

WARNER INDUSTRIAL PARK

SUMMARY OF SUBMISSIONS

Department of Environment and Climate Change

- Concerned that WIP is proposing to proceed in advance of biocertification of WEZ.
- WIP places infrastructure and artificial water bodies in E2 zone – which are biodiversity offset lands.
- Proponent may be required to provide alternate means of offsetting biodiversity loss.

Department of Environment, Water, Heritage and the Arts

- Noted it has not received a referral under the EPBC Act for Warner Industrial Park.

Mine Subsidence Board

MSB has established conditions for WIP:

- Additional 200mm freeboard above 1:100 flood level required to allow for subsidence – this becomes minimum ground surface level.
- MSB approval required for all improvements.
- MSB to consider buildings which are single or two storey steel framed , steel clad; or masonry single storey – certified by structural engineer.
- Buildings over 50m long to require structural separation to allow for subsidence movement.
- Site should be notified as potentially having an impact on sensitive equipment and that coal mining may take place in the vicinity.

Department of Primary Industries

- Concerned that discharge of stormwater excess downstream of Wyong weir may disrupt migratory fish – discharge would be better upstream of weir.
- Supports on-site use of stormwater to reduce discharges.
- Should minimise disturbance of Buttonderry floodplain.
- Should be communication with local agriculture operators.
- Care should be taken in noxious weed removal and disposal.
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Roads and Traffic Authority

- Raises no objection.
- SIDRA model should be undertaken of SparksRd and F3 interchange.
- Consideration should be given to noise impacts on rural residential area to south west of Precinct 14.

NSW Rural Fire Service

Should adopt recommendations in Appendix 12 of Environmental Assessment, additionally:

- Areas identified as defensible space should be managed as inner protection area
- Adopt fire principles in landscaping.

- Should be unobstructed pedestrian access to the rear of blocks 101 to 110.
- Future building development applications should be planned for bushfire.
- Lots 104-110 should be restricted for fire sensitive uses.
- Future development should install mesh screen which limit ember entry.

Ministry of Transport

- Implications of the proposal on transport are not adequately addressed.
- Proposal should demonstrate how it fits into an overall public transport scheme for WEZ.
- WIP has the potential to create 3200 jobs however, is short on detail on how the public transport needs of these jobs will be met.
- Siting of bus route and bus stops requires examination to ensure there are optimal.
- Concept plan does not indicate where bicycle and pedestrian networks will be located.
- Statement of commitments should address transport management issues for the site.
- Start up costs for bus services should form an element of the SIC.
- Ministry wants to comment on arrangements for transport contained in any planning agreement.
- Proposal should address staging in proposed public transport provision.
- DCP should address travel demand initiatives such as – car share, salary incentives for public transport use, preparation of a public transport guide, provision of bike storage and amenities, flexible working arrangements tied to public transport use, reducing on-site car parking.

Department of Water and Energy

- Buttenderry Creek riparian zone is generally acceptable.
- Recommended that water detention works and bushfire asset protection zones should not be included in core riparian zones (ie 30m each side of watercourse bank).

Wyang Shire Council

Does not formally object to the proposal but raises some concerns in a number of respects and also suggests certain conditions of consent –

- Alternate stormwater discharge pipeline proposal is at odds with Council's proposal for WEZ and is not supported; stormwater arrangements should be determined via a VPA with the Council; and an arrangement needs to be determined regarding stormwater treatment in Precinct 14 prior to implementation of the overall WEZ scheme.
- There is a lack of information regarding stormwater management prior to construction of the stormwater discharge pipeline.
- Wants greater clarity on operations of the flooding/retardation/storage system.
- There should be development standards for water quality controls for individual developments.
- There should be procedures for dealing with contamination or spills.
- Should be proper definition as to the actual level of %1 Annual Exceedence Probability flood levels.

- Notes the difference between the proposed DCP and the Council's WEZ DCP; Council wants WIP site integrated in its DCP.
- If there are to be fewer developments requiring consent then there should be more detailed controls in the DCP, to ensure minimum compliance; the complying development provisions are too loose and the Council's WEZ provisions should apply.
- Concerned at visual impact of development of F3, Council wants a minimum 20m setback from F3 – says greater architectural, landscaping and advertising controls are necessary.
- Management responsibility F3 setback should be clarified.
- Concerned at impact of heavy vehicle movements during construction.
- Wants clarity on road widths and pavement design and queries sufficiency of pedestrian and cycleway widths.
- Council wants the State Infrastructure Contribution lowered or removed to improve project viability.
- Boundaries to conservation areas should be clearly fenced to prevent encroachment and illegal use.
- Minimum allotment size of 2000m² is insufficient to allow for truck manoeuvring – small lots should be restricted to ensure diversity – too many small lots will encourage non-industrial uses.
- Strata subdivision should be controlled to prevent fragmentation of lot sizes and land uses.
- Development controls should require a minimum of one loading bay per development (no shared bays) as a means of making provision for transport as well as limiting fragmentation.
- Should be explicit controls on external storage and waste storage – which should be more than just screening.
- Height controls should be considered.
- Parameters to provide for “high quality appearance” (such as guidance on colour scheme, controls for illuminated signage) and “energy efficiency” should be included in DCP.
- Controls should specify that vehicles should only enter and exit sites in a forward motion.
- DCP contains no “safety by design” principles.
- All heights should be expressed in AHD.
- Bridge design is unclear – culvert or bridge? – impacts must be appreciated.
- Concerns that the site may be affected by odours from the Buttonderry Waste Centre – suggests odour study be undertaken.
- Concern that the proponent should pay its share of biodiversity offsetting.
- Council wants to sign off on plan of management of conservation areas.
- Council wants to sign off on road design and construction and questions who will own the roads.
- Wants direct access to Sparks and Hue Hue Roads restricted.
- Questions whether 13m wide roads are sufficient to cater for B-doubles; wants road and intersection design to cater for B-triples.
- Council wants a 24m road reserve with 14m carriageway for major subdivision roads.
- Open space areas do not provide enough ‘social cohesion or support’.

- Proposed permissible land uses in IN1 and E2 zones are broader than elsewhere in Wyong – raises concern of precedential impact arising from the need for consistency of zones in Wyong comprehensive LEP.
- IN1 and E2 zones are broader than the standard LEP template and inconsistent with the rest of WEZ.
- Unclear how 'neighbourhood shops' are to be controlled.
- Uses on the site perimeter should have regard to external appearance.
- Siting of electricity substation has not been identified.
- Water and sewerage must be connected to the Council's infrastructure.
- Construction traffic will damage and shorten the life of main roads – Council wants this issue addressed in a VPA.
- Suggests State Infrastructure Contributions should be lowered or waived to improve development feasibility.
- Council wants contributions requirements concluded though a VPA prior to any Ministerial approval.
- Council would like to review proposed conditions prior to Ministerial approval.
- Water and sewerage infrastructure are to be provided by the proponent to the Council's specifications and a contribution of \$8373 per lot.

Public submission

The public submission objected to the proposed development, for the following reasons:

- inappropriate land uses for the Warner Industrial Park – specifically, large floor plate commercial floor space, retailing and neighbourhood shops;
- No economic impact assessment;
- The proposal is inconsistent with State Government Centres Policy for the Sydney region;
- The proposed uses extend beyond normal industrial development and is designed to be developed in a manner similar to the existing Tuggerah Business Park; and
- Precinct 14 is located away from existing centres, does not have public transport within close proximity and is not accessible by walking or cycling from any established urban living area.