

Preferred Project Report



Warner Industrial Park Concept Plan and Project Application

Precinct 14 WEZ

Sparks Rd and Hue Hue Rd

Warnervale

February 2009



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1.0 INTRODUCTION

The Minister for Planning declared the Warner Industrial Park of State or regional environmental planning significance on 14 September 2007. The Director General's requirements were issued on 13 December 2007 for the Concept Approval and Project Application for Warner Industrial Park. The Environmental Assessment for Warner Industrial Park was publicly exhibited from 20 August 2008 to 22 September 2008. Submissions in relation to the proposal have been received from various agencies.

The preferred project is generally in accordance with the exhibited Environmental Assessment dated June 2008. Further discussions with the agencies and investigations have been undertaken in response to the agency submissions. The Concept Plan has been amended to reflect the agreed changes. The Concept Plan and associated Engineering Plans are attached in Appendix 1. This Preferred Project Report outlines the proposed changes to the Concept Plan and Project Application and addresses the agency submissions.

Since the public exhibition of the Warner Industrial Park which forms part of the Wyong Employment Zone, the State Environmental Planning Policy (Major Projects) 2005 (Amendment No 21) was gazetted on 7 November 2008, which rezones Wyong Employment Zone for industrial and ancillary land uses.

2.0 CONSULTATION

Consultation was undertaken with the various agencies throughout the preparation of the Environmental Assessment. Following the public exhibition of the Environmental Assessment (June 2008), responses have been received from the various agencies. Further discussions have occurred between the Proponent, its consultants and the various agencies to clarify matters raised in the submissions. Responses to each agency are attached in the appendices as outlined below.

- Department of Planning (Appendix 2)
- Wyong Shire Council including issues and conditions of consent (Appendix 3)
- Mine Subsidence Board (Appendix 4)
- Ministry of Transport (Appendix 5)
- Roads and Traffic Authority (Appendix 6)
- Department of Environment and Climate Change (2 submissions) (Appendix 7)
- Department of Water and Energy (Appendix 8)
- Department of Primary Industries (Appendix 9)
- NSW Rural Fire Service (Appendix 10)
- Department of the Environment, Water, Heritage and the Arts (Appendix 11)
- Railcorp (Appendix 12)

3.0 KEY ISSUES

The key issues that have been identified from the responses received include the following:

- **Earthworks**

The Department of Planning requires further information in relation to the implementation and timing of earthworks and details in relation to the quality and stability of earthworks, final ground and flood levels.

The Site Disturbance and Earthworks Plan (Appendix 1 – Drawing No. EA02) shows the finished contours across the development site. The majority of lots will require filling and regrading due to flooding requirements. The area outside the development area, stormwater storage and wetland areas and the open drain are to remain undisturbed. Additional cross sections have been prepared to show the extent of cut and fill (Appendix 1 – Proposed Earthworks Sections) and a further plan has been prepared which shows the extent of cut and fill (Appendix 13). Additional details will be provided as part of the Construction Certificate documentation.

Further detailed responses are provided in Appendix 2 - Response to Department of Planning.

- **Development Control Plan and Concept Plan**

A site specific DCP is proposed for Warner Industrial Park. The SEPP (Major Projects) 2005 (Amendment No 21) requires that development does not occur until a development control plan has been prepared for the Wyong Employment Zone. Wyong Shire Council has prepared a draft Development Control Plan, however this plan has not been adopted. It is also felt that Council's draft DCP for the Wyong Employment Zone is also restrictive and differs greatly from other industrial areas within the Wyong LGA, which will disadvantage the Wyong Employment Zone.

The draft DCP for Warner Industrial Park has been amended following receipt of responses and discussions with the agencies. The revised draft DCP is attached in Appendix 14 and a summary of the detailed changes is outlined in Section 4.0.

The Concept Plan has been amended to include changes agreed with Wyong Shire Council with respect to internal road widths, cycleway and footpath locations and the bridge over Buttonderry Creek.

- **Land Uses**

Additional land uses are proposed other than the land uses identified in the State Environmental Planning Policy (Major Projects) 2005 (Amendment No 21). One of the objectives of the Zone IN1 General Industrial is to facilitate development for a wide range of employment-generating industrial, manufacturing, warehousing, storage or research purposes, including ancillary office space.

