

Table 1 – Response to Submissions

Author	Submission	Issue Summary	C&A Response
David Sayers 77 Gamben Rd Gwandalan	<ul style="list-style-type: none"> <li>I would like to question the figures quoted in the above submission about the number of residents in the Gwandalan and Summerland Point areas. The figure quoted by the research team (approx 2900 residents) does not include the many holiday homes in the area. At peak holiday times, this figure doubles. Parking is then at a premium in our villages, and our only access road becomes a traffic nightmare. This fact alone should exclude this quiet area from being granted more housing.</li> <li>I do not support this proposed development.</li> </ul>	<p>Population figures quoted do not reflect the occupation of holiday homes in the area.</p> <p>Parking is at a premium and the only access road becomes a nightmare.</p>	<p>The social infrastructure is structured to ensure capacity for permanent residents.</p> <p>Gwandalan contains an estimated population of approximately 2,940 people as per Census 2006 data sourced from Australian Bureau of Statistics.</p> <p>Traffic was counted on Kanangra Drive and indicated that weekend traffic was about 20% lower than weekday traffic.</p> <p>The RTA collected traffic data on the Pacific Highway for a period of 365 days. The data indicated that December holiday traffic on the Pacific Highway was about 10% higher than July traffic (when counts were undertaken).</p>
	<ul style="list-style-type: none"> <li>The consultants have identified every aspect of our infrastructure but have not detailed the true picture</li> <li>The report tells us that we have a primary school in Gwandalan. What it does NOT tell us is that it is full, with no room to expand. Where will the children from the proposed 600 odd new homes attend school? Obviously not in Gwandalan. This is a classic case of the Minister giving Part 3A approval without doing his homework.</li> </ul>	The primary school does not have the capacity to accommodate an increase in students from an increased residential population.	<p>This matter has been discussed with Department of Education. The VPA provides for the following contribution to the local school towards purchase of new land.</p> <p><b>EDUCATION CONTRIBUTION</b> - The Developer is to provide a monetary contribution to the Planning Minister, totaling \$480,706.80 (subject to indexation), towards the proposed acquisition of land adjacent to Gwandalan Public School, amounting to a contribution of \$771.60 per urban lot at Gwandalan only if the contribution is paid on or prior to 30 June 2011. The monetary contribution if paid after 30 June 2011 (subject to indexation) is \$721,066.43 amounting to a contribution of \$1,157.41 per urban lot at Gwandalan only.</p>
	<ul style="list-style-type: none"> <li>The report also tells us that we have a doctor, with perhaps some need for a future practice. The report ignores the fact that the current doctor is not taking any more patients because he is at maximum numbers already. He is hard pressed to see all his patients in a timely fashion now. It takes 6 to 8 weeks to get an appointment now. Where will the new residents get medical help? Obviously not in Gwandalan.</li> <li>These are just 2 examples of the Minister signing off in favour of big business at the expense of local residents.</li> </ul>	The local doctor is not taking any more patients. There is no local capacity to cater for GP services for an increase in population.	This is a regional issue for the Department of Health. The proposed land use zoning permits GP services. Further Seniors Living ILU development is proposed to be located within the Coal & Allied Gwandalan site. This could potentially attract the provision of additional medical services to the area.
	<ul style="list-style-type: none"> <li>The maps of the proposed area for development show an access road off Kanangra Drive. This is in an 80kph zone. The maps show no road widening to cope with turning traffic, and no reduction in speed signs to permit safe access on and off Kanangra Drive. If a bus stop is also included for the convenience of residents and particularly school children, how will they cross the road in the afternoons with safety? Surely not in an 80 kph zone? There is no mention of traffic lights or a pedestrian crossing. Again, no forethought by the Minister before signing off on Part 3A. This intersection will be a death trap. Is that responsible planning?</li> </ul>	No upgrades to Kanangra drive are proposed to cater to the increase traffic demand. This should address widening to cope with turning traffic, pedestrian crossings and bus stops.	<p>The Gwandalan concept plan shows two key access points as follows:</p> <ul style="list-style-type: none"> <li>A new T-junction on Kanangra Drive about 800 m south of the existing roundabout at the Kanangra Drive/Summerland Point Road intersection. A new roundabout is proposed at the intersection of Kanangra Drive</li> <li>A new connecting road on the eastern side of the Kanangra Drive/Summerland Point Road roundabout. The Coal &amp; Allied access will form the fourth leg of the existing roundabout.</li> </ul> <p>The design of the new roundabout will be designed to meet RTA standards. The need for pedestrian crossing will be determined during design phase prior to the works application</p> <p>The existing bus service (Route 99) runs along the Kanangra Drive between the Pacific Highway and the existing developments at Summerland Point and Gwandalan. It is proposed for the bus route to run through the proposed new development with appropriate bus stops alleviating the need for a bus stop in Kanangra Dr. Discussion should be held with the bus operator to determine the likely bus stops.</p>
	<ul style="list-style-type: none"> <li>I strongly urge the Minister to reconsider his decision to approve this development. I am also not convinced that the sudden acknowledgement that Gwandalan is indeed in the Central Coast Region, and NOT in the Lower Hunter Region, (as previously insisted upon by</li> </ul>	<p>Urge the Minister to reconsider his decision to approve this development.</p> <p>Gwandalan is many kilometers from the rail link to Sydney and Newcastle</p>	<p>The Minister has not yet formed a decision to approve the Concept Plan. The application is in the assessment stage. The DOP will undertake an assessment of the proposal in light of the planning legislation and the merits of the proposal, which will inform the Ministers decision in determining the</p>

