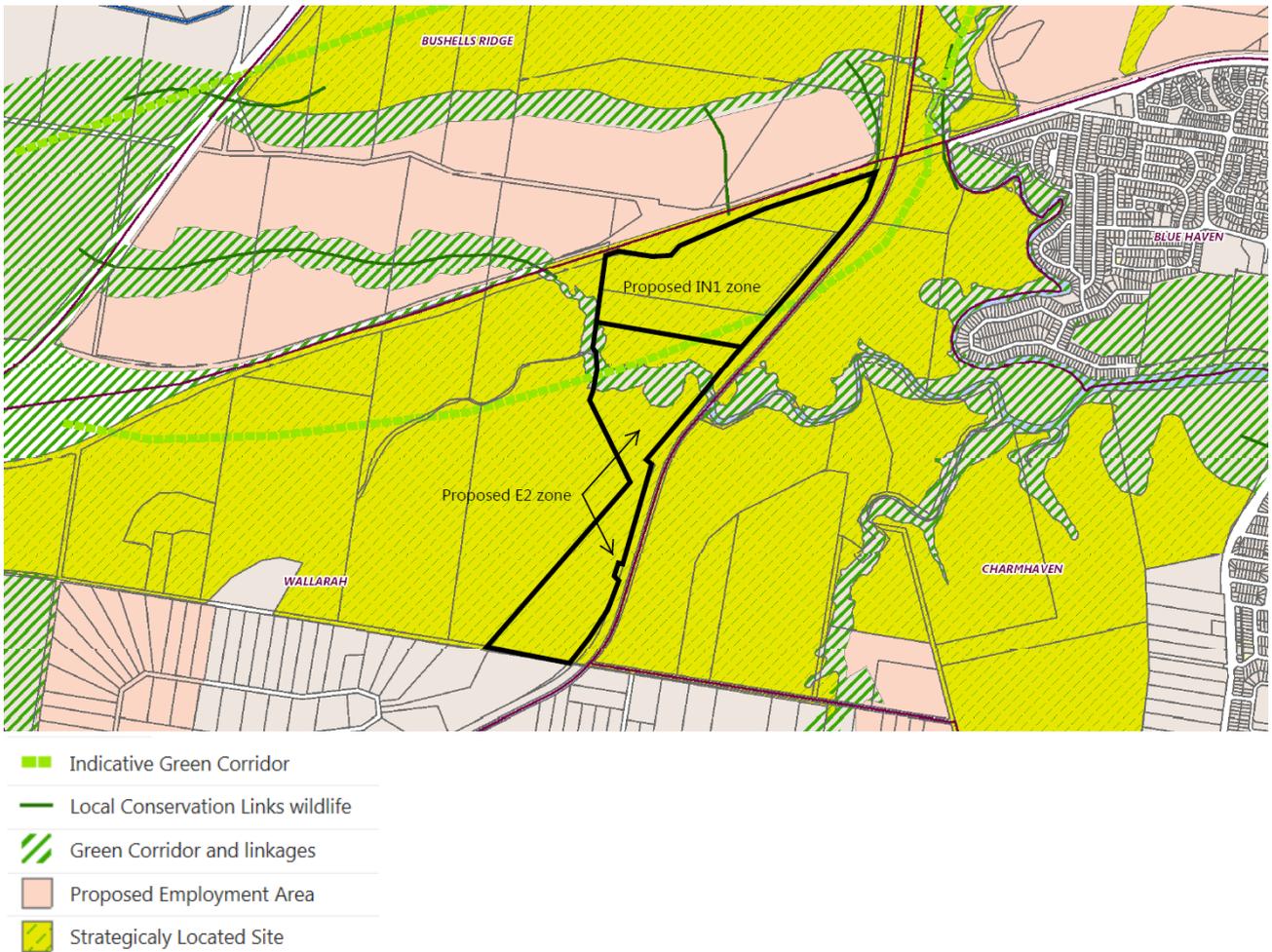


Figure 5 North Wyong Shire Structure Corridor and Conservation Linkages (Source: NWSSP, 2012)

The proposed development of the site post rezoning will result in the removal of a substantial area of vegetation.

A number of offset sites have been proposed to support this proposal and as part of a broader package of rezoning proposals (figure 6) to ensure that the proposal achieves an overall 'improve or maintain' ecological outcome. Whilst the proposed offsets have not been subject to detailed ecological surveys, those proposed are generally considered to contain important ecological attributes.

The offsets proposed amount to some 800 hectares of land for in perpetuity management. These offsets are intended to serve as an offset for a number of sites in a multi-site rezoning proposal, not just this proposal.



Figure 6 Proposed offset site localities (Source: ADW Johnson, 2013)

The proponent also seeks to biodiversity certify the proposed development lands in order to provide certainty of development outcomes into the future.

