



Wyong
Shire
Council
CENTRAL COAST

Planning Proposal

Lot 195 DP 1006789

File No. RZ/10/2012

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Background /Introduction

The owner of the land (Fabcot Pty Ltd) has previously sought to have the land rezoned (rezoning application, 2003) and developed for commercial purposes, comprising a 2,000m² Woolworths Supermarket and 500m² of Specialty shops (DA,2004). The subject Development Application was refused by Council in 2004, with the refusal subsequently upheld by the NSW Land and Environment Court.

A Planning Proposal to rezone the land was submitted in 2009 by Fabcot Pty Ltd, was returned to the proponent and did not proceed to Council for consideration.

The owners, through Woolworths, have expressed a view that the time is appropriate for a second supermarket at Wadalba and have made a relevant Planning Proposal submission (Refer to Attachment 6) supported by an Economic Impact Assessment. Such assessment importantly concluded that the Proposal will not result in an adverse impact on existing or proposed centres in Wyong and a view that the timing of new centres such as Wadalba East and Warnervale will also not be adversely affected.

Woolworths believe that the introduction of a second supermarket within an existing operational centre, such as Wadalba, will facilitate a broader choice for shoppers and generate competition in the marketplace, to the consumers' benefit. Furthermore, they believe other public benefits will accrue beyond the site boundaries, including improved accessibility and safety and parking within the broader precinct.

The Proposal

The Planning Proposal (rezoning application), submitted by Fabcot Pty Ltd, seeks to amend the existing planning controls under Wyong Local Environmental Plan, 1991 to enable a second full-line supermarket, a petrol filling station and a specialty shop to be developed by Woolworths, in the Wadalba Village.

The subject site comprises approximately 1.5 ha of generally flat, vacant, sparsely vegetated land situated at the corner of the Pacific Highway and Figtree Boulevard, Wadalba. It also has frontage to Orchid Way and an "intervening" open storm water drainage channel. A relevant locality plan is provided as Map 1. No direct access is available to the Pacific Highway. It is situated adjacent to an existing school and opposite an existing Coles Supermarket.

More particularly, it is noted that the proposed supermarket would provide some 3,200 square metres of floor space, a specialty shop of 80 square metres, and a petrol filling station. Supplementary provision for approximately 200 at grade car spaces and complementary civil/drainage/landscape works is proposed.

It should be noted that a Concept Plan of the proposed development and its potential integration with the immediate neighbourhood was initially submitted and subsequently withdrawn by the Applicant. The withdrawal had regard to what is considered to be a narrow interpretation of Section 117 Direction 6.3, subclause (5) which states that "a planning proposal must not contain or refer to drawings that show details of the development proposal".

Having had limited access to a former Concept Plan, as cited above, it is considered that the site has the capacity to accommodate development of the nature proposed.

Submission of a Concept Plan, post Gateway, is however considered to be fundamental to communicating (in simple layout terms/outline urban design principles) with the community and statutory authorities. Any such plan should clearly not be “tied” to any rezoning proposal, as would appear to be the underlying intent of the clause 6.3 (5). It could, however, inform a future desirable Development Control Plan amendment, with potential implications for the immediate precinct particularly in terms of enhanced accessibility, stormwater management and the public domain generally.

This Planning Proposal was prepared by The Planning Group NSW Pty Ltd in accordance with the requirements of Section 55 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) and associated guidelines to demonstrate the strategic merit of the proposed LEP proceeding to a Gateway determination. In accordance with the guidelines, it is considered that sufficient supporting documentation and specialist studies, including an Economic Impact Assessment and Traffic Assessment, have been provided and that any further studies are considered unnecessary at this stage. However, it is acknowledged that further information and/or studies may be required at the post Gateway stage.

Accordingly, this planning proposal is submitted to the Minister or his delegate for a Gateway determination under Section 56 of the EP&A Act.

Part 1 Objectives or Intended Outcomes

The intended outcome of this Planning Proposal is to rezone land and to remove restrictions under the Wyong LEP 1991 which affect the land at the corner of the Pacific Highway and Figtree Boulevard, Wadalba being Lot 195 in DP 1006789 to enable a retail premises development, specialty shop and service station which is proposed to comprise:

1. a Woolworths supermarket of 3,200 square metres;
2. a petrol filling station;
3. a specialty shop of 80 square metres; and
4. at-grade car parking for 200 vehicles to meet the car parking requirements and access.