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	<p>the then Minister to try and allow approval under the LHRS), that Gwandalan does fit the strategy of the Central Coast land use study. Gwandalan is many kilometers from the rail link to Sydney and Newcastle and is not near any industrial areas. How can the Minister sign off on this proposal when the area of Gwandalan doesn't meet these criteria?</p> <ul style="list-style-type: none"> <li>Minister, no amount of biased reporting will convince me that this decision is correct.</li> </ul>	and is not near any industrial areas. How can the Minister sign off on this proposal when the area of Gwandalan doesn't meet these criteria?	<p>application.</p> <p>The Gwandalan site has been recognised for its regional significance to the Lower Hunter Region based on its inclusion in the Lower Hunter Regional Strategy (LHRS) for proposed urban development and conservation. The securing, protection and management of conservation corridors is a key focus of both the LHRS and the companion Lower Hunter Regional Conservation Plan (LHRCP).</p> <p>On 15 July 2010 the Minister formed the opinion that the Coal &amp; Allied southern estates are potentially of State Planning significance and therefore are to be considered as potential SSSs under Schedule 3 of the Major Development SEPP 2008.</p> <p>The proposal allows for the transfer of 849ha to the NSWG in perpetuity for conservation purposes, in accordance with s93F of the EP&amp;A Act.</p> <p>This offset equates to 88% of the Coal &amp; Allied landholdings, in accordance with DECCW requirements.</p>
	<ul style="list-style-type: none"> <li>Gwandalan is located in the northern part of Wyong Shire Council and receives its water from the Central Coast catchment area, its power from power plants in the Central Coast area, and health services from the Northern Sydney Health area. All of these amenities are under stress from over use. Our current population is overtaxing these services.</li> <li>Where will the extra services come from to provide for the proposed added population?</li> </ul>	<p>The current infrastructure services are under stress from over-use.</p> <p>Where will the extra services come from to provide for the proposed added population?</p>	<p>Infrastructure upgrades proposed are sufficient to accommodate the proposed development, which are to be funded by the developer. Future traffic volumes on the existing residential road network would remain well below the RTA's environmental capacity performance standards, which is satisfactory. Intersections with Pacific Highway will be upgraded in accordance with RTA requirements.</p> <p>The cost of the required infrastructure is to be borne fully by C&amp;A and other developers.</p>
	<ul style="list-style-type: none"> <li>The Gwandalan area is quite small by comparison to what is considered to be a State significant site, therefore, how can Gwandalan satisfy the criteria for being considered to be a State Significant Site? We are not close to transport and we have no industry in the area, (apart from services to support our town), which are the two main criteria to satisfy State significant status. To assume otherwise would be a joke.</li> </ul>	How can Gwandalan satisfy the criteria for being considered to be a State Significant Site?	<p>The Gwandalan site has been recognised for its regional significance to the Lower Hunter Region based on its inclusion in the Lower Hunter Regional Strategy (LHRS) for proposed urban development and conservation. The securing, protection and management of conservation corridors is a key focus of both the LHRS and the companion Lower Hunter Regional Conservation Plan (LHRCP).</p> <p>On 15 July 2010 the Minister formed the opinion that the Coal &amp; Allied southern estates are potentially of State Planning significance and therefore are to be considered as potential SSSs under Schedule 3 of the Major Development SEPP 2008.</p> <p>The proposal allows for the transfer of 849ha to the NSWG in perpetuity for conservation purposes, in accordance with s93F of the EP&amp;A Act.</p> <p>This offset equates to 88% of the Coal &amp; Allied landholdings, in accordance with DECCW requirements.</p>
	<ul style="list-style-type: none"> <li>In an earlier assessment plan involving housing developments in Gwandalan, the section which addressed Traffic, predicted an increase of traffic movements from 7,500 per day to 15,000. It also stated that this increase is within acceptable residential limits. I beg to disagree. Any road where volumes double, especially a narrow, winding, single lane in each direction road must give rise for concern. To mention that this road is also shared with cyclists must increase the dangers for everyone who uses it. Cyclists who currently use this road do so at their peril. Imagine their chances of survival with the prediction that traffic volumes will double?</li> </ul>	<p>In an earlier assessment plan involving housing developments in Gwandalan, the section which addressed Traffic, predicted an increase of traffic movements from 7,500 per day to 15,000, stating that this increase is within acceptable residential limits.</p> <p>Any road where volumes double must give rise for concern</p>	<p>The traffic counts data collected for this study indicated that Kanangra Drive carried between 7,100 and 7,500 vehicle s per day during a typical weekday. The traffic study found that, the proposed Gwandalan development would increase daily traffic on Kanangra Drive in the order of 2,600 vehicles per day (about 34% increase). With this predicted growth, traffic on Kanangra Drive is forecast in the order of 10,000 vehicles per day. Kanangra Drive is a two lane undivided road. The capacity of Kanangra Drive can be 15,000 to 18,000 vehicles per day (reference: Austroads, 2009, Part3, Traffic Studies and Analysis). This suggests from a capacity perspective that Kanangra Drive has spare capacity for additional traffic growth.</p>