The Biodiversity Conservation Assessment Methodology (BCAM) implemented by the provisions of the *Threatened Species Conservation (TSC) Act, 1997* is a transparent methodology that is used to assess the impacts on biodiversity arising from large development projects and conservation outcomes consistent with NSW and Commonwealth offset policies, including a 'improve and maintain' outcome. BCAM also requires targeted surveys for threatened flora and fauna to be conducted as well. Consequently, the interim ecological inventories provided to date with the proposal will require significant updates and amendments.

It should be noted that the Proponent seeks an alternative management framework for the final offset land as opposed to be it being transferred to a government agency. The Proponent seeks the retention of the offset land by the DLALC who propose to manage the land in perpetuity, supported by appropriate management plans in order to provide for additional conservation employment roles for its members.

Only a 'planning authority' can make application for biodiversity certification (in this instance it is likely to be Wyong Shire Council) in accordance with the rules established under BCAM. As such it is recommended that once sufficiently assessed, Council utilise the available flora and fauna reporting to form an appropriate application. It is noted that a comparable process would be applicable in the event the draft Biodiversity Conservation Bill (2016) is implemented.

The resolution of impacts of the proposal in relation to threatened flora and fauna, protection of locally significant vegetation communities and corridor, as well as the proposed biodiversity certification/offsetting process will require substantial input and agreement from the Office of Environment and Heritage (OEH). The final development footprint will be informed and modified by more detailed ecological assessment work and the draft Biocertification assessment.

8. *Are there any other likely environmental effects as a result of the planning proposal and how are they proposed to be managed?*

Bushfire

The site is classified as bushfire prone land.

