

Section 62 Consultation Responses

Agency	Submission Date	Issues
Business Central Coast		No response
Cessnock City Council	20 March 2009	Will withhold comments until LES and final land use strategy completed.
Chain Valley Colliery		No response
Community Environment Network (CEN)	28 June 2009	- The wildlife Corridor system should be maintained and join up to the existing, proposed and projected corridors (including Wadalba Corridor, Porters Creek Wetland and Lakes Estate) - The Warnervale Railway Station should be retained. - The music festival site (education precinct) should be maintained as a multi arts function area. - The non developed southern portion of Virginia Road should be given sensitive consideration for environmental management and bushfire planning. - Agrees with the Link Road original concept design (from Watanobbi to Sparks Road). - Minnesota Road should be upgraded prior to implementation of the dLEP. - Development in flood prone areas of Minnesota and Louisiana needs careful management.
Darkinjung Local Aboriginal Land Council		No response
Department Of Education & Training		No response

Department of Environment and Climate Change	25 March 2009	▪ Is able to assist on identifying biodiversity priorities. Council to contact Newcastle Office for these environmental studies ▪ Recommendations: ▪ Detailed ecological assessment – to document the sites biodiversity values and assess impacts of proposed development and identify mitigation measures. Specific targeted surveys should be undertaken for known flora and fauna. Should reference <i>Threatened Biodiversity and Assessment: Guidelines for Development and Activities</i> ▪ Assessment of cumulative impacts on biodiversity values from proposed rezoning/development ▪ Assessment against biodiversity priorities in CC RCP ▪ Evaluation of proposal against biodiversity policy for improve or maintain biodiversity values through consideration of site through Biobanking scheme OR consideration of principles for the use of biodiversity offsets ▪ Comprehensive assessment to determine extent of Aboriginal Cultural Heritage Values in accordance with DECC guidelines ▪ Assessment of potential landuse conflicts such as air, noise odour in relation to POEO Act ▪ Identification and management of any areas of contamination in accordance with CLM Act ▪ Assessment of environmental impacts on watercourses, soils and flooding. Management of stormwater emanating from the site must be managed to prevent impacts on rivers, wetlands or estuaries ▪ Consideration of human induce climate change
Department Of Housing		▪ No response
Department of Primary Industries	15 April 2009	▪ No objections to the proposed rezoning provided full extraction underground mining and its associated activities and infrastructure remain permissible. ▪ Development near existing agricultural businesses needs to consider potential impacts such as noise, odour and dust on nearby residential areas. ▪ Establishing the actual area which is affected or is likely to be affected in the future by Mine Subsidence will be pivotal in determining which areas will need subsidence considerations. ▪ The DPI will be drilling a cored hole to a depth of 2000m at the Munmorah power station site to gather information about potential coal resources in deep seams and such information may lead to revisions of future mining/exploration plans. ▪ There is potential for this area to become an integral component of a coal methane gas project.

Department of Water and Energy	17 April 2009	- Take into account the objectives of Water Act 1912 and Water Management Act 2000. - If proposal is within a gazetted Water Sharing Plan (WSP) area, the assessment is required to demonstrate consistency with the rules of the WSP. - The LES assessment is required to identify groundwater issues and potential for any degradation of groundwater resources. - All proposed groundwater works must be identified in the proposal and an approval obtained from DWE prior to installation. - The LES assessment is required to identify the impact of the proposal on the watercourses and associated riparian vegetation within the site. - The LES assessment should address the issue of sustainable water supply.
Energy Australia		No Response
Gosford City Council		No response
Hunter-Central Rivers Catchment Management Authority	9 April 2009	- Whilst approval is not required under the Native Vegetation Act 2003, CMA requests that the objectives of this Act be given consideration in assessing this proposal. - In particular, improve or maintain. - Hunter – Central Rivers Catchment Action Plan (CAP) and associated CAP targets should be considered in studies which precede the development of the LEP.
Lake Macquarie Council	24 April 2009	- No objections. - Give consideration to the wider regional impacts of the draft Wyee Structure Plan.
Lakes Community Precinct Committee		Response incorporated into CEN submission
Mine Subsidence Board	23 February 2009	- Precinct 7A is located within Swansea North Entrance Mine Subsidence District. - Surface development guidelines allow development of single and two storey brick veneer construction. Development outside these guidelines would need to cater for predicted MSB parameters.
Ministry of Transport	6 August 2009	- Precinct 7A should be consistent with s117 Direction No. 3.4 – <i>Integrating Land Use and Transport</i> - Precinct 7A should be consistent with the key principles and actions of the Central Coast Regional Strategy - Precinct 7A should match the provision of transport infrastructure identified in the State Infrastructure Strategy with increase density of population and employment in walking distance to key centres and major transport corridors - Precinct 7A should achieve priorities and targets under the State Plan (Priorities S6, S3, E7, E5, and E3). - The transport study should address the following matters:

		▪ Accessibility mapping for the locality to determine how to achieve a higher mode of share of journey to work trips by public transport ▪ Estimation of the distribution of generated trips between origins and destinations ▪ Estimated of the likely modal split of generated trips; ▪ Assessment of the likely impacts of generated trips based on the likely modal splits on existing transport infrastructure, land uses and environment ▪ Assessment of the likely impacts of generated trips based on the higher modal split on existing transport provision, land uses and environment, ▪ Development of measures to support higher modal split to non-car modes. ▪ Based on projected operations, determine the likely transport needs of future client/residents and capacity of existing services to meet these needs demand, in addition to identification of additional infrastructure and costs required to meet these needs in short, medium and longer term, ▪ Assessment of existing public transport capacity to meet needs of workers and visitors in accordance with the <i>Producing and Using Transport Access Guides</i>, ▪ Identify and resolve barriers to efficient and safe pedestrian and cycle access including possible options for this access ▪ Achieve minimum standards for pedestrian and cycle access (<i>NSW Planning Guidelines for Walking and Cycling 2004</i>) ▪ Assessment of the implications of car parking provision for the achievement of a substantial modal shift to public transport
Mr David Harris, MP Member for Wyong		▪ No response
Mr John Della Bosca, MLC		▪ No response
Mr Robert Coombs, MP Member for Swansea		▪ No response
NSW Department Of Tourism Sport & Recreation		▪ No response
NSW Fire Brigade		▪ No response
NSW Health – North Sydney Central Coast.	24 April 2009	▪ Address Healthy Planning issues in the LEP, particularly the Premiers Council for Active Living “Designing Places for Active Living” and the National Heart Foundations “Healthy by Design” guidelines. ▪ Address Safety issues in the LEP, particularly the NSW Police “Safer by Design” CPTED principles for minimising crime risk.

NSW Police Force – Toukley		No response
NSW Premier's Department		No response
NSW Rural Fire Service	25 March 2009	- No objection - Part of site and adjoining land is bushfire prone - Design of any proposed development should consider aims and objectives of PBP 2006 - Future residential development will be subject to assessment in accordance with s100B of RF Act.
Rail Corp	7 July 2009	- New WTC station will be a hub when completed. Council should consider population intensification closer to this station. - Any development should consider potential for Main North enhancement works (Fast Train, Freight Lines). Further information from Transport Infrastructure Development Corporation should be sought. - Development should consider the likely impacts on railway corridor in terms of flooding and stormwater management. The DoP's 'Road and Rail Guidelines' - An extended platform at the existing station is not supported.
Roads and Traffic Authority	4 May 2009	- Primary interest is in the road network, traffic and broader transport issues (efficiency and safety of classified road network, security of property and assets and integration of land use and transport) - Concurrence is required for connection of Sparks Road and Pacific Highway. - No objections to dLEP being prepared however following should be considered: - Traffic and Transportation Study to be undertaken in accordance with the <i>Guide to Traffic Generating Developments</i> - Traffic and Transportation Study should consider future road network improvements and future land use proposals surrounding the study area - The dLEP should considered the EPA's <i>Environmental Criteria for Road Traffic Noise</i> - The dLEP should consider the <i>North Wyong Structure Plan</i> being prepared by the DoP - Traffic analysis and/or network modelling is to be undertaken to determine the impacts of the proposal on the surrounding road networks: - Use of PARAMICS or similar traffic model to determine overall traffic management impacts and upgrade requirements on current and future road networks - Use of SIDRA or similar traffic models for intersections - Current traffic counts and application of 10 year traffic growth projections 95th percentile back of queue lengths - Delays and level of service on all legs of

