

Appendix 5

Ministry of Transport - Response to Agency



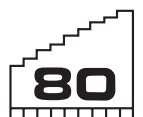
Warner Industrial Park Preferred Project Report Concept Plan and Project Application

Precinct 14 WEZ

Sparks Rd and Hue Hue Rd

Warnervale

May 2009



TERRACE
TOWER
GROUP

Warner Business Park Pty Ltd
Part of the Terrace Tower Group

The following provides the issues raised by the Ministry of Transport and the Proponent's response to those issues.

ISSUE	AGENCY RESPONSE	PROPONENT'S RESPONSE
Public transport - general	The proposal should demonstrate how it fits with the wider employment zone and town centre, in terms of public transport requirements & provisions.	<p>Roads within the proposed estate have been designed to accommodate heavy vehicles (including B-triples) and accordingly will also accommodate public bus services.</p> <p>Bus stops have been provided within the industrial park, in the vicinity of proposed lots 4 & 19 as detailed on the Concept Plan (refer to Appendix 1 of Preferred Project Report). It is envisaged that public busses will enter from Sparks Road, travelling north along proposed road no. 1, then exiting onto Hue Hue Rd via proposed road No. 5.</p> <p>Pedestrian footpaths, adjacent to roadways, have been provided throughout the estate. Internal roads will also include shared pathways / cycleways. This will link to an existing cycleway on the northern side of Sparks Rd, heading in an easterly direction.</p> <p>The locality is currently serviced by two separate bus companies:</p> <ul style="list-style-type: none"> • 'Coastal Liner' operate a daily service from Lake Haven Shopping Centre, via Warnervale Railway Station, past the site onto Hue Hue Road, then to Wyong CBD & transport interchange • 'Busways' currently run a regular daily service (Route 78) from Lake Haven Shopping Centre, via Warnervale Railway Station, then to Wyong CBD & transport interchange. The current route is located approximately 3km from the site. <p>It is anticipated that service operators will seek to take up new patronage as this and other similar developments in the Wyong Employment Zone advance.</p> <p>The site is also conveniently located to Warnervale Railway Station (approximately 4 kms from the site).</p>
Addressing requirements DG	The Environmental Assessment has not adequately complied with the DG's requirements to <i>"identify and address proposed public transport requirements of the development and any alternatives such as pedestrian and cycle networks"</i> . Around 3,200 full time jobs are expected to be generated by the proposed development and this has significant implications for public transport provision. The discussion in the report about public transport (pp 14, 23, 37) is cursory and does not provide details as to how the requirement for public transport will be satisfied given the projected number of jobs.	<p>The nature and extent of demand on public transport services is largely dependant upon the future nature, form and scale of development and the take up rate of development. Bus companies will not service the area until there is an appropriate demand.</p> <p>The masterplan for the site has been designed to allow a range of alternative transport opportunities including, bus, cycle and pedestrian, which are shown on the Concept Plan and outlined in the Environmental Assessment Report and again outlined above.</p>
Bus route & location of stops	The alignment and specific location of the bus route and two bus stops mentioned in the report (p14) should be indicated on the Concept Plan map to enable assessment as to their adequacy in addressing public transport requirements within the subject site. It is critical that the route alignment and location facilitate accessibility to ensure	The concept plan does outline the location of the bus stops. The Environmental Assessment Report (p14) also states that the bus route will run along Road No 1. Refer first point above.