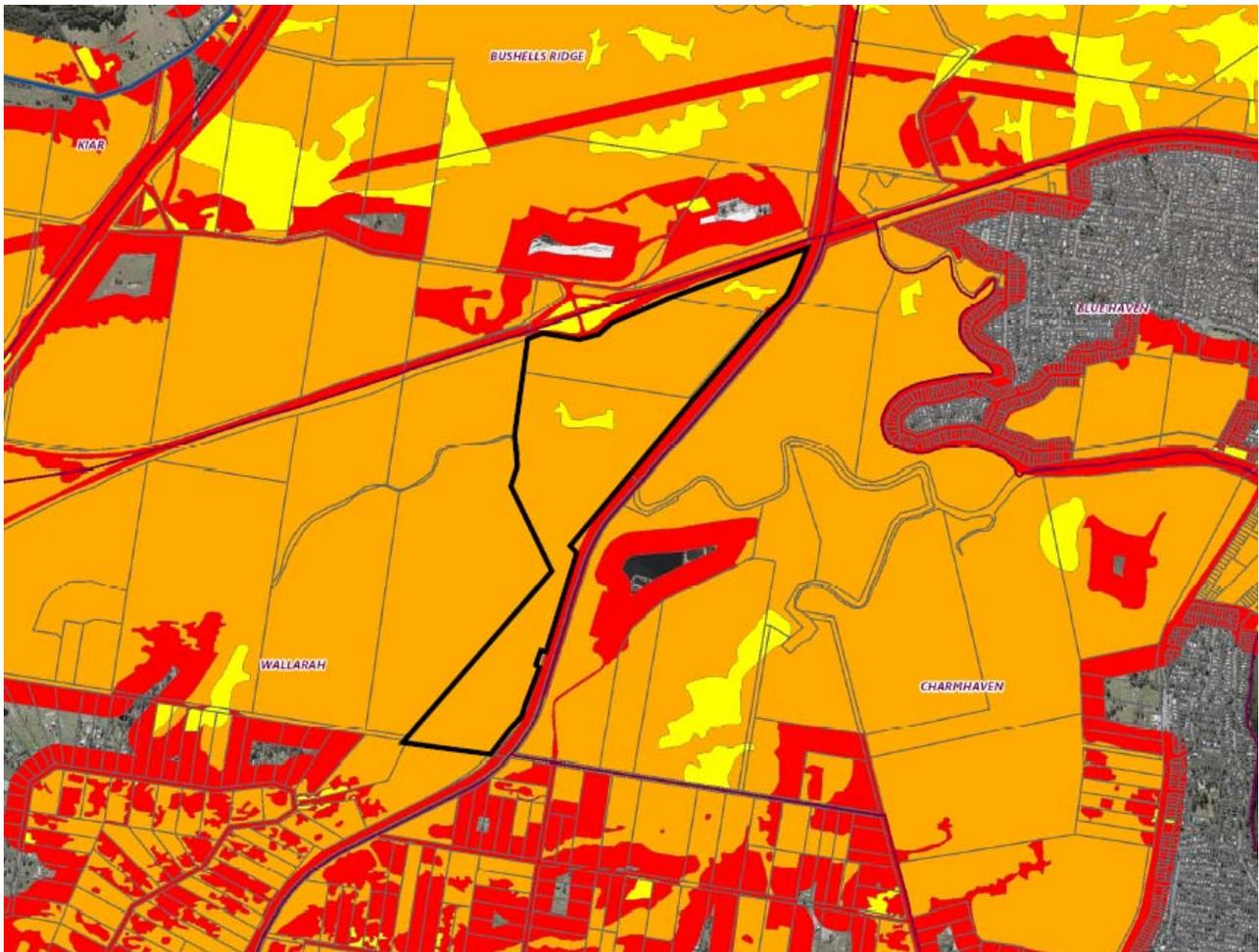


Figure 7 *Bushfire Prone Vegetation Mapping – subject site outlined in black with yellow, orange and red areas being Category 1 and 2 bushfire prone vegetation and buffers areas respectively (Source: Central Coast Council, 2016)*

Future development will need to adopt appropriate Asset Protection Zones (APZ's) and incorporate these requirements into future street layouts and future building setbacks. An assessment of the proposal against Planning for Bushfire Protection 2006 and other relevant guidelines will be required. All APZ requirements will need to be incorporated into the areas proposed to be rezoned. Council will consult with the Rural Fire Service (RFS) to confirm bushfire planning requirements.

Natural Resources

Mineral Resources

The proposed future development site occurs on land that has been identified by the NSW Department of Industry - Resources and Energy as containing State Significant clay deposits which are essential to the manufacturing of roof tiles.

