

# PREFERRED PROJECT REPORT

For

North Cooranbong Residential Development  
MP 07\_0147

Prepared for



27 October 2008

Prepared by:



## Document History and Status

Issue	Revision	Issued To	Qty	Issue Date	Author	Reviewed
A	Draft	HDB	1	18.8.08	HDB	KN
A	Draft	JPG	1	20.8.08	HDB	BG
B	Draft	HDB	1	21.8.08	HDB	KN
B	Draft	JPG	1	22.8.08	HDB	BG
B	Draft	JPG	1	22.8.08	HDB	WM
B	Final	JPG	1	26.8.08	HDB	-
B	Final	HDB	1	26.8.08	HDB	-
B	Final	DoP	7	26.8.08	HDB	-
C	Reissued Final	DoP	1	27.10.08	HDB	BG



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Printed: 27/10/2008  
File: G:\Jobs\2007\0775 - JPG - PART 3A - COORANBONG\Preferred Project Report 2008  
Client: **JPG Pty Ltd**  
HDB Project Manager: Mr Kerry Nichols  
HDB Reference Number: 07/75

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## ERRATUM

The following letter (Figure 1) is included to correct a misrepresentation of a quote from the Department of Environment and Climate Change as shown on page 112 of the North Cooranbong Environmental Assessment as publicly exhibited between the 25 June and the 28 July 2008.

This erratum and following letter have been prepared in accordance with the Department of Planning's letter dated 1 August 2008. Advertisements of this erratum were placed in the public notices section of the Sydney Morning Herald, the Australian and the Newcastle Morning Herald on Saturday 9 August 2008 and the Newcastle Post on Tuesday 12 August 2008. Copies of newspaper clippings are found at Figure 2.

File Ref: 07/75

**31 July 2008**The Managing Director  
Johnson Property Group  
PO Box A1308  
**SYDNEY SOUTH** NSW 1235

Attention: Bryan Garland

## Figure 1

**Subject: Part 3A Application – Environmental Assessment Report Concept Plan  
North Cooranbong Residential Development**

Dear Bryan,

It has been brought to our attention that there is a transcribing error within the body of the environmental assessment report (page 112).

The contents of a DECC letter to Johnson Property Group dated 27 November 2007 was reproduced within the report incorrectly. In particular, the quotation inferred that DECC had sufficient information to inform final negotiations, however in fact, the DECC had the opposite opinion.

The original DECC letter is attached correctly in full, in two other places within the submission that was place on public exhibition. These reproduced letters are found within Appendix B(iv) and Appendix C(i). Including this letter, in full, within the submission demonstrates that it was not our intention to misrepresent DECC's opinion by any means.

The body of the report (page 111) however is correct, in that it acknowledged that DECC required additional information and stated;

*"In a letter from the DECC to the proponent (27 Nov 2007) the DECC indicated that an adequate and in-depth level of ecological data would be required to properly inform the decision making process, as such a depth of knowledge had not been gathered to date. An extract of this letter relevant to the North Cooranbong site is shown below."*

The error relates to transcribing in the reproduction of the Department's letter, which unfortunately was not picked up in our quality control process.

I apologise sincerely for this unintentional error. The error only related to this one statement and does not affect the body of the report, discussions, findings or negotiations that have been held (as I understand) between DECC, Department of Planning, Johnson Property Group and the Infrastructure Implementation Committee.

Yours faithfully

**HDB Town Planning & Design**

**Mr KERRY NICHOLS**  
Director





**Advertisement Details for: The Post**

Publication Day: Tuesday  
Publication Date: 19 August 2008  
Classification: Public Announcements  
Page Appeared: 60  
Column Appeared: 6



**PUBLIC ANNOUNCEMENTS**

**Erratum to Environmental Assessment Report - North Cooranbong Concept Plan Application (MP 07\_0147)**

It has been brought to our attention that there was an error within the body of the HDB Town Planning & Design Environmental Assessment Report that Department of Planning recently placed on public exhibition for this Part 3A Major Project. The error (page 112) relates to a quotation of a letter from the Department of Environment and Climate Change (DECC) dated 27 November 2007. In particular, the quotation states that DECC had sufficient information to inform final negotiations. However, in fact, DECC had the opposite opinion.

Despite the original of DECC's letter being attached in full in two other places in the Appendix volume, and that the body of the report correctly dealt with DECC's position (page 111), we issue this erratum to confirm this error was unintentional. A letter of retraction will be issued as the first page of the Preferred Project Report, which will be made publicly available on the Department of Planning's website soon after submission.

**Johnson Property Group**

**Figure 2 – Newspaper Advertisement.**



**Advertisement Details for: The Newcastle Herald**

Publication Day: Saturday  
Publication Date: 9th August 2008  
Classification: Public Notices  
Page Appeared: 40

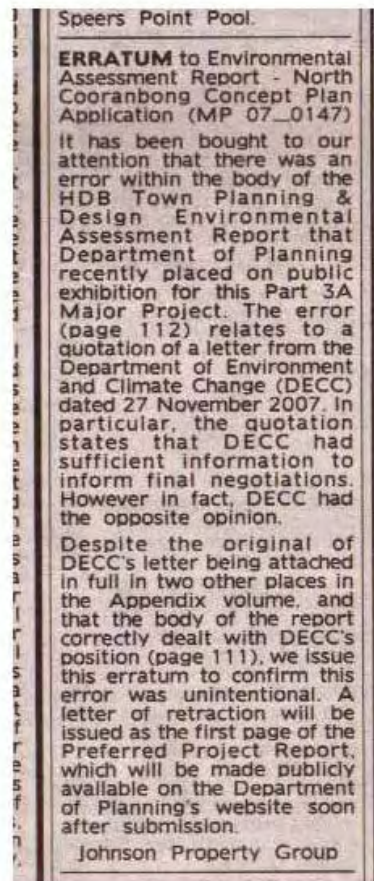


Figure 2 – Newspaper Advertisement. (con't)

## The Sydney Morning Herald

Proof of Company, Public, Legal, Legal Claims or Family Law Notice

JOHNSON PROPERTY GROUP  
338 KENT STREET  
SYDNEY  
NSW 2000

### Your advertisement details:

Advertisement Reference Number:	71464
Publication Day:	Saturday
Publication Date:	9 Aug 2008
Classification:	Public Notices
Page appeared:	50
Column appeared:	3



**ERRATUM** to Environmental Assessment Report - North Cooranbong Concept Plan Application (MP 07\_0147). It has been brought to our attention that there was an error within the body of the HDB Town Planning & Design Environmental Assessment Report that Department of Planning recently placed on public exhibition for this Part 3A Major Project. The error (page 112) relates to a quotation of a letter from the Department of Environment and Climate Change (DECC) dated 27 November 2007. In particular the quotation states that DECC had sufficient information to inform final negotiations. However, in fact, DECC had the opposite opinion. Despite the original of DECC's letter being attached in full in two other places in the Appendix volume and that the body of the report correctly dealt with DECC's position (page 111), we issue this erratum to confirm this error was unintentional. A letter of retraction will be issued as the first page of the Preferred Project Report, which will be made publicly available on the Department of Planning's website soon after submission. Johnson Property Group

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Enquiries: 9282 1422

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The Sydney Morning Herald. ABN 33 003 357 720

Figure 2 – Newspaper Advertisement. (con't)

**Advertisement Details for: The Australian**

Publication Day: Saturday  
Publication Date: 9 August 2008  
Classification: Public Notices  
Page Appeared: 41  
Column Appeared: 9



**Erratum to Environmental Assessment Report  
North Cooranbong Concept Plan Application (MP 07—0147)**

It has been brought to our attention that there was an error within the body of the HDB Town Planning & Design Environmental Assessment Report that Department of Planning (DOP) recently placed on public exhibition for this Part 3A Major Project. The error (page 112) relates to a quotation of a letter from the Department of Environment and Climate Change (DECC) dated 27 November 2007. In particular, the quotation states that DECC had sufficient information to inform final negotiations. However in fact, DECC had the opposite opinion.

Despite the original of DECC's letter being attached in full in two other places in the Appendix volume, and that the body of the report correctly dealt with DECC's position (page 111), we issue this erratum to confirm this error was unintentional. A letter of retraction will be issued as the first page of the Preferred Project Report, which will be made publicly available on the Department of Planning's website soon after submission.

**Johnson Property Group**

63529

**Figure 2 – Newspaper Advertisement. (con't)**

## EXECUTIVE SUMMARY

This Preferred Project Report (PPR) provides a summary of the submissions and resulting amendments to the North Cooranbong Environmental Assessment Report, Concept Plan and State Significant Site Study resulting from consultation with government departments and the public exhibition which occurred between 25<sup>th</sup> June and 28<sup>th</sup> July 2008.

A significant quantity of support for the North Cooranbong proposal was received with approximately 60% of submissions being in favour of the development and the exhibited Concept Plan.

The main issues raised in the submissions were:

- Land owners consent (particularly for Lot 2 DP 852666 but also lots not controlled by JPG / Avondale Greens prior to decision),
- Flooding / drainage issues,
- Road and park locations for Lot 2 DP 852666,
- The proposals affect on land prices,
- The zoning location and type of commercial development,
- Potential loss of biodiversity,
- Insufficient land for public school,
- Traffic / transport issues, and
- The over supply of residential land.

Responding to these issues, has resulted in a number of changes to the Concept Plan including the zoning of all conservation land to the 7(1) Conservation (Primary) zone to achieve the highest level of environmental protection (as required by DEWHA and DECC), allowing riparian Swamp Mahogany rehabilitation and realignment of the road near Lot 2 DP 852666 as discussed with Department of Planning staff.

A primary school site (3ha) has also been provided at the request of the Department of Education and Training to accommodate growth in primary aged students. 0.39ha of 2(2) Residential (Urban Living) Zone has been provided to compliment the addition of the primary school and commercial land adjoining Local Park North. This will reduce vehicle dependency and congestion and improve sustainability and access to services.

The amended Concept Plan, as described in this report, provides an environmentally sound and socially equitable residential release of State importance.

## 1.0 INTRODUCTION

### 1.1 Introduction

HDB Town Planning and Design Pty Ltd (HDB) on behalf of Johnson Property Group Pty Ltd (JPG) prepared an Environmental Assessment Report (EAR), Concept Plan and State Significant Site Study pursuant to Part 3A of the *Environmental Planning and Assessment Act 1979* (EP&A Act). This documentation was publicly exhibited from the 25<sup>th</sup> June to the 28<sup>th</sup> July 2008.

As a result of the public exhibition period, the Department of Planning received 41 public submissions and 10 submissions from Government bodies. Generally speaking submissions were supportive of the Concept Plan. Submissions were forwarded to JPG for consideration by the proponent and their consultant team. In line with section 75H(6) of the *Environmental Planning and Assessment Act 1979* this Preferred Project Report has been prepared to address those issues raised in the submissions, as well as subsequent advice from Department of Planning and Lake Macquarie City Council. This submission provides revised information in relation to the Major Project and Concept Plan Application.

### 1.2 Summary of Submissions

The following Table provides a summary of those submissions received in response to the exhibition of the North Cooranbong Concept Plan and Environmental Assessment Report.

**Table 1 – Submission Summary.**

Stakeholder Group	Number of submissions
Members of the Public	41 submissions <ul style="list-style-type: none"><li>• 28 in support</li><li>• 13 objections</li></ul>
Local Government	1 submission (Lake Macquarie City Council)
Government Departments/Agencies	9 submissions <ul style="list-style-type: none"><li>• 2 objections</li><li>• 4 comments</li><li>• 3 in support</li></ul>

Summations of all submissions are attached to this report as **Appendices A and B**.

## 1.3 Structure of this Report

**Section 2.0** provides responses to the key issues raised in the public submissions, and the submissions from Government agencies.

**Section 3.0** provides an update in relation to project changes and planning undertaken during the exhibition, assessment and preferred project report preparation period.

**Section 4.0** describes the Preferred Project. This incorporates those considerations raised by submissions (as described in Section 2.0).

**Section 5.0** is the revised Statement of Commitments (SOC) which incorporates those issues and changes raised and addressed in the preceding sections. The revised SOC will ensure that the proposed future management of the project is in line with the proposal in its latest form to ensure the effective ongoing planning and management of the State Significant Site.

**Section 6.0** summarises the document and the amended Concept Plan for final determination.



## 2.0 RESPONSE TO KEY ISSUES

### 2.1 Summary of Issues Raised in Submissions

This section provides an analysis of the main issues which form the bulk of those issues raised in the submissions from both the public and government agencies and departments. Full responses to submissions are attached in **Appendix A** and **Appendix B**.

In summary the main issues as addressed below are:

- From Public Submissions
  - Land owners consent (particularly for Lot 2 DP 852666 but also lots not controlled by JPG / Avondale Greens prior to decision),
  - Flooding / drainage issues,
  - Road and park locations for Lot 2 DP 852666,
  - The proposals affect on land prices,
  - The zoning location and type of commercial development,
  - Potential loss of biodiversity,
  - Insufficient land for public school,
  - Traffic / transport issues,
  - The over supply of residential land, and
  - Infrastructure provision.
- From Agency submissions
  - Discrepancies between APZ mapping in Bushfire Threat Assessment and Concept Plan,
  - Conflicts between proposed residential land and adjoining sustainably managed production forests,
  - Section 7.3 of the EAR misrepresentation of the Department of Environment and Climate Change's letter dated 27 November 2007,
  - Road/transport issues, and
  - Issues raised by Lake Macquarie City Council.

## 2.2 Response to Issues Raised in Submissions

### 2.2.1 Landowners Consent

#### Issue

Land owners consent has not been obtained for all lots affected by the Concept Plan.

#### Response

The land to which this application applies is the same as the boundary Lake Macquarie City Council used when they were assessing the draft Local Environmental Plan for this project in 2005-2007. The *Environmental Planning and Assessment Act, 1979* does not stipulate that landowner consent is required for

land rezonings. This applies to the State Significant Site study (and subsequent amendment to the Major Projects SEPP).

In relation to the Concept Plan, and as discussed with Department of Planning staff, those landowners who did not issue consent have had their land removed from the Concept Plan area. This is reflected in the revised Concept Plan. Signed authority from landowners had previously been given to the Department of Planning, however, copies of such are attached in **Appendix E**.

With specific reference to Lot 2, DP 852666 and Lot 14, DP 129157, landowner consent had previously been issued however has subsequently been withdrawn by the landowner. The exhibited Concept Plan has been amended (per the attached) to remove this land from the Concept Plan area. It will however, still remain within the land to be rezoned.

## 2.2.2 Flooding & Drainage Issues

### Issue

Downstream flooding may be increased as a result of the Concept Plan.

### Response

Stormwater management facilities will be designed to collect runoff and release it into the surrounding drainage system at pre development levels. Design of the North Cooranbong Concept Plan area incorporates Water Sensitive Urban Design principles to minimize runoff and ensure the quality of water leaving the site is of a high quality as detailed in the **Appendix J** supporting documents to the North Cooranbong EAR.

Lake Macquarie City Council will assess the drainage proposal as part of each subdivision development application lodged for this proposal, in accordance with Council's DCP 1 (which requires no increase in storm water from pre development levels).

## 2.2.3 Road & Park Location for Lot 2 DP 852666

### Issue

The proposed urban design which incorporated Lot 2 DP 852666 does not represent the most appropriate use of the site.

### Response

The location of the east-west road as shown on the exhibited Concept Plan has been modified. As per advice from Department of Planning, this road has been relocated to be positioned on land controlled by the proponent, at significantly more expense to the developer than previously proposed. This amendment is reflected in the revised Concept Plan attached to this report.

In relation to the location of the 5000sqm Local Park South, this has also been amended following discussion with Department of Planning. The position of the park has been shared between the proponent and the owner of Lot 2, DP 852666 on the premise that this park will have complete frontage to 3 roads (one of which is Alton Road). Its location is central to the surrounding residential land providing equitable access and providing good passive surveillance, not only improving safety for park users, but also increasing local resident's sense of ownership.

Whilst it is recognized that the proponent is contributing higher square-meter rates to open space, conservation and local school land than the owner of Lot 2, DP 852666, the proponent accepts the decision of Department of Planning staff in relation to the location of the local park in the interests of moving this project forward.

## **2.2.4 The zoning location and type of commercial development**

### **Issue**

The proposed amount of commercial land is too high and may be damaging to the existing commercial precinct in Cooranbong.

### **Response**

The proposed amount of commercial floor space as shown on the Concept Plan generally reflects the size Council proposed when they were dealing with the rezoning of this site between 2005 and 2007. In fact, the size of this area has been slightly reduced (from 2.55ha) even though more developable area has been secured under this Concept Plan proposal. This amount of space is required to house not only basic commercial functions but also community services and facilities.

The proposed zoning of the main commercial area in North Cooranbong is 3(2) Urban Centre (Support) Zone. This zoning has been chosen to compliment the existing 3(1) Urban Centre (Core) Zone in Cooranbong and maintain the commercial zoning hierarchy of Lake Macquarie.

In addition to the main North Cooranbong commercial area, and as a result of advice from Department of Planning's Urban Design staff, a small portion (approximately 1500m<sup>2</sup>) of 3(1) zoned land is proposed adjacent to the Local Park North. This small area will enable all residents within North Cooranbong to be within a walkable catchment to a commercial area capable of meeting minimum mixed use / commercial needs. This represents best practice urban planning and assists in reducing total commuter kilometers traveled by residents.

It is important that the proposed level of commercially zoned land is maintained to ensure that the base needs of residents can be met onsite. By doing so the total kilometers traveled and traffic generation will be reduced and the objectives of reducing fossil fuel dependent transport and improving sustainability can be achieved.

### 2.2.5 Potential loss of biodiversity

#### Issue

The Concept Plan will lead to an unsustainable loss of biodiversity.

#### Response

A significant number of studies has been undertaken to fully assess the biodiversity of the North Cooranbong site so as to determine what measures are required to offset biodiversity impacts. Separate biodiversity studies were used during the North Cooranbong urban design process and these may be found attached to the EAR. These studies have since been reviewed by public and private stakeholders and, as we believe, were deemed to contain a sound analysis of the biodiversity of the site.

The proponent has worked closely with the Department of Environment and Climate Change and Department of Planning to provide conservation zoned land within the North Cooranbong site which incorporates conservation corridors to maintain vegetated connectivity through the site. Approximately 119ha of 7(1) Conservation (Primary) zoned land is proposed, representing approximately 33% of the total Concept Plan area.

As a result of discussions with the Department of Environment and Climate Change, Department of Planning and the Commonwealth Department of Environment, Water, Heritage and Arts, all proposed conservation lands will be zoned 7(1) Conservation (Primary) Zone, the highest level of conservation zoning available in the Lake Macquarie Local Government Area. The lands will be rehabilitated and maintained by the developer for a period of time, in accordance with a Rehabilitation Management Plan, and, combined with an endowment fund, will be progressively transferred to Lake Macquarie City Council.

Negotiations between JPG and DECC provided an allowable development footprint which is 33ha greater than DECC's initial recommendation to Lake Macquarie City Council (pre Lower Hunter Regional Strategy). It is imperative that this additional developable area is included in the Concept Plan area to achieve the affordable housing objectives which have been set for the site in line with State and Commonwealth affordable housing strategies. DECC agreed to the final footprint provided a 4:1 conservation offset is provided off site for the 33ha of additional developable land. This equates to an area of 132ha being conserved off site to

enable 33ha of additional developable area onsite. This offset package is consistent with other packages negotiated between DoP and DECC elsewhere in the Lower Hunter. This offset has been valued at \$2.64million by the NSW Infrastructure Implementation Committee (ILIC) – details of which will be documented in a State Voluntary Planning Agreement which is currently being finalized.

### 2.2.6 Insufficient land for public school

#### Issue

Insufficient land for a public school has been allocated in the Concept Plan.

#### Response

Significant investigations were undertaken into the current and proposed (public and private) school facilities which are in the Cooranbong / Morisset area. These investigations are included in the Social Impact Assessment which forms Appendix M to the North Cooranbong EAR.

It was determined that there is no need for an additional high school site within North Cooranbong.

In relation to primary schools the Department of Education and Training has requested that provision be made for a 3ha primary school site within North Cooranbong. In line with their request 3ha has been set aside for this purpose. This site is shown on the revised Concept Plan. The location has been chosen to be central to most residential areas and be available when demand requires it. The government run school will primarily service future pupils of North Cooranbong allowing significant potential for pedestrian and cycle access, therefore reducing congestion and improving sustainability.

The chosen school location is consistent with the NSW Department of Education and Trainings requirements for new school sites. Specifically the bulk of North Cooranbong will fall within 1.6km of the school site and be located on collector and distributor roads providing access to bus routes while avoiding excessive congestion on local roads.

Further details will be contained within the State Voluntary Planning Agreement which is currently being finalized.

### 2.2.7 Traffic & transport issues

#### Issue

Local traffic increase and traffic generation.

#### Response

Extensive studies were undertaken as part of the initial traffic planning, including a technical review of recommended traffic treatments, *GHD, 2007* (peer reviewed by *Better Transport Futures P/L*), and the formation of the TMAP document by *Better Transport Futures*, reviewed by the Council, RTA and NSW Ministry of Transport.

The above documents examined the existing road network and traffic demands, and future traffic growth resulting not only from the North Cooranbong site, but from general population growth in the area.

The recommendations made by the TMAP and adopted by the North Cooranbong Concept Plan are based on sound predictions of future traffic conditions and represent the most efficient means to manage traffic growth. Proposed traffic management options have been designed to meet the requirements of the NSW RTA and it is considered that expected traffic volumes can be adequately managed.

#### **Issue**

Need for new F3 Freeway interchange.

#### **Response**

Several submissions from residents raised the issue that the Concept Plan would create a need for a new interchange between the F3 Freeway.

The creation of an additional interchange in the Morisset area is not supported either by the proponent, Council or the RTA. Access to the Freeway for residents is available at the Morisset interchange which is located 6km to the south of the North Cooranbong site, the Freemans Drive interchange (5km to the north of North Cooranbong) or the Awaba interchange (15km to the north of North Cooranbong).

It is not favorable to introduce another interchange as this will see a rise in local traffic utilising a roadway designed for interregional and interstate traffic. Furthermore a new interchange would impact on a large number of existing residential allotments via either compulsory acquisition, noise and vibration, visual impact, land value reduction and increased traffic on local roads.

#### **Issue**

Increased traffic through Dora Creek.

#### **Response**

The TMAP document identified that the main trip attraction for residents would be Morisset. Morisset's identification as an emerging Regional Centre in the Lower Hunter Regional Strategy supports this theory as Morisset will see growth and expansion of residential, commercial and employment functions in the future, as



well as acting as a public transport interchange for train and bus services. For this reason traffic improvements have focused on where increases will be the greatest i.e. between Cooranbong and Morisset.

For longer less frequent trips (towards Toronto for example) commuters may travel through Dora Creek. To accommodate the predicted growth in traffic movements, the upgrading and construction of a signaled intersection at the Wangi / Wamsley / Dora intersection is proposed to safely manage estimated traffic loads.

#### **Issue**

Proposed local road /intersection upgrades are inadequate.

#### **Response**

The TMAP document prepared by *Better Transport Futures* undertook investigation to determine existing and future traffic loading which will result from the proposed population increase. As discussed in this document the proposed intersection treatments are designed to appropriately manage expected traffic growth in accordance with Roads and Traffic Authority's standards.

The proposed intersections and local road upgrades are considered suitable in respect to the Concept Plan and have been endorsed by the Lake Macquarie City Council, RTA and Ministry of Transport.

#### **Issue**

Connection to Mt Nelinda Road.

#### **Response**

Mt Nelinda Rd is an existing road and will not be upgraded. The development site will not be connected to Mt Nelinda Road via a road. The site will however, need to be connected to the north via a services easement. Minimal environmental impact will occur as a result of this services easement. No further fragmentation of this conservation corridor will be caused by the proposed development.

### **2.2.8 Oversupply of residential land**

#### **Issue**

The development of the North Cooranbong Concept Plan area for residential urban development will lead to an oversupply of residential land locally.

#### **Response**

- The current housing affordability crisis is an ongoing and well recognised phenomenon currently preventing many first home buyers, and people from lower socio-economic backgrounds entering the housing market.

The following Table outlines proposed infrastructure expenditure.

**Table 2 – Infrastructure Levy Table.**

Infrastructure Type	Total Amount (\$2008)	Levy Per Lot (\$2008)	Levy Per Ha <sup>1</sup> (\$2008)
<b>State</b>	<b>43,027,500</b>	<b>17,211</b>	<b>192,088</b>
Roads	30,000,000	12,000	133,928
Transport	5,077,500	2,031	22,670
Conservation	2,640,000 (132 ha of land <sup>2</sup> )	1,056	11,785
Education	5,310,000 (3 ha of land <sup>3</sup> )	2,124	23,705
<b>Local</b>	<b>62,500,000<sup>4</sup></b>	<b>25,000</b>	<b>279,017</b>
<b>Utilities</b>	<b>23,000,000<sup>5</sup></b>	<b>9,200<sup>5</sup></b>	<b>102,678</b>
<b>Totals</b>	<b>128,527,500</b>	<b>51,411</b>	<b>573,783</b>

Source: NSW Infrastructure Implementation Liaison Committee (2008)

<sup>1</sup> Levy per Ha is based on net developable ha. For Cooranbong this represents the land to be used for residential purposes (i.e. 224ha).

<sup>2</sup> Land valuation of \$20,000 per ha.

<sup>3</sup> Land valuation of \$236 per m<sup>2</sup> or

<sup>4</sup> Notional value only. Contribution to be mostly “works in kind”.

<sup>5</sup> Estimates only - no DSP apply to the site.

The VPA's, as entered into by JPG, are legally binding documents that will ensure the timely and effective delivery of infrastructure and services at key milestones as specified in the VPA's.

## 2.2.10 Social Economic and Employment benefits

### Issue

A number of submissions commented on the social and economic implications of the proposal and questioned the need for such a development and its potential (social and economic) feedback effects.