	<ul style="list-style-type: none"> <li>Kanangra Drive is not ready for double the traffic volume. Accessing the Highway at the traffic lights will take longer, necessitating queuing, and the resultant queue waiting to turn left or right onto the highway will increase the chances of being rear-ended, especially</li> </ul>	Kanangra Drive is not ready for double the traffic volume	<p>Considering the cumulative impact including the potential development from Rose Group site, the traffic analysis suggests that the Pacific Highway/Kanangra Drive intersection will have capacity problems. The following upgrading works, proposed to be funded by the proponent, would improve signal capacity:</p>

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	as the road near the lights has blind curves. If drivers are travelling at 80kph, which is the current speed limit, and come upon a queue of cars waiting for the lights to change, they could have trouble stopping in time.		<ul style="list-style-type: none"> <li>One left turn slip lane (100m) turning north from Pacific Highway to Kanangra Drive</li> <li>One left turn slip lane (50m) turning north from Kanangra Drive to Pacific Highway</li> <li>Additional right turn storage lane (100m) for southbound traffic from Kanangra Drive to Pacific Highway</li> </ul> <p>The above mentioned upgrading measures are considered satisfactory to accommodate the cumulative impacts of the proposed developments. The traffic model also suggests only minor impacts on LoS at the Kanangra Drive/Summerland Road intersection as a result of cumulative impacts</p>
	<ul style="list-style-type: none"> <li>The issue of pedestrian safety, especially school children alighting from buses on Kanangra Drive has not been addressed. This lack of safety could be seen as criminal neglect.</li> </ul>	The issue of pedestrian safety, especially school children alighting from buses on Kanangra Drive has not been addressed	<p>Discussion should be held with the bus operator to determine the likely bus stops, their location and potential crossing points. The need for pedestrian crossing will be determined during design phase prior to the works application.</p> <p>Subject to a new route through the development, new bus stops would serve the majority of residential development within a 400 metres walk. The operator of Busways was contacted regarding upgrades to the service. Busways advised that bus services were continually under review and that more frequent services would be considered as additional residential development occurs in Gwandalan.</p>
	<ul style="list-style-type: none"> <li>There has not been enough thought put into this whole proposal. Gwandalan is in the wrong location for such a development. We are a community on an isolated peninsular, consisting predominately of retired people, who came here because of its remoteness, to retire in peace.</li> </ul>	Gwandalan is in the wrong location for such a development.	<p>The Central Coast Regional Strategy (CCRS), Lower Hunter Regional Strategy (LHRS) and Lower Hunter Regional Conservation Plan (LHRCP) identify the subject land as proposed urban development to cater to the housing needs of the region to 2031, and proposed conservation land dedication. The proposal is entirely consistent with the provisions of these policies. Environmental offsets have been provided to enable the objectives of these strategies to be achieved and maintain the environment that is so valued.</p> <p>The proposal is consistent with the CCRS and LHRS, proposing residential development as an extension to the existing township of Gwandalan.</p>
	<ul style="list-style-type: none"> <li>Former proposals mentioned the wonderful facilities available in Gwandalan. Those proposals told us that there is a school, a doctor's surgery and convenience shops. What the proposals didn't reveal is that the school is at capacity, with any future building extensions impacting on playing fields, meaning that the children will be deprived of their play area, because there is no land available to expand the school, for the children to run and play. Gwandalan was never intended to be invaded by such a vast development. The school was never intended to cater for such an influx of pupils.</li> </ul>	Gwandalan was never intended to be invaded by such a vast development. The town does not have the social infrastructure to support the additional population. The school does not have capacity to support additional students.	<p>Facilities have been provided in response to the Social Infrastructure Assessment.</p> <p>The VPA provides for the following contribution to the local school towards purchase of new land.</p> <p><b>EDUCATION CONTRIBUTION</b> - The Developer is to provide a monetary contribution to the Planning Minister, totalling \$480,706.80 (subject to indexation), towards the proposed acquisition of land adjacent to Gwandalan Public School, amounting to a contribution of \$771.60 per urban lot at Gwandalan only if the contribution is paid on or prior to 30 June 2011. The monetary contribution if paid after 30 June 2011 (subject to indexation) is \$721,066.43 amounting to a contribution of \$1,157.41 per urban lot at Gwandalan only.</p>
	<ul style="list-style-type: none"> <li>There was no mention in the proposals that the aforementioned doctor is not taking any new patients. His books are full. The nearest doctor who is taking new patients is at Wyee, 20 kilometres away. Who will provide medical assistance for these newcomers?</li> </ul>	The nearest doctor who is taking new patients is at Wyee, 20 kilometres away. Who will provide medical assistance for these newcomers?	<p>This is a regional issue for Department of Health. The proposed land use zoning permits GP services.</p> <p>Further Seniors Living ILU development is proposed to be located within the Coal &amp; Allied Gwandalan site. This could potentially attract the provision of additional medical services to the area.</p>
	<ul style="list-style-type: none"> <li>There is no mention in the proposal that the aforementioned shopping areas, where the convenience stores are located, have insufficient parking already. Where will we park to shop when these extra homes are built?</li> </ul>	Shopping areas have insufficient car parking	The parking provision for the Concept Plan is proposed to be in accordance with Wyong Council's requirements.