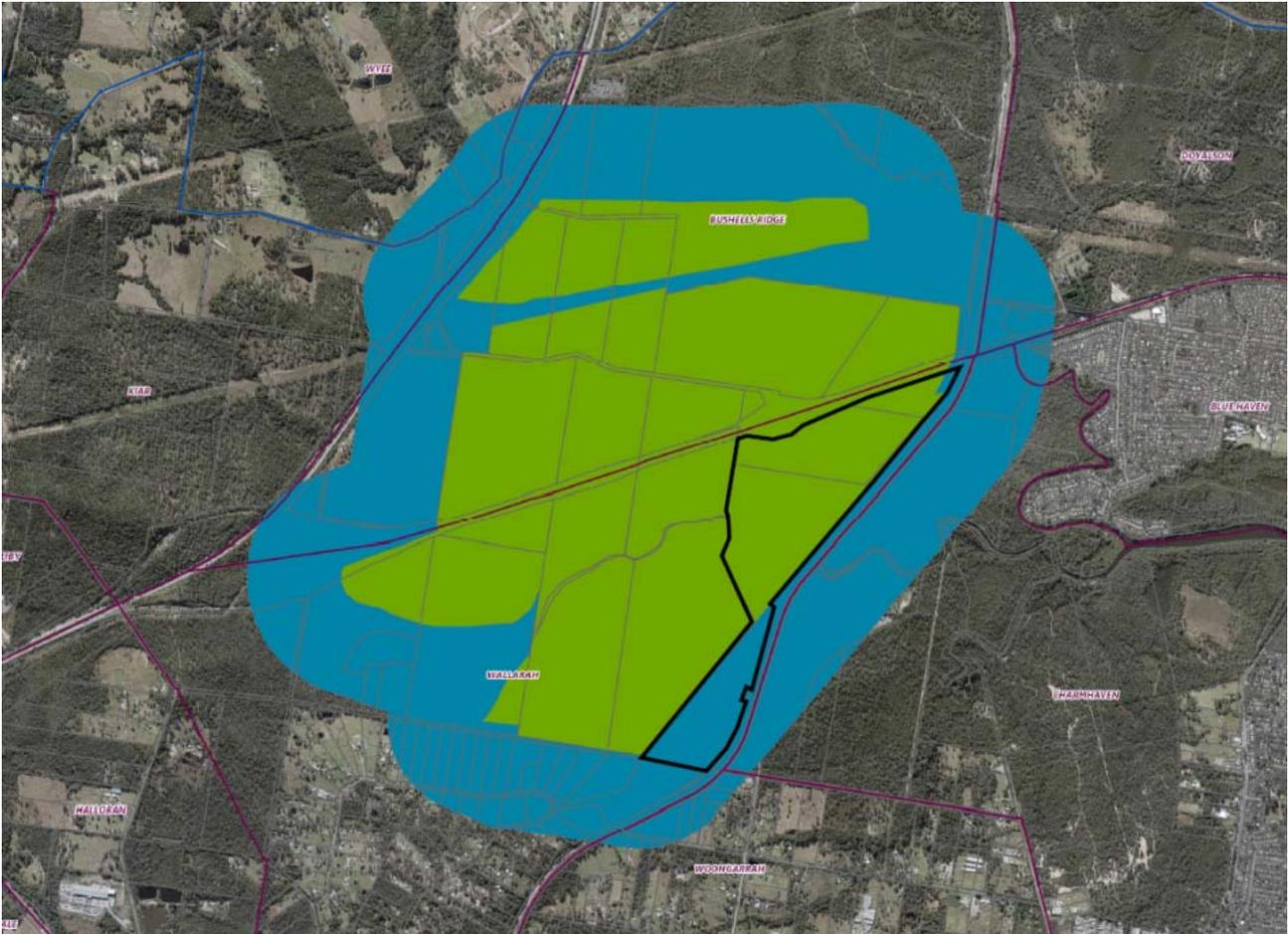


Figure 8 Mineral Resource Deposits - Subject site outlined in black, with green being the resource and blue being the recommended buffer area (Source: Central Coast Council, 2016)

Further consultation will be required as part of the rezoning process with NSW Trade and Investment and the owner of the lease to determine how the proposal will impact on resource extraction in the future.

To ensure the proposal will not restrict mineral potential of the identified transition or resource areas a land use compatibility assessment must be undertaken to determine the most appropriate surface controls to apply to the proposed development.

The Wallarah 2 Coal Project (SSD_4974) currently being assessed by the Department of Planning and Environment (DP&E) proposes to locate surface facilities in close proximity to the subject site. The surface facilities consist of the drift portal to the underground coal mine, coal stockpiles and crushing plant, with associated service infrastructure. An amended (2016) proposal seeks to locate sewer connection services originally proposed to transverse the subject land to follow the Pacific Highway and northern railway line.

Further consultation with the DP&E regarding potential impacts the proposed coal mine, surface facilities and associated infrastructure may have on the proposal will be required to be undertaken.