### Response

A detailed response to this issue can be found in **Appendix I. Appendix I** demonstrates that the provision of 2500 lots in this area will have a significant positive impact on the local and wider economy in terms of employment opportunities, provision of essential social services such as education and health in combination with the overriding aim of improving housing affordability.

## 2.2.11 Discrepancies between APZ mapping

### Issue

The NSW Rural Fire Service (RFS) identified an inconsistency between the mapping shown in Appendix H of the EAR and the APZ map contained in the EAR.

Specifically the plan in Appendix H does not show the northern conservation corridor.

### **Response**

This inconsistency arose due to the time lapse between the completion of the Bushfire Threat Assessment (Appendix H to the EAR as forwarded to the RFS) and the completion of the Concept Plan. During this time, amendments were made to the Concept Plan including the addition of the northern conservation corridor. Therefore the plan included in the EAR document is correct. To clarify the correct plan has been attached to this report as **Appendix H**.

Note: APZ's shown on all bushfire plans are indicative only and are not to scale. APZ's will be fully contained within the residential zoned land and road reserves and will not encroach into conservation areas. Given the scale of the Concept Plan, if APZs were shown to scale the plan would not be interpretable. Actual APZ widths will be determined at the subdivision design stage.

## **2.2.12 Land use conflicts with adjoining production forests**

### **Issue**

The Department of Primary industries raised concern the Concept Plan would conflict with existing productive forests.

### **Response**

State Forest land adjoins the Concept Plan area along a relatively small shared boundary (approx 400m) on the western side of the Concept Plan area. Approximately 50m of this shared boundary adjoins land zoned for residential use. This is separated from the State Forest land by a perimeter road reserve and future road location. Notably this is also the location of a watercourse limiting productive forest activities in this area as per State Forest practices.

This combined with the sporadic nature of timber harvesting (5-10years) will mean there is little opportunity for land use conflicts to occur.

## **2.2.13 Misrepresentation of Department of Environment and Conservation**

### **Issue**

The DECC letter from November 2007 was misquoted in the EAR in a manner which reversed the context of the DECC's position on the adequacy of biodiversity collected up to the date of the misquoted letter.

### **Response**

Regrettably an error occurred while transcribing this letter from the DECC in the North Cooranbong EAR. Despite the misrepresentation of the DECC the letter's

correct intent was evident in the preceding text of this document and a complete copy of the original letter was provided in the Appendices to the EAR.

In line with the August 2008 letter from the Department of Planning, a letter of correction has been included at the start of this document under *Erratum* to rectify the reproduction error of the DECC's letter.

In addition, and to fulfill the requirements of the Department of Planning, advertisements were placed in the Sydney Morning Herald, the Australian, The (Newcastle) Herald and Newcastle Post advising the public of the error and correcting the DECC's comment. These newspaper advertisements are also included at the start of this document under Erratum.

### 2.2.14 Road & transport issues (Ministry of Transport)

#### Issue

The Ministry of Transport indicated that the adequacy of the North Cooranbong TMAP would require further justification for assumptions made regarding traffic generation, modal splits and public transport calculations.

#### Response

Author of the TMAP, *Better Transport Futures Pty Ltd* received the MoT's comments regarding the TMAP provide in **Appendix B**.

In summary the reply provides justification for the figures and assumptions made in the TMAP considering the provision of services and infrastructure committed to in the Statement of Commitments.

### 2.2.15 Issues raised by Lake Macquarie City Council

#### Issue

Lake Macquarie Council indicated support of the Concept Plan however requested a revision of/provided comment on the following:

- A review of the Draft North Cooranbong DCP or submission of an Area Plan is needed to avoid inconsistencies with the current Lake Macquarie DCP.
- Conservation zoning be changed to 7(1),
- Stormwater and flooding downstream is not amplified and engineering works do not impact conservation areas,
- Geotechnical issues (acid sulphate soils, sediment and erosion control and contamination) be addressed as required,
- Size of offsite park,
- The main open space area needs to be reviewed to provide more equitable access, and

- A Voluntary Planning Agreement be entered into between Council and JPG.

## Response

- The Draft North Cooranbong DCP has been removed. As outlined in the Statement of Commitments, JPG commit to work with Lake Macquarie City Council and Department of Planning to prepare housing design guidelines for each precinct of this development (as generally represented by Figure 20 of the exhibited Environmental Assessment Report), to be submitted to Council prior to the lodgment of the 1<sup>st</sup> application for housing on blocks created within that precinct. It is anticipated that the design guidelines would address issues such as site coverage, front/side/rear setbacks, height, architectural character and external finishes.
- As previously discussed, all conservation land is to be zoned 7(1) as suggested by DECC and DEWHA post exhibition. This conforms with Council's request and provides a better (and higher) conservation outcome, even though the conservation land will be progressively transferred to Lake Macquarie City Council for public ownership (hence providing a secure conservation outcome). The *State Significant Site Report* as attached in the EAR has been amended to reflect this and is attached as **Appendix G**.
- Stormwater and flooding management infrastructure will be designed to release water at pre-development levels and therefore will not amplify flooding. Stormwater detention works do not impact on conservation areas and are located on residentially zoned land (however some minor drainage structures may be contained in, and are currently permissible in, conservation zoned land (i.e. headwall discharge pipe etc to provide controlled flow to the corridor).
- Geotechnical issues (acid sulphate soils, sediment and erosion control and contamination) will be addressed by the submission of relevant studies or plans as required at the Development Application stage. This is committed to in the Statement of Commitments.
- The size of the offsite park (proposed 6(1) zone) has been slightly increased per the Council submission whilst still providing a significant area of the Town Common site to be preserved for Conservation purposes. Additional sports fields are proposed to be incorporated into the Town Common open space area. Placing additional sports fields on the Town Common site will benefit existing and future residents of Cooranbong by providing an alternative and accessible location for passive and active recreation.
- The main open space area, as per the exhibition material, has been divided into a sporting complex (containing sports fields, dog exercise area

and skate park) and a district neighbourhood centre. This division was the result of subsequent discussions with Lake Macquarie City Council and Department of Planning Staff. The local parks (north and south) provide the 2(1) Residential areas with public open space for passive recreation with the majority of the proposed residential land being within a 400m walking catchment from open space.

- Council and JPG are finalizing negotiations on the local VPA. This will be a legal document that binds the developer to provide the services and infrastructure as detailed in that document.



### 3.0 CURRENT PROJECT UPDATE

Since the submission and exhibition of the North Cooranbong EAR and Concept Plan, detailed planning has begun on the initial Precinct 1 Staged release. Precinct 1 is proposed to be located off Avondale Road and consist of 3 stages as detailed below:

**Table 3 – Precinct 1 stages.**

<b>North Cooranbong – Precinct 1</b>	
<b>Stage</b>	<b>Number of Lots</b>
A	30
B	24
C	26
Total	80

In regards to providing offsite environmental offsets, the proponent is working with the NSW Department of Environment and Climate Change and DoP to identify possible offsite biodiversity offset sites. Such offsets are to be based on land with high biodiversity significance which can be incorporated into the existing reserve system and therefore achieve maximum environmental outcomes.

## 4.0 THE PREFERRED PROJECT

The Concept Plan for the North Cooranbong site was submitted under Part 3A of the EP&A Act 1979 and the State Environmental Planning Policy (Major Projects) 2005. As a result of the consultation process a number of minor amendments have been made.

In response to the need to provide further certainty for the future conservation lands, all conservation lands are now to be zoned 7(1) Conservation (Primary).

Detention basins have been removed from the revised Concept Plan to allow a clear delineation between residential and conservation zones. All detention basins are to be located on urban zoned land.

A primary school site has been provided (3ha) on the recommendations of the NSW Department of Planning and the Department of Education and Training. The school site is adjacent to Local Park North.

A small area (1500m<sup>2</sup>) of 3(1) Urban Centre (Core) Zone has been located to the south of local park north, as suggested by DoP Urban Designers, and consistent with the Lower Hunter Strategy Neighborhood Planning Principles. This is located such that the majority of North Cooranbong residents are within a walkable distance to local shops to meet their daily needs.

To compliment the additional school site and commercial area adjoining Local Park North, 0.39ha of 2(2) Residential (Urban Living) Zone has been provided.

The location of the east-west road through Lot 2 DP 852666 has been modified such that it is now positioned in land controlled by the proponent.

There is no road link to Mt Nelinda Road, only a services easement. This will prevent fragmentation of the conservation corridors along the northern boundary of the site.

Following discussions with Lake Macquarie Council and Department of Planning staff, the Local Park South has been relocated such that it has frontage to 3 roads (one of which is Alton Road). Also during these discussions, it was agreed to divide the main onsite open space area into two separate areas – one being the sporting complex and the other being the neighbourhood park area.

The changes described above are shown on the revised Concept Plan which is attached as **Appendix C** to this report.

## 5.0 REVISED STATEMENT OF COMMITMENTS

As a result of the consultation process, a number of issues were identified as discussed in the preceding sections. Many of the resulting amendments are of a minor nature and have resulted in slight modifications to the North Cooranbong Concept Plan document.

The amended Concept Plan is attached as **Appendix C**.

A number of amendments specifically relating to the Statement of Commitments have been included in Table 4 below.

**Table 4 – Statement of Commitments.**

	Subject	Commitments	Approved by Whom	Timing
1.	Regional Planning Agreement	A Voluntary Planning Agreement will be executed between Johnson Property Group and the Minister for Planning to provide for the timely delivery of regional infrastructure.	Minister of Planning	Regional infrastructure to be provided in accordance with the VPA provisions.
2.	Local Planning Agreement	<p>A Voluntary Planning Agreement will be executed between Johnson Property Group and Lake Macquarie City Council to provide for the timely delivery of local infrastructure and community services.</p> <p>The following summarises local infrastructure and community services currently being negotiated between Council and JPG:</p> <ul style="list-style-type: none"> <li>▪ Onsite Neighbourhood Park, Dog Exercise Area;</li> <li>▪ Onsite Sporting Complex;</li> <li>▪ 2 x Local Parks;</li> <li>▪ Offsite Neighbourhood Park and Sporting Complex (referred to as Cooranbong Town Common);</li> <li>▪ Cycleways;</li> <li>▪ Contribution toward district jetties;</li> <li>▪ Contribution toward</li> </ul>	Lake Macquarie City Council	Local infrastructure to be provided in accordance with the VPA provisions.

		<ul style="list-style-type: none"> <li>regional Open Space;</li> <li>Onsite Multi-purpose Centre;</li> <li>Contribution to existing Libraries;</li> <li>Community Bus and Community Worker;</li> <li>Roads and Traffic Management upgrades.</li> </ul>		
3.	Development Staging Plan	<p>A development Staging Plan will be submitted. The staging plan will address:</p> <ul style="list-style-type: none"> <li>Total lots approved</li> <li>Lots proposed for each subsequent stage and any minor revisions for the concept plan approval or previous staging plan</li> <li>Average lot sizes and areas</li> </ul>	Lake Macquarie City Council	With the Development Application for each stage, for subdivision and infrastructure works.
4.	Stormwater Management Plan	<p>A Water Sensitive Urban Design (WSUD) Strategy will be prepared. The WSUD Strategy will conform to statutory, Council and DECC guidelines. This will provide detailed strategies for the management of stormwater, water detention and retention within urban areas and includes on-going monitoring of water quality.</p> <p>For clarity, stormwater detention basins or water quality control ponds will be wholly located on land zoned for residential purposes. They are not to be located on conservation zoned land (however, minor works may be permitted in conservation zoned land such as drainage pipe/headwall/scour protection etc to provide a controlled flow to riparian corridors)</p>	Consent Authority	To accompany the development application for each stage.
5.	Flooding	A more detailed flood modelling assessment will be undertaken on all drainage lines within respective Stages as part of the submission of future applications for subdivision and works to determine the full extent of flooding.	Consent Authority	To accompany development application for each relevant stage
6.	Soil Erosion	Detailed erosion and sediment control plans will be submitted	Consent	To accompany Construction

		during each major stage of development to be approved at construction certificate.	Authority	Certificate for each stage.
7.	Environmental Offset Contribution	<p>Johnson Property Group commit to:</p> <ul style="list-style-type: none"> <li>▪ undertakes Works in Kind to the value of \$5,658,981 toward rehabilitating and maintaining the onsite 7(1) conservation lands</li> <li>▪ contribute \$1,081,725 to Council for an endowment fund to fund the ongoing maintenance of the conservation lands</li> <li>▪ progressively transfer onsite 7(1) conservation lands to Council at no cost, following the rehabilitation and maintenance of the land for 5 years by JPG</li> </ul>	Lake Macquarie City Council	Progressively as outlined in the Local VPA.
8.	Infrastructure Provision	<p>Provide:</p> <ul style="list-style-type: none"> <li>▪ Non-potable water supply</li> <li>▪ Trunk infrastructure <ul style="list-style-type: none"> <li>○ Sewer</li> <li>○ Water</li> <li>○ Electricity</li> <li>○ Telecommunications</li> <li>○ Natural Gas</li> </ul> </li> </ul>	Consent Authority	As specified by the service authority
9.	Child Care Centre	To provide a child care centre to meet the needs of the locality in line with the level of demand for places in Cooranbong.	Consent Authority	When local capacity requires
10.	Bushfire	<p>To provide interim adequate bushfire planning, management and mitigation for future residential areas.</p> <p>For clarity, Bushfire Asset Protection zones are to be located wholly on land to be zoned for residential purposes. They are not to extend onto conservation zoned land.</p>	Consent Authority	At precinct Development Application Stage.
11.	Acid Sulphate Management Plan	To sufficiently mitigate and manage potential impact on Acid Sulphate Soils resulting from future site works.	Consent Authority	To accompany development application at the time the application seeks approval for the development of

				potential Acid Sulphate Soil affected land.
12.	Rehabilitation Plan of Management Plan for conservation land	To provide a rehabilitation management plans for onsite 7(1) conservation lands.  Rehabilitate and manage lands for a period of 5 years before transferring such conservation land to Lake Macquarie City Council.	Consent Authority	Progressively as outlined in the Local VPA.
13.	Management Plans for Parks and Community Facilities	To manage neighbourhood parks, sports fields and community facilities which form part of the Concept Plan for a period of 5years.	Consent Authority	To accompany development application at the time the application seeks approval of the applicable park or community facility.
14.	Contamination Report for Chicken Sheds	Whilst these sheds have been removed, prepare a contamination report / rehabilitation management plan to accompany a subdivision development application for the land outlining its suitability for development / remediation.	Consent Authority	To accompany development application for relevant Stage/Precinct.
15.	Conservation zoned land 7(1)	Zone all conservation land to be zoned 7(1) as shown on the revised Concept Plan.	Department of Planning	At Concept Plan approval.
16.	Connection to Mt Nelinda Road	Mt Nelinda Rd is an existing road and will not be upgraded. The development site will not be connected to Mt Nelinda Road via a road. The site will however, need to be connected to the north via a services easement. Minimal environmental impact will occur as a result of this services easement. No further fragmentation of this conservation corridor will be caused by the proposed development.	Consent Authority	To accompany development application for relevant Stage/Precinct.
17.	Primary School Site	The 3ha Primary School site will be dedicated to the Department of Education and Training.	Department of Education and Training	To occur prior to release of subdivision certificate for the 300 <sup>th</sup> lot and serviced by the release of the 700 <sup>th</sup> lot.



18.	Local Park – South (on part Lot 1, DP 7352, part Lot 2, DP 825266 and part Council's unformed road extension to Alton Road)	A minimum of 5000sqm of land to be provided for local community use. This land is to have a frontage to 3 roads – ie new roads along the northern and southern boundaries plus Alton Road	Consent Authority	Roads to be constructed during development of land adjoining the Local Park South
19	Design Guidelines	JPG commit to work with Lake Macquarie City Council and Department of Planning to prepare housing design guidelines for each precinct of this development (as generally represented by the indicative staging plan (Figure 20) of the exhibited Environmental Assessment Report).  It is anticipated that the design guidelines would address issues such as site coverage, front/side/rear setbacks, height, architectural character, landscaping and external finishes.	Consent Authority	Prior to the lodgment of the 1 <sup>st</sup> application for housing on blocks created within the individual precinct.
20	Road widths	Road widths should be consistent with the typical road cross sections illustrated in <b>Figure 3</b> of the Preferred Project Report	Consent Authority	As part of subdivision development applications

### Regional Voluntary Planning Agreement

The following summarises proposed regional infrastructure to be provided as part of the North Cooranbong proposal. A formal State Voluntary Planning Agreement will be exhibited separately, however the below provides a summary of the commitments to be made in this document.

The below values have been endorsed by the State Government's Infrastructure Implementation Liaison Committee.

**Table 5 – Regional VPA summary.**

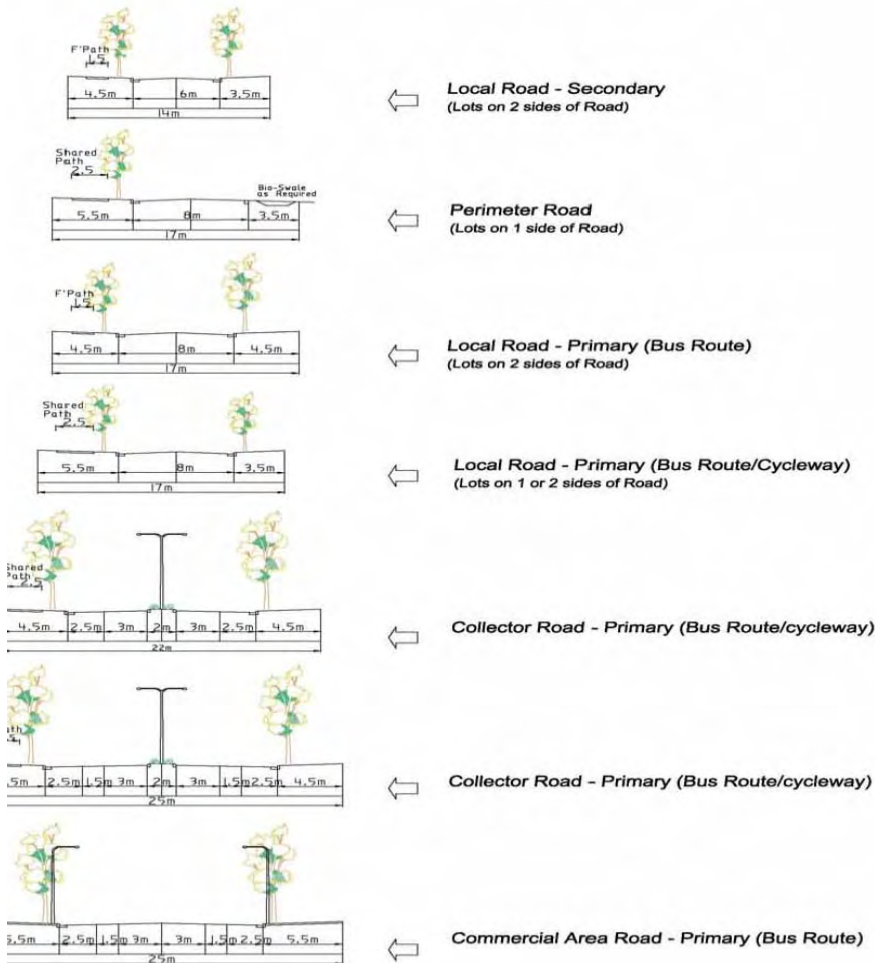
Agency	Scope of Works	Regional Infrastructure Panel Allocated Cost / Value	Timing	How works will be delivered
Roads and Traffic Authority	Traffic works on the RTA controlled road network, including: <ul style="list-style-type: none"> <li>Intersection upgrade at Freeman's Drive / Mandalong Road, Morisset</li> <li>Roadworks on Mandalong Road to Gimberts Road</li> <li>Intersection upgrade at Dora Creek onto Wangi Road</li> </ul>	\$30,000,000 (\$12,000 / lot*)	<ul style="list-style-type: none"> <li>1200 lots</li> <li>1200 lots</li> <li>300 lots</li> </ul>	Works In Kind
Department of Environment and Climate Change	Environmental offsets to achieve a maintain / improve biodiversity outcome.  Funds to go toward priority conservation corridor defined in DECC's draft Regional Conservation Plan.	\$2,640,000 (\$1,056 / lot*)	<p>\$105,600 prior to the date of issue of a Director-General's Certificate in respect of the 1<sup>st</sup> residential lot</p> <p>If the Land Owners elect not to transfer the Environmental Contribution land, \$2,534,400 prior to the date of issue of a Director-General's Certificate in respect of a Development Application for the 101<sup>st</sup> residential lot</p>	Cash contribution or land to DECC satisfaction
Ministry of Transport	Start up bus services based on the following parameters: <ul style="list-style-type: none"> <li>1 bus per 1200 people;</li> <li>\$250,000 per new bus;</li> <li>Subsidy for 5 years;</li> </ul>	\$5,077,500 (\$2,031 / lot*)	Per lot	Cash contribution
Department of Education	Provision of 3ha school site  Land must be serviced prior to the construction of a school on the site. Once construction of the school is to commence DET to give the developer written notice of expected completion date of the works.	\$5,310,000 (\$2124 / lot*)	300 lots Serviced by 700 lots	Land
Total		\$43,027,500 (\$17,211 / lot*)		

\*Assuming a lot yield of 2,500 residential lots

# NORTH COORANBONG

RESIDENTIAL ESTATE  
CONCEPT PLAN 2008

(REVISED AUGUST 2008)



Road Type	Road Reserve	Carriage Way	Nature Strip	Cycleway	Footpath	Kerbing
<b>Local Road – Secondary</b> serves less than 60 dwellings Lots on two sides of Road	14.0m	6.0m	1 x 3.5m 1 x 4.5m	No	1.5m	Roll-over
<b>Perimeter Road</b> Lots on one side of Road	17.0m	8.0m	1 x 5.5m 1 x 3.5	2.5m (Shared)	2.5m (shared)	Upright
<b>Local Road – Primary (Bus Route)</b> Lots on two sides of Road	17.0m	8.0m	1 x 4.5m	No	1.5m	Upright
<b>Local Road – Primary (Bus Route/ Cycleway)</b> Lots on two sides of Road	17.0m	8.0m	1 x 5.5m 1 x 3.5m	Shared cycleway/ footpath	2.5m	Upright
<b>Collector Road – Primary (Bus Route/Cycleway)</b>	22.0m	2 x 5.5m (combined with parking)	2 x 4.5m 1 x 2.0m (medium)	2 x 2.5m (Shared cycleway/ footpath)	2.5m	Upright
<b>Collector Road – Primary (Bus Route / Cycleway)</b>	25.0m	2 x 3.0m	2 x 4.5m 1 x 2.0m (medium)	2 x 1.5m 2 x 2.5m (Shared cycleway/ parking)	1.5m	Upright
<b>Commercial Area Road – Primary (Bus Route)</b>	25.0m	2 x 3.0m	2 x 5.5m	2 x 1.5m 2 x 2.5m (Shared cycleway/ parking)	No	Upright

TYPICAL ROAD CROSS SECTIONS

Figure 3

## 6.0 SUMMARY & CONCLUSION

### 6.1 Summary

After extensive consultation with the Community and Government at all levels this report has been prepared to outline amendments to the North Cooranbong Concept Plan. Having taking into consideration input from a wide range of stakeholders it is considered that the revised Concept Plan can be confidentially supported for the following reasons:

- The North Cooranbong Concept Plan site is a key residential land release area as identified in the Lower Hunter Regional Strategy. Realisation of the preferred project as described in this report will assist in achieving the objectives of this Strategic document including the pressing issues of the provision of affordable and fully serviced housing.
- The North Cooranbong residential release will contribute to Morisset being recognised as a Regional Centre as proposed in the Lower Hunter Regional Strategy.
- North Cooranbong is in close proximity to existing transport infrastructure including the F3 Freeway and the Newcastle-Sydney rail line and its development will support the public transport interchange at Morisset.
- The proposed number of allotments will enable infrastructure costs to be spread to support affordable housing while still providing a high level of service to existing and proposed urban development in Cooranbong.
- The proposal will set a benchmark for urban water recycling in the Hunter with the provision of recycled water to allotments.
- The Concept Plan is consistent with, and supportive of, the aims and objectives of the Draft Lower Hunter Regional Conservation Plan. This plan assumed 100% of the site would be cleared. The Preferred Concept Plan allows for approximately 33% of the site to be preserved for conservation purposes.
- The Concept Plan is key to supporting the Avondale Collages application for University Status. Such status would provide southern Lake Macquarie with an important educational institution which would have flow on benefits such as community/school partnerships and improved accessibility for future students.
- Significant research and planning has been undertaken in relation to environmental issues. The principles of ecologically sustainable development have been stringently applied to the future use of the site and the management of potential impacts from cumulative effects.

- The preferred project, as described in this report, will form a significant contribution to the sustainable affordable housing programs of both the NSW and Commonwealth Governments.

## 6.2 Conclusion

Extensive planning and innovative design has been undertaken as part of the Concept Plan development and refinement process. This has resulted in the Preferred Project as described in this report.

The revised Statement of Commitments will ensure the timely provision of infrastructure and the effective ongoing management of conservation and open space areas.

It is therefore requested that the Concept Plan be supported and approval granted accordingly.