There are a number of other land uses that are appropriate in an industrial zoned area that have not been included to meet the above objectives. The land uses that do not appear in the SEPP, and have a different definition under the LEP template and therefore are not permissible, are listed below. Each land use is addressed with a justification of its relevance as a permissible land use in Warner Industrial Park.

- Function centre – this land use provides a support service for the industrial uses within the area e.g. holding conferences and staff training close to the workplace. It is also a land use that can be used outside of normal business hours and therefore brings activity into the area after hours increasing security.
- Self-storage Units – one of the objectives of the SEPP is storage. Self-storage units will also provide a support service to the users of the Warner Industrial Park.
- Timber and Building Supplies – Larger areas are often required to store such supplies and also involve truck movements and therefore industrial zoned land is appropriate.
- Industries retail outlet – this use is only permissible when it is situated on the land where the industry is carried out. Some industries may be disadvantaged if this use is not permissible.
- Landscape and garden supplies – as per timber and building supplies.
- Vehicle body repair workshop – this use is permissible in the eastern area of the WEZ but is not permissible in Warner Industrial Park, but it is likely that large trucks will use the estate and it is logical to allow servicing and repairs within the estate.
- Vehicle repair station – as above.

Warner Industrial Park will be less competitive with other industrial areas on the Central Coast including other parts of the WEZ and elsewhere in NSW as the range of permissible land uses in the industrial area are not as broad as other industrial areas. This will disadvantage Warner Industrial Park and the above land uses are requested to be included as permissible land uses. In addition, the inclusion of the above uses will reduce travel demands on the local road network and is a sound planning principle.

• Roadworks

RTA required additional traffic modelling of the Sparks Road and Precinct 14 Intersection. A further traffic analysis was undertaken by TAR Technologies using SIDRA dated 14 October 2008 (Appendix 15) and the forecast traffic flows to 2018 based on a single lane roundabout, which concludes that the proposed roundabout at Sparks Road and Precinct 14 would be unlikely to interfere with the F3 Freeway / Sparks Road off load ramp.

A roundabout is Council's preferred treatment for the intersection of Sparks Road and the Precinct 14 entry. The Concept Plan includes the proposed roundabout at this intersection.

• Drainage and Flooding

DHI Water and Environment undertook further flood modelling to assess the potential impacts of climate change, specifically, increases in rainfall intensity of 10%, 20% and 30% above the 1% AEP event in response to the Department of Environment and Climate Change.

The modelling indicates that the downstream end of channel F2 is sensitive to increases in runoff, partly as a result of increased flow interactions from Buttonderry Creek. As catchment runoff increases, the excess flow off-site is restricted by the existing culverts under the freeway, causing flood levels in the south eastern corner of Precinct 14 to increase.

The modelling predicts that velocities at the downstream end of the F2 channel to decrease as the water level increases. At the peak water level of 20.01m the velocities are predicted to be less than 0.1 m/s adjacent to the freeway for the 1% AEP plus 30% rainfall scenario.

A copy of DHI's report including plans showing the above is provided in Appendix 16.

Plans and sections have been prepared outlining the Water Sensitive Urban Design proposal for the site and are attached in Appendix 17.

Trehy Ingold & Neate has also prepared a plan showing the extent of the 1% flood level over Hue Hue Road and this plan is attached in Appendix 18. The analysis indicates part of Hue Hue Road is topped by approximately 177mm during a peak event (the existing situation), but also indicates that flood waters are contained within the Buttonderry Creek corridor and do not impact proposed lots.

• Biodiversity Conservation

The Minister is requested to make a determination that no further environmental assessment is required for the project or any particular stage of the project, including the subsequent construction of buildings by others upon land zoned IN1, pursuant to the provisions of Section 75(1)(c) of the Act. The reasons for seeking this declaration are:

- The proposal has been designed taking into account the recommendations of extensive environmental assessment undertaken over the Wyong Employment Zone, including Murray & Bell (2007), draft Biocertification Report prepared by Wyong Shire Council (2007), and site specific assessment by Conacher Environmental (2008);
- The proposal has retained a significant environmental corridor running through the site (approximately 20ha), which will be rehabilitated, managed and later transferred to Council;
- Conservation land has been since been rezoned E2 Environmental Conservation; and
- In addition to the dedication of significant conservation land within the site, the Proponent is making a significant monetary contribution, as detailed in the draft Statement of Commitments, for the acquisition of off-site compensatory habitat, pursuant to the draft Biocertification Report.

