

27 May 2022

File No: NTH22/00291/01  
Your Ref: Ref-1339

Chief Executive Officer  
Lake Macquarie City Council  
PO Box 1906  
HRMC NSW 2310

**Attention: Kent Plasto**

**WYEE ROAD (MR 454): PP-2021-468, REZONING OF LAND FROM RU2 RURAL LANDSCAPE TO R2 LOW DENSITY RESIDENTIAL, LOT: 217 DP: 755242, 18 GOSFORD ROAD, WYEE**

I refer to the abovementioned Planning Proposal referred to Transport for NSW (TfNSW) on 10 May 2022 for agency consultation in accordance with Condition 3 of the Gateway Determination provided under Section 3.34(2) of the *Environmental Planning and Assessment Act 1979*.

TfNSW key interests are the safety and efficiency of the transport network, the needs of our customers and the integration of land use and transport in accordance with Future Transport Strategy 2056.

Wyee Road (MR 454) is a classified Regional Road and Jabbarup Road and Gosford Road are local roads. Council is the roads authority for both roads and all other public roads in the area, in accordance with Section 7 of the *Roads Act 1993*.

TfNSW has reviewed the referred information and provides the following comments to assist the consent authority in making a determination:

Infrastructure upgrades

The Traffic Impact Assessment (TIA) prepared by Intersect Traffic dated November 2020 identifies improvements to Wyee Road are required in the future to improve the performance of the Jabbarup Road and Gosford Road intersections. These findings are dependent on a potential Planning Proposal associated with the southern adjoining site (referred to as the 'DLALC Bushells Road Planning Proposal'), which is expected to considerably increase traffic movements on Wyee Road.

Wyee Road (MR 454) is a classified Regional Road, managed by Lake Macquarie in this location. Council, as the Roads Authority, sets standards, determines priorities, and carries out works on this road. It is appropriate for Council to consider and determine if proposed arrangements to accommodate future development are acceptable from a safety and efficiency perspective.

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As suggested in the supporting TIA, Council should consider the suitability of preparing a local contribution plan to ensure the delivery of any necessary infrastructure upgrades particularly noting the challenges with anticipated cross-boundary development on Wyee Road.

### Development Control Plan

TfNSW supports the identification of the site as an Urban Release Area (URA) and provides the following comments in respect to the preparation of a development control plan pursuant to Clause 6.3 of the Lake Macquarie LEP 2014:

- Council should consider the provision of appropriate facilities for active transport modes like walking and cycling, including links to public transport services. Provision of improved facilities will encourage higher use of multimodal options into the future.

In particular, pedestrian connectivity to Murrawal Road shall be reinforced to link the residential development to the existing bus stop and Wyee Train Station.

- Any future development application involving traffic generation to the site must be supported by a Traffic Management Plan (TMP) for the construction and operational phase, to demonstrate that additional vehicular movements do not pose queuing issues along the Gosford Road overbridge which has the potential to obstruct rail corridor access.

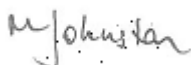
The rail corridor access point/s must not be blocked at any stage during the construction and operation phases of future developments on the subject site. Any heavy vehicle traffic attending the site must comply with rail bridge load restrictions.

- A stormwater management system which proposes to discharge to land owned by Sydney Trains is not supported.
- The proposal is adjacent to the Main North rail line, which is a nationally significant rail freight corridor that provides a link between Sydney and Brisbane. This rail line is a shared freight and passenger line, with rail freight operations generally restricted to off-peak and overnight due to passenger priority in the peak.

Noise sensitive land uses near the freight network must have regard to freight movements on the network and allow the corridors to operate at maximum efficiency. Future development will need to mitigate against noise and air emissions, as well as vibrations from the freight network.

It would be greatly appreciated if Council could notify TfNSW of the outcome of the LEP amendment. Should you require further information please contact Holly Taylor, Development Services Case Officer, on 1300 207 783 or 0499 313 670 or by emailing [development.north@transport.nsw.gov.au](mailto:development.north@transport.nsw.gov.au).

Yours faithfully



**Marg Johnston**  
Team Leader Development Services  
North Region | Community & Place  
Regional & Outer Metropolitan

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