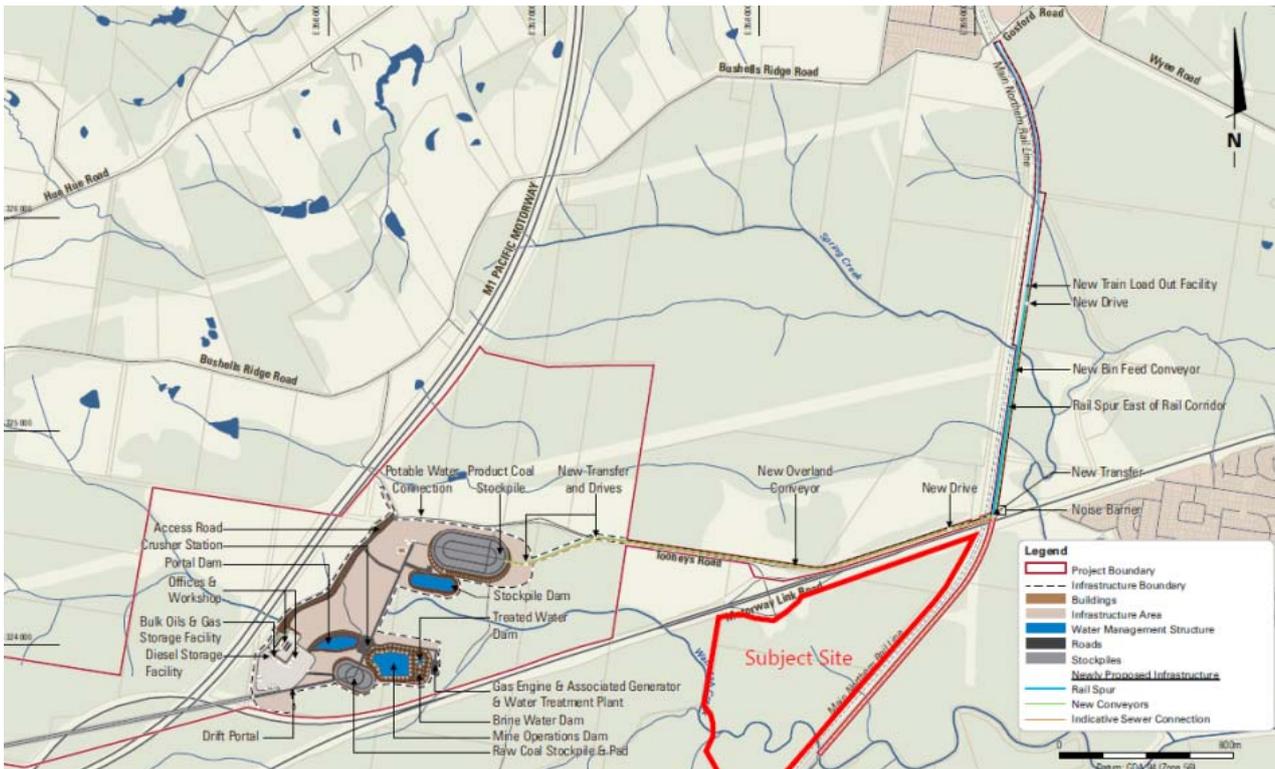


Figure 9 Proposed Wallarah 2 Coal Mine Surface Facilities (Source: Hansen Bailey, Amendment to Development Application SSD-4974, Vol. 1, 2016 as modified by Central Coast Council, 2016)

Agricultural Resources

The majority of the subject site is currently zoned RU6 Transition. The existing and permissible land uses within this zone intimate that the subject is intended for rural purposes. However, the objectives of the zoning further clarify that the zoning is an interim holding zone.

This zone has been applied to all land within the North Wyong Shire Structure Plan (NWSSP) until such time as planning investigations are undertaken to determine the final land use as defined and informed by the Wyong Shire Settlement Strategy (WSSS). This strategy was endorsed by the Department of Planning and Environment in September 2013.

The subject site is currently vacant and not being utilised for agricultural purposes, nor is it identified as containing soils required for prime agricultural activities.

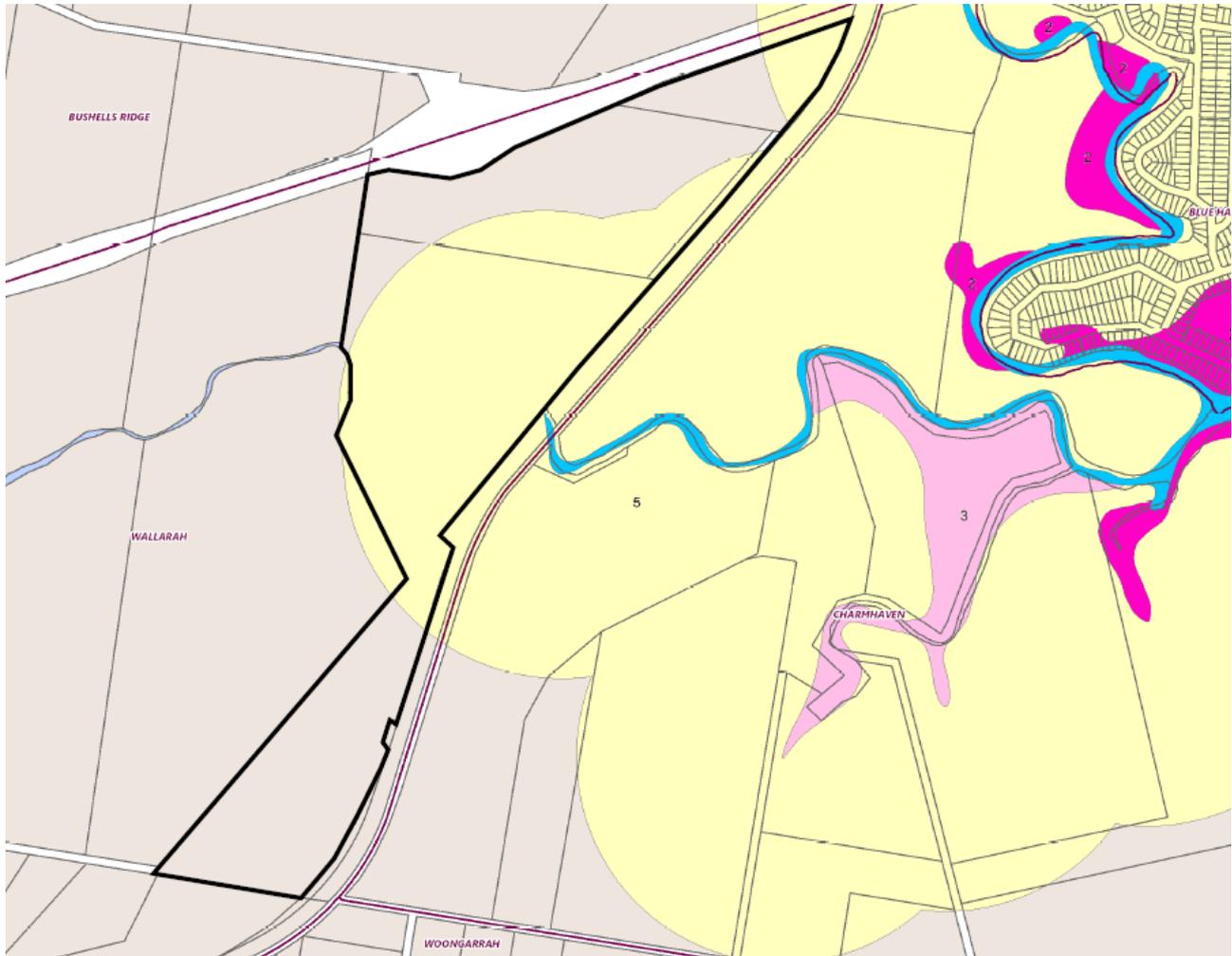
Aboriginal and European Cultural Heritage Items

No items of European heritage significance are known to exist on the site.