# APPENDIX A

## SUMMARY OF PUBLIC SUBMISSIONS & RESPONSES

**North Cooranbong Environmental Assessment Report and Concept Plan – PREFERRED PROJECT REPORT - Response to Public Submissions**

No.	Date recd	Submitter	Nature	Comment	Issue Summary	Response
1	01 July	Local resident	Objection	<ul style="list-style-type: none"> <li>Experiences existing drainage issues, given Freemans Drive between Alton Road and proposed new access road into development (i.e. access point south of Avondale Road) was built without curbside drains</li> <li>Concern construction of new road could add to existing drainage issues</li> <li>Would seem a good chance to get drainage problem fixed</li> </ul>	<ul style="list-style-type: none"> <li>Road Construction</li> <li>Flooding</li> <li>Drainage</li> </ul>	<ul style="list-style-type: none"> <li>No increase in stormwater intensity will occur from the site due to proposed stormwater detention and water quality control devices required as part of any subdivision development proposal. The proponent must demonstrate to the subdivision consent authority that no adverse stormwater or flooding effects will occur as a result of the relevant subdivision development application. This is also reinforced in the attached Statement of Commitments.</li> <li>Stormwater runoff from all new road, new pavement surfaces and new impervious areas from the development site will be directed through stormwater detention and quality control basins which will be constructed in accordance with Councils standards.</li> <li>Due to proposed stormwater controls existing drainage issues will not be exacerbated.</li> </ul>
2	11 July	Local resident	Objection	<ul style="list-style-type: none"> <li>Objects to location of road and park on their land (Lot 2 DP 825266)</li> <li>Requests alternative layout for road and park – refer to correspondence for more detail</li> </ul>	<ul style="list-style-type: none"> <li>Road and Park Location</li> </ul>	<ul style="list-style-type: none"> <li>The location of the road on Lot 2 DP 825266 has been amended following advice from Department of Planning. Refer revised concept plan.</li> <li>The location of the park has been amended following advice from Department of Planning. The park has been located on the premise that it has frontage to 3 roads (one of which is Alton Road).</li> <li>From an urban design perspective the location of the park can be well accessed by surrounding residential land based on a standard 400m walking catchment. Being central to the surrounding dwellings will provide a sense of ownership, increase patronage and improve passive surveillance and therefore safety.</li> </ul>
3	16 July	Local resident	Objection	<ul style="list-style-type: none"> <li>Owners of adjoining lot (Lot B DP391418) have advised it is going to be used as part of the 'development site' for water retention basins, however this has not been shown in the application</li> <li>Concern water run off from 2500 new lots will cause flooding problem with their property (Lot 1 DP663727), this in turn will depreciate their property value and cause mosquito and odour problems</li> <li>A sewerage substation is to be built near their property, concerned about smell and noise</li> </ul>	<ul style="list-style-type: none"> <li>Development Site</li> <li>Drainage</li> <li>Flooding</li> <li>Property Values</li> <li>Noise &amp; Odour</li> </ul>	<ul style="list-style-type: none"> <li>Lot B DP 391418 is not part of this Concept Plan proposal. It is an allotment that the proponent has exchanged an "option" over subsequent to the Part 3A lodgement. The proponent has been conducting environmental investigations of this allotment for possible drainage / sewerage opportunities to support the Part 3A development site. Drainage and/or sewerage infrastructure is permissible in the existing zoning of this allotment and therefore this lot does not need to form part of this application.</li> <li>The proposed locations for water quality basins are indicatively shown on the Concept Plan. These will be refined as part of future development applications, when further stormwater management analysis has been completed.</li> <li>Extensive water sensitive urban design measures will</li> </ul>



						<p>be proposed incorporating drainage and detention infrastructure. The purpose of which is to detain stormwater and release it at pre development flows. The concept plan will not result in additional mosquito or odour problems effecting neighbouring properties as there will be no increase in still water.</p> <ul style="list-style-type: none"> <li>▪ The construction of a sewerage substation will require additional site specific environmental assessment. No pump station can be built unless it meets the relevant criteria in terms of odour and noise or can effectively ameliorate these impacts. Pump stations will be fully sealed and constructed in accordance with Hunter Water Corporation requirements under a separate approval process. The Concept Plan does not propose a sewerage substation location as part of this application.</li> </ul>
4	16 July	Local resident	Objection	<ul style="list-style-type: none"> <li>▪ The proposed 3(2) Urban Support Zone is 5 times larger than the existing Cooranbong Shopping Village</li> <li>▪ Requests reduction in area of proposed 3(2) Urban Support Zone to ensure centre of Cooranbong remains at existing location</li> <li>▪ Concern that 3(2) Urban Support Zone will be changed at later time to 3(1) Urban Centre and that a major shopping complex will be developed in this location</li> </ul>	<ul style="list-style-type: none"> <li>▪ Zone, location and type commercial</li> </ul>	<ul style="list-style-type: none"> <li>▪ Commercial areas on site are for mixed use Urban Centre Support 3(2) zoning while the existing Cooranbong centre is 3(1) Urban Centre.</li> <li>▪ The proposed commercial area is needed to support the proposed neighbourhood while providing support for the existing centre. It does not aim to compete with the existing centre.</li> <li>▪ It should be noted that some 2500 lots are proposed putting pressure on existing commercially zoned land and requiring additional commercially zoned land in the form of community support.</li> <li>▪ There are no reasons to support a change of the Urban Support Zone in the future.</li> <li>▪ In addition to the main North Cooranbong commercial area, and as a result of advice from Department of Planning's Urban Design staff, a small portion (approximately 1500m<sup>2</sup>) of 3(1) zoned land is proposed adjacent to the local park north and the proposed primary school site. This small area will enable all residents within North Cooranbong to be within a walkable catchment to a commercial area capable of meeting minimum mixed use / commercial needs. This represents best practice urban planning and assists in reducing total commuter kilometers traveled by residents.</li> </ul>
5	21 July	Local employee	Support	<ul style="list-style-type: none"> <li>▪ Full support for concept plan and rezoning</li> </ul>	N/A	<ul style="list-style-type: none"> <li>▪ Support Noted</li> </ul>
6	24 July	Region resident	Support	<ul style="list-style-type: none"> <li>▪ Full support for proposal as outlined in the plan</li> </ul>	N/A	<ul style="list-style-type: none"> <li>▪ Support Noted</li> </ul>
7	24 July	Region resident	Support	<ul style="list-style-type: none"> <li>▪ Full support for concept plan as outlined</li> </ul>	N/A	<ul style="list-style-type: none"> <li>▪ Support Noted</li> </ul>

8	25 July	Local resident	Support	<ul style="list-style-type: none"> <li>Support for the concept plan</li> </ul>	N/A	<ul style="list-style-type: none"> <li>Support Noted</li> </ul>
9	25 July	Local resident	Support	<ul style="list-style-type: none"> <li>Full support for concept plan</li> </ul>	N/A	<ul style="list-style-type: none"> <li>Support Noted</li> </ul>
10	25 July	Local resident	Support	<ul style="list-style-type: none"> <li>Full support for MP07-0147</li> </ul>	N/A	<ul style="list-style-type: none"> <li>Support Noted</li> </ul>
11	25 July	Region resident	Support	<ul style="list-style-type: none"> <li>Full support for the concept plan and the rezoning proposed in this plan</li> </ul>	N/A	<ul style="list-style-type: none"> <li>Support Noted</li> </ul>
12	27 July	Local employee/ Region resident	Support	<ul style="list-style-type: none"> <li>Full endorsement for concept plan as it currently stands</li> </ul>	N/A	<ul style="list-style-type: none"> <li>Support Noted</li> </ul>
13	28 July	Local resident	Support	<ul style="list-style-type: none"> <li>Full support for concept plan outlined in MP07-0147</li> </ul>	N/A	<ul style="list-style-type: none"> <li>Support Noted</li> </ul>
14	28 July	Community Environment Network Inc.	Objection	<ul style="list-style-type: none"> <li>Large scale residential development in close proximity to Dora Creek riparian corridor and new 'Green Corridor' has potential to compromise local and regional conservation areas</li> <li>Land clearing will have a major impact on biodiversity, particularly threatened flora species and an endangered ecological community</li> <li>Offsets should be like for like</li> <li>Objection to increase in amount of land zoned residential and decrease in conservation area</li> <li>North corridor has been narrowed reducing viability, North Cooranbong needs well connected conservation corridors of substantial width</li> <li>Asset Protection Zones, water basins and shared walk/cycleways should be located in the residential zone and not the conservation zone</li> <li>Control of site run-off should not threaten the local significant platypus habitat</li> <li>Dogs should only be allowed in conservation areas on leashes and cats confined to houses given these can have significant edge effects</li> <li>All conservation land in the northern zone should be 7(1) Conservation (Primary)</li> <li>Objects to fragmentation of northern conservation zone by road connecting to Mt Nelinda</li> <li>Lack of information about growth of Avondale School and need for more classrooms and parking</li> </ul>	<ul style="list-style-type: none"> <li>Loss of Biodiversity</li> <li>Insufficient Land for School</li> <li>Traffic</li> </ul>	<ul style="list-style-type: none"> <li>The Concept Plan has been developed in consultation with DECC and DoP to incorporate important vegetated corridors and to ensure local and regional conservation is not diminished. Significant conservation land and monetary contributions are committed to. This is proposed so DECC can be satisfied that the 'maintain or improve' principle is adhered to. Environmental offsets are documented in the attached revised Statement of Commitments.</li> <li>The minimum width of the southern corridor is 80m, with the northern corridor being variable with a minimum of 118m. These have been deemed adequate by DECC and the proponents ecological consultants. These corridors connect to significant vegetation areas to the west.</li> <li>APZ's and stormwater basins are located fully within land proposed to be zoned for residential. Reference is made to the Statement of Commitments.</li> <li>The need to control domestic animals is acknowledged. Efforts will be made to inform owners of pet responsibilities at the sales stage.</li> <li>Drainage and stormwater detention will be designed to release water of similar quality and quantity to pre development levels. Potential platypus habitat will therefore not be threatened by the proposed development.</li> <li>All public open space and conservation zoned land will eventually be under the control of Council and will be open to the public. Areas under control of the school</li> </ul>

				<ul style="list-style-type: none"> <li>▪ Will public be excluded from open space located close to northern boundary of the school?</li> <li>▪ There is no land zoned for a government primary school, will developer contributions be adequate?</li> <li>▪ Cooranbong bridge needs replacing or widening for wider lanes and safe walk/cycleways</li> <li>▪ Increase in population of 6000 will have major implications for traffic flow through Cooranbong, support for new freeway interchange along Newport Road or upgrade Freemans Drive through Cooranbong to two lanes either way to Morisset</li> <li>▪ Secure bike facilities should be provided at Morisset station</li> <li>▪ Most northerly connection to Freemans Drive from Avondale school is of concern due to rise and lack of visibility, intersection would be better 150-200m south</li> </ul>		<p>will remain private.</p> <ul style="list-style-type: none"> <li>▪ As requested by DEWHA and DECC, all conservation land has been amended to 7(1) Conservation as shown on the amended Concept Plan and zoning plan. This ensures that this land is protected by the highest conservation zoning allowed in the Lake Macquarie Local Government Area.</li> <li>▪ Mt Nelinda Rd is an existing road and will not be upgraded. The development site will not be connected to Mt Nelinda Road via a road. The site will however, need to be connected to the north via a services easement. Minimal environmental impact will occur as a result of this services easement. No further fragmentation of this conservation corridor will be caused by the proposed development.</li> <li>▪ The proposed upgrade to Avondale School is at the discretion of the Australasian Conferences Association and the School. Initial planning and communications with the school in relation to student growth included in Appendix M of the EAR.</li> <li>▪ NSW Department of Education and Training has asked for 3ha of land to be allocated for a primary school. This has been provided for in the revised Concept Plan and in a central location to most residential allotments proposed in this Concept Plan.</li> <li>▪ Traffic Investigations have been completed with significant consultation involving both LMCC and RTA. This has led to an agreed package of road improvement measures, including significant cycle facilities in the form of a dedicated cycle facility between the site and Morisset town centre. A separate cycleway / pedestrian bridge is part of the local VPA negotiations with Lake Macquarie Council.</li> <li>▪ The recommendations of the Transport Strategy Report prepared by BTF (Appendix R of the EAR) included confirmation of the package or road improvement measures that has been agreed in consultation with LMCC and RTA. This covered a range of local road network would be required to manage proposed traffic increases. A new Freeway interchange was not recommended as part of the consultation and agreement with the road authorities, LMCC and RTA.</li> <li>▪ The Transport Strategy Report prepared by BTF (Appendix R of the EAR) has highlighted some features of the regional transport system that need to be considered for the area that constitutes the Morisset sub regional centre. The merit of provision of secure bike facilities for example at Morisset Railway Station should be considered as part of the regional</li> </ul>
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						<p>planning of this centre and would be at the discretion of CityRail.</p> <ul style="list-style-type: none"> <li>▪ The concept of a proposed northern connection had been agreed with the road authorities. Its detail design would be subject to meeting the normal requirements of the RTA and Council as the road authority. The traffic investigations conducted at the time of the planning investigations have indicated that an additional' northern access is desirable and can be practically achieved.</li> </ul>
15	28 July	Dora Creek Progress Association	Objection	<ul style="list-style-type: none"> <li>▪ Oversupply of land onto the market, this is a large increase in a location without usual attractions such as being close to water, an urban centre, transport etc</li> <li>▪ There are other developments in the vicinity (Hampton Ridge, Ellenborough Park, Oaklands Estate), DA's 821/2007 &amp; 040/2008 for large residential developments and Moncrieff Chicken Farm development, these developments are exacerbating infrastructure problems in the local area</li> <li>▪ The Morisset Draft Structure Plan indicates the priority of land development north of the railway line</li> <li>▪ Requests a freeway half interchange be considered to assist with traffic issues</li> <li>▪ All cars from Cooranbong/Martinsville going north and some from Morisset/Bonnells Bay have to go under the Dora Creek Rail Bridge, which is low height and effected by floods, this is creating major traffic congestion and pedestrian safety issues as there is no crossing</li> <li>▪ Following Dora Creek all traffic going north has to negotiate intersection of Dora Street/ Walmsley Street/ Main Road 217 which experiences accidents due to traffic volume and arrangement, it is now appropriate to revisit the problem of this dangerous intersection</li> <li>▪ Long term traffic solutions between Dora Creek and Cooranbong are required</li> <li>▪ Dora Creek may get an increase in train users, a larger surfaced parking area should be provided on the western side of Dora Creek station</li> <li>▪ Will a cycleway/shared pathway be provided from Cooranbong to Dora Creek Railway? This will mean that children can ride to school and employees ride to Sanitarium Health Food Company, Avondale School etc, it will also reduce vehicle congestion</li> </ul>	<ul style="list-style-type: none"> <li>▪ Oversupply Residential Land</li> <li>▪ Traffic and Transport receipt</li> </ul>	<ul style="list-style-type: none"> <li>▪ Incorrect. North Cooranbong represents a major residential land release as identified under the Lower Hunter Regional Strategy. Key objectives of this strategy are the provision of well serviced, sustainable and affordable housing. It is envisaged the supply of lots to the market will occur over a 15 to 20 year period.</li> <li>▪ Other residential developments in the area are smaller and would not have been required to propose comprehensive infrastructure and servicing packages in comparison to the North Cooranbong Concept Plan. The North Cooranbong Concept Plan will benefit not only future residents of the study area but also residents of wider Cooranbong by upgrading and providing new infrastructure.</li> <li>▪ The Morisset Structure Plan does not apply to this site. This site was identified in the Lower Hunter Regional Strategy as suitable for residential land subject to further studies.</li> <li>▪ The proposal does not effect development within Morisset nor does any part of the site fall within land to which the Morisset Draft Structure Plan applies.</li> <li>▪ Traffic Investigations have been completed with significant consultation involving both LMCC and RTA. This has led to an agreed package of road improvement measures. The RTA consultation specifically confirmed that additional access to the F3 Freeway should not be provided.</li> <li>▪ As part of the package of road improvements measures works have been identified to improve junction performance at Dora Creek. It is noted however that all vehicles heading north do not have to travel via Dora Creek, with Freemans Drive and access to the F3 Freeway available via the Awaba interchange on Palmers Road for trips further north than Toronto.</li> <li>▪ The recommendations of the Transport Strategy Report prepared by BTF (Appendix R of the EAR) included confirmation of the package of road</li> </ul>

						<p>improvement measures that has been agreed in consultation with LMCC and RTA. This covered a range of local road network would be required to manage proposed traffic increases. A new Freeway interchange was not recommended as part of the consultation and agreement with the road authorities, LMCC and RTA.</p> <ul style="list-style-type: none"> <li>▪ A cycle/pedestrian path will be provided between Cooranbong and Morisset. This provides access to a wider range of facilities available at Morisset (being the emerging major centre) as opposed to Dora Creek. This was requested by Lake Macquarie City Council. This separate cycleway / pedestrian bridge is part of the local VPA negotiations with Lake Macquarie Council.</li> <li>▪ Morisset is identified in the Lower Hunter Strategy as a sub regional centre, and as such is an important node in the regional transport network. Existing rail service patterns include a higher level of service for Morisset than at Dora Creek which is only serviced as a local station. This means that access to express services to Newcastle and to the Central Coast and Sydney to the south are, and will be available only from Morisset. Consequently and in discussion with the rail authorities the Transport Strategy Report has confirmed Morisset as the focus of public transport access to the regional rail network in the Morisset area. This strategic decision by the Government Planning and transport authorities has led also to the focus of the cycleway provisions as part of the overall transport package connecting Cooranbong with Morisset (not Dora Creek) to provide access to the regional transport system.</li> </ul>
16	28 July	Local employee	Support	<ul style="list-style-type: none"> <li>▪ Proposed rezoning could be an issue of Occupational Health and Safety should the playing fields be located, current provision of these fields allows for better supervision and management of students, as well as having the place to play unhindered from building projects or unacceptable adults from outside the school community</li> <li>▪ As there are well-maintained facilities already available, it would be wise and more fiscally responsible to direct funds into projects that do not yet exist to make the South West Lake Macquarie region a sought after place to work, rest and play</li> </ul>	N/A	<ul style="list-style-type: none"> <li>▪ Support Noted</li> </ul>
17	28 July	Local resident	Support	<ul style="list-style-type: none"> <li>▪ Full support for proposal put forward at community meeting on 17 July 2008</li> </ul>	N/A	<ul style="list-style-type: none"> <li>▪ Support Noted</li> </ul>
18	28 July	Local resident	Objection	<ul style="list-style-type: none"> <li>▪ Concept plan must be rejected as it is radically different to the plan submitted to Lake Macquarie Council, with dramatic reductions in parklands, sports fields and their adjoining buildings</li> <li>▪ What is presented and finally accepted by Department of</li> </ul>	<ul style="list-style-type: none"> <li>▪ LEP Amendment differences</li> <li>▪ Modification of approvals</li> <li>▪ Infrastructure contributions</li> </ul>	<ul style="list-style-type: none"> <li>▪ The Concept Plan was prepared in consultation with the Department of Planning, Council and NSW Government agencies and has been designed to accommodate the objectives of the Lower Hunter Regional Strategy. Under this Strategy the site was</li> </ul>

				<p>Planning, must be exact blueprint considered by Lake Macquarie Council, there can be no changes now or in the future</p> <ul style="list-style-type: none"> <li>▪ JPG must sign legally binding contracts for concept plan and funding of \$133m infrastructure (Lakes Mail 17/07/08) one third of this must be lodged with Lake Macquarie Council to be used by Council when JPG has paid final two thirds during development</li> <li>▪ The concept plan involves 3 massive folders and residents only had 28 days to examine, scrutinise and comment, access was restricted and school holidays fell in this period, demands at least 90 extra days to fully study complex details of the concept plan</li> <li>▪ There is no survey or study on existing congestion and traffic flows into Alton Road, incorrect assumption new estate would be longer than the second entranceway then people wont use this much</li> <li>▪ At present there is difficulty accessing Alton Road from Freemans Drive the concept plan will magnify problems ten fold, the 50kph limit is continually ignored so road and pedestrian accidents will increase</li> <li>▪ There is no mention of financing a roundabout at the Alton Road/Freemans Drive intersection</li> <li>▪ Freemans Drive was not made for this purpose, would be totally inadequate and no surveys were done</li> <li>▪ Report is flawed, makes optimistic assumptions and generalisations, specific, detailed and accurate studies and surveys are required</li> <li>▪ JPG have previously erected illegal property promotion signage, been dismissive to opposition to the Morisset Tourism Park and Marina and pulled out of the joint partnership with Woolworths so hard to imagine current concept plan will be the same as completed project</li> <li>▪ Rate payers should not be in the business of subsidising private developments, funds for roundabouts at Alton Road and Freemans Drive should be separate from infrastructure contributions and roundabouts built as soon as possible before proceeding with evaluation of concept plan</li> <li>▪ At least 7500 more people making huge demands on our local Primary and High school, subsidised bus service, library, police, ambulance and fire, our hospital and welfare services, who will pay and where is this addressed in the concept plan?</li> <li>▪ There is no legally binding commitment to immediately construct community and recreation facilities</li> <li>▪ Concept plan must be submitted to Federal Environmental Minister for environmental impacts and provision of future carbon contracts, carbon emissions are not covered in the</li> </ul>	<ul style="list-style-type: none"> <li>▪ Public exhibition inadequate</li> <li>▪ Support studies inadequate</li> <li>▪ Traffic</li> <li>▪ Infrastructure demands</li> <li>▪ Carbon emissions</li> <li>▪ Wild life</li> </ul>	<p>earmarked for up to 3000 residential lots. This has been reduced to fewer than 2500 lots to ensure adequate land was set aside for conservation and community facilities.</p> <ul style="list-style-type: none"> <li>▪ Incorrect. The process for the issuing of consent and the assessment of any further amendments is set out in the Environmental Planning and Assessment Act 1979. Any future possible changes will have to be assessed accordingly.</li> <li>▪ The commitments and funding committed to by JPG will form part of Voluntary Planning Agreements. These are legally binding documents which ensure that the services, facilities and infrastructure committed to as part of the Concept Plan will be rolled out as described in those documents. Funding commitments are set out by the VPA and s94 arrangements with the appropriate organisations.</li> <li>▪ The concept plan was available for residents to examine in both hardcopy and electronic form (Department of Planning website) for a period in excess of the legally required 28 days which is considered acceptable. In addition, most of the studies were placed on public exhibition by Lake Macquarie City Council for a period of 3 months in mid-2007. The proponent also conducted 5 public presentations during the exhibition period to local residents.</li> <li>▪ Traffic Investigations were conducted in consultation with the road authorities, both LMCC and RTA, and included collection of and assessment of traffic flow data using industry accepted techniques. The recommendations of the Transport Strategy Report prepared by BTF (Appendix R of the EAR) included confirmation of the package of road improvement measures that has been agreed in consultation with LMCC and RTA. This covered a range of local road network would be required to manage proposed traffic increases. The work was also subjected to an independent review, and preparation of joint statements to the Road authority before agreement was reached on the package of measures for road improvements.</li> <li>▪ Traffic data for Alton Rd was collected using industry standard traffic engineering principles. Assessment also followed the guidelines and standards set by the road authorities. The process has been conducted in consultation with the road authorities and independently reviewed prior to agreement by the road authorities on the package of improvement measures.</li> <li>▪ The matter of enforcement of the urban speed limit of 50kph by existing drivers is not an issue affecting this</li> </ul>
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				<p>concept plan</p> <ul style="list-style-type: none"> <li>Where does the concept plan address issues of massive wild life eradication and displacement?</li> </ul>		<p>proposal. No evidence of speed limits being ignored had been observed, or reported by the road authorities. This matter however should be referred to the relevant enforcement authorities (RTA and NSW Police) for consideration of this existing issue.</p> <ul style="list-style-type: none"> <li>No roundabout at the intersection of Alton Rd and Freemans Drive is proposed. The recommendations of the Transport Strategy Report prepared by BTF (Appendix R of the EAR) included confirmation of the package of road improvement measures that has been agreed in consultation with LMCC and RTA.</li> <li>The claim that the investigation process is flawed is incorrect. Adequate traffic data was collected in the extensive investigations conducted in support of the development of the concept plan. This work was also independently reviewed. Traffic Investigations were conducted in consultation with the road authorities, both LMCC and RTA, and included collection of and assessment of traffic flow data using industry accepted techniques. The recommendations of the Transport Strategy Report prepared by BTF (Appendix R of the EAR) included confirmation of the package of road improvement measures that has been agreed in consultation with LMCC and RTA over a period of 2 years. It is simply not true to say that the assumptions made from this data are incorrect and therefore not additional studies or surveys are required.</li> <li>The previous erection of signage is not relevant to this application.</li> <li>Approval of the Concept Plan will lead to the issuing of conditions which will ensure the consented Concept Plan is consistent with the development of the site.</li> <li>Ratepayers will not be subsidising the development and related infrastructure. JPG is negotiating with Council to fund a significant infrastructure package which will be outlined in the local VPA. Most of this infrastructure will be delivered by the proponent as works in kind, thereby ensuring that the infrastructure will be delivered in a timely manner.</li> <li>It is incorrect to say there is no legally binding commitment to provide services and infrastructure. The VPA's and s94 contribution are legally binding documents, as is the statement of commitments which would be approved as part of this Part 3A process.</li> <li>The increase in demands that will result from the Concept Plan will be accommodated by a comprehensive funding package as outlined in the VPA.</li> <li>Incorrect. Ratepayers are not subsidising the</li> </ul>
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						<p>development. The construction of community facilities and infrastructure at different points in time relative to the development of the Concept Plan will be outlined in the VPA. In addition provision has been made for a 3ha primary school site, as requested by Department of Education and Training.</p> <ul style="list-style-type: none"> <li>▪ Incorrect. The Concept Plan has been submitted to the Federal Minister for Environment for assessment under the Environmental Protection &amp; Biodiversity Conservation Act 2000.</li> <li>▪ The Concept Plan addresses biodiversity issues in Section 7.3 of the EAR and the associated documents in Appendix A and B of that document.</li> </ul>
19	28 July	Local resident	Objection	<ul style="list-style-type: none"> <li>▪ Proposed development increases concern about existing drainage/flooding problems</li> <li>▪ Run off from proposed sports field, amenities and wet land will cause overflow into backyard (18 Martinsville Road)</li> <li>▪ Unclear as to proposed use of adjoining property, if to be residential this should apply to our property too</li> </ul>	<ul style="list-style-type: none"> <li>▪ Drainage</li> <li>▪ Flooding</li> <li>▪ Future zoning</li> </ul>	<ul style="list-style-type: none"> <li>▪ Water sensitive urban design principles will be adopted in the design to ensure drainage does not adversely effect receiving catchments and is no greater than predevelopment levels.</li> <li>▪ Flooding and drainage systems will be designed to slowly release stormwater at pre development levels preventing potential localised flooding.</li> <li>▪ Surrounding properties which do not form part of this application would be subject to separate applications if owners wish to develop. The boundary of this Concept Plan reflected the same boundary that Council adopted during their Local Environmental Analysis of this land between 2005 and 2007.</li> </ul>
20	28 July	Local resident	Objection	<ul style="list-style-type: none"> <li>▪ This proposal in addition to existing residential developments/proposals will result in the Morisset Planning District far exceeding the LMCC stated residential requirements, in addition immigration, population growth and shortage of water will make food production in Murray-Darling Basin increasingly challenging</li> <li>▪ It is NSW Government policy to "Protect the character of established neighbourhoods and suburbs" and Lake Macquarie Lifestyle 2020 Strategy does not identify Cooranbong for any large scale urban development</li> <li>▪ The proposal conflicts with the Draft Morisset Structure Plan, with Morisset considered the most appropriate settlement in the Morisset Planning District to concentrate urban growth over next 20 years</li> <li>▪ There is approximately 11,000ha land closer to Morisset's urban centre and railway station, much of which is cleared unlike North Cooranbong where 7 threatened fauna species have been identified</li> <li>▪ Market demand for residential lots in Cooranbong has always been low, being further from the lake, beaches, railway station, banks etc than Morisset's urban centre making it less attractive, poor demand is currently happening at Ellenborough</li> </ul>	<ul style="list-style-type: none"> <li>▪ Oversupply Residential Land</li> <li>▪ Consistency with existing planning strategies</li> <li>▪ Transport</li> <li>▪ Affordability</li> <li>▪ Traffic</li> <li>▪ Zoning</li> </ul>	<ul style="list-style-type: none"> <li>▪ Incorrect. The residential land release was identified in the Lower Hunter Regional Strategy as required on a regional basis.</li> <li>▪ The North Cooranbong Concept Plan area is identified for urban development including up to 3000 dwellings by the Lower Hunter Regional Strategy. This Strategy was released in late 2006. The Lower Hunter Regional Strategy provides an overriding regionally based guide for the future development of the Lower Hunter. Lake Macquarie City Councils Lifestyle 2020 strategic document was published in 2000 and prior to the Lower Hunter Regional Strategy. The Lower Hunter Regional Strategy not only identifies important Lake Macquarie land releases but also regionally significant releases which may not have been identified in the LGA specific Lifestyle 2020 document. The LHRS overrides the Lifestyle 2020 document to the extent of any inconsistencies.</li> <li>▪ Incorrect. Residential releases will coincide with market demand to ensure oversupply does not occur. This is for the benefit of both residents and the developer. With the inclusion of extensive infrastructure and community facilities as a result of</li> </ul>