Part 2 Explanation of Provisions

The proposed outcome will be achieved by an amendment to Wyong Local Environmental Plan (LEP), 1991 to rezone the land to 3(a) Business Centre Zone and amend Clause 59(1)(b), where it limits the number of local shopping centres within Wadalba, so as not to apply to Wadalba and the subject site.

or,

Depending on the timing of the progression of the proposal, the proposed outcome will be achieved by an amendment to Council's Standard Instrument LEP (WLEP 2012), including amendments to:

- Land Zoning Map by rezoning the land from R2 Low Density Residential to B2 Local Centre.

Part 3 Justification

Section A – Need for the Planning Proposal

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

Draft Review of Retail Centres, 2012

A review of Retail Centres was undertaken by Don Fox Planning 2012 and is currently in draft form for Council's consideration.

The Draft Report concluded that there are significant opportunities to expand the supply of retail floor space within the Wyong Retail network including the Northern areas of the Shire. More specifically, the Draft Report concluded there was capacity for the Wadalba Centre to expand in the short term. The subject conclusion, however, assumed a supermarket floor space of 2,000m² not 3,200m², as currently proposed.

It is accordingly recommended that Don Fox Planning be engaged (at the Proponent's expense) to review their previous conclusion in the light of the current proposal and also undertake a peer review of the submitted Economic Impact Assessment. This work need not occur prior to referral of a relevant Planning Proposal for a Gateway Determination.

Economic Impact Assessment, January 2013

The Proposal is accompanied by an Economic Impact Assessment prepared by LocalIQn and commissioned by the Proponent. The report is reproduced in Attachment 6.

The Economic Impact Assessment (EIA) demonstrates that the proposed additional supermarket floor space will not negate development proposed for the Wadalba East Village Centre or Warnervale District Town Centre, or unreasonably affect any other existing retailing.

Current Planning Provisions

The land is currently zoned 2(e) (Urban Release Zone) under Wyong Local Environmental Plan, 1991. In accordance with the relevant provisions, the proposed development which includes a "large scale retail establishment and service station" is precluded by the subject zoning.

Further, Clause 59 enables certain forms of retail development including one local Shopping Centre at Wadalba. Development is also limited to 1,000m²; it being noted that a 1,500m² Coles supermarket currently exists. Accordingly, the presence of an existing supermarket "local shopping centre" precludes the proposal.

Proposed Planning Provisions-Draft Wyong LEP, 2012 (DWLEP, 2012)

The recently exhibited Draft WLEP 2012 proposes to zone the subject site R2 Low Density Residential. This zone permits neighbourhood shops, where the retail floor area of the

neighbourhood shop is restricted to 125m² and prohibits service stations, thereby precluding the Proposal.

Development Control Plan 2005: Chapter 49 – Warnervale East/Wadalba North West

The subject chapter includes a Masterplan and design requirements which are over a decade old and have in some respects “fallen short” of delivering the envisaged outcomes. In particular the Village Core has not evolved as envisaged, nor the projected higher density housing forms. The precinct is dominated by vehicle movements and some level of pedestrian conflict together with infrastructure that contributes little to the quality of the public domain.

An initial review of the subject DCP has commenced (in the form of draft Wyong Development Control Plan, 2012-Section 6.17), but should be further refined, to accompany progression of a relevant Planning Proposal.

Draft Wyong Development Control Plan, 2012

Section 6.17 of the subject Draft Plan provides a revised template for the development of Warnervale East/Wadalba North West urban release areas having regard to the evolution of development, market forces, development standards and future character image of the area.

The commercial/community based development objective is not compromised by the Proposal. Further, the principal design standards of scale and bulk are likely to be able to be achieved and likewise the access denial provisions to the Pacific Highway observed.

The proposed structuring of pedestrian movements and desired landscape treatment of the Pacific Highway frontage are capable of ready integration with a final development scheme for the site.

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

The site is not currently zoned in a manner which enables the proposed retail development therefore the intended objectives cannot be achieved by any other mechanism than a planning proposal.

Section B – Relationship to strategic planning framework

3. (a) Where a sub-regional strategy is in place:

Is the planning proposal consistent with the objectives and actions contained within the applicable regional or sub-regional strategy (including the Sydney Metropolitan Strategy and exhibited draft strategies)?

