

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	- 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 - Concern construction of new road could add to existing drainage issues - Would seem a good chance to get drainage problem fixed	- Road Construction - Flooding - Drainage	- 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. - 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. - Due to proposed stormwater controls existing drainage issues will not be exacerbated.
2	11 July	Local resident	Objection	- Objects to location of road and park on their land (Lot 2 DP 825266) - Requests alternative layout for road and park – refer to correspondence for more detail	Road and Park Location	- The location of the road on Lot 2 DP 825266 has been amended following advice from Department of Planning. Refer revised concept plan. - 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). - 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.
3	16 July	Local resident	Objection	- 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 - 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 - A sewerage substation is to be built near their property, concerned about smell and noise	- Development Site - Drainage - Flooding - Property Values - Noise & Odour	- 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. - 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. - Extensive water sensitive urban design measures will

					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 affecting neighbouring properties as there will be no increase in still water. ▪ 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.	
4	16 July	Local resident	Objection	▪ The proposed 3(2) Urban Support Zone is 5 times larger than the existing Cooranbong Shopping Village ▪ Requests reduction in area of proposed 3(2) Urban Support Zone to ensure centre of Cooranbong remains at existing location ▪ 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	▪ Commercial areas on site are for mixed use Urban Centre Support 3(2) zoning while the existing Cooranbong centre is 3(1) Urban Centre. ▪ 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. ▪ 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. ▪ There are no reasons to support a change of the Urban Support Zone in the future. ▪ 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 1500m²) 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.	
5	21 July	Local employee	Support	▪ Full support for concept plan and rezoning	N/A	▪ Support Noted
6	24 July	Region resident	Support	▪ Full support for proposal as outlined in the plan	N/A	▪ Support Noted
7	24 July	Region resident	Support	▪ Full support for concept plan as outlined	N/A	▪ Support Noted

8	25 July	Local resident	Support	Support for the concept plan	N/A	Support Noted
9	25 July	Local resident	Support	Full support for concept plan	N/A	Support Noted
10	25 July	Local resident	Support	Full support for MP07-0147	N/A	Support Noted
11	25 July	Region resident	Support	Full support for the concept plan and the rezoning proposed in this plan	N/A	Support Noted
12	27 July	Local employee/Region resident	Support	Full endorsement for concept plan as it currently stands	N/A	Support Noted
13	28 July	Local resident	Support	Full support for concept plan outlined in MP07-0147	N/A	Support Noted
14	28 July	Community Environment Network Inc.	Objection	- 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 - Land clearing will have a major impact on biodiversity, particularly threatened flora species and an endangered ecological community - Offsets should be like for like - Objection to increase in amount of land zoned residential and decrease in conservation area - North corridor has been narrowed reducing viability, North Cooranbong needs well connected conservation corridors of substantial width - Asset Protection Zones, water basins and shared walk/cycleways should be located in the residential zone and not the conservation zone - Control of site run-off should not threaten the local significant platypus habitat - Dogs should only be allowed in conservation areas on leashes and cats confined to houses given these can have significant edge effects - All conservation land in the northern zone should be 7(1) Conservation (Primary) - Objects to fragmentation of northern conservation zone by road connecting to Mt Nelinda - Lack of information about growth of Avondale School and need for more classrooms and parking	- Loss of Biodiversity - Insufficient Land for School - Traffic	- 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. - 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. - APZ's and stormwater basins are located fully within land proposed to be zoned for residential. Reference is made to the Statement of Commitments. - The need to control domestic animals is acknowledged. Efforts will be made to inform owners of pet responsibilities at the sales stage. - 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. - 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