• Proposed Conditions of Consent

The proponent has had extensive consultation with Wyong Shire Council in relation to its submission to the Department of Planning on the public exhibition of Warner Industrial Park. The response to Wyong Shire Council is attached in Appendix 3. This response includes addressing Council's issues as well as responding to its Proposed Conditions of Consent. The agreed and amended Proposed Conditions of Consent could form the basis for the conditions if the Department grants approval for the project.

4.0 PREFERRED PROJECT

The preferred project is generally in accordance with the publicly exhibited Environmental Assessment and Appendices (dated June 2008), except where outlined below.

Concept Plan approval is being sought for:

- The development of Warner Industrial Park consisting of 90 lots for a broad range of industrial and associated land uses;
- Retention of land for environmental purposes to protect, manage and conserve biodiversity; and
- Adoption of a Development Control Plan to regulate future development on the site including exempt and complying development.

Project Approval is being sought for:

- Subdivision of approximately 80 hectares (including roads) of employment lands into 90 lots for industrial and ancillary uses into a variety of lot sizes to meet anticipated demand.
- Creation of a residual lot(s) of lands (approximately 24 hectares) incorporating riparian zones and drainage corridors to be managed to conserve biodiversity and to provide compensatory flood storage and stormwater treatment areas for the development;
- Vegetation clearing;
- Bulk earthworks;
- Temporary stockpiling of fill to be located in cleared areas on the site and implementation of sedimentation and erosion measures in accordance with council's policies (refer Appendix 1 of this Preferred Project Report);
- Roads and services;
- Water quality ponds and drainage detention basis;
- Landscape works including entry statements, street tree planting and rehabilitation of riparian zones and drainage corridors;
- External intersection roadworks for the Precinct 14 entry with Sparks Road and Hue Hue Road;
- External water and sewerage connections; and
- The subdivision to be undertaken in two stages due to the land ownership.

The main changes to the proposal include:

- **Water Cycle Management Scheme**

Wyong Shire Council has advised that its Integrated Water Cycle Management Scheme has been revised to reduce costs and delays to development. The Proponent has agreed to be part of the scheme and therefore the alternative Water Cycle Route for Warner Industrial Park proposed in the Environmental Assessment is no longer required.

Wyong Shire Council has also advised that measures can be implemented in the short term should the scheme not be completed prior to the development of Warner Industrial Park to address surplus stormwater disposal.

• Development Staging

The subdivision is now to be undertaken in two (2) stages as follows:

Stage 1 will comprise all land owned by *Warner Business Park Pty Ltd* (ref Fig. 3 Environmental Assessment, 2008), being an area of approximately 86.5 hectares. Works will include:

- earthworks including regrading and filling;
- construction of the main intersections at Sparks and Hue Hue Roads;
- construction of internal Roads No. 1 – 5 and bridge over Buttonderry Creek;
- provision of necessary infrastructure to service lots 1-69;
- Buttonderry Creek restoration and rehabilitation works;
- provision of stormwater storage and wetland areas located on this landholding; and
- construction of open channel adjacent to Road No. 4.

Stage 2 will compromise land owned by Delcare Constructions and LG Delahunty, being an area of approximately 17.66 hectares. Works will include:

- earthworks including regrading and filling;
- construction of internal Road No. 6;
- provision of necessary infrastructure to service lots 101 - 121; and
- provision of stormwater storage and wetland areas located on these landholdings.

• Concept Plan

The exhibited concept plan has been amended as follows:

- Road 1 intersection with Sparks Road is now shown as a roundabout;
- Road No. 3 increased in width by 2m to 23m, (but narrowed on arc near Lot 61);
- Road No. 4 increased in width by 1m to 19.5m;
- Road No. 5 increased in width by 2m to 23m;
- Internal carriageways generally increased by 1m to 14m, as agreed to with Wyong Shire Council (Note: carriageway widths exceed current Council policy);
- Minor variations to some lot areas due to increase in road widths;
- Inclusion of a Stage Boundary denoted generally along western boundary of Lots 5 DP259531 & Lot 9 DP239704;
- A small portion of residual land located to the north-east of proposed Lot 26 will now form part of Lot 26;
- Bridge over Buttonderry Creek is detailed as 30m long, 13.5m wide; and
- Minor modifications to the location of stormwater storage and wetland areas within the Buttonderry Creek riparian corridor.