Central Coast Regional Strategy (CCRS) 2006-2031

The Plan represents the long term land use plan for the region comprising Wyong Shire and Gosford City and contains a series of policies and actions designed to cater for the Region's projected housing and employment growth over the period to 2031.

The Proposal is considered to be consistent with the Strategy and in particular the identification of Wadalba as a Village (refer below).

Additionally, the Proposal has the potential to be consistent with the principles of Integrated Landuse and Transport. (Action 4.21) and is situated within a Centre (Action 5.11).

The planning proposal is considered to be consistent with the CCRS, as summarised:

- The CCRS identifies Wadalba as a 'village'. The CCRS definition for a village has been superseded by the Sydney Metropolitan Strategy which states:

A group of shops and services for daily shopping.

The proposal will result in an appropriate mix of retail floor space for the locality.

- *Action 4.21 Councils and the NSW Government are to undertake integrated land use and transport planning to ensure that opportunities to benefit from infrastructure investment*

The site is located on an identified Strategic Bus Corridor with a bus stop located adjacent to the site on the Pacific Highway.

- *Action 5.11 Ensure new retail and commercial development is located in centres. Some local convenience retailing may be required out of centre, however the presence of a convenience shop can initiate a neighbourhood centre, around which activities such as childcare facilities can be located.*

The site is within a nominated "Village" Centre.

North Wyong Shire Structure Plan, October 2012

The North Wyong Shire Structure Plan identifies where and when development is planned to occur and ensures sufficient land exists to meet regional housing and employment targets. In this context Wadalba is identified as a "Village" and is expected to provide for a group of shops and services for daily shopping (as defined in the Sydney Metropolitan Strategy).

The growth of the Wadalba Centre in response to the Proposal is not considered likely to prejudice the ultimate establishment of a centre at Wadalba East nor the program for development of the Warnervale Centre. Further, it will support the emerging local residential communities.

3. (b) Where there is no sub-regional strategy in place:

- (i) *Does the proposal have strategic merit and*
 - *Is consistent with a relevant local strategy endorsed by the Director General, or*
 - *Is consistent with the relevant regional strategy or metropolitan plan, or*
 - *Can it otherwise demonstrate strategic merit, giving consideration to the relevant Section 117 Directions applying to the site and other strategic considerations (e.g. proximity to existing urban areas, public transport and infrastructure accessibility, providing jobs closer to home etc)*
- (ii) *Does the proposal have site specific merit and it is compatible with the surrounding land uses, having regard to the following:*

- *the natural environment (including known significant environmental values, resources or hazards); and*
- *the existing uses, approved uses, and likely future uses of land in the vicinity of the proposal; and*
- *the services and infrastructure that are or will be available to meet the demand arising from the proposal and any proposed financial arrangements for infrastructure provisions.*

Not applicable as there is a sub-regional strategy in place.

4. *Is the planning proposal consistent with the local council's Community Strategic Plan, or other local strategic plan?*

The Community Strategic Plan identifies 8 priority objectives, each supported by a range of actions. The level of consistency of the Planning Proposal is summarised as follows:

1. Communities will be vibrant, caring and connected.

The proposal seeks to add an extra dimension to local shopping and services for the immediate Wadalba and Warnervale communities. Increased informal community socialising will occur and shared visits to the centre.

The Planning Proposal is consistent with the Wyong Shire-wide Settlement Strategy and the Central Coast Regional Strategy.

2. There will be ease of travel.

The subject site is on a major bus route and directly accessible from the local major collector road - Figtree Boulevard and local road – Orchid Way.

Opportunities for enhancing pedestrian and cycle movements in the immediate precinct will emerge in response to the Proposal.

3. Communities will have a range of facilities and services.

The proposal has the potential to increase the range of services and facilities available to the public as previously identified.

4. Areas of natural value will be enhanced and maintained.

The subject site has been extensively cleared in the past. Implementation of water sensitive Urban Design drainage practices as part of the proposal will introduce a naturalistic element. Complementary landscaping will enhance the immediate biodiversity values.

5. There will be a sense of community ownership of the natural environment.

N/A.

6. There will be a strong sustainable business sector.

The Proposal will immediately increase the vitality of the Centre. Trade impacts on other local supermarkets are likely to be short term and not considered a threat to the long term sustainability of enhanced level of provision/mix of such facilities, particularly given local population projections. The significant short term construction employment and potential local materials sourcing will reflect positively in the local economy. Further, permanent employment will reflect positively in the local economy.