			- Will public be excluded from open space located close to northern boundary of the school? - There is no land zoned for a government primary school, will developer contributions be adequate? - Cooranbong bridge needs replacing or widening for wider lanes and safe walk/cycleways - 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 - Secure bike facilities should be provided at Morisset station - 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	will remain private. - 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. - 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. - 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. - 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. - 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. - 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. A new Freeway interchange was not recommended as part of the consultation and agreement with the road authorities, LMCC and RTA. - 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
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15	28 July	Dora Creek Progress Association	Objection	▪ 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 ▪ There are other developments in the vicinity (Hampton Ridge, Ellenborough Park, Oaklands Estate), DA's 821/2007 & 040/2008 for large residential developments and Moncrieff Chicken Farm development, these developments are exacerbating infrastructure problems in the local area ▪ The Morisset Draft Structure Plan indicates the priority of land development north of the railway line ▪ Requests a freeway half interchange be considered to assist with traffic issues ▪ 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 ▪ 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 ▪ Long term traffic solutions between Dora Creek and Cooranbong are required ▪ 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 ▪ 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	▪ Oversupply Residential Land ▪ Traffic and Transport receipt	planning of this centre and would be at the discretion of CityRail. ▪ 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. ▪ 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. ▪ 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. ▪ 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. ▪ 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. ▪ 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. ▪ 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. ▪ The recommendations of the Transport Strategy Report prepared by BTF (Appendix R of the EAR) included confirmation of the package or road
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						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. ▪ 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. ▪ 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.
					N/A	▪ Support Noted
					N/A	▪ Support Noted
					▪ LEP Amendment differences ▪ Modification of approvals ▪ Infrastructure contributions	▪ 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

			Planning, must be exact blueprint considered by Lake Macquarie Council, there can be no changes now or in the future - 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 - 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 - 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 won't use this much - 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 - There is no mention of financing a roundabout at the Alton Road/Freemans Drive intersection - Freemans Drive was not made for this purpose, would be totally inadequate and no surveys were done - Report is flawed, makes optimistic assumptions and generalisations, specific, detailed and accurate studies and surveys are required - 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 - 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 - 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? - There is no legally binding commitment to immediately construct community and recreation facilities - 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	- Public exhibition inadequate - Support studies inadequate - Traffic - Infrastructure demands - Carbon emissions - Wild life	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. - 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. - 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. - 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. - 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. - 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. - The matter of enforcement of the urban speed limit of 50kph by existing drivers is not an issue affecting this
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				concept plan Where does the concept plan address issues of massive wild life eradication and displacement?	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. - 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. - 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. - The previous erection of signage is not relevant to this application. - 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. - 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. - 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. - The increase in demands that will result from the Concept Plan will be accommodated by a comprehensive funding package as outlined in the VPA. - Incorrect. Ratepayers are not subsidising the
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19	28 July	Local resident	Objection	- Proposed development increases concern about existing drainage/flooding problems - Run off from proposed sports field, amenities and wet land will cause overflow into backyard (18 Martinsville Road) - Unclear as to proposed use of adjoining property, if to be residential this should apply to our property too	- Drainage - Flooding - Future zoning	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. - Incorrect. The Concept Plan has been submitted to the Federal Minister for Environment for assessment under the Environmental Protection & Biodiversity Conservation Act 2000. - 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. - 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. - Flooding and drainage systems will be designed to slowly release stormwater at pre development levels preventing potential localised flooding. - 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.	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. - Incorrect. The Concept Plan has been submitted to the Federal Minister for Environment for assessment under the Environmental Protection & Biodiversity Conservation Act 2000. - 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. - 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. - Flooding and drainage systems will be designed to slowly release stormwater at pre development levels preventing potential localised flooding. - 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.
20	28 July	Local resident	Objection	- This proposal in addition to existing residential developments/proposals will result in the Morisset 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 - 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 - 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 - 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 - 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	- Oversupply Residential Land - Consistency with existing planning strategies - Transport - Affordability - Traffic - Zoning	- Incorrect. The residential land release was identified in the Lower Hunter Regional Strategy as required on a regional basis. - 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. - 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	- Incorrect. The residential land release was identified in the Lower Hunter Regional Strategy as required on a regional basis. - 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. - 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