A copy of the revised Concept plan and associated Engineering plans are attached in Appendix 1.

• Draft Development Control Plan

As previously noted, several meetings have been held with Wyong Shire Council to discuss its requirements in relation to the Draft Development Control Plan for Warner Industrial Park (WIP DDCP). The outcomes of the meetings and discussions in relation to the WIP DDCP have been incorporated where relevant. A summary of the amendments to the WIP DDCP are outlined in the table below. The amended WIP DDCP is attached in Appendix 14.

It has also been agreed with Wyong Council that the WIP DCP would operate as a State DCP in the short term, and could later be incorporated into Council's DCP 2005 when the WEZ DCP is finalised.

Issue / Section of DDCP	Comments
1.6 Amendments to Development Control Plan	A new clause has been included to outline any future amendments to the DCP.
1.7 Relationship	Reference made to certain chapters of Wyong Council DCP 2005 also applying to the land where outlined in the DDCP.
2.0 Proposed Development	The land uses have been amended to be in accordance with the SEPP and include other appropriate land uses relevant to an industrial zone. Justification for these land uses is provided in this report and in the response to the Department of Planning's issues in Appendix 2.
2.6 Brothels	Deletion of Clause.
3.1 Subdivision	A further objective has been included to allow flexibility of further consolidation or subdivision to assist in meeting future market demand.
	A control has been included that the minimum lot size is 2,000m ² , with not more than 10% of the industrial zoned land to have an area less than 2,000m ² .
	Inclusion of Chapter 66 Subdivision of Wyong Council DCP 2005 applying to the site unless specified.
3.2 Community Title and Strata Subdivision	Inclusion of a minimum of one loading bay per unit as required by Council.
3.3 Built Form	'Where possible' has been added to the control in relation to large expanses of blank walls and curtain wall should be avoided. As large expanses of blank wall are likely to occur along side boundary especially where development occurs along the lot boundary. Measures have also been incorporated.
	Additional clauses included in relation to improvements over 50 metres requiring structural separation; approval required by the MSB for all improvements; and Reference made to Clauses 3.8, 3.9 and 3.13 for further design controls.
3.4 FSR and Coverage	The FSR has been increased from 0.8:1 to 1:1. Justification is provided in Appendix 2 of this Preferred Project Report.
3.5 Height	The control of height of buildings and structures to not be visible above the tree line along the Sydney Newcastle freeway has been deleted. It will be difficult to meet this demand especially when the range of vegetation along this corridor will differ. The objective of ensuring a high quality appearance is to be achieved particularly from the F3 Freeway remains.
	Additional clause has been included requiring particular attention to

	detail for buildings visible from F3 Freeway and / or Sparks Road.
3.6 Setbacks	Similar controls to the side setbacks have been included for rear setbacks, apart from the setbacks adjoining Hue Hue and Sparks Road, the F3 Freeway and the Environmental Corridor.
	Additional clause permitting parking in setback subject to appropriate landscape treatments included.
	The words "on-ramp" included after <i>F3 Freeway</i> in dot point one of the controls.
	Reference to bushfire protection measures included Riparian in dot point two of <i>Riparian Buffers</i> .
3.7 Minimum Floor Level	Minimum floor level set at 300mm. This reflects the Mine Subsidence Board request for an additional 200mm freeboard above Council's requirements to cater for the 1:100 year flood event.
3.8 Building Materials, Finishes and Energy Efficiency	Additional control included as per Council requirements for developments to use energy efficient products, by reference to Clause 3.16 of Wyong Shire Council's DCP - Chapter 75 – Industrial Development.
	Control amended to include specific requirements in relation to building construction for bushfire as outlined by RFS.
3.8.2 Sewer Mains	Clause added to provide controls when building adjacent or over sewer mains.
3.8.4 Colours	Clause added to require details to be submitted with development application.
3.9 Roofscape	Clause deleted in relation to height restriction as height restrictions are outlined in 3.5.
	The words "visually screened" added within dot point three.
3.10 Access and Carparking	Clause added requiring justification for any encroachments into setback area.
	Clause added to discourage parking within the principle road frontage setbacks except where objectives met and appropriately screened.
	Inclusion of Clause 3.7 of WSC DCP 2005, Chapter 75 – Industrial Development.
3.11 Signage	Additional information included so that Directory Boards are in accordance with the WIP DDCP and other signage generally in accordance with Council's DCP for signage. Also, illuminated signage visible from the F3 will be subject to separate consent.
3.12.3 External Storage	Reference corrected to 3.12.2. 'Appropriately' included for screening. Difficult to totally screen from all public areas. The term 'display' replaced with 'storage'.
3.13 Landscaping	Objectives have been amended to include the connection to Council's system for stormwater and an additional objective has been included to prevent the uncontrolled storage on public open space.
	Additional wording has been included to provide security fencing adjoining conservation and drainage area except if the land use includes amenities and recreation facilities for employees and inclusion of a top rail on security fencing.
	Additional wording to include that the landscape treatment also be in accordance with the concept plan for the site.
	Reference made also to Clause 3.10 of WSC DCP 2005, Chapter 75 – Industrial Development and Council's Landscape Policy and