7. Information and communication technology will be world's best.

While the proposal is unlikely to directly contribute to this objective, the proposed land uses will demand that suitable levels of communication technology are in place.

8. The community will be educated, innovative and creative.

The proposal will provide employment and as a consequence workforce opportunities to pursue further education.

5. ***Is the planning proposal consistent with applicable state environmental planning policies?***

The proposal is consistent with the relevant State Environmental Planning Policies (SEPPs) as follows:

The assessment is summarised in Attachment 4 of this report.

SEPP (Infrastructure) 2007

The retail premises development, specialty shop and service station resulting from a rezoning are considered 'traffic generating' as per this SEPP, as such consultation will need to be undertaken with the NSW Roads and Maritime Services to manage any relevant issues.

SEPP 55 (Remediation of Land)

The proponent submitted a Phase 1 Environmental Site Assessment prepared by Geo-Logix Pty Ltd (Refer Attachment 7). The study concludes that:

"The results of the Phase 1 ESA indicate that the sites surrounds have a history of agricultural use prior to residential and commercial development. The site has primarily remained vacant with the only development identified being several small buildings in the northeast corner of the site in the 2001 aerial photograph.

Several stockpiles of unknown origin totalling approximately 1,200 cubic metres were observed across the site. Potential exists for contamination associated with stockpiles and illegally dumped waste material. Intrusive investigation methods would be necessary to establish ground conditions and stockpile composition."

Further investigation will need to be undertaken to establish ground conditions and stockpile composition.

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 and is considered to be consistent with the relevant Directions as summarised below.

1.1 Business and Industrial Zones

The proposal is consistent with this direction as it:

- Will encourage employment growth in a recognised village centre.
- Will not reduce employment related floor space – it will increase employment related floor space.
- Will support the viability of an identified strategic centre.

3.1 Residential Zones

This direction applies when a relevant planning authority prepares a planning proposal that will affect land within:

- (a) an existing or proposed residential zone (including the alteration of any existing residential zone boundary)

The proposal is consistent with the following objective:

- (b) to make efficient use of existing infrastructure and services and ensure that new housing has appropriate access to infrastructure and services,

as the site is adjacent to existing community and retail facilities in a nominated “Village” Centre. This enables a clustering of services and provides convenient access to a wide range of services.

3.4 Integrating Land Use and Transport

The proposal is consistent with this direction as:

- It increases supermarket and retail choice in Wadalba within close proximity to residential areas, therefore encouraging pedestrian access;
- A bus stop is located adjacent to the site on the Pacific Highway, which is identified as a strategic bus corridor; and
- Consolidates the number of vehicle trips needed as it incorporates a variety of retail uses and choices.

4.2 Mine Subsidence and Unstable Land

Consultation with the Mine Subsidence Board will be undertaken following a gateway determination.

5.1 Implementation of Regional Strategies

The proposal is consistent with the Central Coast Regional Strategy being the NSW Government's long term land use plan for the region, covering the Gosford City and Wyong Shire local government areas. The regional strategy contains policies and actions designed to cater for the region's projected housing and employment growth over the period to 2031.

The site is within a nominated “Village” Centre. Providing improved retail options may encourage increased services to establish in Wadalba, ultimately supporting its role as a Village Centre.

6.3 Site Specific Provisions

The proposal is consistent with this direction as it proposes to rezone the site to an appropriate zone within the environmental planning instrument that permits that land use without imposing any development standards or requirements in addition to those applicable to that zone.

In addition, in accordance with Section 117 Direction 6.3(5), the planning proposal does not contain or refer to drawings showing details of the development proposal.

A summary of consistency with all Section 117 Directions follows:

Number	Direction	Applicable	Consistent
Employment & Resources			
1.1	Business & Industrial Zones	Yes	Yes
1.2	Rural Zones	N/A	
1.3	Mining, Petroleum Production and Extractive Industries	Yes	Yes
1.4	Oyster Aquaculture	N/A	
1.5	Rural Lands	N/A	
Environment & Heritage			
2.1	Environmental Protection Zones	N/A	
2.2	Coastal Protection	N/A	
2.3	Heritage Conservation	N/A	
2.4	Recreation Vehicle Areas	N/A	
Housing, Infrastructure & Urban Development			
3.1	Residential Zones	Yes	Yes
3.2	Caravan Parks and Manufactured Home Estates	N/A	
3.3	Home Occupations	N/A	
3.4	Integrating Land Use & Transport	Yes	Yes