The proposal will need to be supported by further Aboriginal Archaeological investigations which will involve reviewing relevant registers, undertaking community consultation and broad site assessments in accordance with OEH's Aboriginal cultural heritage consultation requirements.

Contaminated Land and Acid Sulfate Soils

The subject site contains Class 5 Acid Sulfate Soils.



- Class 1
- Class 2
- Class 3
- Class 4
- Class 5

Figure 10 Acid Sulfate Soils (Source: Central Coast Council, 2016)

An Acid Sulfate Soils Assessment and Phase 1 Contaminated Lands Assessment will be required to be undertaken by a suitably qualified geotechnical engineer who will review site(s) history and undertake necessary fieldwork to establish the potential risk of site contamination resulting from past activities.

Flooding and Drainage

The subject site is located within the Wallarah Creek Catchment. The site, excluding the riparian corridor of Wallarah Creek is flood free during the 1% Annual Exceedance Probability (AEP) event.

Further work will be required to determine the amount of potential local overland flooding due to concentration of stormwater from proposed hardstand areas.

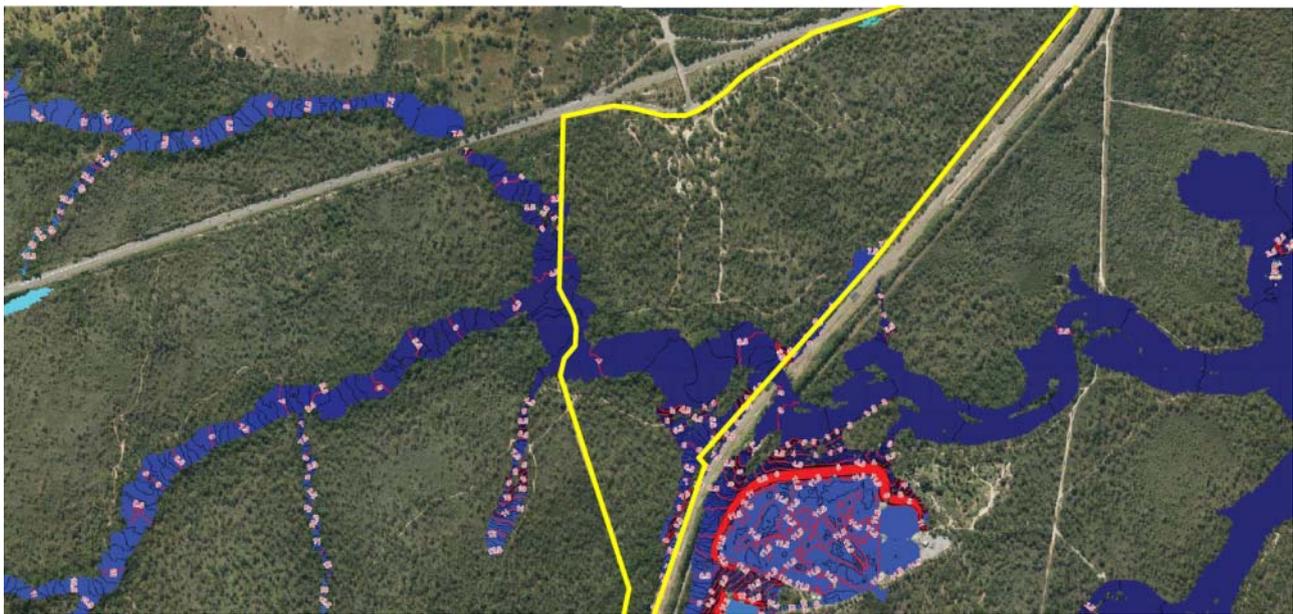


Figure 11 Subject Site 1% AEP Flood Affection (Source: Modified from Catchment Simulation Solutions, 2016)

Stormwater management and drainage strategies will be required for the subject site which must incorporate appropriate management strategies to address the treatment of generated from the development of the site, inclusive of immediate and long term maintenance responsibilities to achieve the required objectives and pollution targets. The proposed ownership of the proposed stormwater infrastructure/assets will also need to be clarified.