	Guidelines.
3.14 Waste Management	Additional clause on Waste Management added.
3.15 Lighting	Additional clause on Lighting added.
4.1 Traffic and Transport	Figure 1 amended to Figure 2. The words "where necessary" added before reference to the RTA.
	Clause added saying that internal roads must be in accordance with Concept Plan and Appendix 1.
5.2 Soil & Stormwater Management	Clause added requiring a water quality report to be submitted with a development application.
5.3 Water Quality and Water Reuse	Reference included on water reuse for public landscape areas.
5.4 Riparian Zone Management	Deleted DCP area and inserted 'Wyong Employment Zone'.
	Amended to cite reference for Integrated stormwater and water quality system.
	Objective amended to include the treatment of Buttonderry Creek and the F3 Freeway Buffer zone in accordance with the Concept Plan also.
6.4	Complying Development provisions have been amended so as to adopt Council's DCP (Chapter 86) in relation to general clauses. Also, qualifies provisions at Clauses 1.5 and 1.6 of Council's DCP with respect to areas where Complying Development provisions do not apply. Additional parameters being a maximum height of 12 metres and 5,000m2 of gross floor area included. Part C amended to clarify fencing provisions.
7.3 Application Requirements	Removal of requirement for company seal or seal of the body corporate.
References	Included references for Conacher Environmental Bushfire Assessment Report and Vegetation Management Plan.
Appendix 1 Visual and Landscape Management Strategy	This appendix incorporated a visual assessment and landscape strategy to meet the Director General's Requirements. However, these have now been simplified so as to outline the visual and landscape strategies only that are required for the WIP DDCP. It essentially removes information about the existing visual amenity of the Warner Industrial Park. The Strategy has also been amended to reflect road cross sections as agreed with Council.

5.0 REVISED DRAFT STATEMENT OF COMMITMENTS

5.1 Draft Statement of Commitments

The project will be carried out generally in accordance with the plans and information submitted as part of this Preferred Project Report and the Environmental Assessment dated June 2008 including:

- Provision of internal water, sewer, electrical, gas and telecommunication services for the proposed development.
- Construction of the subdivision including the internal road infrastructure, onsite stormwater and water quality ponds, drainage swales, and landscape treatment.
- Construction of storage basins and wetlands within Warner Industrial Park.
- Maintenance of the Buttonderry Creek and environmental corridor for a period of 3 years upon completion of the agreed works.
- Establishment of an ongoing management and funding structure within the Warner Industrial Park to ensure public lands and infrastructure are maintained.
- Dedication of the Buttonderry Creek and environmental corridor to Wyong Shire Council on completion of the agreed works.
- Transfer of the internal roads in Warner Industrial Park to Wyong Shire Council upon completion of the works.
- Construction of intersection works, being at the entry to Precinct 14 on Sparks Road and Hue Hue Road, to be designed in accordance with Wyong Shire Council's and RTA requirements if required.
- Contribution towards State and Local infrastructure as outlined below.

The above items are also subject to agreement with Wyong Shire Council and the relevant State Agencies.