Number	Direction	Applicable	Consistent
3.5	Development Near Licensed Aerodromes	N/A	
3.6	Shooting Ranges	N/A	
Hazard & Risk			
4.1	Acid Sulfate Soils	N/A	
4.2	Mine Subsidence and Unstable Land	Yes	Yes
4.3	Flood Prone Land	N/A	
4.4	Planning for Bushfire Protection	N/A	
Regional Planning			
5.1	Implementation of Regional Strategies	Yes	Yes
5.2	Sydney Drinking Water Catchments	N/A	
5.3	Farmland of State and Regional Significance on the NSW Far North Coast	N/A	
5.4	Commercial and Retail Development along the Pacific Highway, North Coast	N/A	
5.8	Sydney Second Airport: Badgery's Creek	N/A	
Local Plan Making			
6.1	Approval and Referral Requirements	Yes	Yes
6.2	Reserving Land for Public Purposes	N/A	
6.3	Site Specific Provisions	Yes	Yes
Metropolitan Planning			
7.1	Implementation of the Metropolitan Strategy	N/A	

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?*

There is no likelihood of critical habitat or threatened species, populations or ecological communities or their habitats on the site (desktop assessment) as it was largely cleared of vegetation with construction of the drainage channel adjoining the site and the earth mound/acoustic barrier along the Pacific Highway frontage.

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

The planning proposal is not located on land that is affected by any land use planning constraints or subject to natural hazards. The land is not identified as Bushfire Prone Land, nor is it affected by potential flood inundation or subject to potential landslip.

No other likely environmental effects are envisaged as a result of the planning proposal.

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

This planning proposal will achieve an immediate economic stimulus and overall benefit to the community as it will provide additional shopping and parking facilities in the area as well as generating employment opportunities for local residents, while at the same time providing for choice and competition in the local market. The size of the proposed retail facility will be adequate to meet the local shopping needs of the residents of Wadalba with the provision of a 3,200 square metre supermarket, 80 square metre specialty shop and a petrol filling station.

This planning proposal will enable a retail facility to be located on the site which, when operational, has the potential to generate in excess of 228 jobs. In addition, some 55 direct jobs and 88 indirect jobs during the construction phase. The proposed development has a construction cost estimate in excess of some \$14 million dollars. The employment generating capacity of the development has been specifically considered in the economic impact assessment prepared by Location IQ (Refer Appendix 6 of this report).

The proposal will have a positive social impact for the Wadalba area as follows:

- The site's well positioned location in Wadalba with access to the Pacific Highway to ensure that the proposed retail facility will service the needs of the growing Wadalba residential population while not threatening the existing retail offer in Wadalba or the existing and future retail offer of other nearby centres.
- The site is adjacent to existing and proposed community facilities including the group home and Wadalba Community School. This enables a clustering of services and provides convenient access to a wide range of services.
- The design can accommodate a new bus facility. Pedestrian access to the proposed retail premises, specialty shop and service station is proposed to be designed with clear paths of travel.
- Site design is proposed to include capacity to link pedestrian access to the existing bus stop facility at the Pacific Highway frontage of the site, and

capacity to link to a cycleway, so as to encourage a range of modes of transport to access the site.

- The development will allow for reduced traffic generation and the potential for shared trips due to the site's proximity/access to the Pacific Highway which includes existing road, cycle and bus networks.
- New streetscape presentations are proposed to include design elements addressing the major focal point of a pedestrian plaza in the central entry to the retail facility.

There are no known items or places of European or aboriginal cultural heritage. Therefore, it is not envisaged that this planning proposal will have any adverse impacts on such items.

Section D – State and Commonwealth Interests

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

Adequate public infrastructure is provided for the planning proposal:

- The site is centrally located in Wadalba with access to the Pacific Highway;
- The site is adjacent to existing community facilities such as the Wadalba Community School and group home. This enables a clustering of services and provides convenient access to a wide range of services;
- The site includes the provision of parking facilities to meet the demands of the proposed retail facility;
- New and accessible public amenities/toilet facilities are to be included in the design of the proposed retail facility;
- The development is to contribute to the cost recovery or funding of any services and or facilities that will be utilised by the future residents generated by the development. This is expected to be satisfied through existing developer contribution plans.
- Any new transport, water or sewer services infrastructure, required to service the development that is not identified in an existing contribution plan, is to be fully funded by the developer.
- Development should optimise cost recovery for services and facilities (water, sewer, drainage, waste) through rate and annual levy charges. This is a development design consideration addressed at development application stage.
- The ongoing maintenance of water supply services, sewerage services, drainage services and stormwater management are funded through annual charges levied by Council. The location of the site, facilitates future development utilisation of existing major infrastructure of roads, sewerage treatment and water supply. Any augmentation/"lead in" costs shall be met by the Proponent.
- New assets required to service the development should be minimised as far as possible, without compromising quality or sustainability outcomes.
- The proposal should demonstrate and achieve net community benefits resulting from the future development of the land.