	<ul style="list-style-type: none"> <li>Gwandalan is located a long way from the public transport railhead. The earliest bus available out of</li> </ul>	Gwandalan is located a long way from the public transport railhead. The timetable does not support commuting to Sydney to work	An increase in local population will increase the viability of more frequent public transport facilities.



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	<p>Gwandalan is 07.00am, which connects with the train at Wyong at 08.30am. This train arrives in Sydney at 10.00am.</p> <ul style="list-style-type: none"><li>▪ The latest train available from Sydney which connects with the last bus to Gwandalan leaves Sydney at 3.40pm and arrives in Gwandalan at 7.00pm. I do not think there are many jobs available in Sydney where the hours are post 10.00am start to pre 3.30pm finish.</li></ul>		
<p><b>Penelope Sayers</b> <b>77 Gamban Road</b> <b>Gwandalan NSW 2259</b></p>	<ul style="list-style-type: none"><li>▪ The only reason Coal &amp; Allied wish to develop this land is because it has finished mining the coal underneath the land and now wants to make even more money by building houses on it. No thought has been given to the consequences this will inflict on our small community.</li></ul>	<p>The only reason Coal &amp; Allied wish to develop this land is because it has finished mining the coal underneath the land and now wants to make even more money by building houses on it</p>	<p>The CCRS, LHRS and LHRCP identify the subject land as proposed urban development to cater to the housing needs of the region to 2031, and proposed conservation land dedication. The proposal is entirely consistent with the provisions of the CCRS, LHRS and LHRCP. Environmental offsets have been provided to enable the objectives of these strategies to be achieved and maintain the environment that is so valued.</p> <p>The Gwandalan site has been recognised for its regional significance to the Lower Hunter Region based on its inclusion in the Lower Hunter Regional Strategy (LHRS) for proposed urban development and conservation. The securing, protection and management of conservation corridors is a key focus of both the LHRS and the companion Lower Hunter Regional Conservation Plan (LHRCP).</p> <p>On 15 July 2010 the Minister formed the opinion that the Coal &amp; Allied southern estates are potentially of State Planning significance and therefore are to be considered as potential SSSs under Schedule 3 of the Major Development SEPP 2008.</p> <p>The proposal allows for the transfer of 849ha to the NSWG in perpetuity for conservation purposes, in accordance with s93F of the EP&amp;A Act.</p> <p>This offset equates to 88% of the Coal &amp; Allied landholdings, in accordance with DECCW requirements.</p>
	<ul style="list-style-type: none"><li>▪ Coal &amp; Allied should return the land to the Crown who granted the mining rights in the first place. With all these facts highlighting why this proposal should not be permitted, I would also like to stress the pressure this clearing of virgin bushland will have on our native animals. These animals have been inhabiting this land for thousands of years. What will happen to them?</li><li>▪ It is obvious they will not survive.</li></ul>	<p>Clearing of bushland will place added strain on native fauna</p>	<p>Whilst clearing of the native bushland is considered to place some strain on native fauna in the area protective measures will be incorporated into the development so as to minimise effects upon local fauna. As recommended by RPS all removal works will be undertaken using methods that minimise effects upon native fauna. Mature and/or hollow bearing trees will be retained where possible on site. Pre-clearing inspections by a qualified ecologist will also be undertaken to identify either breeding or nesting fauna that will need to be avoided and during the construction phase an ecologist will be present on site in order to supervise tree removal and recover any displaced fauna.</p> <p>As a result of conservation offset lands, a large vegetation corridor will be conserved stretching from Gwandalan in the south and linking up with Wallarah National Park in the north. These conservation lands will link three state conservation reserves of Lake Munmorah State Conservation Area, Lake Macquarie State Conservation Area and Wallarah National Park. This large tract of native vegetation will provide protected habitat for a wide variety of native flora and fauna.</p>
	<ul style="list-style-type: none"><li>▪ The residents of Gwandalan take care when driving along Kanangra drive so that the kangaroos, wombats and possums do not get run over by motor vehicles. Indeed we have warning signs on the side of the road alerting motorists to take care because of the presence of kangaroos and other wildlife.</li><li>▪ If these houses are built, the wildlife will disappear forever. Our abundant bird life will also have their trees removed causing interruption to their breeding cycles. We have rare kites and sea eagles nesting in the proposed housing area. There are also inadequate</li></ul>	<p>If these houses are built, the wildlife will disappear forever.</p>	<p>Whilst the development at Gwandalan will see the removal of native bushland and thus reduce the amount of habitat for native fauna, measures will be put in place in order to reduce effects so that wildlife will not disappear forever. Retention of mature and/or hollow bearing trees coupled with wildlife corridors will influence native fauna to inhabit the Gwandalan area despite housing. The assessment has considered the potential impacts on these species and found the habitat loss in relation to the wider conservation provides a robust outcome.</p>

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	wildlife corridors included in the proposal.		