				Park Estate and Oakland's Estate - 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 - 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 - 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 - Proposed collector roads are substantially inadequate to carry volume of traffic that will be created - 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 - 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 - 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 - 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 - 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	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. - 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. - 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. - 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. - 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. - 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
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21	28 July	Local resident	Objection	- 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 3,764m² 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 - 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 - 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 - Pages 33-68 Appendix A(iii) were not readable, while the text	- Proposal documentation - Traffic - Development site land ownership/ land owner consent	package of measures developed in consultation with LMCC and RTA. The performance was considered acceptable for the nominated function of the road. - 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 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. 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. - 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. - 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. - 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 it is to be a service easement only. - 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. - 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.
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			of Appendix O was just readable, but some pages out of order and diagrams/ figures that could not be read - A considerable amount of the documentation referred to other documents but these were not provided - Transport Plan does not cover access on Avondale Road, which is drawn as part of the development - 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 - 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 - 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 - 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 - 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 - 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		- 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. - All documents including supporting information referred to in the Environmental Assessment were publicly exhibited in both electronic and hardcopy. It is not practical to exhibit all documents referred to in all supporting reports. - 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. - 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. - The intersection of Central Road will be investigated as part of the Alton Road / Freemans Drive intersection upgrade. - 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. - The TMAP has identified the proposed road network as the most appropriate and amendment of the Concept Plan is not required in this regard. - All documentation is considered suitable and adequate in respect to the purpose for which it was prepared.
22	28 July	Local resident	Objection - 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 - 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 - Concern for pedestrian/bicycle safety and likelihood of serious accidents along Avondale Road given projected increase in road use	- Traffic - Transport - Affect on business - ESD	- 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. - Disagree. Upgrading of roads as committed to under the VPA will ensure they are of an acceptable standard to accept the increased traffic loadings. - Proposed upgrading of these intersections will improve these intersections making the local road network more trafficable and safe.

				- 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 - 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 - 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 Peninsula?		- 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. - Incorrect. Intersection improvements will not prevent downturn in trade. Trade will increase due to increased local population. - No alternate routes are required given the extensive improvements committed to. - 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. - 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.
23	28 July	Region resident	Support	Fully support concept plan as outlined	N/A	Support Noted
24	28 July	Region resident	Support	I support the development as it now stands	N/A	Support Noted
25	29 July	Local resident	Support	Agrees with the proposed North Cooranbong Residential development	N/A	Support Noted
26	29 July	Local resident	Support	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.	Open Space location	Support Noted
27	29 July	Local resident	Objection	- 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 - 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 - Suggests: larger roundabout 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	- Traffic - Heritage	- 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. - 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.
28	29 July	Local resident	Support	Full support for concept plan as outlined	N/A	Support Noted
29	29 July	Local	Support	Full support for the Development Proposal	N/A	Support Noted

30	29 July	resident Region resident	Objection	- This development will result in failure of our existing tennis facilities as there will be far more courts than are required for the area - There are enough tennis courts in the area already - A more diverse range of facilities not already at Cooranbong could be offered instead - Existing Morisset facility is under utilised - More courts will result in fragmentation of players - The new courts will impact our business and inevitably send us broke	- Disagree. Proposed facilities are designed to cater for new residents and ongoing population growth and will therefore not draw patronage from existing facilities. - Proposed facilities will also be utilised by the local school and future school. - 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.	
31	30 July	Local resident	Support	- Strong support for the concept plan - Suggests clear cycle ways be provided throughout the main arterial routes	Cycle ways	Support Noted 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.
32	31 July	Local resident	Support	Support for proposed North Cooranbong Residential Development	N/A	Support Noted
33	31 July	Member of public	Support	Support for the proposed North Cooranbong Residential Development proposal	N/A	Support Noted
34	31 July	Region resident	Support	Support for the North Cooranbong Residential Development proposal	N/A	Support Noted
35	31 July	Local resident	Support	Support for the proposed North Cooranbong Residential Development proposal	N/A	Support Noted
36	01 August	Member of public	Support	Support for the proposed North Cooranbong Residential Development proposal	N/A	Support Noted
37	01 August	Member of public	Support	Support for the proposed North Cooranbong Residential Development proposal	N/A	Support Noted
38	01 August	Member of public	Support	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	N/A	Support Noted
39	01 August	Local resident	Support	Wholehearted support for the North Cooranbong Residential Development proposal	N/A	Support Noted
40	01 August	Region resident	Support	Support for the proposed North Cooranbong Residential Development proposal	N/A	Support Noted
41	01 August	Local resident	Support	Full support for concept plan as outlined	N/A	Support Noted