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

State and Commonwealth public authorities will be consulted following the outcomes of the Gateway Determination. Consultation will be carried out in accordance with Section 57 of the *EP&A Act*.

Pre Gateway Review

The Applicant submitted a pre-Gateway review request to the Minister for Planning and Infrastructure on 25 February 2013 in response to Council's non determination of the subject Planning Proposal within 90 days of lodgement.

Council was invited by the Department of Planning and Infrastructure on 27 March, 2014 to provide its views about the Proposal and/or an account of why the Proposal had not been progressed. A copy of Council's response forms Attachment 5.

In brief, Council communicated that the Planning Proposal from the date of lodgement has had a range of information deficiencies and that only on 7 February, 2013 and 14 April, 2013 had substantial material been provided to largely address the subject deficiencies.

A Peer Review of the Economic Impact Assessment and appropriate Design Documentation remain outstanding but were noted to be capable of deferment until the exhibition/consultation phase, in the event of a positive Gateway Determination. Similarly, a DCP Chapter amendment, Developer Contribution Plan amendment and more rigorous contamination investigations were noted to be requirements prior to the finalization of relevant LEP amendment.

Finally, the prospects of imminent Council support were communicated.

It is understood that the Pre Gateway Review process is continuing concurrently with Council's moves to advance the Planning Proposal as proposed in this report.

Part 4 Mapping

Map No.	Map Title
1	Aerial Locality Plan
2	Land Use Zoning - Wyong LEP 1991
3	Land Use Zoning - Draft Wyong SI LEP 2012
4	Proposed Alternative Land Use Zoning – Wyong LEP 1991 amendment
5	Proposed Alternative Land Use Zoning – Draft Wyong SI LEP 2012 amendment

Part 5 Community Consultation

Future community and government agency consultation requirements will be outlined by the Gateway Determination, should a positive Gateway Determination be made.

It is anticipated that community consultation will be undertaken in accordance with the relevant provisions of the EP&A Act and Regulation which includes newspaper advertisement, public exhibition at Council offices and on Council's website, and notification letters to adjoining property owners.

A letter of objection to the proposed development was received from the property owner of 1 Edward Stinson Avenue, Wadalba (refer Attachment 8).

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Part 6 Project Timeline

Action	Period	Start Date	End Date
Anticipated commencement date (date of Gateway Determination)	n/a	31 July 2013	31 July 2013
Anticipated timeframe for the completion of required technical information	4 weeks	1 August 2013	30 August 2013
Timeframe for government agency consultation (pre and post exhibition as required by Gateway determination)	28 days	1 August 2013	30 August 2013
Commencement and completion dates for public exhibition	28 days	30 September 2013	28 October 2013
Dates for public hearing (if required)	n/a	n/a	n/a
Timeframe for consideration of submissions	2 weeks	1 November 2013	14 November 2013
Timeframe for consideration of a proposal post exhibition	8 weeks	1 November 2013	30 December 2013
Date of submission to the Department to finalise LEP	n/a	6 January 2014	6 January 2014
Anticipated date RPA will make the plan (if delegated)	n/a	n/a	n/a
Anticipated date RPA will forward to the Department for notification	n/a	n/a	n/a

Attachments and Supporting Documentation

Document	Attached
1. Council Reports and Minutes (dates)	Yes
2. Wyong LEP 1991 – Planning Provision Select Extract	Yes
3. Section 117 Ministerial Direction Overview	Yes
4. State Environmental Planning Policy (including relevant deemed SEPP's) Overview	Yes
5. Pre Gateway Review Response	Yes
6. Planning Proposal prepared by TPG Pty Ltd including Economic Impact Assessment and Traffic Report	Yes
7. Phase 1 Environmental Site Assessment Report	Yes
8. Letter of objection to the Planning Proposal	Yes