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	patronage, give the road and subdivision pattern of the subject site.	
Pedestrian & cycle networks	Contrary to the statement in the report (p37), the pedestrian and cycle network within the subject site are not indicated on the concept plan to enable assessment as to their adequacy in addressing public transport requirements within the subject site. It is critical that the route alignment and location facilitate accessibility to ensure patronage, given the road and subdivision pattern of the subject site.	The concept plan shows a 4.5m verge has been provided along one side of all of the roads within Warner Industrial Park in accordance with Council's requirements. This verge is wide enough to provide a cycleway and a pedestrian pathway. The location of the Cycleway 2.5m wide and footpaths 1.2m wide are noted on the Concept Plan. These have been further refined in liaison with Council and are shown on the Concept Plan (refer to Appendix 1 of the Preferred Project Report).
Draft Statement of Commitments	The draft Statement of Commitments (p45) has no provision for transport management on site. The proponent has a role in planning for, and facilitating the provision of, public transport on site and this should be included in the Statement of Commitments.	Provision has been made within the development for a public bus route, bus stops, cycleways and pedestrian footpaths as shown on the concept plan, which is committed through the approval of the Concept Plan. The nature and extent of demand on public transport services is largely dependant upon the take up rates of development. Page 37 of the Environmental Assessment states that the upgrading of Sparks Road will provide a linkage between the Wyong Employment Zone and the Warnervale Town Centre and will become a major bus route. It also states that the proponent can liaise with the bus companies with a view to expanding the frequency of the current bus service as the Industrial Park develops.
Levies	In accordance with State Government policy, the provision of public transport, particularly costs for start up bus servicing, should be included as an item that is subject to a state infrastructure levy (p46) under this proposal. Funding for costs associated with the pedestrian and cycle network should also be canvassed and the payment scheme for these costs be considered. The requirement to address these matters should be specified in the Terms of Approval.	A bus service already operates within the vicinity of the Warner Industrial Park as outlined in the Environmental Assessment and as above. The Warner Industrial Park is paying a State Infrastructure Contribution for RTA works, which includes, amongst other things, the upgrade of Sparks Road contributing towards this major transport link. The proponent is also constructing intersection works with the industrial park ensuring accessibility for public transport. Cycleways and pedestrian pathways have been incorporated into the Concept Plan.
Planning Agreements	The Ministry also requests an opportunity to comment on any planning agreement arising from the proposal which has potential to secure funding for local and regional public transport infrastructure on site.	The Wyong Employment Zone has been identified as a State Contributions Area and a State Infrastructure Contribution has been applied.
Staging	The staging of the project has not been established in the environmental assessment. This should be addressed as this has implications for the timing of public transport provision on site.	The Environmental Assessment (p47) states that the Proponent is in a position to proceed immediately upon obtaining planning approvals. It is intended that the subdivision will be undertaken in two stages given the land ownership. However, as stated above, the demand on public transport will be dependent on the take up rates of the individual lots and then construction of the industrial buildings.
DCP	Provision of public transport and promotion of non-car transport mode have not been addressed in the DDCP. In compliance with the DGRs, it is recommended that the draft development control plan include a requirement for the adoption of a range of travel demand management initiatives to encourage mode shift to public transport, cycling and walking including: <ul style="list-style-type: none"> The use of 'car share' schemes for corporate fleets, which can also be 	The DDCP does address the provision of public transport in 4.1 Traffic and Transport as the subdivision is to provide an accessible public transport route and bus stops as outlined on the Concept Plan. Footpaths and cycleways are in accordance with Council's requirements. Dot points 1 to 5 are requirements that are subject to the individual work places and cannot be controlled through a Development Control Plan.

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	<p>available for use by a group of adjoining businesses on site;</p> <ul style="list-style-type: none"> • Potential assistance for employees to access work by public transport through salary packing options and other incentives; • The preparation of a Travel Access Guide (TAG). Information regarding TAGs are available from the RTA on their website; • The provision of secure bike storage and amenities; • The introduction of flexible working arrangements, which can enable staff to avoid peak travel periods; and • The preparation of a strategy, which minimise provision of on-site car parking. The Ministry is keen to reduce the provision of on-site parking as an effective measure to encourage greater mode shift to non-car transport mode. 	<p>Dot point 6 in relation to the reduction of on-site carparking is a matter that needs to be addressed by the Ministry of Transport and the local Councils. The DDCP incorporates requirements for carparking and bicycles.</p>
Terms of approval	The Ministry requests that the Terms of Approval for the project and the final Statement of Commitment require the implementation of the above measures.	Comments as outlined above.