	<ul style="list-style-type: none"> <li>I urge the Minister to stop this housing development and tell Coal &amp; Allied to find appropriate land nearer to transport to develop. This site does not meet the criteria for Part 3A status. It fails on all grounds. The reason for the introduction of Part 3A by the government was to override large developments of say 10,000 houses, where conflict could have been an issue because of multiple councils involvement etc, but this is a relatively small development by State Significant Standards (only 600 odd houses), involving only one council (Wyong), and should not be entertained for this very reason. Nevertheless, a development of this magnitude on the small Gwandalan peninsular would be catastrophic for the serenity of our township.</li> <li>People retired to Gwandalan for its relative seclusion. This development would destroy that.</li> </ul>	This site does not meet the criteria for Part 3A status. It fails on all grounds	<p>The CCRS, LHRS and LHRCP identify the subject land as proposed urban development to cater to the housing needs of the region to 2031, and proposed conservation land dedication. The proposal is entirely consistent with the provisions of the CCRS, LHRS and LHRCP. Environmental offsets have been provided to enable the objectives of these strategies to be achieved and maintain the environment that is so valued.</p> <p>The Gwandalan site has been recognised for its regional significance to the Lower Hunter Region based on its inclusion in the Lower Hunter Regional Strategy (LHRS) for proposed urban development and conservation. The securing, protection and management of conservation corridors is a key focus of both the LHRS and the companion Lower Hunter Regional Conservation Plan (LHRCP).</p> <p>On 15 July 2010 the Minister formed the opinion that the Coal &amp; Allied southern estates are potentially of State Planning significance and therefore are to be considered as potential SSSs under Schedule 3 of the Major Development SEPP 2008.</p> <p>The proposal allows for the transfer of 849ha to the NSWG in perpetuity for conservation purposes, in accordance with s93F of the EP&amp;A Act.</p> <p>This offset equates to 88% of the Coal &amp; Allied landholdings, in accordance with DECCW requirements.</p>
<b>Ellis Rippon 167 Winbin Cres Gwandalan</b>	<ul style="list-style-type: none"> <li>This proposal will have no other effect on this native bushland but to virtually destroy its natural wonders, only to financially benefit a very large coal/exploration company whose integral business is not to be a land developer.</li> </ul>	This proposal will destroy natural wonders of the bushland only to profit a large coal company	The proposal will result in the dedication of 849ha of land to the NSWG in perpetuity for conservation purposes. This will ensure the majority of the Coal & Allied land holding is conserved.
	<ul style="list-style-type: none"> <li>If this company had even a basic knowledge of the Gwandalan and Summerland Point area, it would foresee an immediate folly, which will only become apparent many years later, after out beautiful and pristine land has been devastated by bulldozers and bitumen roadways. Simply put, there is little or no demand here for building blocks, and many blocks, vacant for 50 years, have been unsold for some years. With the GFC aftermath the banks have been repossessing homes under about 5 years old at a great rate, selling them off at up to \$80,000 less than what the owner paid for them. It is hard to see newcomers rushing to buy land here at what will be astronomical prices to cover huge development costs.</li> </ul>	<p>There is little or no demand for building blocks in Gwandalan.</p> <p>It is hard to see newcomers rushing to buy land here at what will be astronomical prices to cover huge development costs.</p>	<p>The development would be carried out progressively in stages with the development of each stage being driven by the market at the time.</p> <p>The proposed development will offer a much greater range of housing types that are not generally available in the area at present and as such provides a point of difference for potential buyers.</p>
	<ul style="list-style-type: none"> <li>This whole peninsula has been settled over the last 50 years by people wishing a quiet respite from city life and to enjoy its unique "fishing village" atmosphere. However that idyllic life has already been made somewhat difficult by the fact that we have had to suffer severe level 4 water restrictions for over 10 years, and no sane person could contemplate adding a further 623 dwellings in such circumstances unless there was an immediate solution (ie an already completed, at least half full large collection dam) – but no such plan is even possible let alone talked about. Yes we do have a stop gap relief in a pipeline from the Hunter regions, but since inception and initiation some 18 months ago, we have only just been able to 'enjoy' a temporary reduction, to Level 3, whilst our total water storage is still yet to exceed 31%.</li> </ul>	Gwandalan has been subject to severe Level 4 water restrictions and there is not enough water capacity to service an additional 623 dwellings.	<p>Wyong Council have advised that the existing infrastructure within Kanangra Drive has sufficient capacity to service the proposed development.</p> <p>It is proposed to implement Water Sensitive Urban Design (WSUD) practices at the site. WSUD encompasses all aspects of urban water cycle management including water supply, wastewater and stormwater management, that promotes opportunities for linking water infrastructure, landscape design and the urban built form to minimize the impacts of development upon the water cycle and achieve sustainable outcomes. Practices such as roof water capture in rain water tanks is highly recommended.</p>