			<p>Park Estate and Oakland's Estate</p> <ul style="list-style-type: none"> <li>▪ A substantial and long term oversupply of residential land at Cooranbong would be created, this would make it difficult for existing home owners to sell for a fair price</li> <li>▪ Appears there are more residential lots planned for Cooranbong than Morisset, this disregards the LMCC Lifestyle 2020 Strategy and Draft Morisset Structure Plan, also conflicts with aim of reducing need to travel long distances</li> <li>▪ With increasing oil prices it is more important that ever to place housing close to railway stations, bus trips for low income North Cooranbong residents could become unaffordable isolating many to the estate</li> <li>▪ Proposed collector roads are substantially inadequate to carry volume of traffic that will be created</li> <li>▪ Avondale Road is proposed as primary access to the development, however this is a narrow residential road that already experiences considerable congestion during school periods</li> <li>▪ A sharp left hand bend is proposed at southern end of Avondale Road with limited visibility just 50m from the major intersection of Freemans Drive and Newport Road</li> <li>▪ The estimated vehicle movements of 1440 in the AM and PM peak will result in a noticeable decline in residential amenity for everyone with a home in Avondale Road and Freemans Drive</li> <li>▪ Although agreement appears to have been reached for JPG to upgrade a number of intersections, it appears JPG plans little to upgrade the inadequate roads that traffic generated from development will use</li> <li>▪ A larger mix of Conservation Zoning 7(1) and 7(2) with the balance of the Investigation Zone for Rural Living 1(2) would negate the above potential adverse consequences and protect Cooranbong's village character</li> </ul>	<p>the North Cooranbong Concept Plan, Cooranbong will become a more attractive option for future home buyers supporting future land values. It is also worth noting that this project is a 15-20 year project and market forces will fluctuate during this period.</p> <ul style="list-style-type: none"> <li>▪ Incorrect. The location of North Cooranbong provides good access to the regional transport network, both road and regional rail while being able to be fully serviced and sensitive to the environmental constraints of the wider locality. Whilst some higher density residential development around a train station is practical and appropriate the development proposal meets a number of the NSW Government's objectives in terms of providing a range of housing alternatives, in terms of affordability, location and meeting the needs of different sectors of the community. The concept plan includes provision of a range of land uses and facilities on site which in planning terms is encouraged so that a greater number of trips can be made locally, resulting in shorter distances, possible shifts to no car based modes, and hence a lower dependence on fossil fuelled transport modes.</li> <li>▪ Incorrect. Traffic investigations were undertaken in consultation with the Road authorities, LMCC and RTA, and also independently reviewed. The Transport Strategy Report was prepared from the traffic investigations and including consideration of the Ministry of Transport's TMAP principles to examine predicted traffic generation and requirements for the road network. This covered all levels of roads, including collector roads. The recommendations of the Traffic and Transport Investigations have been incorporated into the Concept Plan to meet the requirements of the road authorities.</li> <li>▪ The form of Avondale Rd has been considered in the consultations with the road authorities and agreed measures have been proposed. The road is considered to have sufficient width and capacity to cater for its agreed function. The agreed measures for improvements included intersection upgrades where required. No further upgrades to Avondale Road are required.</li> <li>▪ The installation of traffic signal control at the upgraded Avondale Rd-Freemans Drive intersection as agreed with the road authorities will provide acceptable service levels based on the road authorities' requirements for safety and efficiency performance.</li> <li>▪ The estimated number of traffic movements and the assessment of the road performance were considered against the road authorities' performance criteria for levels of service on urban roads, and an agreed</li> </ul>
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						<p>package of measures developed in consultation with LMCC and RTA. The performance was considered acceptable for the nominated function of the road.</p> <ul style="list-style-type: none"> <li>▪ Traffic Investigations were conducted in consultation with the road authorities, both LMCC and RTA, and included collection of and assessment of traffic flow data using industry accepted techniques. The recommendations of the Transport Strategy Report prepared by BTF (Appendix R of the EAR) included confirmation of the package of road improvement measures that has been agreed in consultation with LMCC and RTA. This covered a range of local road network would be required to manage proposed traffic increases. The work was also subjected to an independent review, and preparation of joint statements to the Road authority before agreement was reached on the package of measures for road improvements.</li> <li>▪ All conservation areas zonings have been upgraded to zone 7(1) to provide the highest level of conservation and protect the character of Cooranbong. This has the support of Lake Macquarie Council, DECC and other State Government Agencies. The viability of the project would be compromised if lot yields are reduced significantly.</li> </ul>
21	28 July	Local resident	Objection	<ul style="list-style-type: none"> <li>▪ There is a lack of solid information in most areas and where specific details are provided they are often contradicted by other details in the same document or others in the Appendices, for example proposal advertised is for up to 2500 lots and Part 3A request letter is for a total of 2000 lots; Appendix P states under Community Facilities provide land for childcare centre 3,764m<sup>2</sup> in total yet on next page it states Community Facilities 0.55ha; Appendix P documents a minimum of 3 principle entries including north of the site from Mt Nelinda Road, but Appendix R does not mention this connection and the proponent stated at a community meeting there would be no connection to Mt Nelinda Road</li> <li>▪ There are misleading statements, for example page 20 Appendix R states the site has frontage to Freemans Drive – it only has one very small frontage; Avondale Road is shown as a 22m wide road, but not listed in the Regional VPA and the proponent has stated they will not do any work it unless required by the RTA; Appendix P page 18 states alignment of road...follows the north south runway, the maps do not show this</li> <li>▪ There are a variety of maps that disagree with each other, for example Appendix P site maps all show a water basin west of Avondale Road near the school, but zoomed map page 17 doesn't show this</li> <li>▪ Pages 33-68 Appendix A(iii) were not readable, while the text</li> </ul>	<ul style="list-style-type: none"> <li>▪ Proposal documentation</li> <li>▪ Traffic</li> <li>▪ Development site land ownership/ land owner consent</li> </ul>	<ul style="list-style-type: none"> <li>▪ The listed inconsistencies stem from the time taken between the completion of supporting documents and the exhibition of the Concept Plan during which various designs changes had to be accommodated. The difference in area for family services centre and community facilities are due to the fact that the family services centre is only part of the community facilities.</li> <li>▪ A northern entry (via Mt Nelinda Road) to the site was originally proposed it was later retracted to ensure the northern vegetated corridor is not compromised by the construction and operation of this road access. The Concept Plan has been amended to note that the road to Mt Nelinda will not be upgraded, rather that is it to be a service easement only.</li> <li>▪ Despite the size of the site frontage to Freemans Drive there is a frontage none-the-less. Avondale Rd has sufficient width and capacity to cater for this development.</li> <li>▪ Discrepancies between maps in the various supporting documents are rectified by the revision of the Concept Plan which is attached to this Preferred Project Report. The minor variations in the supporting documents relate to the evolution of the design and are not considered significant enough to in any way effect the consideration of the application.</li> </ul>

				<p>of Appendix O was just readable, but some pages out of order and diagrams/ figures that could not be read</p> <ul style="list-style-type: none"> <li>▪ A considerable amount of the documentation referred to other documents but these were not provided</li> <li>▪ Transport Plan does not cover access on Avondale Road, which is drawn as part of the development</li> <li>▪ The proponents have stated the commercial area will only be 'health related' so the discount on the traffic being generated in Appendix R is incorrect, while given land will be available for dual occupancy and small lot housing use of lots to determine the number of vehicle trips seem an underestimation</li> <li>▪ The new access road from Freemans Drive is required for some lots in precinct 2 but sufficient land to build the road is not listed as being held by the proponent, the remainder of the lots are accessed by Alton Road so upgrade of this intersection is required</li> <li>▪ Given one of the aims of the project is to help Avondale College get university status it is odd there is no mention of Central Road, which is adjacent to Alton Road and needs to be considered in redesign of the intersection</li> <li>▪ There are access issues for precincts 3, 4 and 10 because the proponent doesn't control all of the land, this will result in Avondale Road having to cater for the majority of the projected 1400 additional vehicle movements suddenly those living on Avondale Road will have gone from a minor road to trunk collector</li> <li>▪ Given the size of the development the trunk collector needs to run to the arterial (Freemans Drive), if the concept plan needs to be modified this should be done and the order of the precincts modified</li> <li>▪ If a proponent with a project cost of \$650m can't prepare documentation and a logical and practical transport plan, there must be doubts over other areas as well</li> </ul>		<ul style="list-style-type: none"> <li>▪ Hard copies and CD copies were readable. A reduction in quality may have occurred as a result of reducing the file size for the website only.</li> <li>▪ All documents including supporting information referred to in the Environmental Assessment were publically exhibited in both electronic and hardcopy. It is not practical to exhibit all documents referred to in all supporting reports.</li> <li>▪ The proponent has indicated its intentions to support 'health related' type businesses within the proposed urban support zone such that businesses do not compete with those businesses within the existing Cooranbong neighbourhood centre. However, the traffic analysis has to consider the worse case scenario of other uses permissible under the zoning proposed. Whilst the proponent will endeavour to only encourage health related businesses within this precinct, this can not be guaranteed once the proponent is no longer involved in this part of the development.</li> <li>▪ No new access is required from Freemans Drive to service the lots within Precinct 2. In the instance where ownership of the land is not held by the developer, the development of this site will be dependent upon the landowner.</li> <li>▪ The intersection of Central Road will be investigated as part of the Alton Road / Freemans Drive intersection upgrade.</li> <li>▪ Consent from all landowners accompanies the PPR. Landowner consent for rezonings are not required. Expected traffic along Avondale Road is within capacity as outlined in the TMAP.</li> <li>▪ The TMAP has identified the proposed road network as the most appropriate and amendment of the Concept Plan is not required in this regard.</li> <li>▪ All documentation is considered suitable and adequate in respect to the purpose for which it was prepared.</li> </ul>
22	28 July	Local resident	Objection	<ul style="list-style-type: none"> <li>▪ Concerned a home of historic importance may be demolished to connect Newport Road to Avondale Road, even though home doesn't line up with Newport Road, this could also impact on the corner boundary of my property</li> <li>▪ Avondale Road right now is heavily damaged and potholes are constantly being patched, the vehicle flows if the housing development is approved could increase by 300-600 cars per hour plus construction trucks</li> <li>▪ Concern for pedestrian/bicycle safety and likelihood of serious accidents along Avondale Road given projected increase in road use</li> </ul>	<ul style="list-style-type: none"> <li>▪ Traffic</li> <li>▪ Transport</li> <li>▪ Affect on business</li> <li>▪ ESD</li> </ul>	<ul style="list-style-type: none"> <li>▪ No dwelling as listed in Schedule 4 of the Lake Macquarie LEP 2004 will be damaged as part of the Concept Plan. In addition, Council's resolution of support of this concept plan implied that there is no items of heritage significance as part of this proposal.</li> <li>▪ Disagree. Upgrading of roads as committed to under the VPA will ensure they are of an acceptable standard to accept the increased traffic loadings.</li> <li>▪ Proposed upgrading of these intersections will improve these intersections making the local road network more trafficable and safe.</li> </ul>

				<ul style="list-style-type: none"> <li>There is a strong possibility of a down turn in trade for the service station given congestion at the intersections of Avondale/Newport roads and Freemans Drive</li> <li>Could an alternate route be found to eliminate the above issues? Perhaps using the old abandoned quarry on the outskirts of Cooranbong and involving a dual carriageway with easy access to freeway ramps</li> <li>Should this new estate be a jewel in Council's progression to eco savvy development with good size blocks and eco homes, much like Murray's Beach/ Wallarah Penninsula?</li> </ul>		<ul style="list-style-type: none"> <li>There is an existing walkway in Avondale Road. On-road cycle lane could be provided along Avondale Road to accommodate projected increase in road use and provide a safe corridor for cyclists.</li> <li>Incorrect. Intersection improvements will not prevent downturn in trade. Trade will increase due to increased local population.</li> <li>No alternate routes are required given the extensive improvements committed to.</li> <li>The North Cooranbong project represents environmentally sustainable design incorporating water sensitive urban design and significant conservation offsets. This site sets a benchmark for water recycling by the implementation of the 'third pipe' system in agreement with Hunter Water.</li> <li>In relation to lot size this site represents a major contributor to the Government's Affordable Housing Policy in the region as identified in the Lower Hunter Regional Strategy.</li> </ul>
23	28 July	Region resident	Support	<ul style="list-style-type: none"> <li>Fully support concept plan as outlined</li> </ul>	N/A	<ul style="list-style-type: none"> <li>Support Noted</li> </ul>
24	28 July	Region resident	Support	<ul style="list-style-type: none"> <li>I support the development as it now stands</li> </ul>	N/A	<ul style="list-style-type: none"> <li>Support Noted</li> </ul>
25	29 July	Local resident	Support	<ul style="list-style-type: none"> <li>Agrees with the proposed North Cooranbong Residential development</li> </ul>	N/A	<ul style="list-style-type: none"> <li>Support Noted</li> </ul>
26	29 July	Local resident	Support	<ul style="list-style-type: none"> <li>The exhibited plan provides a better outcome for the development in relation to the location of open space and the multi purpose centre than the proposal of Lake Macquarie City Council.</li> </ul>	<ul style="list-style-type: none"> <li>Open Space location</li> </ul>	<ul style="list-style-type: none"> <li>Support Noted</li> </ul>
27	29 July	Local resident	Objection	<ul style="list-style-type: none"> <li>Planned changes to intersections of Freemans Drive, Newport Road and Avondale Road have been poorly conceived and would greatly disadvantage all residents nearby, access would be difficult and there is no allowance for visitor parking</li> <li>Concerned cottage of historical significance (birthing place during 1920' and 30's) will need to be removed for new road directing traffic from Avondale Road to Newport Road</li> <li>Suggests: larger rounabout at corner of Newport Road and Freemans Drive; pedestrian crossings with traffic lights for each road; blanket reduction in local speed limit from 60 km/ph to 50 km/ph and extending local limit 200m further north and west to Ellenborough Road</li> </ul>	<ul style="list-style-type: none"> <li>Traffic</li> <li>Heritage</li> </ul>	<ul style="list-style-type: none"> <li>Incorrect. Local road and intersection treatments have been designed as a result of extensive studies and consultation with the Council, Roads and Traffic Authority. The package of transport measures, including road improvements was considered and agreed as providing the most efficient and safe means of accommodating growth in local movement needs as the North Cooranbong locality is developed.</li> <li>This existing dwelling is not heritage listed. However, additional site specific assessments will be undertaken for intersection locations as the upgrades are required. This will incorporate further social and heritage impact assessment if required.</li> </ul>
28	29 July	Local resident	Support	<ul style="list-style-type: none"> <li>Full support for concept plan as outlined</li> </ul>	N/A	Support Noted
29	29 July	Local	Support	<ul style="list-style-type: none"> <li>Full support for the Development Proposal</li> </ul>	N/A	Support Noted

		resident				
30	29 July	Region resident	Objection	<ul style="list-style-type: none"> <li>▪ This development will result in failure of our existing tennis facilities as there will be far more courts than are required for the area</li> <li>▪ There are enough tennis courts in the area already</li> <li>▪ A more diverse range of facilities not already at Cooranbong could be offered instead</li> <li>▪ Existing Morisset facility is under utilised</li> <li>▪ More courts will result in fragmentation of players</li> <li>▪ The new courts will impact our business and inevitably send us broke</li> </ul>	▪	<ul style="list-style-type: none"> <li>▪ Disagree. Proposed facilities are designed to cater for new residents and ongoing population growth and will therefore not draw patronage from existing facilities.</li> <li>▪ Proposed facilities will also be utilised by the local school and future school.</li> <li>▪ Current demand will increase as a result of the population increase not only from North Cooranbong but also from Morisset as its regional centre status under the Lower Hunter Regional Strategy is realised.</li> </ul>
31	30 July	Local resident	Support	<ul style="list-style-type: none"> <li>▪ Strong support for the concept plan</li> <li>▪ Suggests clear cycle ways be provided throughout the main arterial routes</li> </ul>	▪ Cycle ways	<p>Support Noted</p> <p>Proposed cycle ways have been provided in consultation with Lake Macquarie City Council who have determined that the proposed facilities are adequate and appropriate for North Cooranbong and the adjoining suburbs.</p>
32	31 July	Local resident	Support	<ul style="list-style-type: none"> <li>▪ Support for proposed North Cooranbong Residential Development</li> </ul>	N/A	<ul style="list-style-type: none"> <li>▪ Support Noted</li> </ul>
33	31 July	Member of public	Support	<ul style="list-style-type: none"> <li>▪ Support for the proposed North Cooranbong Residential Development proposal</li> </ul>	N/A	<ul style="list-style-type: none"> <li>▪ Support Noted</li> </ul>
34	31 July	Region resident	Support	<ul style="list-style-type: none"> <li>▪ Support for the North Cooranbong Residential Development proposal</li> </ul>	N/A	<ul style="list-style-type: none"> <li>▪ Support Noted</li> </ul>
35	31 July	Local resident	Support	<ul style="list-style-type: none"> <li>▪ Support for the proposed North Cooranbong Residential Development proposal</li> </ul>	N/A	<ul style="list-style-type: none"> <li>▪ Support Noted</li> </ul>
36	01 August	Member of public	Support	<ul style="list-style-type: none"> <li>▪ Support for the proposed North Cooranbong Residential Development proposal</li> </ul>	N/A	<ul style="list-style-type: none"> <li>▪ Support Noted</li> </ul>
37	01 August	Member of public	Support	<ul style="list-style-type: none"> <li>▪ Support for the proposed North Cooranbong Residential Development proposal</li> </ul>	N/A	<ul style="list-style-type: none"> <li>▪ Support Noted</li> </ul>
38	01 August	Member of public	Support	<ul style="list-style-type: none"> <li>▪ Exhibited concept plan provides a better outcome in terms of the location of the open space and multi-purpose centre than that suggested by Lake Macquarie City Council</li> </ul>	N/A	<ul style="list-style-type: none"> <li>▪ Support Noted</li> </ul>
39	01 August	Local resident	Support	<ul style="list-style-type: none"> <li>▪ Wholehearted support for the North Cooranbong Residential Development proposal</li> </ul>	N/A	<ul style="list-style-type: none"> <li>▪ Support Noted</li> </ul>
40	01 August	Region resident	Support	<ul style="list-style-type: none"> <li>▪ Support for the proposed North Cooranbong Residential Development proposal</li> </ul>	N/A	<ul style="list-style-type: none"> <li>▪ Support Noted</li> </ul>
41	01 August	Local resident	Support	<ul style="list-style-type: none"> <li>▪ Full support for concept plan as outlined</li> </ul>	N/A	<ul style="list-style-type: none"> <li>▪ Support Noted</li> </ul>

# APPENDIX B

## SUMMARY OF GOVERNMENT SUBMISSIONS & RESPONSES



## Part B – Agency submissions

N o.	Date recd	Submitter	Nature	Comment	Issues Raised	Reponses
1	14 July	NSW Rural Fire Service	Comment	<ul style="list-style-type: none"> <li>There are discrepancies in Appendix mapping to Bushfire Threat Assessment (Appendix H). Maps show Residential Zone in the north part of the development site, which is shown as Conservation Zone in Concept Plan</li> <li>Final subdivision layout needs to make provision for minimum Asset Protection Zone (APZ) required and given site constraints this will potentially need to be on lot by lot basis</li> </ul>	<ul style="list-style-type: none"> <li>Discrepancies in mapping</li> <li>Subdivision approval to incorporate APZ's</li> </ul>	<ul style="list-style-type: none"> <li>All APZ's are located within residential zones. Due to the large scale of the mapping required to demonstrate APZ's across the site they are not to scale and may appear to cover a wider area on plans than they will in reality. This has been rectified by the inclusion of a note on the Concept Plan and insertion within the Statement of Commitments. Given the lag time between the completion of the Bushfire Threat Assessment and the finalisation on the Concept Plan there is an inconsistency in relation to the northern corridor. The APZ plan shown in the Concept Plan prevails.</li> <li>As committed to in the Statement of Commitments (SoC), subdivision approvals for interim stages will incorporate bushfire threat assessment in line with <i>Planning for Bushfire Protection 2006</i>.</li> </ul>
2	28 July	NSW Department of Primary Industries	Objection	<ul style="list-style-type: none"> <li>Proposed development is broadly accords with the Lower Hunter Regional Strategy, DPI cautions that rural lands have values and should not simply be considered as lands in waiting for residential development, DPI is concerned that the extent of agriculture lands and the associated primary industry development opportunities have been significantly eroded by the cumulative impact of recent rezoning and development proposals across Lake Macquarie LGA</li> <li>Forests NSW have reservations to a change in zoning and approval of large residential developments adjacent to a sustainably managed production forest</li> <li>The land adjoins Olney State Forest, every 5-10 years harvesting activities take place, while maintenance and service traffic continually use forest roads at low intensity. The visual landscape is subject to change and the 2(1) zone adjoins the Forest without any buffer of vegetation, this may result in conflicts with new residents who are unfamiliar with working production forests</li> <li>Use of forest roads by residents may increase causing deterioration, the financial implications for Forests NSW is unacceptable and the developer would need to undertake a contention plan to ensure the road system is not degraded due to greater use by increased residency adjacent to the forest</li> <li>There has been no liaison with Forests NSW on conservation offsets and corridors despite reliance on State Forest land. Implications of rezoning land 7(1) adjacent a production forest have also not been identified</li> <li>What measures will ensure refuse dumping of car bodies will not relocate to the adjoining forest?</li> <li>Should the development be approved Forests NSW would require a guarantee from developer/ Council that ongoing</li> </ul>	<ul style="list-style-type: none"> <li>Use of rural lands</li> <li>Production Forest</li> <li>Land use conflict/buffers</li> <li>Forest road use &amp; maintenance</li> <li>Conservation offsets</li> <li>Refuse dumping</li> <li>Bushfire risk</li> <li>Control of domestic animals</li> <li>Mine subsistence parameters</li> </ul>	<ul style="list-style-type: none"> <li>The proposal does not impact on productive rural land. The site is identified for urban development in the Lower Hunter Regional Strategy which identifies other areas which are of regional agricultural significance and are protected under the Strategy.</li> <li>The proximity of production forests in relation to North Cooranbong will not result in land use conflicts. Significant areas of conservation land will generally act as buffers between residential areas and the production forest. A perimeter road between the Concept Plan area and the State Forest will also act as a buffer.</li> <li>No tangible deterioration resulting from the North Cooranbong Concept Plan will occur due to increased use of State Forest roads. No financial contribution is required from the developer in this regard.</li> <li>State forests acknowledge the importance of their reserve system in the maintenance and preservation of biodiversity. State Forest practices such as mosaic harvesting ensures that there will be continually vegetated State Forest land adjoining the site. This provides an important connection to National Parks further to the west which in no way burdens State Forests or impacts on their current or ongoing operations in the area.</li> <li>No direct access provision will be made to State Forest land from the North Cooranbong Concept Plan area reducing the likelihood of dumping. Increasing passive surveillance in the area should reduce the likelihood of localised dumping.</li> <li>Existing programs relating to the issuing of fines for</li> </ul>