Mine Subsidence

The subject site is not within a Mine Subsidence District.

Noise and Vibration

The site adjoins a railway line and a vibration assessment will be required to confirm noise and vibration exposure (appropriate design measures will need specified).

Further consultation with NSW RailCorp will be undertaken through the rezoning process to confirm requirements for siting development near railway lines and confirming railway access requirements.

9. Has the planning proposal adequately addressed any social and economic impacts?

Social & Economic Impacts

The proposal seeks to provide for additional industrial land, providing for local economic and employment growth opportunities on the Central Coast.

The area proposed for industrial purposes equates for approximately six (6) years supply.

Section D – State and Commonwealth Interests

10. Is there adequate public infrastructure for the planning proposal?

Traffic

The proposal has direct access to the Doyalson Link Road via the existing Toohey's Road Interchange which currently services the Boral brick quarry and factory.

A preliminary traffic report has been submitted with the proposal (*Supporting Documentation – Studies*). It has been estimated that the industrial land use will generate approximately 956 vehicle movements in the PM peak.

The Traffic Impact Assessment will need to be revised to assess traffic impacts associated with all parts of the rezoning proposal. This will also be required to determine the impact on the existing local and State road network.

Sidra modelling will be required to assess the impacts of the proposed developments at key intersections. The modelling is to include 2014 and 2024 scenarios with traffic generated by the proposals and background traffic growth at 2% per annum.

Early consultation with the RMS will be required to determine access requirements and to confirm funding for a major intersection upgrade works to accommodate the extra traffic volumes triggered by the proposal.

Public transport routes will need to be investigated in order to adequately service the developable land in accordance with Transport for NSW guidelines. This will need to identify the type of public transport needed to service the development and means of encouraging public transport use. A pedestrian and cycleway plan identifying movement desire lines will also be required

Water

A preliminary water and wastewater study has been conducted to support the rezoning proposal.

The site is currently un-serviced by water supply and is not included in water supply strategies for the area. Dependant on the timing of development in the adjoining areas supply could be achieved through extension of infrastructure.

Developer Service Plan contributions would apply noting that trunk water main construction would be eligible to offset water supply contributions payable.

Sewer

A preliminary water and wastewater study has been conducted to support the rezoning proposal (*Supporting Documentation – Studies*).

A high level sewer servicing strategy has been prepared for the lands north of the Doyalson Link Road which will not service this area. As such, the developer will need to prepare a sewer servicing strategy for the site in consultation with Council's Water and Sewer Section. Any development of the site will require the construction of a new sewerage pumping station and rising main to Charmhaven Sewage Treatment Plant (including Rail Crossing). The servicing strategy will be required to consider servicing options and compare the Net Present Costs of all options considering both capital and ongoing operational costs. Spare inlets exist

at Charmhaven Sewage Treatment Plant for additional rising main connections. Sewerage contributions would apply, noting that gravity main construction (225mm diameter and greater), rising main and sewage pumping station construction costs may be eligible to offset sewerage contributions payable.

Electricity and Gas

High pressure gas mains are located along the Sydney – Newcastle rail corridor which adjoins the subject site. Electricity supply is also located within this easement.

11. What are the views of State and Commonwealth public authorities consulted in accordance with the gateway determination?

Since 2010, the Darkinjung LALC has maintained ongoing dialogue with Council, DP&E and other Agencies concerning its land portfolio.

Further consultation with the following agencies is proposed, based on the identified triggers and site constraints:

Agency	Trigger/Constraint
Ausgrid	- Electricity Supply
Department of Primary Industries - Office of Water	- Wallarah Creek Riparian corridors
Guringai Tribal Link	- Heritage
Jemena	- Gas Supply
NSW Rural Fire Service	- Bushfire - Section 117 Direction 4.4 <i>Planning for Bushfire Protection</i>
NSW Trade and Investment - Crown Lands	- Native Title Claims
NSW Trade and Investment - Minerals and Petroleum	- Mineral Resources - Section 117 Direction 1.3 <i>Mining, Petroleum Production and Extractive Industries</i>
Office of Environment & Heritage	- Proposed Biocertification - Section 117 Direction 2.1 <i>Environmental Protection Zones</i> - Section 117 Direction 2.3 <i>Heritage Conservation</i> - Section 117 Direction 4.3 <i>Flood Prone Land</i>
Department of Planning and Environment	- Wallarah 2 Coal Proposal (SSD_4974) - Urban Release Area - Section 117 Direction 5.10 <i>Implementation of Regional Plans</i>
Transport for NSW (RailCorp and Roads and Maritime Services)	- Pacific highway Access/Integration - Railway impacts - Section 117 Direction 3.4 <i>Integrating Land Use and Transport</i>
Telstra	- Communication Services