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	<ul style="list-style-type: none"> <li>There are no prospects for either full time or casual employment on the peninsula, and there are no major shopping centres closer than 13km. They are serviced by about 4 bus services (including school buses) a day. This is strictly a “car owners only” residetnail district. Our medical centre has only one greatly overworked doctor 5 days per week, and he closed his books to newcomers some 5 years ago. It now takes over 10 weeks to get an appointment with him – its easier to see a specialist. So your proposed new population of say 1,500 people would have to travel to I don’t know where for a doctor to even see a child with a cold. About 4 years ago, it cost \$363 for an ambulance to puck me up from home and take me to the nearest hospital (Wyong) which is about 26km away.</li> </ul>	<p>There are no prospects for either full time or casual employment on the peninsula, and there are no major shopping centres closer than 13km</p> <p>Public transport to these centres is limited</p> <p>There is no local GP who is available to see new patients.</p>	<p>In general increased population can lead to increased economic development opportunities within the region and the potential for employment both full and part time.</p> <p>Increased population base makes the provision of public transport services increasingly viable.</p> <p>The proposed zoning permits GPs within the residential area. There are no current social policy measures for the development industry or Government to influence the location of GPs on the Central Coast and Lower Hunter. It is effectively a commercial decision by practitioners.</p>
	<ul style="list-style-type: none"> <li>I believe our local primary school is already over capacity and older children have to travel some 8km each way to attend high school at Lake Munmorah, and it is also crowded. Nor does our school have sufficient land to expand to cater for a large influx of pupils.</li> </ul>	<p>The local primary school is already over capacity</p> <p>Lake Munmorah High School is also crowded.</p>	<p>This has been discussed with NSW Department of Education and Training. C&amp;A have undertaken to contribute via a Voluntary Planning Agreement towards additional land for the Gwandalan Public School.</p> <p>The VPA provides for the following contribution to the local school towards purchase of new land.</p> <p><b>EDUCATION CONTRIBUTION</b> - The Developer is to provide a monetary contribution to the Planning Minister, totaling \$480,706.80 (subject to indexation), towards the proposed acquisition of land adjacent to Gwandalan Public School, amounting to a contribution of \$771.60 per urban lot at Gwandalan only if the contribution is paid on or prior to 30 June 2011. The monetary contribution if paid after 30 June 2011 (subject to indexation) is \$721,066.43 amounting to a contribution of \$1,157.41 per urban lot at Gwandalan only.</p>
	<ul style="list-style-type: none"> <li>The pristine waterfront land which this proposal covers has majestic stands of forest with many trees over 100 years old, and there is much diverse flora, rainforest and wetland areas also. In all, a rare treasure between the state’s two largest cities, far too good to destroy for a one-off monetary gain.</li> </ul>	<p>The pristine waterfront land which this proposal covers has majestic stands of forest with many trees over 100 years old, and there is much diverse flora, rainforest and wetland areas also. This is far too good to destroy for a one-off monetary gain.</p>	<p>The following are incorporated into the Concept Plan to protect the waterfront land:</p> <ul style="list-style-type: none"> <li>Foreshore is protected by a 100m buffer</li> <li>A continuous open space reserve is provided around Cragan Bay</li> <li>The developable area protects EEC’s</li> <li>Contiguous ‘green’ corridors are provided through the development</li> </ul> <p>The setback area from the foreshore is shown on the development footprint plan at Figure A1.1.1 of the Concept Plan.</p> <p>The <i>Ecological Assessment Report – Lower Hunter Lands Gwandalan (RPS, November 2010)</i> identifies nine vegetation communities within the Gwandalan site. Of these nine communities only three will be directly affected by the development. These include Coastal Plains Scribbly Gum Woodland, Riparian Melaleuca Swamp Woodland (EEC) and Coastal Wet Sand Cyperoid Heath. Whilst these communities will be partly removed for the development, a higher percentage of each community will be represented within proposed conservation lands. RPS has also recommended that mature and/or hollow bearing trees be retained within the development estates where feasible.</p> <p>Further, the proposed development will result in economic benefits to the regional economy of \$228Mill and flow on effects of approx \$336M over approximately 18years.</p>
	<ul style="list-style-type: none"> <li>This land is to be developed by Coal &amp; Allied simply because it was given it in the 1950s to mine underneath, not to destroy the surface. And now it wants to sell it off simply because its there, doing</li> </ul>	<p>This land is to be developed by Coal &amp; Allied simply because it was given it in the 1950s to mine underneath, not to destroy the surface</p>	<p>Coal &amp; Allied acquired the land for valuable consideration and is entitled to seek development of its land as is any other landowner.</p> <p>The CCRS, LHRS and LHRCP identify the subject land as proposed urban</p>

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	nothing. To them its purely a case of “out of sight, out of mind”		<p>development to cater to the housing needs of the region to 2031, and proposed conservation land dedication. The proposal is entirely consistent with the provisions of the CCRS, LHRS and LHRCP. Environmental offsets have been provided to enable the objectives of these strategies to be achieved and maintain the environment that is so valued.</p> <p>The Gwandalan site has been recognised for its regional significance to the Lower Hunter Region based on its inclusion in the Lower Hunter Regional Strategy (LHRS) for proposed urban development and conservation. The securing, protection and management of conservation corridors is a key focus of both the LHRS and the companion Lower Hunter Regional Conservation Plan (LHRCP).</p> <p>On 15 July 2010 the Minister formed the opinion that the Coal &amp; Allied southern estates are potentially of State Planning significance and therefore are to be considered as potential SSSs under Schedule 3 of the Major Development SEPP 2008.</p> <p>The proposal allows for the transfer of 849ha to the NSWG in perpetuity for conservation purposes, in accordance with s93F of the EP&amp;A Act.</p> <p>This offset equates to 88% of the Coal &amp; Allied landholdings, in accordance with DECCW requirements.</p>