				<p>initiatives will be undertaken to discourage large amount of residential rubbish and garden refuse in the forest and that remedial action will be undertaken should the initiatives fail</p> <ul style="list-style-type: none"> <li>▪ The large urban area limits the prospects of future timber plantations in the area</li> <li>▪ Forests NSW have concern for potential fire impacts of increased habitation/activity close to a State Forest, ongoing assessment of bushfire risk, fuel management, fire response and statutory building setbacks etc must be achievable on the property without impacting the forest. The forest should not be viewed as any part of a buffer</li> <li>▪ The risk of fire escaping the development into the adjoining State Forest is of great concern, it is essential that the bushfire strategy address this and ensure local authorities are adequately resourced for this</li> <li>▪ Council or the proponent need to liaise with Forests NSW on ongoing management of APZ's, the boundaries of these zones need to be defined so the public are aware of the differences between the bushland areas</li> <li>▪ Control of domesticated pets escaping from residential areas in forest areas is expensive, should the development be approved Forests NSW would require a guarantee from the developer that initiatives will be undertaken to ensure this does not occur and that remedial action be undertaken if required. Forests NSW provide 3 suggestions for this – refer to submission</li> <li>▪ Regarding minerals, there is no objection to the concept plan and associated rezonings provided the Mine Subsistence Board is consulted and the proposed development conforms to Mine Subsistence parameters</li> </ul>		<p>illegal dumping will continue to discourage such activity. No guarantee from the developer is warranted as the management of State Forest land is a State Forest responsibility and there is no evidence that illegal dumping will result from residents of the Concept Plan area.</p> <ul style="list-style-type: none"> <li>▪ The development of North Cooranbong in no way affects the prospects of future timber plantations in the area. All land has been previously identified for urban development and has no history of plantation use.</li> <li>▪ APZ's will be fully contained within the boundaries of the North Cooranbong Concept Plan area and include the sealed road which require negligible ongoing management or input from State Forests. No impact will occur on State Forest land as a result of APZ maintenance.</li> <li>▪ The provision of town water and associated hydrant system within the development footprint will provide adequate fire fighting capability.</li> <li>▪ Control of domestic pets is at the direct discretion of future residents and it is neither practical nor realistic for the development to implement such control. Council policies and educational programs will assist in the management of domestic pets.</li> </ul>
3	28 July	Hunter Water Corporation	Comment	<ul style="list-style-type: none"> <li>▪ A water servicing strategy prepared by the proponent which identifies developer funded infrastructure required to provide services and adequate pressure to the site has been approved</li> <li>▪ The development is understood to comprise 2,000-5,00 Equivalent Tenements (ET), Hunter Water has indicated to the proponent that there is only spare capacity for 80ET in the downstream transportation system and not 120 ET as quoted in the EA</li> <li>▪ It is understood that the developer may wish to construct on-site storage to allow connections in excess of 80 ET, the Interim Sewer Servicing Strategy prepared by the proponent is currently under consideration</li> <li>▪ The existing Stage 1 Dora Creek WWTP doesn't have sufficient capacity to treat the total additional load from a development of this size, an upgrade to the Dora Creek WWTP is planned to be commissioned by mid 2009 and will have sufficient capacity for the additional load from this development</li> <li>▪ The Environmental Assessment Report mentions rainwater re-use as a water saving technique in addition to recycling through dual reticulation and adoption of water saving devices, however dual reticulation and water saving devices alone are enough to satisfy the 40% water use reduction under BASIX</li> </ul>	<ul style="list-style-type: none"> <li>▪ Water Supply</li> <li>▪ Wastewater Transportation</li> <li>▪ Wastewater Treatment</li> <li>▪ Recycled Water</li> </ul>	<ul style="list-style-type: none"> <li>▪ JPG recognises the limited number of ET's currently available to service the subject site. JPG have already obtained Hunter Water servicing strategy approval for trunk reticulated services.</li> <li>▪ JPG acknowledges that water saving techniques will lead to water savings which exceed BASIX requirements and reinforces its commitment to providing benchmark water efficiency in North Cooranbong.</li> <li>▪ Section 50 'Notice of Requirements' certificates will be sought for all specific development proposals as outlined in the SoC.</li> </ul>

				<ul style="list-style-type: none"> <li>It is a requirement of Hunter Water that an application for a Section 50 'Notice of Requirements' be made for specific development proposals, completion of all actions in the Notice triggers release of the Section 50 Compliance Certificate, the completion of Hunter Water's requirements is best achieved prior to issue of the Construction Certificate. Hunter Water requests that appropriate wording be included in development consent conditions to reflect these needs</li> </ul>		
4	29 July	Ministry of Transport	Comment	<ul style="list-style-type: none"> <li>The majority of issues previously raised by the Ministry have been addressed, with exception of the following key matters that require further consideration:</li> <li>The TMAP is lacking a sustainable mode share target supported by a specific package of transport measures to achieve this outcome</li> <li>The TMAP does not adequately address the capacity of bus and rail services to meet future projected demands. Analysis in the TMAP regarding current bus services is incorrect and may significantly underestimate the future cost of improving bus services</li> <li>The TMAP does not consider the proposed future development of Morisset as detailed in the Revised Draft Structure Plan, which is currently on public exhibition. The Structure Plan also needs to more fully consider the land use and transport implications of the proposal</li> <li>The nominated trip containment rates (50% of journey to work trips) requires further justification as it has substantial influence in the provision of public transport services</li> <li>The VPA which has been submitted with the project does not include costs for local and regional public transport</li> <li>It is understood that Railcorp are providing a separate submission on rail infrastructure provision in the region</li> <li>The Ministry requests an infrastructure contribution for bus services of \$4,687,500 (equivalent to \$1,875 per allotment) with an additional amount for travel demand management (notionally \$350,000) as recommended in the TMAP</li> <li>It is expected that local bus stop infrastructure will be provided either directly by the proponent or via Section 94 contributions to Council at construction certificate stage</li> </ul>	<ul style="list-style-type: none"> <li>Adequacy TMAP</li> <li>Infrastructure contributions</li> </ul>	<ul style="list-style-type: none"> <li>Better Transport Futures P/L prepared a Transport Strategy Report for the North Cooranbong Development in response to requests by the NSW Ministry of Transport and the road authorities. This Strategy report was prepared with reference to the MOT guidelines for preparation of Transport Management and Accessibility Plans (TMAP). As part of the preparation of the specific transport strategy for the North Cooranbong site, and in consultation with the MoT, it was recognised that the principles of TMAP applied to the Morisset region and not just the Nth Cooranbong site. In this way, the broad strategy for non car based travel initiatives was agreed to be based on local bus based public transport linking areas surrounding Morisset to the regional rail transport node at Morisset Station. The North Cooranbong Transport Strategy recognised this principle and to the extent that the individual development is able to contribute to the regional facilities, a series of measures was developed. These include road, cycling and pedestrian facilities, and agreement in principle to support local bus based public transport. Specific responses to the issues raised by MoT are provided below.</li> <li>The NSW Government State Plan has set targets and these have been nominated by BTF in a range of discussion and forums as being appropriate for use in the Greater Metropolitan Region. The state Plan specifically references Wollongong, Sydney, Blue Mountains and Central Coast as being the regions to which these targets apply. Given the location of the Lower Hunter Region, its planned urban growth, and in particular for the North Cooranbong site its close proximity to centres in the Central Coast Region, it is considered appropriate to be applying these same targets for consistency in application of the State Government's stated objectives. This is also consistent with the reviews that have been conducted within the Traffic and Transport Investigations on trip generation from the area, leading to assumptions on containment and other factors that include the significant investment in facilities such as the cycle route to Morisset which is an integral part of the overall transport package for the North Cooranbong Site.</li> </ul>

					<ul style="list-style-type: none"> <li>▪ The issue of capacity of local bus and rail services is addressed by the strategy in terms of its support of local bus based public transport to serve the Morisset sub regional centre. Rail capacity is not a matter for this concept plan alone, and is the responsibility of the rail authorities. It is understood that rail authorities are working on considerations for improving facilities at Morisset Station, and also on other rail servicing issues that have to be addressed at the regional level. The extent to which this development contributes to the overall regional demand is beyond the scope of this development alone to determine and a matter for resolution at regional planning level.</li> <li>▪ The specific transport measures have been identified. It includes a package of road improvement options, a considerable investment in off site cycle facilities, and a contribution (nominated by MoT, accepted in principle and to be negotiated and agreed between the parties) to local bus based public transport. This has included discussion on the delivery of local community based transport. The road improvements were agreed and result in local road service levels being maintained at acceptable levels. This issue was discussed with MOT and it was agreed that the forecast road performance levels would deliver acceptable operating speeds for local bus services such that no other specific bus priority measures would be required.</li> <li>▪ The MoT has indicated its position in terms of the cost of provision of its requirements for additional bus services for the nominated level of additional development. This is a position that MoT is now applying to a range of development proposals across the Lower Hunter region and in other metropolitan areas. Whether there is some spare capacity or not in the existing bus services for the area becomes irrelevant in terms of the additional provision for the subject site. It is considered very likely that existing bus services are underutilised and will have spare capacity, making the MoT calculations conservative and the statement about underestimating future costs incorrect.</li> <li>▪ The statement that the Transport Strategy Report for North Cooranbong does not take into consideration the Morisset Structure Plan is misleading. The North Cooranbong Development is being planned in line with its approved role within the Lower Hunter Strategy which identifies Morisset as an important centre in the region. The package of transport measures developed has been prepared in the knowledge that Morisset is the centre for this locality. The MOT rightly states that the Structure plan needs</li> </ul>
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						<p>to more fully consider the land use and transport implications of the development proposal, which is a matter for others who are confirming that plan.</p> <ul style="list-style-type: none"> <li>▪ Trip Generation and containment rates were considered in detail in the Traffic and Transport Investigations for the subject site. These included an assessment based on the current RTA guide to Traffic Generating development rates which include a specific and agreed current allowance of 25% to reflect trip containment based on current trends. This is a base case and is able to be confirmed from recent assessment of trip rates in the region. The target that has been applied actually derived from a combination of factors, leading to a diversion of trips away from car based travel. It is not just a factor of containment on the subject site, it includes shifts to public transport, cycling, walking, use of communications technology to remove some trips altogether, as well as urban design features that shorten vehicle trips within a locality. Irrespective of whether the 50% target state in the Transport Strategy Report is achieved, The Traffic and Transport Investigations completed in conjunction with the road authorities have worked to agreed traffic levels and resulted in a package of road improvements that has been signed off by the road authorities. Any further improvement in containment will therefore result in an even better road performance.</li> <li>▪ It is understood the MoT's calculations in terms of provision of public transport service provision have been completed independently of the containment principles nominated in the Transport Strategy Report.</li> <li>▪ Overall Infrastructure contributions have been decided after negotiations with State and Local Governments as outlined in the VPA's. It is understood these negotiations have covered the requirements for contributions to regional public transport.</li> <li>▪ In terms of provision of local bus stop street furniture it is expected that this will be provided directly within the development.</li> </ul>
5a	29 July	DECC	Objection	<ul style="list-style-type: none"> <li>▪ Section 7.3 of the EAR, as publicly exhibited misrepresents excerpts from a letter dated 27 November 2007 from DECC to the Department of Planning, this misrepresentation is a serious matter</li> </ul>	<ul style="list-style-type: none"> <li>▪ Misrepresentation Agency advice</li> </ul>	<ul style="list-style-type: none"> <li>▪ In response to the Department of Planning letter to JPG dated 30 July 2008 advertisements have been placed in the Newcastle Herald, The Sydney morning Herald, The Australian and the Newcastle Post correcting the misrepresentation of the DECC.</li> <li>▪ A letter of erratum is also included at the start of the Preferred Project Report acknowledging and correcting the misrepresentation.</li> </ul>

5 b	29 July	DECC	Support	<ul style="list-style-type: none"> <li>DECC has been involved in ongoing discussions with Johnson Property Group and Department of Planning, these discussions resulted in amendments to the development footprint and an agreement to certain measures to reduce impacts on biodiversity including protection of riparian values, establishment of a corridor on the site and acquisition of additional high conservation value lands to compensate impacts on biodiversity as a result of the increase in developable area</li> <li>DECC will not be providing any additional comment on the exhibited EAR</li> </ul>	<ul style="list-style-type: none"> <li>N/A</li> </ul>	<ul style="list-style-type: none"> <li>Support Noted</li> </ul>
6	30 July	Lake Macquarie City Council	Support	<ul style="list-style-type: none"> <li>Council supports the rezoning footprint as exhibited subject to the commitment made by JPG to Council (and proposed to be included in a VPA) to rehabilitate all the land zoned for conservation and:</li> <li>JPG undertakes Works in Kind to the value of \$5,658,981.00 toward rehabilitating and maintaining the conservation lands</li> <li>JPG contributes \$1,081,725.00 to Council for an endowment fund to fund the ongoing maintenance of the conservation lands</li> <li>All land proposed to be zoned conservation should be transferred progressively to Council at no cost, following the rehabilitation and maintenance of the land for 5 years by JPG</li> <li>Council does not object to the mix of 7(1) and 7(2) Conservation zones as proposed in the Concept Plan</li> <li>Council does not support the need for any further heritage impact assessments nor the inclusion of the former airstrip as a heritage item within Council's LEP</li> </ul>	<ul style="list-style-type: none"> <li>VPA</li> <li>Conservation lands</li> </ul>	<ul style="list-style-type: none"> <li>JPG undertakes works in kind and contributions as agreed to with Council, which will be outlined in the local VPA.</li> <li>Conservation lands will be progressively transferred to Council following 5yrs management and maintenance at no cost to Council.</li> <li>Council's submission raised the issues of the location of the Sporting Fields and main open space area. Further discussion with Council and Department of Planning staff has occurred, resulting in dividing the main open space area into two – one for the sports fields and the other for the neighbourhood park. Local Parks (north and south) provide additional open space for residents. The majority of the site, including all the 2(2) Residential (urban Living) Zone is within a 400m radius of public open space supporting the proposed open space layout.</li> <li>Sporting fields have been provided offsite on the Town Common site. The provision of these facilities will be in line with the Local VPA as agreed to by Council.</li> <li>In relation to the provision of services and infrastructure, JPG is entering into a VPA with Council to ensure those services and facilities as listed in the VPA will be provided.</li> <li>Council's submission commented on the need for further work on the mitigation/management of, bushfire, potential contamination and acid sulphate soils. As committed to in the Statement of Commitments these areas shall be addressed at Development Application Stage.</li> </ul>
7	04 August	Roads & Traffic Authority	Support	<ul style="list-style-type: none"> <li>RTA has previously reviewed traffic generating impacts and provided information to DoP dated 11 March 2008 on the State road works that would be required as a consequence of the development</li> <li>It has been agreed that JPG (on behalf of the owners) would undertake the required State road works as 'works-in-kind' in</li> </ul>	<ul style="list-style-type: none"> <li>VPA/DCA</li> </ul>	<ul style="list-style-type: none"> <li>Support for the Concept Plan acknowledged. JPG's commitment to undertake the agreed works is evident in the commitments which are listed in the VPA. Furthermore JPG commits to enter into a Deed Containing Agreement with the RTA upon its completion.</li> </ul>

				<p>lieu of providing a monetary contribution per lot and enter into a Deed Containing Agreement (DCA) with the RTA, the RTA is currently preparing this agreement</p> <ul style="list-style-type: none"> <li>▪ In general terms, the DCA obligates the owners to fund and undertake agreed road infrastructure works to be completed at specified subdivision thresholds</li> <li>▪ A final draft of the DCA is expected to be complete in August 2008, a copy will be provided to DoP for comment</li> <li>▪ The RTA would have no objections to the Major Project provided that an appropriate clause is included in any VPA or conditions of development consent that obligates the owners to comply with the conditions set out in the DCA</li> </ul>		
8	04 August	Department of Education & Training	Comment	<ul style="list-style-type: none"> <li>▪ No objection to broad principles underlying the concept plan as they appear consistent with the Lower Hunter Regional Strategy</li> <li>▪ One issue of concern relates to the need to identify a government primary school site within the proposed release area, in April 2008 the ILIC determined based on the proposal for up to 2500 lots that land area of 3ha (valued at \$5.31m) for education be included in the VPA</li> <li>▪ From DET's perspective, only a identification of a suitable primary school site within the development site fulfils DET requirements, the mechanism by which a 3ha site might be dedicated to DET is yet to be resolved (eg. whether identified as works-in-kind or a 75% monetary contribution toward cost of site)</li> <li>▪ Need and timing for identifying a school site is dependent of eventual scale of residential development, regardless of infrastructure contribution mechanism, DET reiterates that a 3ha site be provided in the release area consistent with the requirements outlined in Planning Circular PS07-018, DET's criteria and subject to the identified site being agreed to by DET</li> <li>▪ DET can not commit to constructing a school as this is outside its legal responsibilities and is subject to NSW government budgetary determinations</li> </ul>	<ul style="list-style-type: none"> <li>▪ Identification of School Site</li> </ul>	<ul style="list-style-type: none"> <li>▪ Provision has been made in the revised Concept Plan for a 3ha primary school site. The provision of land for the school is consistent with Planning Circular PS 07-018.</li> </ul>
9	06 August	Department of Water & Energy	Comment	<ul style="list-style-type: none"> <li>▪ DWE is satisfied that the issues raised previously have been adequately addressed, surface and ground water aspects have been incorporated into the concept plan so as to minimise any impacts, and satisfy the legislative and policy requirements of DWE</li> <li>▪ Although Part 3A projects are exempt from requiring a controlled activities approval (s91 WMA) the final development plan will be required to take into account the objectives and provisions of the relevant legislation and guidelines, particularly relating to Core Riparian Zones as applicable and recommended by DWE – refer submission for details</li> </ul>	<ul style="list-style-type: none"> <li>▪ Surface &amp; Ground water</li> <li>▪ Core Riparian Zones</li> </ul>	<ul style="list-style-type: none"> <li>▪ JPG acknowledges the need for future development applications to apply for the required approvals for controlled activities (s91 WMA) where relevant, and in particular where core riparian zones are affected.</li> </ul>



# APPENDIX C

## REVISED NORTH COORANBONG CONCEPT & LAND USE PLAN

HDB TOWN PLANNING & DESIGN

NORTH  
COORANBONG  
RESIDENTIAL ESTATE  
CONCEPT PLAN 2008



(REVISED 10 OCTOBER 2008)

OLNEY STATE  
FOREST

**LEGEND**

- ZONE 7(1) CONSERVATION (PRIMARY) ZONE
- ZONE 6(1) OPEN SPACE ZONE
- ZONE 2(1) RESIDENTIAL ZONE
- ZONE 2(2) RESIDENTIAL (URBAN LIVING) ZONE
- ZONE 3(1) URBAN CENTRE (CORE) ZONE
- ZONE 3(2) URBAN CENTRE (SUPPORT) ZONE
- ZONE 5 INFRASTRUCTURE
- COMMUNITY CENTRE
- ROAD - 25m WIDE
- ROAD - 22m WIDE
- ROAD - 17m WIDE
- ROAD - 14m WIDE



Land Use	Ha	% (approx of 355.26 Ha)
Environmental Conservation Area	111.95	31.52%
Open Space	7.1	2.00%
Residential (Urban Living)	19.25	5.42%
Urban Centre (Core)	0.15	0.04%
Urban Centre (Support)	2.60	0.73%
Avondale School Site	14.70	4.14%
Primary School Site	3.00	0.84%
Community Facilities	0.55	0.15%
Residential	181.18	51.00%
Sub-Total	340.48	
<b>Town Common</b>		
Environmental Conservation Area	7.18	2.02%
Public Recreation	7.6	2.14%
Sub-Total	14.78	
<b>Total</b>	<b>355.26</b>	<b>100.00%</b>

\*Areas calculated by scale only and subject to survey.

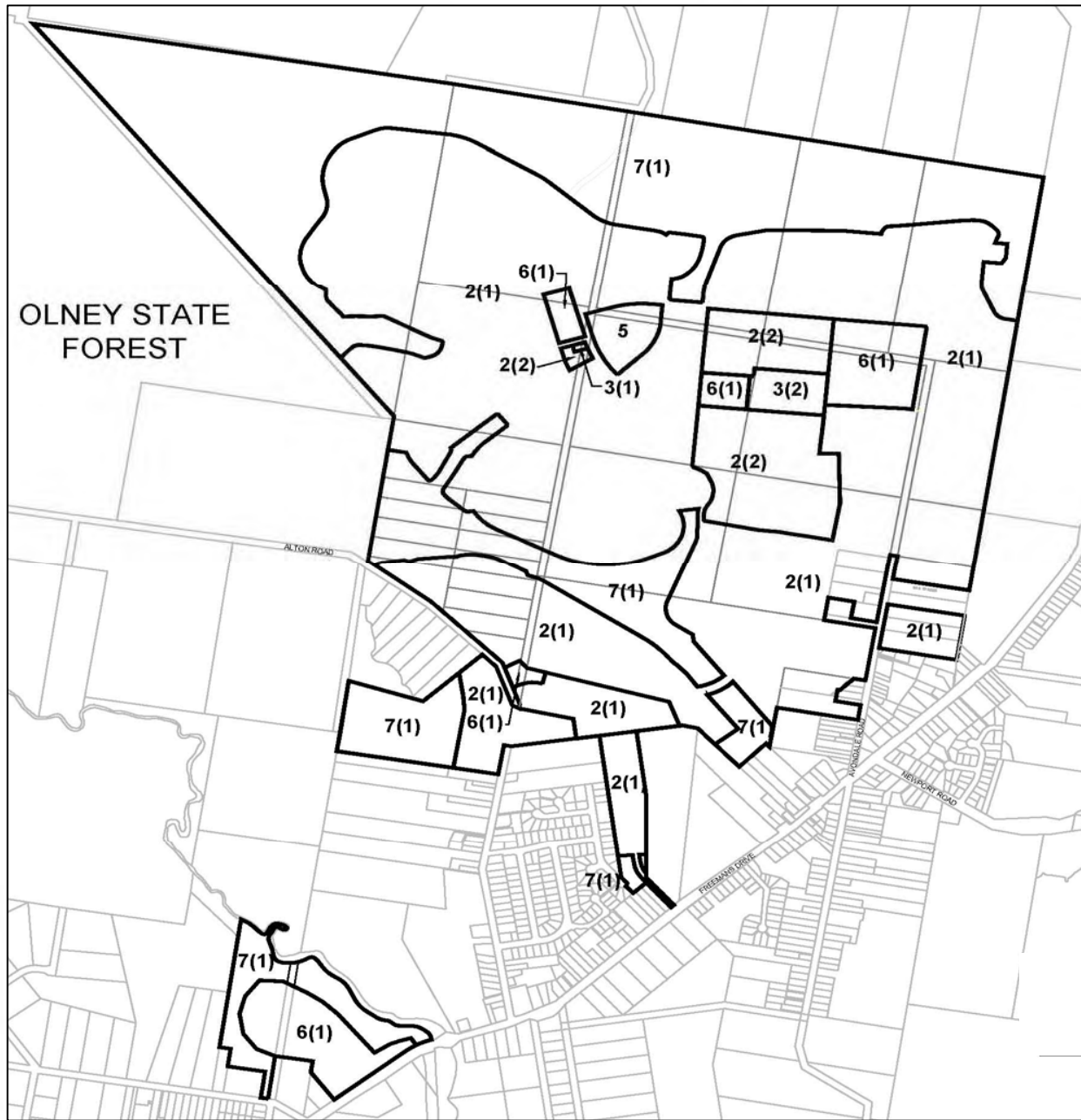
# APPENDIX D

## REVISED ZONING PLAN

HDB TOWN PLANNING & DESIGN

# NORTH COORANBONG

RESIDENTIAL ESTATE  
CONCEPT PLAN 2008



Not to Scale



## Zone Table

The North Cooranbong development has the following zones proposed for the site which are represented in the above plan.

- 2(1) - Residential Zone
- 2(2) - Residential (Urban Living) Zone
- 3(1) - Urban Centre (Core) Zone
- 3(2) - Urban Centre (Support) Zone
- 6(1) - Open Space Zone
- 7(1) - Conservation (Primary) Zone



## PROPOSED ZONE PLAN

### APPENDIX D

# APPENDIX E

## LAND OWNERS CONSENT

VARIOUS LANDOWNERS



# Australasian Conference Association Limited

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ACN 000 003 930  
148 Fox Valley Road or Locked Bag 2014  
WAHROONGA NSW 2076  
Telephone: (02) 9847 3333 Facsimile: (02) 9489 0943  
email: breynolds@adventist.org.au

7 March 2005

Mr K Holt  
Lake Macquarie City Council  
Box 1906  
HUNTER REGION MAIL CENTRE NSW 2310

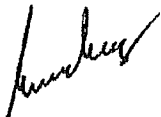
Dear Sir

***Land at North Cooranbong (please refer to Annexure 1)***

On behalf of the Australasian Conference Association Limited, the registered proprietors of the above-mentioned land (please see attached Annexure 1 - Lot Onwerships and Legal Description), I confirm that I am a duly authorised representative of the Australasian Conference Association Limited and Avondale College, and advise that the Australasian Conference Association, hereby grant Johnson Property Group consent to lodge a rezoning submission to Council for the above mentioned land.

Should you have any queries in this regard, please do not hesitate to contact the undersigned, or our Property Development Officer, Mr Eric Howse.

Yours sincerely



R G Brady  
**Chairman - ACA Limited**

:bmr  
attach: Annexure 1

**Annexure 1 – North Cooranbong Lot Ownerships and legal description.**

<b>LOT</b>	<b>DP</b>	<b>Ownership</b>
1	595941	Australian Conference Association Limited (C/- Avondale College)
11	129156	As above
12	129157	As above
20	129159	As above
1-13	7352	As above
1	3353	As above
2	3353	As above
3	3353	As above
4	3353	As above
5	3353	As above
6	3353	As above
7	3353	As above
8	3353	As above
10	3353	As above
2	517245	As above
34	736908	As above

# AVONDALE GREENS PTY LIMITED

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5 December 2007

To Whom It May Concern:

This is to certify that as Sole Managing Director of Avondale Greens Pty Limited, registered proprietor of the below mentioned allotments, I hereby grant permission to Johnson Property Group Pty Limited to lodge documents to the Department of Planning or Lake Macquarie City Council relating to the rezoning of these allotments.