Table 4: Agency Consultation

** NOTE: Section 34A of the EP&A Act requires the RPA to consult with the Director-General (Secretary) of the Department of Environment, Climate Change and Water (OEH) if, in the opinion of the RPA, critical habitat or threatened species, populations or ecological communities, or their habitats may be adversely affected by the proposed instrument.*

- The consultation is to commence after a Gateway Determination is issued unless the Regulations specify otherwise.*
- The period for consultation is 21 days unless agreed differently between the RPA & the DG or by the Regulations.*

Part 4 Mapping

Map	Map Title
A.	Locality Plan
Existing Provisions	
B.	Extract from Land Zoning Map LZN_ 012
C.	Extract from Lot Size Map LSZ_ 012
Proposed Provisions	
D.	Extract from proposed Land Reservation Acquisition Map LRA_ 012 (Not yet drafted - subject to requirements)
E.	Extract from proposed Land Zoning Map LZN_ 012 (subject to amendment)
F.	Extract from proposed Lot Size Map LSZ_ 012 (subject to amendment)
G.	Extract from proposed Urban Release Area Map URA_ 012 (subject to amendment)

Table 5: Existing and Proposed Provisions

Part 5 Community Consultation

The proposal will be made available for **28** days for community/agency consultation and undertaken in accordance with any determinations made by the Gateway.

It is expected that the proposal will be made available at the following locations:

- Wyong Office (2 Hely Street, Wyong) and Gosford Office (49 Mann Street, Gosford);
- Lake Haven Library and Information Service Centre, Lake Haven Shopping Centre, Goorbarabah Avenue, Lake Haven; and
- Council's website: <http://www.haveyoursaycentralcoast.com.au/>

Additionally, notification of the exhibition of the proposal has been provided to adjoining landholders prior to its commencement.

Part 6 Project Timeline

Action	Period	Start Date	End Date
Anticipated commencement date (date of Gateway Determination)	21 days	10 November 2016	7 December 2016
Anticipated timeframe for the completion of required technical information	15 months	10 November 2016	17 November 2017
Timeframe for government agency consultation (pre and post exhibition as required by Gateway determination) ¹	69 days	13 December 2016	20 February 2017
Commencement and completion dates for public exhibition ¹	56 Days	30 November 2017	25 January 2018
Dates for public hearing (if required)	N/A	N/A	N/A
Timeframe for consideration of submissions ^{1,2}	92 Days	30 November 2017	7 February 2018
Timeframe for consideration of a proposal post exhibition ^{1,2}	92 days	30 November 2017	2 March 2018
Date of submission to the Department to finalise LEP ³	8 weeks	2 March 2018	1 May 2018
Anticipated date RPA will make the plan (if delegated)	1 week	1 May 2018	8 May 2018
Anticipated date RPA will forward to the Department for notification	1 day	8 May 2018	14 May 2018

Table 6: Key Project Timeframes

¹ extended period due to Christmas/New Year holiday period

² includes period for council consideration of report on outcomes of community consultation

³ includes timeframes for signoff of any s117 direction inconsistencies & plan drafting/PC Opinion

Supporting Documentation

No.	Document
01 Assessment and Endorsement	
A.	Council Report and Minutes – 13 May 2015
B.	Central Coast Regional Plan Assessment
C.	Section 117 Ministerial Direction Assessment
D.	NSW Coastal Policy Assessment
E.	State Environmental Planning Policy 71 (Coastal Protection) Clause 8 Assessment
F.	Community Strategic Plan
02 Land Use Provisions	
A.	Land Use Tables
03 Agency Responses	
N/A	
04 Mapping	
A.	Locality Plan
Existing Provisions	
B.	Extract from Land Zoning Map LZN_ 012
C.	Extract from Lot Size Map LSZ_ 012
Proposed Provisions	
D.	Extract from proposed Land Reservation Acquisition Map LRA_ 012 (Not yet drafted - subject to requirements)
E.	Extract from proposed Land Zoning Map LZN_ 012 (subject to amendment)
F.	Extract from proposed Lot Size Map LSZ_ 012 (subject to amendment)
G.	Extract from proposed Urban Release Area Map URA_ 012 (subject to amendment)
05 Supporting Studies	
A.	ADW Johnson (2013) Preliminary Investigations – Water and Wastewater Infrastructure
B.	EcoLogical (2012) Interim Ecological Inventory – Darkinjung North Wyong Land Holdings

No.	Document
C.	Intersect Traffic (2011) Preliminary Traffic Assessment – Proposed Industrial Estates
D.	PDA Services (2012) North Wyong Lands Conservation Strategy

Table 7: Supporting Documentation to the Planning Proposal