	<ul style="list-style-type: none"> <li>In 2008 Rio Tinto's website indicated it is a company which besides its huge business undertakings, is a “devotee of conservation” well known and respected for its efforts to reduce global warming and wishes to be thought of as a “green” entity. The sad truth is that there is no genuine Aussie spirit in this company.</li> </ul>	Rio Tinto purports to be a ‘devotee of conservation’ however there is no genuine aussie spirit in this company	<p>Coal &amp; Allied has been operating in the Hunter Valley for more than 150 years, with the earliest coal mining operations located in the East Maitland area dating back to 1844. Numerous mergers, expansions and acquisitions since then have led to Coal &amp; Allied becoming a regionally significant mining company.</p> <p>Coal &amp; Allied is proud and greatly encouraged by its win in the Hunter Business Chamber's 2009 "Environmental Sustainability Award". As one of the Hunter Valley's largest land holders, Coal &amp; Allied is firmly focussed on environmental sustainability.</p> <p>Coal &amp; Allied proposes to transfer 77% of its landholdings at Gwandalan for conservation and 88% overall in the Southern Estates.</p>
	<ul style="list-style-type: none"> <li>Gwandalan should have been declared a heritage area many years ago, since it is to our knowledge the last little, remove lakeside village in NSW. And that is why we residents chose, and choose, to live hear, and we will fight nail and tooth to preserve it.</li> </ul>	Gwandalan should have been declared a heritage area many years ago, since it is to our knowledge the last little, remove lakeside village in NSW.	<p>Gwandalan has local significance but no assessment to date has found state significance to the area. So no there is no evidence to support this submission.</p> <p>The CCRS, LHRS and LHRCP identify the subject land as proposed urban development to cater to the housing needs of the region to 2031, and proposed conservation land dedication. The proposal is entirely consistent with the provisions of the CCRS, LHRS and LHRCP. Environmental offsets have been provided to enable the objectives of these strategies to be achieved and maintain the environment that is so valued.</p> <p>The Gwandalan site has been recognised for its regional significance to the Lower Hunter Region based on its inclusion in the Lower Hunter Regional Strategy (LHRS) for proposed urban development and conservation. The securing, protection and management of conservation corridors is a key focus of both the LHRS and the companion Lower Hunter Regional Conservation Plan (LHRCP).</p> <p>On 15 July 2010 the Minister formed the opinion that the Coal &amp; Allied southern estates are potentially of State Planning significance and therefore are to be considered as potential SSSs under Schedule 3 of the Major Development SEPP 2008.</p> <p>The proposal allows for the transfer of 849ha to the NSWG in perpetuity for conservation purposes, in accordance with s93F of the EP&amp;A Act.</p> <p>This offset equates to 88% of the Coal &amp; Allied landholdings, in accordance with DECCW requirements.</p>

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J&CR Dennehy 142 Gamban Rd Gwandalan	<ul style="list-style-type: none"> <li>Lake Macquarie is a valuable asset for the State of NSW and should not be compromised by such a large development.</li> </ul>	<p>Lake Macquarie is a valuable asset for the State of NSW and should not be compromised by such a large development.</p>	<p>Lake Macquarie is not being compromised by the proposed development. Thorough environmental studies have been undertaken to inform the proposed Concept Plan. Appropriate environmental management strategies will protect the quality of Lake Macquarie.</p>
	<ul style="list-style-type: none"> <li>Even with the most modern stormwater design the flow of sediment and nutrients after a period of heavy rain or storms will be enormous with a development of this size. We have lived at Gwandalan for 20 years and witness regular large plumes of mud and debris 100m into the lake and large deposits of silt even when new drainage systems have been employed.</li> <li>The area covered by this proposal includes naturally occurring filtering system which will be totally destroyed when the land is stripped of trees and vegetation. This could be a total disaster as this area is at the end of the lake.</li> </ul>	<p>The lake will be polluted from runoff</p> <p>The area covered by this proposal includes naturally occurring filtering system which will be totally destroyed when the land is stripped of trees and vegetation.</p>	<p>The treatment of stormwater discharging from the site will utilise the concepts of Water Sensitive Urban Design, incorporating systems which detain and filter stormwater. Systems will be located onsite and offsite, treating stormwater before discharge to downstream receiving environments</p>
	<ul style="list-style-type: none"> <li>The proposal will greatly reduce the current wildlife corridor which is already under stress as is indicated by a noticeable reduction in bird life over the recent years.</li> </ul>	<p>The proposal will greatly reduce the current wildlife corridor which is already under stress</p>	<p>As a result of conservation offset lands, a large vegetation corridor will be conserved stretching from Gwandalan in the south and linking up with Wallarah National Park in the north. These conservation lands will link three state conservation reserves of Lake Munmorah State Conservation Area, Lake Macquarie State Conservation Area and Wallarah National Park. This large tract of native vegetation will provide protected habitat for a wide variety of native flora and fauna.</p>