Lot Number	Deposited Plan	JPG Reference
1	170378	Jackson
Part 15	182756	Mears
212	1037011	Twine
1	348173	Twine
219	755218	Mason

Should you have any queries in this regard, please do not hesitate to contact the undersigned.

Yours faithfully,



Keith Johnson  
Sole Managing Director



Mr Ken Holt  
Lake Macquarie City Council  
Box 1906  
Hunter Region Mail Centre  
NSW 2310

Dear Sir,

**Re: Pt 15 in DP 182756 (53 Alton Road, Cooranbong)**

We write to confirm that, as the current registered proprietors of the above mentioned land, we do hereby grant owners consent for Johnson Property Group Pty Ltd to lodge a rezoning application for this lot on our behalf.

Should you have any queries in this regard, please do not hesitate to contact the undersigned.

Yours faithfully,

*Linda C Mears*

Mr Ian & Mrs. Linda Mears

*Ian Mears*

Mr Ken Holt  
Lake Macquarie City Council  
Box 1906  
Hunter Region Mail Centre  
NSW 2310

Dear Sir,

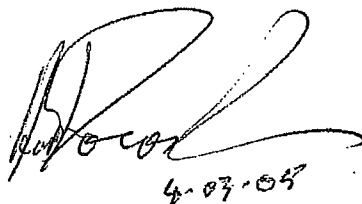
**Re: Lot 1 in DP 825266**

I write to confirm that, as the current registered proprietor of the above mentioned land, I do hereby grant owners consent for Johnson Property Group Pty Ltd to lodge a rezoning application for this lot on my behalf.

Should you have any queries in this regard, please do not hesitate to contact the undersigned.

Yours faithfully,

Mr. Herb Pocock



4-03-04

Mr Ken Holt  
Lake Macquarie City Council  
Box 1906  
Hunter Region Mail Centre  
NSW 2310

Dear Sir,

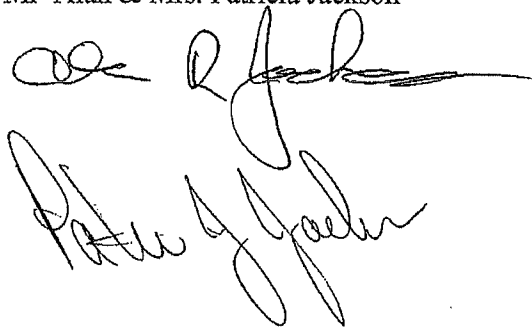
**Re: Lot 1 in DP 170378 (64 Alton Road, Cooranbong)**

We write to confirm that, as the current registered proprietors of the above mentioned land, we do hereby grant owners consent for Johnson Property Group Pty Ltd to lodge a rezoning application for this lot on our behalf.

Should you have any queries in this regard, please do not hesitate to contact the undersigned.

Yours faithfully,

Mr Alan & Mrs. Patricia Jackson

The block contains two handwritten signatures in black ink. The top signature is a cursive signature that appears to read 'Alan Jackson'. The bottom signature is another cursive signature that appears to read 'Patricia Jackson'. Both signatures are written in a fluid, connected style.

3<sup>rd</sup> March 2005

Michael & Andra Dabson  
127 Dandaraga Road  
Mirrabooka, NSW 2264

John & Inkeri Dabson  
13A Victoria Street  
Bonnells Bay, NSW 2264

Mr Ken Holt  
Lake Macquarie City Council  
Box 1906  
Hunter Region Mail Centre  
NSW 2310

Dear Sir,

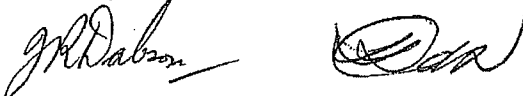
**Re: Lot 2 in DP 825266 (55 Alton Road, Cooranbong)**

We write to confirm that, as the current registered proprietors of the above mentioned land, we do hereby grant owners' consent for Johnson Property Group Pty Ltd to lodge a rezoning application for residential zoning of this land on our behalf.

Should you have any queries in this regard, please do not hesitate to contact the undersigned.

Yours faithfully

John Raymond Dabson & Inkeri Dabson

Two handwritten signatures in black ink, one for John Raymond Dabson and one for Inkeri Dabson, positioned side-by-side.

Michael Dabson & Andra Dabson

Two handwritten signatures in black ink, one for Michael Dabson and one for Andra Dabson, positioned side-by-side.

**Simon Bruce Dodson and Priscilla Ruth Dodson  
103 Avondale Road Cooranbong NSW 2265**

11 December 2007

To: Department of Planning New South Wales  
And to: Lake Macquarie City Council

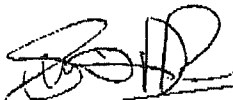
Dear Sirs

**North Cooranbong Rezoning  
Authority to seek Government approvals for re-zoning etc  
Property: Lot 1 in DP 329367**

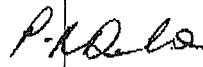
I am/we are the owner of the above land.

This is to confirm that Johnson Property Group Pty Ltd is authorized on our behalf to apply for and to progress planning applications with respect to our land, for the purposes of a rezoning of our land only. To avoid doubt, this authority extends to Johnson Property Group Pty Ltd applying for major project status under Part 3A of the Environmental Planning and Assessment Act for lands including our land.

Yours faithfully



Simon Bruce Dodson



Priscilla Ruth Dodson

**Anthony Donald Roy  
Alton Road Cooranbong NSW 2265**

11 December 2007

To: Department of Planning New South Wales  
And to: Lake Macquarie City Council

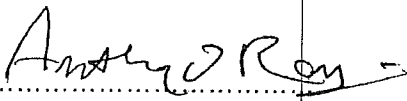
Dear Sirs

**North Cooranbong Rezoning  
Authority to seek Government approvals for re-zoning etc  
Property: Lot 1 in DP 363639**

I am/we are the owner of the above land.

This is to confirm that Johnson Property Group Pty Ltd is authorized on our behalf to apply for and to progress planning applications with respect to our land, for the purposes of a rezoning of our land only. To avoid doubt, this authority extends to Johnson Property Group Pty Ltd applying for major project status under Part 3A of the Environmental Planning and Assessment Act for lands including our land.

Yours faithfully

  
.....  
Anthony Donald Roy

Ian George Wheatley and Valda Lorraine Wheatley

11 December 2007

To: Department of Planning New South Wales  
And to: Lake Macquarie City Council

Dear Sirs

**North Cooranbong Rezoning**  
**Authority to seek Government approvals for re-zoning etc**  
**Property: Lot 3 in DP 1029952**

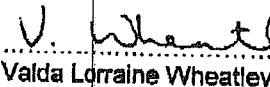
I am/we are the owner of the above land.

This is to confirm that Johnson Property Group Pty Ltd is authorized on our behalf to apply for and to progress planning applications with respect to our land. To avoid doubt, this authority extends to Johnson Property Group Pty Ltd applying for major project status under Part 3A of the Environmental Planning and Assessment Act for lands including our land.

Yours faithfully



Ian George Wheatley



Valda Lorraine Wheatley

**Lewis Volkl and Debbie Volkl**  
**18 Kings Road Coorانبong NSW 2265**

11 December 2007

To: Department of Planning New South Wales  
And to: Lake Macquarie City Council

Dear Sirs

**North Coorانبong Rezoning**  
**Authority to seek Government approvals for re-zoning etc**  
**Property: Lot 1 in DP 346776**

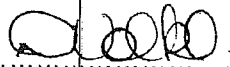
I am/we are the owner of the above land.

This is to confirm that Johnson Property Group Pty Ltd is authorized on our behalf to apply for and to progress planning applications with respect to our land, for the purposes of a rezoning of our land only. To avoid doubt, this authority extends to Johnson Property Group Pty Ltd applying for major project status under Part 3A of the Environmental Planning and Assessment Act for lands including our land.

Yours faithfully



Lewis Volkl



Debbie Volkl



**John Stephen Vosper**  
**102 Avondale Road Cooranbong NSW 2265**

11 December 2007

To: Department of Planning New South Wales  
And to: Lake Macquarie City Council

Dear Sirs

**North Cooranbong Rezoning**  
**Authority to seek Government approvals for re-zoning etc**  
**Property: Lot 1 in DP 360725**

I am/we are the owner of the above land.

This is to confirm that Johnson Property Group Pty Ltd is authorized on our behalf to apply for and to progress planning applications with respect to our land, for the purposes of a rezoning of our land only. To avoid doubt, this authority extends to Johnson Property Group Pty Ltd applying for major project status under Part 3A of the Environmental Planning and Assessment Act for lands including our land.

Yours faithfully

  
.....  
John Stephen Vosper

Phillip John Hitchcock and Rebecca Jane Hitchcock  
109A Avondale Road Cooranbong NSW 2265

11 December 2007

To: Department of Planning New South Wales  
And to: Lake Macquarie City Council

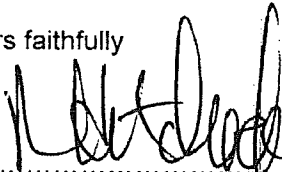
Dear Sirs

**North Cooranbong Rezoning**  
**Authority to seek Government approvals for re-zoning etc**  
**Property: Lot 1 in DP 301305**

I am/we are the owner of the above land.

This is to confirm that Johnson Property Group Pty Ltd is authorized on our behalf to apply for and to progress planning applications with respect to our land, for the purposes of a rezoning of our land only. To avoid doubt, this authority extends to Johnson Property Group Pty Ltd applying for major project status under Part 3A of the Environmental Planning and Assessment Act for lands including our land.

Yours faithfully



Phillip John Hitchcock



Rebecca Jane Hitchcock

Ian Bruce Iselin and Cheryl Ann Iselin  
115 Avondale Road Cooranbong NSW 2265

11 December 2007

To: Department of Planning New South Wales  
And to: Lake Macquarie City Council

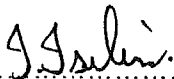
Dear Sirs

**North Cooranbong Rezoning**  
**Authority to seek Government approvals for re-zoning etc**  
**Property: Lot 13 in DP 129157**


I am/we are the owner of the above land

This is to confirm that Johnson Property Group Pty Ltd is authorized on our behalf to apply for and to progress planning applications with respect to our land, for the purposes of a rezoning of our land only. To avoid doubt, this authority extends to Johnson Property Group Pty Ltd applying for major project status under Part 3A of the Environmental Planning and Assessment Act for lands including our land.

Yours faithfully



Ian Bruce Iselin



Cheryl Ann Iselin

**Dennis Ronald Batey and Marilyn Dorothy Batey**  
**104 Avondale Road Cooranbong NSW 2265**

11 December 2007

To: Department of Planning New South Wales  
And to: Lake Macquarie City Council

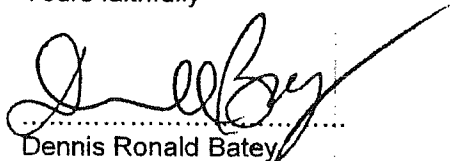
Dear Sirs

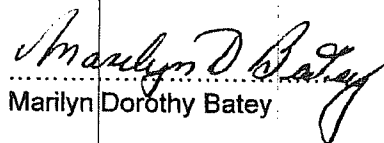
**North Cooranbong Rezoning**  
**Authority to seek Government approvals for re-zoning etc**  
**Property: Lot 21 in DP 129159**

I am/we are the owner of the above land

This is to confirm that Johnson Property Group Pty Ltd is authorized on our behalf to apply for and to progress planning applications with respect to our land, for the purposes of a rezoning of our land only. To avoid doubt, this authority extends to Johnson Property Group Pty Ltd applying for major project status under Part 3A of the Environmental Planning and Assessment Act for lands including our land.

Yours faithfully

  
Dennis Ronald Batey

  
Marilyn Dorothy Batey

**Ankica Doncevic**  
**76 Avondale Road Cooranbong NSW 2265**

11 December 2007

To: Department of Planning New South Wales  
And to: Lake Macquarie City Council

Dear Sirs

**North Cooranbong Rezoning**  
**Authority to seek Government approvals for re-zoning etc**  
**Property: Lot 2 in DP 663728**

I am/we are the owner of the above land.

This is to confirm that Johnson Property Group Pty Ltd is authorized on our behalf to apply for and to progress planning applications with respect to our land. To avoid doubt, this authority extends to Johnson Property Group Pty Ltd applying for major project status under Part 3A of the Environmental Planning and Assessment Act for lands including our land.

Yours faithfully

*Ankica Doncevic*  
Ankica Doncevic

Gloria Fay Ferguson  
108 Avondale Road Cooranbong NSW 2265

11 December 2007

To: Department of Planning New South Wales  
And to: Lake Macquarie City Council

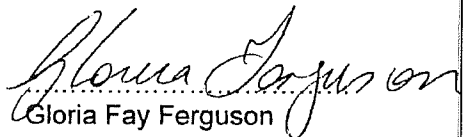
Dear Sirs

**North Cooranbong Rezoning**  
**Authority to seek Government approvals for re-zoning etc**  
**Property: Lot 2 in DP 346776**

I am/we are the owner of the above land.

This is to confirm that Johnson Property Group Pty Ltd is authorized on our behalf to apply for and to progress planning applications with respect to our land, for the purposes of a rezoning of our land only. To avoid doubt, this authority extends to Johnson Property Group Pty Ltd applying for major project status under Part 3A of the Environmental Planning and Assessment Act for lands including our land.

Yours faithfully

  
Gloria Fay Ferguson

John Raymond Dabson, Inkeri Dabson, Michael David Dabson and Andra Maree  
Dabson  
c/- Lot 2 97/99 Alton Road Cooranbong, NSW 2265

20 December 2007

To: Department of Planning New South Wales  
And to: Lake Macquarie City Council

Dear Sirs

**North Cooranbong Rezoning**  
**Authority to seek Government approvals for re-zoning etc**  
**Property: Lot 14 in DP 129157 and Lot 2 in DP 825266**

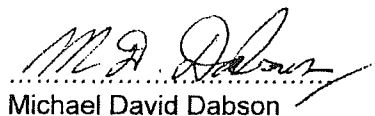
We are the owners of the above land.

This is to confirm that Johnson Property Group Pty Ltd is authorized on our behalf to apply for and to progress planning applications with respect to our land, for the purposes of a rezoning of our land only. To avoid doubt, this authority extends to Johnson Property Group Pty Ltd applying for major project status under Part 3A of the Environmental Planning and Assessment Act for lands including our land.

Yours faithfully

  
John Raymond Dabson

  
Inkeri Dabson

  
Michael David Dabson

  
Andra Maree Dabson

# APPENDIX F

## NORTH COORANBONG AREA PLAN

HDB TOWN PLANNING & DESIGN



## **Appendix F**

### **Has been withdrawn**

# APPENDIX G

## REVISED STATE SIGNIFICANT SITE REPORT

HDB TOWN PLANNING & DESIGN

STATE SIGNIFICANT SITE STUDY

FOR

NORTH COORANBONG LISTING UNDER  
SEPP (MAJOR PROJECTS) 2005

PREPARED BY



PREPARED FOR



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## **1.0 The Significance of the Site**

The following report details the characteristics of the North Cooranbong concept plan in relation to its possible listing under the *SEPP (Major Projects) 2005* as a Major Projects Site in *Schedule 4 Amendment Of Other Environmental Planning Instruments*. This report should be read in conjunction with the Concept Plan Application (HDB 2008) which provides a full description of the proposed site use and preliminary environmental assessment.

This study has been prepared to respond to matters raised in Department of Planning letter dated 8 November 2007 (attached in Appendix E to the Concept Plan application) and also the Department of Planning Guideline document, *Guideline for State Significant Sites under the Major Project SEPP*.

### **1.1 Introduction**

Under the *SEPP (Major Projects) 2005* specific sites can be identified as a State Significant Site in Schedule 3 if they propose to assist the development, redevelopment or protection of sites of cultural, economic, social (or otherwise) state significance. Alternatively, the inclusion of the site in Schedule 4 of the SEPP will allow an amendment of the Lake Macquarie Local Environmental Plan 2004 to include the North Cooranbong site as a Major Project development without being afforded the same planning assessment process as a State Significant Site.

This document will therefore provide an assessment of the State Significance of the site to determine how the site will be included in the *SEPP (Major Projects) 2005*. The Department of Planning, in determining the appropriate listing of the project as either a Schedule 3 or 4 project, will be shown that Schedule 4 provides an appropriate avenue of assessment for the subject site.

In terms of achieving planning objectives, the listing enables the NSW State Government to deliver projects which are of importance to the state as listed above.

In determining whether a site is to be listed under Schedule 4, many similar criteria as for State Significant Sites must be addressed for a Schedule 4 listing. Therefore the *Draft Guidelines for State Significant Sites* have been used in order to undertake the necessary planning assessment required for this application. The Minister will therefore consider the following criteria and whether the proposal meets at least one of the following as listed in the *Draft Guidelines State Significant Sites (2005)*:

- (a) *The site is in an identified strategic location (in a State or Regional strategy), is important to a particular industry sector, or employment, infrastructure, service delivery or of redevelopment significance in achieving government policy objectives; or*
- (b) *The site is important for environmental conservation or natural resources; or*
- (c) *The site is important in terms of amenity, cultural, heritage, or historical significance in achieving State or Regional objectives; or*
- (d) *The site needs alternative planning or consent arrangements where added transparency is required because of potential conflicting interests or more than one local council is likely to be affected.*

Further to this Assessment Section 3 of this document provides a draft amendment for inclusion in Schedule 4 of *SEPP (Major Projects) 2005* including a listing of all relevant

zonings which will apply to the site. These zoning have been derived from, and comply with, the Lake Macquarie Local Environmental Plan 2004.

## **1.2 Planning Study**

In a letter from the Department of Planning dated 8<sup>th</sup> November 2007, the proponent was informed that the subject site would be considered by the Minister as a potential State Significant Site in Schedule 3, or as an amendment of other environmental planning instruments in Schedule 4. It has since been indicated that the site will be assessed under Schedule 4. This report constitutes the State Significant Site Study (to be read in conjunction with its parent document which provides a concept plan and environmental assessment) to demonstrate that the site warrants inclusion in the *SEPP (Major Projects) 2005*. This report in combination with the parent document provides the following, in order to address the Director Generals Requirements for the subject site:

- An Environmental Assessment of the concept plan (the parent document),
- State and regional planning implications and significance of the subject site,
- The suitability of the site:
  - Social
  - Economic
- Infrastructure delivery and natural resource planning,
- Additional considerations specific to the site or the proposal.

The Concept Plan Application, to which this report forms an appendix, provides an in-depth discussion of the implications of the proposal and the outcomes and objectives which it hopes to achieve. In determining whether the site is to be included, the following section will address the significance of the site in relation to a possible future listing under Schedule 4 of *SEPP (Major Projects) 2005*.

## **1.3 Summary Statement and justification**

In December 2006 the NSW Department of Planning released the Lower Hunter Regional Strategy which provided a region wide direction for planning for a period of 25 years. Under this document a number of areas were identified for, among other things, residential development to assist in accommodating the expected population growth in the Lower Hunter during this period.

The subject site was identified as being a major future residential release area. Specifically the site was identified as being a potential source of up to 3000 residential dwellings. This represents over 2% of anticipated housing, capable of accommodating approximately 4% of the anticipated population growth in the Lower Hunter over the next 25 years. Additionally the site can be seen as state significant for a number of reasons including:

- The proposed development of the site would support the Major Emerging Centre of Morisset.
- The site is principally held in one ownership with one committed developer who is passionate about creating sustainable and affordable housing.
- The use of the site as outlined in the concept plan will assist Avondale Collage in its quest for University status.
- The site would provide a valuable source of affordable housing and could support home buyers through the use of the Johnson Property Group First Home buyers initiative.

- The site can be adequately and sustainably serviced as is shown by the agreement which has been signed between the Hunter Water Corporation and the Johnson Property Group to provide recycled water to future dwellings for such uses as landscaping and toilet flushing.

Indeed, being identified in the Lower Hunter Regional Strategy alone should not automatically warrant inclusion as a State Significant Site in *SEPP (Major Projects) 2005*, however the site also has several unique characteristics.

- In relation to other areas identified for residential development in the Strategy the subject site represents the single new residential release area in the Southwest Lake Macquarie area with all other nearby residential areas being existing areas which have been partially developed and have much less capacity than the subject site.
- The subject site is located in close proximity to existing infrastructure, particularly the F3-Freeway and the Newcastle-Sydney Rail line.
- In addition to the subject site, a large area of future employment land has been identified for Cooranbong on the opposite side of the F3 Freeway. This large area of employment land will be instrumental in providing a significant amount of regional employment over the next 25 years. It may also be directly connected to the subject site (via Freemans Drive) providing a direct connection between future residential and employment land preventing the need for extensive additions to existing transport infrastructure. Best practice planning would support the connection of these two areas and maximise the benefit to the community by ensuring that the North Cooranbong suburb is developed to its full potential.
- Additional employment.
- In addition to the above reasons the subject site is relatively constraint free and all environmental constraints and consideration have been provided for in the concept urban design.

For these reasons the subject site is seen as regionally important and with the continuing growth of Sydney and the expansion of Sydney's population in to the Greater Metropolitan area the need to secure well planned residential land for the future is evident.

Additionally the companion document to the Lower Hunter Regional Strategy is the draft Lower Hunter Regional Conservation Plan. The subject site does not threaten the aims and objectives of this plan and in fact supports this plan by providing sustainable residential land that does not jeopardise the ecology of the region.

In order to secure all the above benefits and ensure the full benefits of the subject site can be achieved for the region and the state, the subject site should be listed as a State Significant Site under the *SEPP (Major Projects) 2005*.

### **1.3.1 State Environmental Planning Policy Major Projects**

The aims of *SEPP (Major Projects) 2005* are:

- (a) to identify development to which the development assessment and approval process under Part 3A of the Act applies,
- (b) to identify any such development that is a critical infrastructure project for the purposes of Part 3A of the Act,

- (c) to facilitate the development, redevelopment or protection of important urban, coastal and regional sites of economic, environmental or social significance to the State so as to facilitate the orderly use, development or conservation of those State Significant Sites for the benefit of the State,
- (d) to facilitate service delivery outcomes for a range of public services and to provide for the development of major sites for a public purpose or redevelopment of major sites no longer appropriate or suitable for public purposes,
- (e) to rationalise and clarify the provisions making the Minister the approval authority for development and Sites of State Significance, and to keep those provisions under review so that the approval process is devolved to councils when State planning objectives have been achieved.

The listing and subsequent assessment of the subject site as a State Significant Site or a Schedule 4 site will meet the aims and objectives of the SEPP with particular emphasis on objectives (c) and (d). Listing the site under the SEPP will enable the optimal development of the subject site, taking into consideration social, environmental and economic factors, for the benefit of the State. Furthermore the listing will facilitate the important delivery outcomes of public services in the vicinity (importantly housing), and also facilitate the undertaking of the major project.

### 1.3.2 Draft Guidelines for State Significant sites

As described in the preceding section, the subject site is proposed to be listed under *Schedule 4 Amendment of Other Planning Instruments*. The Draft Guidelines for State Significant Sites containing specific criteria to which a site should comply for it to be considered state significant, can and have been effectively applied to the assessment of proposed Schedule 4 sites for assessment purposes. Consequently, as a site needs to comply with at least one of these criteria, these criteria, and whether or not they relate to the subject site, are listed below:

When considering whether a site can be categorised as being of State Significance, the Minister will consider whether the site meets one or more of the following criteria:

- (a) *be of Regional or State importance because it is in an identified strategic location (in a State or Regional strategy), its importance to a particular industry sector, or its employment, infrastructure, service delivery or redevelopment significance in achieving government policy objectives; or*

#### **Comment**

As previously described, the site is identified in the Lower Hunter Regional Strategy as an important residential land resource, the development of such will contribute significantly to the achieving of the objectives of that Strategy, and therefore the objectives of the NSW Department of Planning.

It should also be noted that the concept plan for the subject site would support the NSW State Plan, particularly Chapter 6 Environment and Living which lists the provision of affordable and sustainable housing as a major State objective. The development of the concept plan for the subject site would greatly assist these objectives being met in the Lower Hunter and the greater Sydney Metropolitan area.



- (b) *be of regional or state environmental conservation or natural resource importance in achieving State or regional objectives. For example protecting sensitive wetlands or coastal areas; or*

**Comment**

While the site does not specifically relate to or address State or Regional environmental and/or natural resource objectives, conservation offsets have been allocated to protect threatened species. Furthermore a preliminary assessment of the site characteristics found there were no significant natural resources on the subject site. Therefore the proposed use for residential development would not result in a loss of recoverable resources.

The use of a site which has already been heavily disturbed by humans will also reduce pressure on for greenfield development on more sensitive land.

An area of land, known as Mason's land, a triangular parcel of land in the north west corner of the site, is important to The Department of Environment and Climate Change (DECC) as it provides corridor connection to the adjoining Olney State Forest. Currently this land is in private ownership which could be transferred to DECC under agreement.

- (c) *be of regional or state importance in terms of amenity, cultural, heritage, or historical significance in achieving State or Regional objectives. For example sensitive redevelopment of important heritage precincts; or*

**Comment**

The site is not identified as being of state importance in relation to amenity, cultural and/or heritage significance. However the history of the site has been taken into consideration as part of the concept design process.

- (d) *need alternative planning or consent arrangements where:*  
(i) *added transparency is required because of potential conflicting interests*  
(ii) *more than one local council is likely to be affected.*

**Comment**

NA. This criteria is not considered to apply to the subject site.

**Summary**

The site meets a least one of the above criteria in helping to achieve state and regional planning objectives therefore it can be considered for listing under Schedule 4 of *SEPP (Major Projects) 2005*.

## 2.0 The State Significance of the Site

### 2.1 Introduction

The act of adding the subject site to Schedule 4 of *SEPP (Major Projects) 2005* will in effect create a new planning regime for the subject site. The planning instrument, the Lake Macquarie Local Environmental Plan 2004, and draft Lake Macquarie Local Environmental Plan (Amendment 27), will be overridden by a new amendment to Schedule 4 of the Major Projects SEPP which will govern the future development of the site.