5.2 Development Contributions

The Proponent acknowledges that the proposal will be required to assist in funding infrastructure. Council has prepared a Draft Section 94 Contributions Plan for the WEZ, however at the time of finalising this report it is understood that this is currently being reviewed in consultation with the Department of Planning. The owners of Warner Industrial Park propose to enter into a Voluntary Planning Agreement (VPA) with Wyong Shire Council to meet additional demand on services generated by the proposed industrial park. Final details of costs and arrangements for timing and payment are to be finalised under the Voluntary Planning Agreement.

The proposed schedule of works for the Voluntary Planning Agreement to be entered into between the Developers (being Warner Business Park Pty Ltd, Delcare Constructions Pty Ltd and Mr LG Delahunty) with Wyong Shire Council is as follows. However, the monetary payment and the works are subject to the finalisation of the detailed works schedule, methodology, calculations and detailed costs for the Warner Industrial Park and the Wyong Employment Zone to be provided by Wyong Shire Council.

1. Road and traffic management works:

- The payment of a monetary contribution of approximately \$350,000 (amount subject to be allocated to the traffic management works at the intersection of Hue Hue Road and Sparks Road in accordance with Council's draft section 94 Plan for the Wyong Employment Zone).

Payment will occur prior to the Linen Release of the subdivision in Stage 2 and Wyong Council will complete the intersection works prior to 50% completion of the Stage 2 of Warner Industrial Park.

- A roundabout at the proposed entry of Precinct 14 at Sparks Road as indicated on the Concept Plan as works in kind.
- A seagull intersection roadworks at the proposed entry of Precinct 14 at Hue Hue Road as indicated on the Concept Plan as works in kind.
- Intersection works will be carried out prior to the first Linen Release within Warner Industrial Estate.
- The road intersection works will be undertaken to meet Council requirements.
- An onroad Cycle route from the entry of Precinct 14 and Sparks Road along the northern part of Sparks Road to the western boundary of the F3 Freeway as works in kind.
- Provision of two bus stops and shelters as per the Concept Plan as works in kind.
- A monetary contribution is proposed by Wyong Shire Council for Link Road. However, the Proponent believes this is unreasonable and has sought further justification for this item as part of the negotiation of the VPA.

2. Water Quality and Drainage Works

- The developer will undertake the water quality works, stormwater reticulation, local drainage channel works and stabilisation of Buttonderry Creek in Warner Industrial Park only as works in kind.
- The developer will dedicate the drainage channel to Council and a credit will apply to the developer.

3. Biocertification, Corridor Land Acquisition and Corridor Works

- The developer will undertake the rehabilitation of the environmental corridor in Warner Industrial Park only as works in kind and dedicate the land to Council and a credit will apply to the developer.
- A contribution will be made to Council for the acquisition of environmental lands and rehabilitation works beyond Warner Industrial Park. This contribution is subject to Council providing detailed cost estimates and methodology to ensure consistency throughout the WEZ and other lands subject to the Biodiversity Scheme.
- The developer will undertake a 3 year maintenance scheme for the environmental corridor within Warner Industrial Park.

4. Integrated Water Cycle Management Scheme

- A monetary contribution will be paid to Wyong Shire Council for the water recycling and reuse pipeline to Wyong Creek. The monetary contribution is capped as agreed with Wyong Shire Council. It is also agreed between Warner Industrial Park and Wyong Shire Council that the development of Warner Industrial Park will not be delayed or conditions of consent deferring development imposed due to the timing of the completion of the water pipeline.



5. Development Services Levy

- Payment of levies under Council's Development Services Plan to be paid in two stages upon occupation of the first building in each stage.

5.3 State Infrastructure Levies

At the timing of finalising this report, it is understood that the State Infrastructure Contribution for the WEZ is currently being revised and that a contribution will be required for the upgrading of Sparks Road to the east of the F3 Freeway. Warner Industrial Park is located to the west of the Freeway and therefore it is considered that it will have minimal impact on Sparks Road compared to development in the WEZ to the east of the Freeway. The proponent is however prepared to contribute to the provision of State infrastructure.

It is requested that the payment of any State Infrastructure Contribution is made at the transfer of Title or later of the subdivision for each of the landowners.

6.0 CONCLUSION

The supporting documentation provided with the Environmental Assessment and this Preferred Project Report indicates that the project can proceed with appropriate controls to regulate future land uses and to meet environmental infrastructure requirements. The project can proceed at an early date, which will assist the Government in meeting its regional employment objectives in a timely manner, and provide a catalyst for the development of other areas within the WEZ.