		relevant intersections vi. Electronic input/output data files are to be submitted to the RTA and Council. - SEPP (Infrastructure) 2007 may apply, and proposed development is to address issues accordingly in Master plan and development stages. - The developer should take into account DoP's <i>Integrating Land Use and Transport Planning Policy</i> in relation to the provision of adequate access to public transport, and opportunities for pedestrian and cyclist connections to the surrounding area - The dLEP should consider the <i>Planning Guidelines for Walking and Cycling</i> - RTA expects that developers would contribute or pay the full cost of the required road improvements works. This is to be determined between Council and RTA prior to plan adoption. - All road improvements/traffic control works are to be designed and constructed to satisfaction and requirements of the RTA - State road infrastructure upgrades/traffic control works are required to be implemented through a Works Authorisation Deed executed between the developer and the RTA - The RTA has serious safety concerns that the Concept Masterplan (Hannan's) proposes an extension of Virginia Road to the Pacific Highway. Any intersection would be restricted to left in left out. - The RTA has serious safety concerns that the Concept Masterplan (Hannan's) proposes a roundabout in close proximity to the existing rail level crossing - The dLEP should consider the issue of road traffic noise when determining the location of noise sensitive land uses.
State and Regional Development		No response
Transgrid (Sydney South)		No response
Transport Infrastructure Development Corporation	13 August 2009	- Works associated with the Northern Sydney Freight Corridor (NSFC) will need to be considered. Studies for options development are currently being undertaken. Council will be advised as to updates with this project. - Consideration should be given to the implications of the requirements of Clause 87 of SEPP (Infrastructure) 2007 re notification requirements and the DoP 'Development near rail corridors and busy roads'.
Watanobbi / Warnervale Community Precinct Committee	24 June 2009	- Stormwater should be harvested and reused on site - Development managed in ecological and sustainable manner to not affect to Porters Creek wetlands or Tuggerah Lakes. A hazard plan should

		be developed to consider flood limitations and safety of future residents ▪ Road infrastructure should be improved prior to development, particularly Warnervale, Minnesota, Louisiana & Virginia Roads, also considering the flood prone nature of some of these roads. ▪ The truncated Link Road will cause increased traffic in the Warnervale Village Area. ▪ The Sparks Road intersection and F3 junction will be unable to manage the increased load from the development of Precinct 7A when combined with the WEZ and Warnervale Town Centre. ▪ Funding for roads should be undertaken with a partnership with the state government. ▪ Regular public transport should be provided within the area at the commencement of the new areas. ▪ Express rail services should be commenced at an early date between Wyong and the North Shore with an additional stopping point at Warnervale. This will require a new turn back point to be built at the existing Warnervale Station with platform extensions. ▪ The village feel should be retained. Housing should compliment existing housing stock. ▪ Larger areas should be reserved for recreation and green space to enable active recreation whilst preserving rural character. Areas of significant bushland should be preserved (but also enable fire management). Natural buffers and bushland should be maintained in the Porters Creek catchment area, for ecological and sound purposes. ▪ Strong objection to the proposed education site being rezoned for the purposes of a business park. Require guarantees that lifestyle, freedom and enjoyment of surrounding properties will not be affected by adverse impacts of such a development. ▪ Request that Council will work in close conjunction with the community during the rezoning process. ▪ Reservations regarding future zoning of land for investigation purposes (10a or equivalent zoning).
Wyong Coal	15 April 2009	▪ Consider SEPP (Mining, Petroleum Production and Extractive Industries) 2007 instead of S.117 direction in relation to Mining, Petroleum Production and Extractive Industries. ▪ Exploration Licence EL4911 encroaches on small part of SW Precinct 7A. This area is: - Not within any mine subsidence district. - Is not proposed for development under the W2CP either for surface development or underground extraction; and - Not proposed for any long term plans for underground coal extraction.
Wyong Regional Chamber of Commerce		▪ No response
Wyong Shire Ratepayers & Residents Association		▪ No response

Wyongah Progress Association		No response
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