### 2.2 Land to which the SEPP Amendment Applies

The proposed amendment will apply to all land within the heavy edged red line as shown on **Figure 1**, attached to this report.



**Figure 1 – Ownership Plan for Subject Site. Refer to following Table for corresponding Lot & DP's.**

ParcelID	TAG	Owner
1	1/595941	Australasian Conference Association Ltd (trustee for the Seventh-day Adventist Church)/Avondale Greens Developments P/L
2	11//129156	As Above
3	12//129157	As Above
4	20//129159	As Above
5	1//7352	As Above
6	2//7352	As Above
7	3//7352	As Above
8	5//7352	As Above
9	6//7352	As Above
10	7//7352	As Above
11	8//7352	As Above
12	9//7352	As Above
13	10//7352	As Above
14	11//7352	As Above
15	12//7352	As Above
16	13//7352	As Above
17	1/6/3533	As Above
18	2/6/3533	As Above
19	3/6/3533	As Above
20	4/6/3533	As Above
21	5/6/3533	As Above
22	6/6/3533	As Above
23	7/6/3533	As Above
24	8/6/3533	As Above
25	10/6/3533	As above
26	1//825266	H. Pocock
27	1//170378	Avondale Greens Developments P/L
28	2//825266	Dabson
29	1//182756	I. & L. Mears/ Avondale Greens Developments P/L
30	1//348173	Avondale Greens Pty Ltd.
31	212//1037011	Avondale Greens Pty Ltd. (prev. 21//865588)
32	1//170378	Avondale Greens Developments P/L
33	1//329367	S. & P. Dodson
34	14//129157	J. & I. Dabson and M. & A. Dabson
35	1//301305	P. & R. Hitchcock
36	13//129157	I. & C. Iselin
37	1//346776	L. & D. Volk
38	2//346776	G. Ferguson
39	21//129159	D. & M. Batey
40	1//360725	J. Vosper
41	1//363639	A. & D. Roy
42	3//1029952	I. & G. Wheatley
43	2//663728	A. Doncevic
44	219//755218	Avondale Greens Pty Ltd.
45	2//517245	Australasian Conference Association Ltd (trustee for the Seventh-day Adventist Church)/Avondale Greens Developments P/L
46	34//736908	Australasian Conference Association Ltd (trustee for the Seventh-day Adventist Church)/Avondale Greens Developments P/L
47	34//736908	Town Common

## **2.3 Clause 8(2) of SEPP (Major Projects) 2005**

This State Significant Site Study, outlines the State Significance of the site. The requirements for assessment under Clause 8(2) of *SEPP (Major Projects) 2005*, listed below, are addressed in a condensed form.

An Environmental Assessment Report (EAR) and concept plan have also been prepared for the proposal and as a whole support the classification of this site as a State Significant Site (SSS). These documents have been prepared to fulfill the Director General's Requirements and support the listing of the subject site as State Significant. These requirements for assessment under Clause 8(2) of *SEPP (Major Projects) 2005*, include:

- (a) The State or regional planning significance of the site, and
- (b) The suitability of the site for any proposed land use taking into consideration environmental, social and economic factors, the principles of ecological sustainable development and any State or Regional planning strategy, and
- (c) The implications of any proposed land use for local or regional land use, infrastructure, service delivery and natural resource planning, and
- (d) Any other matters required by the Director-General.

The EAR and State Significant Site Study, in concert, address these Clause 8(2) requirements.

### **(a) *The State or Regional Planning Significance Of The Site***

#### **Comment**

The subject site was identified as being an area of significant future residential growth under the Lower Hunter Regional Strategy (LHRS) with a target of up to 3000 lots being set on the site. After significant baseline studies were undertaken on the site to support its rezoning (under a previous zoning scheme prior to the release of the LHRS) it was evident that the site would have the capacity to accommodate much, but not all, of the anticipated residential growth for which it was identified in the LHRS.

Importantly the site represents the major urban (residential) release in the West Lake Macquarie area with the ability to meet demand for residential land in the area. The area is highly dependent on the timely, efficient and sustainable release of this site to underpin future economic expansion in Cooranbong and Morisset.

The subject site is an important part of the LHRS and the proposal can therefore be seen as consistent with the regional objectives of this plan in ensuring there is sufficient residential land to accommodate expected growth.

### **(b) *The suitability of the site for any proposed land use taking into consideration environmental, social and economic factors, the principles of ecological sustainable development and any State or Regional planning strategy***

#### **Comment**

An assessment of the site has been undertaken and a concept plan developed from the resulting information. The areas addressed by both the studies and the concept plan include:

## **Traffic & Transport**

Traffic and transport are addressed in Section 7.2 of the EAR. Traffic Investigations for the North Cooranbong Development have been initially completed by *GHD* and peer reviewed by *Better Transport Futures*. This work covered a comprehensive investigation of the road based and other traffic implications of the development and included recommendations on the most appropriate level of road and intersection upgrades to support the development.

### Public Transport

#### *Rail Services*

Cooranbong is located near two railway stations (Morisset and Dora Creek) which are serviced by regional and intercity type rail services.

#### *Bus Services*

Cooranbong is currently serviced by Morisset Bus Company which operates along the Freeman's Drive Corridor, linking Cooranbong with Morisset (Route No. 280).

#### *TMAP Initiatives*

Details of the contribution of the North Cooranbong development to these regional transport initiatives, which focuses on the North Cooranbong to Morisset corridor, are contained in the BTF TMAP report and are fully supported by the applicant.

## **Biodiversity, Flora & Fauna**

Biodiversity, flora and fauna are addressed in Section 7.3 of the EAR. This section provides an in-depth discussion of the Concept Plan in relation to ecological matters on both local and regional scales. The environmental offsets to be dedicated to the DECC by the applicant, as part of the concept plan is also discussed in detail.

## **Water Quality Management**

Water Quality Management is addressed in Section 7.4 of the EAR. There is particular emphasis on the implementation of a water-sensitive urban design approach in order to contribute to the long term sustainability of the site and its surrounding environment.

### *Implications of Concept*

This site represents the opportunity to implement a water management system which would not only ensure sustainability of the development, but also contribute to an improvement in the overall environmental quality of the North Cooranbong site, the receiving waters and the surrounding areas.

## **Geotechnical & Contamination**

Geotechnical and contamination are addressed in Section 7.5 of the EAR, and include:

### Landform & Geotechnical Capacity

Generally speaking the geology of the site means it can be readily excavated by conventional earthmoving equipment and the geology of the site does not constrain future development. Prior to future development specific site investigations should be made to quantify the exact geology of the particular area to be developed.

### Contamination

Contamination present on site is located in a smaller number of isolated locations and not strewn across the site. These can be easily targeted and remediated as development of the area occurs.



### Subsidence

The majority of the site is free of any mine subsidence constraints with the exception of three (3) lots.

Provision has been made for these lots in the site specific DCP which requires consultation with the Mine Subsidence Board prior to the issuing of development consent.

### Soil Erosion

As part of the geotechnical investigations undertaken, an assessment of the erosive quality of the site was carried out. Erosion and sediment control plans are recommended to be furnished by the proponent prior to future works to demonstrate mitigation and control techniques to prevent unwanted soil movement through the subject site.

### Salinity

No signs of salinity were identified on the subject site. It is recommended that further investigations take place in the future to determine the potential for soil salinity.

### Acid Sulphate Soils

An initial assessment of the potential for Acid Sulphate Soils on was undertaken and it was determined that there is little likelihood of these soils occurring across the site.

Specific investigations are recommended for any proposed works in these areas however unlikely the existence of Acid Sulphate Soils may be.

### Resource Implications

The subject site is not known to hold any significant resources which the proposed development may prevent from being extracted or utilised.

The future development of the site for urban uses would not jeopardise the ability to utilise any significant resources, now or in the future.

### Groundwater

The existence of groundwater on the site has been identified as being limited, and insignificant effects on groundwater would result from the proposal.

### Geotechnical Conclusions & Recommendations

No geotechnical constraints adversely affect the site as a whole and the concept plan is responsive to any limitations.

## **Bushfire Risk Assessment**

Bushfire Risk Assessment is addressed in Section 7.6 of the EAR. Given the site's location in close proximity to large areas of vegetation, the site has been identified as being bushfire prone.

An assessment of the site in line with *Planning for Bushfire Protection*, is attached **Appendix H** of the EAR. This report provides a full assessment of the site in relation to bushfire and bushfire mitigation, including recommended Asset Protection Zones. It is considered that if the recommendations of this report are incorporated into the site and its ongoing maintenance then an acceptable level of bushfire risk can be attained for the proposal.

#### APZ Ownership & Management

Adequate protection can be provided in the concept design to enable the development to proceed in the manner proposed in the concept plan and in accordance with Planning for Bushfire Protection 2006, subject to the adoption of the above recommendations.

#### **Infrastructure & Utilities**

Infrastructure and utilities are addressed in Section 7.7 of the EAR. It is considered that with the provision of appropriate infrastructure at the developer's cost, the project can be adequately serviced without adversely impacting on surrounding facilities and the level of service already existing in the area.

#### Water Supply

Hunter Water Corporation has advised that the subject site can be serviced by the provision of either a high level supply tank, or an on-site reservoir to service the expected water demands from the proposed development. It has also been indicated that the connection to the existing supply system should be made at either the Dora Creek Reservoir or the junction of two Nominal Diameter, 375mm Cast Iron- Cement Lined water mains near the Dora Creek Bridge.

#### Water Demand

The proposed development and the adjoining land areas are expected to produce an estimated average daily demand for water of 1800kL/day, with a peak hourly flow of approximately 100L/s.

#### Water Supply Trunk Servicing Options

Modelling has indicated that the local reticulation system surrounding the proposal is at capacity and unable to service any additional lots.

#### Wastewater & Water Recycling

In the short term, Hunter Water Corporation has advised that the existing spare capacity of the WWTW (*approximately 200 ETs*) may cater for the initial stages of the development.

#### Sewer loads

Estimated wastewater loads will average 25L/s in dry weather and peak at approximately 200L/s in wet weather.

#### Wastewater Truck Servicing Options

Hunter Water Corporation has indicated that the development may be able to utilise the current spare capacity (*approximately 120 ET*) of the Cooranbong No. 7 WWPS during the initial stages of the construction without the need for upgrades.

#### Water Recycling

A number of water saving measures are proposed to be incorporated into various stages of the development, including the adoption of water saving devices, rainwater re-use and the use of recycled water across the site to achieve a minimum 40 % reduction. Recycled water could be used for watering playing fields, topping up artificial water features and other forms of irrigation.

#### Electricity

There is sufficient supply for the North Cooranbong proposal.

### Communications

The site will have access to a suitable telecommunications network.

### Natural Gas

Natural gas is available in the vicinity and can be extended to supply the North Cooranbong proposal.

## **Heritage**

Heritage, both Indigenous and European, are addressed in Section 7.8 of the EAR.

### Indigenous

Although it is highly probable that no artefactual material will be found, even if present, it is important, in order to demonstrate due diligence, that preliminary earthworks are carefully observed to ensure that if objects are unearthed, that any opportunity there may be to add to the archaeological record is not accidentally destroyed.

### European

The site does not contain heritage items and is not within a heritage conservation zone. The existing aerodrome is considered to have some social significance to the local community and the Seventh Day Adventists organisation. Accordingly there are opportunities for interpretation of the airstrips through the alignment of roads, naming of streets and appropriate, commemorative signage.

## **Social Community Infrastructure**

Social community infrastructure is addressed in Section 7.9 of the EAR.

### Community Needs

It is envisaged that the North Cooranbong concept plan will develop in stages over a twenty year period. Market forces will determine the pace of development and some flexibility will be required in relation to the actual timing of the provision of facilities. JPG is committed to providing contributions in accordance with an agreed VPA, towards the provision of this social infrastructure having regard to Council's existing requirements.

The outline of the VPA is addressed in Section 6.1.1 of the EAR.

## **Economic Development**

Economic development is addressed in Section 7.10 of the EAR.

### Multiplier Effects

#### *Construction Phase*

The proposed development will experience additional economic activity generated by this phase.

#### *Employment Generated*

It is estimated that employment will be generated in the construction, retail, education, health and community services areas,

### Market Demand Analysis

#### *Existing Housing Supply*

The predominant housing type in North Cooranbong, Cooranbong and Morisset is singlet detached housing. North Cooranbong has more townhouses and villas, Cooranbong has a higher proportion of flats and Morisset dominates in terms of detached housing. These forms



of housing however make up a very small proportion of the total housing type when compared to single detached housing.

#### *Existing Household Structure*

A breakdown of the existing household structure for Cooranbong compared to the Lake Macquarie LGA, is given in this section.

#### *Projected Populations*

Any development proposal for north of Cooranbong would be likely to accommodate residents markedly different from those who currently live in Cooranbong, with new housing on any scale likely to be taken up by a market closer to the city and state averages.

#### *Housing Targets*

The North Cooranbong development proposal provides the opportunity to expand and diversify housing options in an area traditionally dominated by large rural residential housing. The provision of mixed housing stock also caters for all stages of the lifecycle and will help build Cooranbong as a diverse, multigenerational and increasingly self-sustaining community.

#### *Recommendation*

It is suggested that 50 – 200 lots be released per annum over the life of the project, dependent on demand levels and the rate of absorption of lots. Lots should cover a wide market sector and include smaller lots.

#### *Housing Affordability*

The intention is to provide mixed housing.

Supply side strategies with positive implications for diversity included within the North Cooranbong proposal include:

- Provision of a range of lot sizes and housing styles;
- Development of a private housing market entry scheme to increase access for eligible purchasers; and
- Provision of adaptable and universal housing to cater to people with a disability and those who choose to “age in place”.

### **Principles of Ecologically Sustainable Development and Greenhouse Gas Emissions**

Principles of ecologically sustainable development and greenhouse gas emissions are addressed in Section 7.11 of the EAR. The issues addressed include the following sub-sections.

#### **(a) Predicted Carbon Dioxide Emissions & Global Warming**

- Sea Level Change

#### **(b) Sustainability Targets**

Guiding sustainability targets which will form a basis of the future development of the site:

- Energy
- Water
- Materials and waste
- Transportation

- Biodiversity
- Emissions, and
- Social Impact

### Visual Impact Assessment

The visual impact assessment is addressed in Section 7.12 of the EAR. The site's characteristics and the visual impacts of the concept plan, on surrounding land uses can demonstrate that the proposal will have minimal visual impact on the locality.

The concept design has been prepared to provide an urban design which best suites the environmental features of the site. The concept plan proposal will have minimal impact on the visual amenity of the surrounding suburb.

### Noise Impact Assessment – F3 Freeway

The noise impact assessment is addressed in Section 7.13 of the EAR.

Traffic noise levels are compliant with DECC's criteria of 55 LAeq,15hr (day) and 50 LAeq,9hr (night) at worst-affected locations within the residential estate. Therefore, no special acoustic modifications will need to be incorporated into the design of the development. The proximity of the site to the F3 Freeway will not effect the successful realisation of the Concept Plan.

### Planning Framework and Context (section 3.0 of the EAR)

The site analysis and resulting concept plan also addresses:

- the EPBC Act 1999,
- the Lower Hunter Regional Strategy,
- Draft Lower Hunter Regional Conservation Plan,
- Lake Macquarie City Council Lifestyle 2020,
- SEPP (Major Projects) 2005,
- SEPP 11 - Traffic Generating Developments,
- SEPP 55 - Remediation of Land,
- Draft SEPP No. 66—Integration of Land Use and Transport,
- Hunter Regional Environmental Plan 1989,
- Hunter Regional Environmental Plan (Heritage) 1989,
- Existing land use zonings and
- Section 117 Directions.

#### ***(c) The implications of any proposed land use for local or regional land use, infrastructure, service delivery and natural resource planning.***

The North Cooranbong site provides a sound opportunity to support the Lower Hunter Regional Strategy in providing strategically located, adequate and affordable residential land for the future growth of the region.

The subject site is in close proximity to existing urban infrastructure and transport opportunities. It will provide support to the Emerging Major Centre of Morisset, builds on the existing Avondale School precinct to support its future viability and growth, as well as providing support for Avondale College's quest for university status. Approval of the concept plan under Part 3A of the Act and the SEPP (Major Projects) 2005 will allow this project to proceed and meet the objectives of the Lower Hunter Regional Strategy.

The subject site is not known to hold any significant resources which the proposed development may prevent from being extracted or utilised. The future development of the site for urban uses would not jeopardise the ability to utilise any significant resources, now or in the future.

The EAR as a whole, further outlines how this proposal meets this requirement.

**(d) *The reasonableness of the development contributions for local and regional infrastructure.***

Consultation has been undertaken to provide a reasonable level of local and regional infrastructure. As outlined in the Statement of Commitments (Section 8.0 Of the North Cooranbong Environmental Assessment Report) this includes:

- Transport infrastructure
- Community infrastructure
- Non-potable water supply
- Trunk infrastructure
  - Sewer
  - Water
  - Electricity
  - Telecommunications

The provision of this infrastructure will be done in accordance with an agreement with the Minister and as such will be done in a manner which will ensure the reasonable provision of infrastructure.

**(e) *Any other matters required by the Director-General.***

All other matters are addressed throughout the EAR. 7.1 Director General's Environmental Assessment Requirements outlines which section of the EAR addresses each requirement.

## **2.4 New Land Use Zones**

The proposed amendment will create the following zones on the subject site, in accord with the Lake Macquarie LEP 2004:

- 2(1) Residential Zone
- 2(2) Residential Urban Living Zone
- 3(1) Urban Centre (Core) Zone
- 3(2) Urban Centre (Support) Zone
- 6(1) Open Space Zone
- 7(1) Conservation (Primary) Zone

A proposed zoning plan may be found on **Figure 2**.

Proposed zoning objectives can be found in Section 3.0 of this report. These have been based on the zoning objectives of the standard instrument.

Appendix C LAND USE PLAN

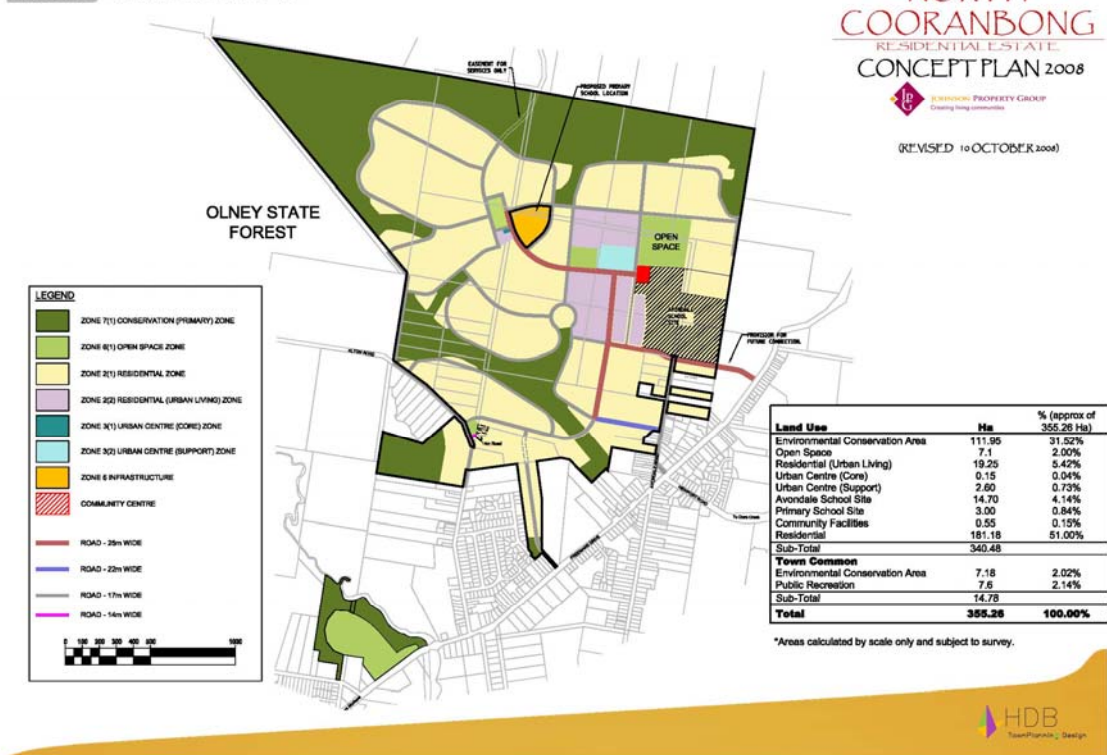


Figure 2 – Concept Plan Showing Zonings.

## 2.5 Development Conditions

### Development Standards

As part of the initial planning for the North Cooranbong residential development, a Draft Development Control Plan (DCP) has been prepared, based on the Lake Macquarie Development Control Plan model. It is envisaged that this DCP will provide some site specific development standards with additional standards coming from the relevant chapters of the existing Lake Macquarie Development Control Plan.

### Subdivision

Specific planning controls for subdivision within the site have not yet been formulated. In the absence of site specific subdivision controls, the subdivision control of Lake Macquarie City Council will apply to the site.

### Public Utilities

Public utility undertakings are to be assessed under Part 5 of the Environmental Planning and Assessment Act 1979.

### Future Consent Authority

The initial consent authority for the site for all development falling under Part 3A of the Act will be the Minister.

Subsequent development applications for local development during the operational life of the suburb will be the local council who in this case is Lake Macquarie City Council.

### **Integrated Development and CMA**

In terms of integrated development, the listing of the site under Schedule 4 precludes the application of integrated development requirements in relation to future development. Specifically Section 75U and 75V of the EPA Act 1979 specifies that integrated development approvals do not apply to Part 3A projects.

Similarly, the Hunter Central Rivers Catchment Management Authority (CMA) who administers the Native Vegetation Act 2003 should be removed from the development process due to a Schedule 4 listing. Importantly the application of the Native Vegetation Act 2003 would no longer apply to areas which receive an 'urban zoning' under the proposed zoning plan.

### **Exempt and Complying Development**

SEPP 60 – Exempt and Complying Development will not apply to the subject site as the exempt and complying development standards of Lake Macquarie Council are adopted in the provisions of this listing.

### **Interim Uses**

An interim use clause will be included in the Draft SEPP amendment to accommodate existing uses on site until the realisation of the concept plan precludes or conflicts with the existing site uses as they currently exist.

## **3.0 Draft SEPP Amendment**

### **Part 1 Preliminary**

#### **1 Name of Policy**

This Policy is State Environmental Planning Policy (Major Projects) 2005 (Amendment No XX).

#### **2 Aims of Policy**

- (a) to identify the land to which this policy applies as a site listed in Schedule 4 Amendment to Other Environmental Planning Instruments under *State Environmental Planning Policy (Major Projects) 2005*, and
- (b) to identify development on the site that is development to which Part 3A of the *Environmental Planning and Assessment Act 1979* applies, and
- (c) to establish appropriate zoning and other development controls for that land, and
- (d) to provide for appropriate development on that site that satisfies the principles of ecologically sustainable development, and
- (e) to implement the outcomes of the Lower Hunter Regional Strategy, and
- (f) to identify and provide land within the site for high quality open space for recreational purposes and for community uses that serve the needs of those who live and work in the North Cooranbong community and surrounding areas.

#### **3 Land to which Plan applies**

This Policy applies to certain land known as North Cooranbong in the local government area of Lake Macquarie, being Lot 1 DP595947, Lot 11 DP 129156, Lot 12 DP 129157, Lot 20 DP 129159, Lots 1-13, DP 7352, Lot 1, 2, 3, 4, 5, 6, 7 8 and 10 DP 3353, Lot 1 DP 825266, Lot 1 DP 170378, Lot 2 DP 825266, Lot 1 DP 182756, Lot 1 DP 348173, Lot 212 DP 1037011, Lot 1 DP 329367, Lot 14 DP 129157, Lot 1 DP 301305, , Lot 13 DP 129157, Lot 1 and 2 DP 346776, Lot 21 DP 129159, Lot 1 DP 360725, Lot 1 DP 363639, Lot 3 DP 1029952, Lot 2 DP 663728, Lot 219 DP 755218, Lot 2 DP 517245 and Lot 34 DP 736908, shown edged heavy black on Map X to Schedule 4 of State Environmental Planning Policy (Major Projects) 2005 and applies to the land identified on the Land Application Map.

#### **4 Amendment to State Environmental Planning Policy (Major Projects) 2005**

State Environmental Planning Policy (Major Projects) 2005 is amended as set out in Schedule 1.



## **Schedule 1 Amendments**

### **[1] Schedule 4 Amendment of other environmental planning instruments**

#### **Lake Macquarie Local Environmental Plan 2004**

Insert after clause 78U:

#### **Development of certain land - North Cooranbong**

- 1 This clause applies to land known as North Cooranbong, being Lot 1 DP595947, Lot 11 DP 129156, Lot 12 DP 129157, Lot 20 DP 129159, Lots 1-13, DP 7352, Lot 1, 2, 3, 4, 5, 6, 7, 8 and 10 DP 3353, Lot 1 DP 825266, Lot 1 DP 170378, Lot 2 DP 825266, Lot 1 DP 182756, Lot 1 DP 348173, Lot 212 DP 1037011, Lot 1 DP 329367, Lot 14 DP 129157, Lot 1 DP 301305, Lot 13 DP 129157, Lot 1 and 2 DP 346776, Lot 21 DP 129159, Lot 1 DP 360725, Lot 1 DP 363639, Lot 3 DP 1029952, Lot 2 DP 663728, Lot 219 DP 755218, Lot 2 DP 517245 and Lot 34 DP 736908.

#### **1 Definitions**

- (1) A word or expression used in this part has the same meaning as it has in the standard instrument prescribed by the *Lake Macquarie Local Environmental Plan 2004*.

Notes in this Plan are provided for guidance and do not form part of this Plan.

#### **2 Maps**

- (1) A reference in this part to a map adopted by this part is a reference to a map by that name:
- (a) approved by the Minister when the map is adopted, and
  - (b) as amended from time to time by maps declared by environmental planning instruments to amend that map, and approved by the Minister when the instruments are made.
- (2) Any such maps are to be kept and made available for public access in accordance with arrangements approved by the Minister.

#### **3 Application of this part**

Nothing in this part applies to or with respect to development for the purposes of a public utility undertaking.

#### **Part 3A projects**

#### **4 Part 3A Projects**

- (1) Subdivision of land other than a strata title subdivision, community title subdivision, or a subdivision for any one or more of the following purposes:
- (a) widening a public road,
  - (b) making an adjustment to a boundary between lots, being an adjustment that does not involve the creation of a greater number of lots,

- (c) a minor re-alignment of boundaries that does not create additional lots or the opportunity for additional dwellings,
  - (d) a consolidation of lots that does not create additional lots or the opportunity for additional dwellings,
- within the area shown on the map marked “State Environmental Planning Policy (Major Projects) 2005 (Amendment No. xx) - Stage1 Development Area Map”.

## **Provisions applying to development within the North Cooranbong Site**

### **5 Application of Division**

This division applies with respect to any development within the North Cooranbong Site and so applies whether or not the development is a project to which Part 3A of the Act applies.

### **6 Repeal of other local planning instruments applying to land**

- (1) All local environmental plans and deemed environmental planning instruments applying only to the land to which this Plan applies are repealed.
- (2) All local environmental plans and deemed environmental planning instruments applying to the land to which this Plan applies and to other land cease to apply to the land to which this Plan applies.

### **7 Land use zones**

- (1) For the purposes of this policy, land within the North Cooranbong Site is in a zone as follows if the land is shown on the map marked “State Environmental Planning Policy (Major Projects) 2005 (Amendment No. xx) – Zoning Map” as being within that zone:
  - (a) 2(1) Residential Zone
  - (b) 2(2) Residential Urban Living Zone
  - (c) 3(1) Urban Centre (Core) Zone
  - (d) 3(2) Urban Centre (Support) Zone
  - (e) 6(1) Open Space Zone
  - (f) 7(1) Conservation (Primary) Zone
- (2) The consent authority must have regard to the objectives for development in a zone when determining a development application in respect of land within the zone



## **8 Zone 2 (1) Residential Zone**

### **1 Objectives of zone**

The objectives of this zone are to:

- (a) permit development of neighbourhoods of low-density housing, and
- (b) provide for general stores, community service activities or development that includes home businesses whilst maintaining and enhancing the residential amenity of the surrounding area, and
- (c) ensure that housing development respects the character of surrounding development and is of good quality design, and
- (d) provide for sustainable water cycle management.

### **2 Without development consent**

Exempt development as provided in Schedule 1.

### **3 Only with development consent**

Development for the purpose of:

bed and breakfast establishments  
boarding houses  
child care centres  
community facilities  
drainage  
dual occupancies—attached  
dual occupancies—detached  
dwelling houses  
dwelling houses—exhibition  
earthworks  
educational establishments  
emergency services facilities  
environmental facilities  
general stores  
group homes  
home businesses  
home industries  
places of public worship  
professional consulting rooms  
roads  
signs  
small lot housing  
sporting facilities  
stormwater management facilities  
telecommunications facilities  
utility installations

### **4 Prohibited**

Development not listed in item 2 or 3.

## **9 Zone 2(2) Residential (Urban Living) Zone**

### **1 Objectives of zone**

The objectives of this zone are to:

- (a) provide for medium and high density housing, and
- (b) encourage development of good quality design within the zone, and
- (c) provide an environment where people can live and work in home businesses and professional services whilst maintaining the residential amenity of the surrounding area, and
- (d) provide residents with good access to a range of urban services and facilities, and
- (e) encourage amalgamation of existing lots to facilitate well designed medium and high density development, and
- (f) provide for sustainable water cycle management.

### **2 Without development consent**

Exempt development as provided in Schedule 1.

### **3 Only with development consent**

Development for the purpose of:

Bed and breakfast establishments  
Boarding houses  
Child care centres  
Clubs  
Community facilities  
Drainage  
Dwelling houses  
Earthworks  
Educational establishments  
Environmental facilities  
General stores  
Group homes  
Home businesses  
Home industries  
Motels  
Multiple dwelling houses  
Places of public worship  
Professional consulting rooms  
Residential flat buildings  
Roads  
Signs  
Small lot housing  
Sporting facilities  
Stormwater management facilities  
Telecommunications facilities  
Utility organisations

### **4 Prohibited**

Development not listed in item 2 or 3.

## **10 Zone 3 (1) Urban Centre (Core) Zone**

### **1 Objectives of zone**

The objectives of this zone are to:

- (a) provide land for commercial, retail, recreational and housing uses in a central location, and
- (b) generate viable employment and economic activity, and
- (c) create urban centres for safe and vibrant social, cultural and community activity, and
- (d) create public spaces that are accessible, welcome all people and are a central focus for the community, and
- (e) provide for sustainable water cycle management.

### **2 Without development consent**

Exempt development as provided in Schedule 1.

### **3 Only with development consent**

Development for the purpose of:

brothels  
bus stations  
car parking facilities  
car repair stations"  
child care centres  
clubs  
commercial premises  
community facilities  
drainage  
earthworks  
educational establishments  
emergency services facilities  
entertainment facilities  
environmental facilities  
helipads  
home businesses  
hotels  
large-scale commercial premises  
medical centres  
mixed use development  
motels  
motor showrooms  
places of public worship  
recreation facilities  
restaurants  
restricted premises  
roads  
service stations  
shops  
signs  
sporting facilities  
stormwater management facilities  
telecommunications facilities  
utility installations  
veterinary hospitals

#### **4 Prohibited**

Development not listed in item 2 or 3.

### **11 Zone 3(2) Urban Centre (Support) Zone**

#### **1 Objectives of zone**

The objectives of this zone are to:

- (a) provide land for development that supports the viability of Urban Centre (Core) zoned land
- (b) encourage good quality design within the zone, and
- (c) provide land for mixed use development comprising residential uses in combination with commercial and retail uses, professional services and home based business, and
- (d) provide for sustainable water cycle management.

#### **2 Without development consent**

Exempt development as provided in Schedule 1.

#### **3 Only with development consent**

Development for the purpose of:

Bulky goods showrooms  
Bus stations  
Car parking facilities  
Car repair stations  
Child care centres  
Clubs  
Commercial premises  
Community facilities  
Drainage  
Earthworks  
Educational establishments  
Emergency services facilities  
Environmental facilities  
General stores  
Home businesses  
Home industries  
Hospitals  
Hotels  
Large scale commercial premises  
Marinas  
Medical centres  
Mixed use development  
Motels  
Motor showrooms  
Places of public worship  
Recreation facilities  
Restaurants  
Roads  
Service stations  
Signs

Sporting facilities  
Stormwater management facilities  
Telecommunications facilities  
Utility installations  
Veterinary hospitals

#### **4 Prohibited**

Development not listed in item 2 or 3.

## **12 Zone 6(1) Open Space Zone**

### **1 Objectives of zone**

The objectives of this zone are to:

- (a) provide community owned land (shown cross hatched on the map) that is suitable for the passive and active recreation needs of the community, and
- (b) provide for a variety of facilities necessary to support use of this land, including barbeque facilities, toilet facilities, sports administration and change rooms, clubhouses, cycle ways, seating, lighting and the like, and
- (c) facilitate preservation of the environmental qualities of land identified in this plan for public ownership, and
- (d) provide for the use of public land leased from the Council where Community benefit can be established and the use of the land is appropriate for its location, and
- (e) provide for sustainable water cycle management.

### **2 Without development consent**

Exempt development as provided in Schedule 1.

### **3 Only with development consent**

Development for the purposes of:

Animal establishments  
Car parking facilities  
Caravan parks  
Cemeteries and crematoriums  
Child care centres  
Clubs  
Community facilities  
Drainage  
Earthworks  
Educational establishments  
Emergency services facilities  
Entertainment facilities  
Environmental facilities  
Helipads  
Marinas  
Places of public worship  
Recreation facilities  
Restaurants  
Roads

Signs  
Sporting facilities  
Stormwater management facilities  
Telecommunications facilities  
Utility installations

**4 Prohibited**

Development not listed in item 2 or 3.

**13 Zone 7(1) Conservation(Primary) Zone**

**1 Objectives of zone**

The objectives of this zone are to:

- (a) provide and conserve land having ecological, scientific, geological, educational, faunal, floristic or aesthetic values, and
- (b) preserve and enhance areas of significant vegetation and habitat to promote the regeneration of ecosystems and eradication of invasive species that compete with native flora and fauna, and
- (c) conserve, enhance and manage corridors to facilitate species movement, dispersal and interchange of genetic material, and
- (d) exclude activities which would prejudice the ongoing conservation or rehabilitation of land, and
- (e) encourage activities that meet conservation objectives, and
- (f) protect land within this zone from impacts from development on adjoining zones, and
- (g) provide for sustainable water cycle management.

**2 Without development consent**

Exempt development as provided in Schedule 1.

**3 Only with development consent**

Development for the purpose of:  
Bed and breakfast establishments  
Drainage  
Dwelling houses  
Earthworks  
Environmental facilities  
Home businesses  
Home industries  
Roads  
Signs  
Stormwater management facilities  
Utility installations

**4 Prohibited**

Development not listed in item 2 or 3.

**14 Exempt Development**

- (1) Development on the site that satisfies the requirements for exempt development in Schedule 1 of Lake Macquarie Local Environmental Plan 2004, being development of minimal environmental impact, is exempt development.
- (2) This Clause excludes land effected by Mine Subsidence being Lots 1,2,3 DP 3533.

## **15 Complying development**

- (1) Local development that complies with the standards and any other requirements specified for the development in *Lake Macquarie Development Control Plan No 2—Complying Development*, as approved by the Council on 22 March 2004, is complying development.
- (2) For the purposes of determining whether development within the Cooranbong North site is complying development, the provisions in *Lake Macquarie Local Environmental Plan 2004* relating to Complying Development include dwelling houses for this site.
- (3) This Clause excludes land effected by Mine Subsidence being Lots 1,2,3 DP 3533.

## **16 Interim Uses**

- (1) Development may be carried out on any part of the land to which this plan applies for any other purpose, with consent, if the consent authority is satisfied that the carrying out of development for that purpose will not adversely affect the implementation of the Concept Plan approval granted pursuant to Part 3A of the Act,
- (2) Consent must not be granted for development as provided by this clause unless conditions of the consent:
  - (a) require that the development ceases by a specified time occurring no later than 5 years after the day on which the consent takes effect, and
  - (b) provide for the consent to lapse if the development it allows to be carried out is not commenced within 2 years after the day on which the consent takes effect.
- (3) Nothing in this clause allows consent to be granted for Subdivision or development for the purpose of office premises or housing.

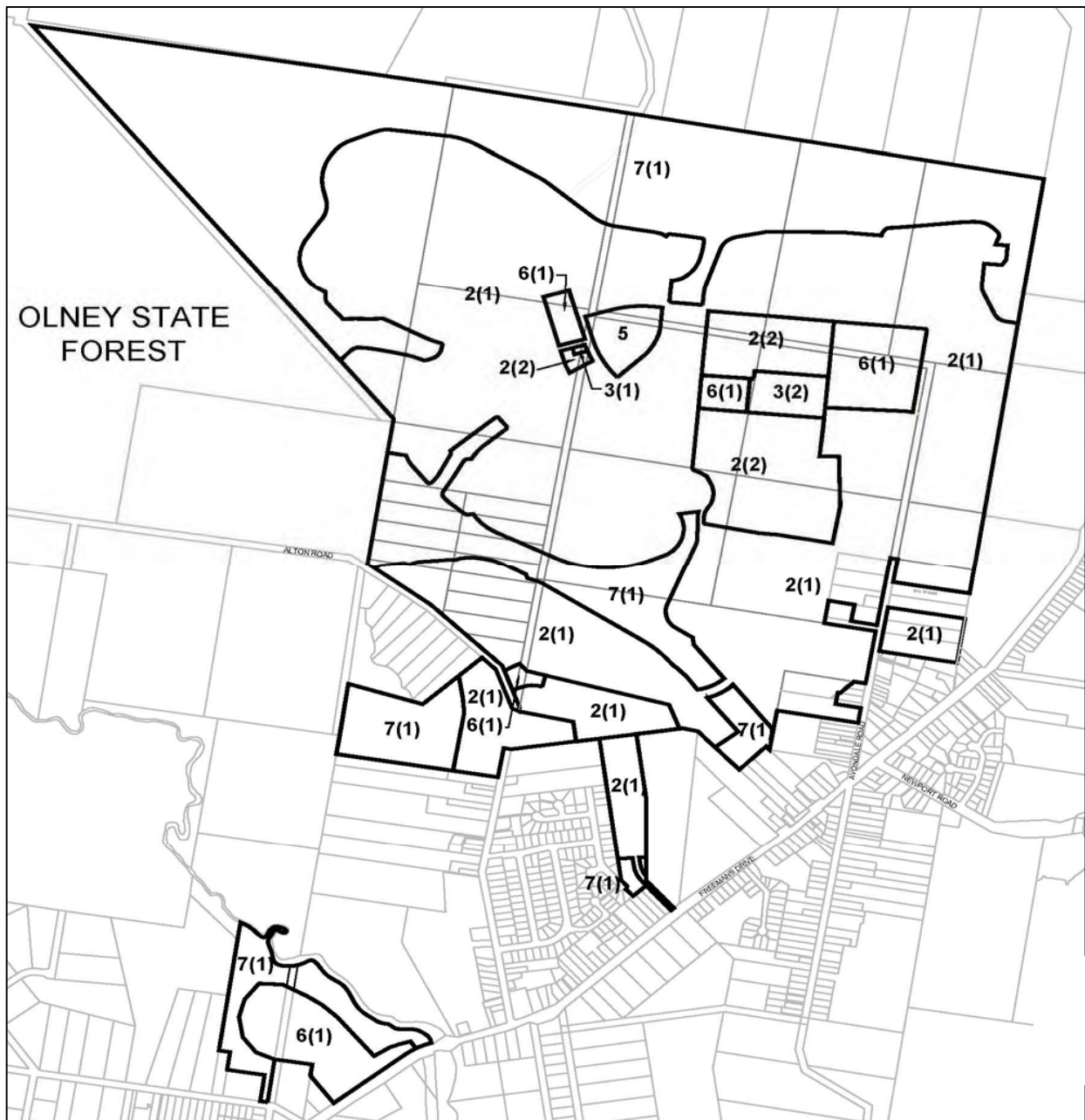


Figure 3 - Concept Zoning Plan for inclusion in SEPP



# APPENDIX H

## REVISED ASSET PROTECTION ZONE PLAN

HDB TOWN PLANNING & DESIGN

# NORTH COORANBONG

## RESIDENTIAL ESTATE

### CONCEPT PLAN 2008

(REVISED AUGUS



#### LEGEND

- ZONE 7(1) CONSERVATION (PRIMARY) ZONE
- ZONE 6(1) OPEN SPACE ZONE
- ZONE 2(1) RESIDENTIAL ZONE
- ZONE 2(2) RESIDENTIAL (URBAN LIVING) ZONE
- ZONE 3(1) URBAN CENTRE (CORE) ZONE
- ZONE 3(2) URBAN CENTRE (SUPPORT) ZONE
- COMMUNITY CENTRE
- ROAD - 25m WIDE
- ROAD - 22m WIDE
- ROAD - 17m WIDE
- 10m APZ
- 20m APZ
- 20m APZ



## ASSET PROTECTION ZONES

### APPENDIX H

#### APZ Calculation

APZ's calculated on specific combination and slope effecting each subdivision boundary where residential land adjoins vegetation.

NOTE: APZ buffers shown are diagrammatic and are taken from the boundaries of conservation zones.

# Appendix I

## Social, Economic and Employment Benefits

## **Social, Economic and Employment Benefits**

To answer whether or not the proposed North Cooranbong Concept Plan is not only needed but will have positive social and economic benefits for the community the current state of housing affordability needs to be reviewed. Notably housing affordability has major implications in regards to social wellbeing and positive economic feedbacks to the community.

Housing affordability in Australia has reached dangerously low levels, a situation that has serious implications for the social and economic fabric of the nation as a whole. Whilst rising interest rates will always remain a threat to housing affordability, the problem is now far more complex and it is imperative to address other key factors that have affected housing affordability.

The NSW State Government identified the subject land as a State Significant site and it has been identified for the development of up to 3,000 residential allotments in the NSW Department of Planning's Lower Hunter Regional Strategy. It must be noted at this point that due to site constraints identified during environmental investigations, a maximum of 2,500 lots will be developed at North Cooranbong – 500 lots less than identified by the Department of Planning.

The Lower Hunter Regional Strategy recognises that housing affordability is an issue for current and future households within the Region. Responding to the issue of housing affordability through the expansion of the supply of land for housing and the management of development staging and approval processes is an important challenge for the Government

In relation to population and housing, the Lower Hunter Regional Strategy states that the challenges are to:

- provide sufficient land and development opportunities to provide housing for the future growth of the population
- achieve higher residential densities in-and-around major centres to maximise proximity to employment and services and the use of existing infrastructure, while maintaining amenity
- provide housing choice and affordability in the right locations reflecting changes in population and associated reduction in household occupancy rates
- ensure quality urban design and amenity that is sensitive to and complements the character and lifestyle of the Region's towns and new urban areas

- refocus the housing industry in the Region to increase the amount of total housing provided in the existing urban areas so that a more sustainable balance between the need for new greenfield land releases and the ability of existing urban areas to meet housing demands is created
- provide a framework for planning and delivering new and upgraded regional infrastructure and facilities for the growing population and ageing demographic.

After five years of environmental analysis and working together, the Department of Planning, the Department of Environment and Climate Change and the Johnson Property Group have collaborated to ensure that the project would cover an appropriate footprint that would provide an acceptable development / conservation outcome. The resultant Concept Plan of some 2500 lots is considered to be the **optimum footprint for the development** as it allows significant costs in the construction and contributions required, to be spread over the entire development resulting in the opportunity to provide a high proportion of affordable housing options for future residents. It also provides a conservation outcome that is supported by the Department of Environment and Climate Change.

For the reasons outlined below, it is considered that the North Cooranbong project provides a significant opportunity for NSW to deliver a relatively low cost housing product to the market in the current economic climate, for example:

- NSW State Plan, the NSW Lower Hunter Regional Strategy and the NSW Lower Hunter Regional Conservation Plan;
- Footprint agreements and conservation offset packages negotiated with, and supported by, the NSW Government (namely DECC, Dept Planning and the NSW Infrastructure Implementation Committee);
- Importance of the site to the state from a residential release perspective;
- The possibility of the need for more environmentally constrained land to be opened up (possibly in areas remote from infrastructure and services) that may have a more detrimental affect on matters of national environmental significance;
- The local and state infrastructure to be implemented as a result of this development, despite the development footprint;
- The affordability of land / housing / infrastructure for working Australian families in the current economic climate;
- The implementation of non-potable water recycling and the protection of onsite conservation reserved from water detention structures or bushfire asset protection zones;
- The significant ecological analysis conducted on the site over an 8 year period.

The new future population of North Cooranbong is likely to be younger, principally comprised of couples with children under 15. The ability to buy a first home will be a major attraction and it is considered that most of the buyers would be young couples and families. The North Cooranbong development proposal provides an opportunity to expand and diversify housing options in an area traditionally dominated by large residential housing

JPG has devised and intends to implement the **Johnson First Home Plan** to this project to provide assistance to first home buyers – particularly those who are not otherwise eligible or have difficulty in securing a mortgage from financial institution as they have a small or no deposit – to purchase their first home and enter the New South Wales property market – the toughest housing market in Australia.

Also by maximising development on the site, it is likely to create an extra 300 to 500 lots to that previously achieved under the Council draft LEP. This additional 300 to 500 lot increase will allow the State and Local Government levies to be spread across more lots, which in effect, reduces the levies on a per lot basis to an affordable rate for the Lower Hunter. This helps with providing affordable housing within a state listed release area and the ability to implement the Johnson First Home Plan for 1st home buyers.

Given the significant negotiation in which JPG has partaken to successfully meet the demands of State environmental agencies, and including the \$8.7 million conservation package, it is considered that this development will be able to provide quality affordable housing to Australian working families. Families are calling out for and have been promised this, by both the industry and government.

It should therefore be accepted that this project will support the outcomes of the Lower Hunter Regional Strategy with regard to the provision of affordable housing through the expansion of the supply of land for housing in an area which has been identified in the Strategy. This will in turn improve social and economic wellbeing as will be discussed further below.

### **Other Social and Economic Impacts**

Factors that may affect the social profile of future residents include the size of housing lots, the price of housing lots, marketing strategies and specific building conventions or architectural design. Additions such as cycle ways and access routes to public green spaces will all influence the type of person that is attracted to the subdivision. Cooranbong is likely to benefit from an injection of diversity in housing options and population groups. It is well known that diversity within cultures, ages, lifestyles and family structures contributes to the creation of vibrant and sustainable communities.

The provision of mixed housing stock that can cater for a wide range of incomes, household structures and residential and work types, as well cater to all stages of the life-cycle, will build Cooranbong as a diverse, multigenerational and ultimately sustainable community. Mixed housing will also increase Cooranbong's capacity to accommodate persons/students associated with the growth of Avondale College and the supporting ensemble of retail and service providers. *(Information taken from North Cooranbong Residential Development SIA – Feb 2005 and Expanded SIA – July 2006, prepared by Key Insights Pty Ltd)*

The protection and enhancement of our biodiversity is also a positive social impact. By diligently working together over a considerable period of time, the NSW State Government, including the Department of Environment and Climate Change, have accepted that this development will contribute to and maintain or improve the biodiversity outcome onsite and within the Lower Hunter Region for both State threatened species and matters of national environmental significance. In addition, the proposed onsite conservation corridors will be rehabilitated and maintained before being handed to Lake Macquarie City Council so that they may come into public ownership – a key social and environmental benefit.

The following points also reiterate the reasons why the North Cooranbong Project Concept Plan 2008 has been supported:

- North Cooranbong is the major release area in southern Lake Macquarie, as identified in Lake Macquarie City Council's Lifestyle 2020 Strategy, Lake Macquarie Local Environmental Plan, the NSW Lower Hunter Regional Strategy and the Lower Hunter Regional Conservation Plan.
- North Cooranbong provides the backbone to enable Morisset to become a Regional Centre, as defined in the NSW Lower Hunter Regional Strategy. It also supports Avondale College's quest for university status.
- JPG will contribute over \$133.4 million in local and state infrastructure, conservation and trunk reticulation servicing.
- Maximising development on the site is likely to create an extra 300 to 500 lots to that previously achieved under the Council draft LEP. This additional 300 to 500 lot increase will allow the State and Local Government levies to be spread across more lots, which in effect, reduces the levies on a per lot basis to an affordable rate for the Lower Hunter. This helps with providing affordable housing within the release area and the ability to implement the Johnson First Home Plan for 1st home buyers.

- The offsets proposed have been agreed to by the NSW Government, in particular the Department of Planning, Department of Environment and Climate Change, NSW Treasury and the NSW Infrastructure Implementation Liaison Committee.
- JPG is establishing a conservation rehabilitation, maintenance and endowment fund to go toward management of onsite conservation land. This onsite conservation land, along with the endowment fund, will be transferred to Lake Macquarie City Council to come into public ownership.
- The development will include the implementation of water recycling via the third pipe system for landscaping, toilets etc.
- The development will provide protection to onsite conservation reserved from being encumbered by water detention structures or bushfire asset protection zones.

As well as assisting in housing affordability, put into its simplest terms this optimum agreed footprint for the proposed Cooranbong North development will result in achieving the ultimate lot yield, the provision of affordable housing for future residents, the flow-on effects of more jobs and therefore more money in the economy.

### **Employment Opportunities**

This development would also attract people who would commute to work on the Central Coast, in Newcastle and in some cases, in Sydney. It will be important for Morisset to continue to develop as an employment centre in order to reduce work-related travel. Cooranbong itself will grow employment opportunities in aged care, education, health and construction.

New employment opportunities will be generated as a result of additional people living in the proposed new North Cooranbong community. This resident-generated employment refers to the employment required to service the population with retail, education, personal and community services. These particular services then directly link to the social well-being of the proposed development on the existing and new residents.

Based on a maximum of 2500 lots, it is estimated that the project will generate an additional population of approximately 6,750 persons (2,500 dwellings with 2.7 persons per dwelling).

Based on the most recent ABS Retail Survey (The Australian Bureau of Statistics (ABS)) 6,750 persons will generate a demand for 13,500sqm of retail space. In addition to this are commercial space users that generally locate in shop front retail space, but are not classified as retailers under ABS ANZIC code such as real estate agents, travel agents,



banks etc. These users generally make up a further 30% to 40% floor space, which increases demand to approximately 17,550sqm.

The average rate of one employee per 21.5sqm for anchor tenants and one employee for 30sqm of specialty floor space is drawn from the ABS Retail Survey 1998-99 for combined full and part time staff. Therefore employment generated on site can be generated using these ratios.

With respect to education, using the ABS 2006 Census statistics it is estimated that there will be some 763 persons between the ages of 5 – 19, with a requirement of 206 persons employed within the education sector. We suggest this may be even higher for this project acknowledging that this development will cater for university students, university staff / lecturers.

Based upon the anticipated future population of the subject site it is expected that there could be a requirement for 247 persons to be employed in the Health Care and Social Assistance sector.

Employment will also be created during the construction of the project. The construction relates to both the works required to create the individual lots, recreational areas and other associated civil works, as well as the construction of dwellings on the lots.

With regard to construction employment created, it is calculated that with an estimated construction cost of \$587m (for the subdivision and the dwellings only – ie excludes park / community facilities / cycleway construction), that the subject site has the capacity to generate some 3944 job years directly in construction over the project time frame (15 – 20 years, say 17 years). This equates to 232 job years per annum. When employment multipliers are factored into this the proposed development as a whole would generate 17,304 job years, equating to 1018 job years per annum.

It can therefore be shown that the provision of 2500 lots in this area will have a significant positive impact on the local and wider economy in terms of employment opportunities, provision of essential social services such as education and health in combination with the overriding aim of improving housing affordability.