	<ul style="list-style-type: none"> <li>The proposal is contrary to the NSW Government Lower Hunter Regional Strategy and possibly the Coastal Protection requirements.</li> </ul>	<p>The proposal is contrary to the NSW Government Lower Hunter Regional Strategy and possibly the Coastal Protection requirements.</p>	<p>The proposal is entirely consistent with the provisions of the CCRS, LHRS and LHRCP</p> <p>The NSW Coastal Policy has been addressed in section 5.6 the EA report. The submission does not state which specific objectives are not adequately addressed or met, so a more thorough response cannot be given without repeating the extract from the EA.</p>
	<ul style="list-style-type: none"> <li>Public transport is virtually non existent forcing even a two person household to operate two motor vehicles to maintain any form of independence. It is also impossible for a person without a motor vehicle to obtain employment.</li> </ul>	<p>Public transport is virtually non existent</p>	<p>The existing bus service (Route 99) runs along the Kanangra Drive between the Pacific Highway and the existing developments at Summerland Point and Gwandalan. Discussion should be held with the bus operator to determine a likely bus route through the development. Subject to a new route through the development, new bus stops would serve the majority of residential development within a 400 metres walk.</p>
	<ul style="list-style-type: none"> <li>Schools in the area, both primary and high school are operating at maximum capacity. Therefore it is hard to imagine any foreseeable change to this capacity to cope with such an increase in population.</li> </ul>	<p>Schools in the area are operating at maximum capacity.</p>	<p>This has been discussed with NSW Department of Education and Training who is aware of the supply issues in the area. C&amp;A have undertaken to contribute towards the addition of land for the Gwandalan Public School via a Voluntary Planning Agreement.</p> <p>The VPA provides for the following contribution to the local school towards purchase of new land.</p> <p><b>EDUCATION CONTRIBUTION</b> - The Developer is to provide a monetary contribution to the Planning Minister, totaling \$480,706.80 (subject to indexation), towards the proposed acquisition of land adjacent to Gwandalan Public School, amounting to a contribution of \$771.60 per urban lot at Gwandalan only if the contribution is paid on or prior to 30 June 2011. The monetary contribution if paid after 30 June 2011 (subject to indexation) is \$721,066.43 amounting to a contribution of \$1,157.41 per urban lot at Gwandalan only.</p>
	<ul style="list-style-type: none"> <li>At least 80% of motor vehicles turn right at the Pacific Highway when departing from Gwandalan. This would indicate that Gwandalan is closely linked to the central</li> </ul>	<p>The site is part of the Central Coast, not the Lower Hunter.</p> <p>The NSW Government own strategy states that priority for development</p>	<p>The CCRS, LHRS and LHRCP identify the subject land as proposed urban development to cater to the housing needs of the region to 2031, and proposed conservation land dedication. The proposal is entirely consistent</p>



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	coast and not the lower hunter, which the proposal has always been wrongly included in. As the Central Coast has current unemployment of over 8% work opportunities will be limited because of the distance of any major employment based in the Hunter. The NSW Government own strategy states that priority for development should be close to work opportunities.	should be close to work opportunities.	with the provisions of the CCRS, LHRS and LHRCP. Environmental offsets have been provided to enable the objectives of these strategies to be achieved and maintain the environment that is so valued.
	<ul style="list-style-type: none"> <li>The sewerage treatment plant in Gwandalan currently has some overflow occurrences of raw sewage into Lake Macquarie. It could not possibly cope with this large development especially if the proposed Rose Corp development proceeds.</li> </ul>	The sewerage treatment plant in Gwandalan could not possibly cope with this large development especially if the proposed Rose Corp development proceeds.	<p>Infrastructure upgrades proposed are sufficient to accommodate the proposed development, which are to be funded by the developer. Discussions with WSC have confirmed the plant has sufficient capacity to service the C&amp;A proposed development</p> <p>The cost of the required infrastructure is to be borne fully by C&amp;A and other developers.</p>
	<ul style="list-style-type: none"> <li>Gwandalan and Summerland Point currently has only one Doctor who for years has been unable to obtain assistance in the practice. Any new patients in the area have to travel out some kilometres to obtain GP services. With the addition of some 600 dwellings new residents could be forced further afield.</li> </ul>	The local GP is not taking any new patients. New residents will be forced further afield for medical services.	<p>This is a regional issue for Department of Health. The proposed land use zoning permits GP services.</p> <p>Further Seniors Living ILU development is proposed to be located within the Coal &amp; Allied Gwandalan site. This could potentially attract the provision of additional medical services to the area.</p>
	<ul style="list-style-type: none"> <li>Current school capacity is inadequate</li> </ul>	Current school capacity is inadequate	<p>This has been discussed with NSW Department of Education and Training. C&amp;A have undertaken to contribute towards the addition of land for the Gwandalan Public School.</p> <p>The VPA provides for the following contribution to the local school towards purchase of new land.</p> <p><b>EDUCATION CONTRIBUTION</b> - The Developer is to provide a monetary contribution to the Planning Minister, totaling \$480,706.80 (subject to indexation), towards the proposed acquisition of land adjacent to Gwandalan Public School, amounting to a contribution of \$771.60 per urban lot at Gwandalan only if the contribution is paid on or prior to 30 June 2011. The monetary contribution if paid after 30 June 2011 (subject to indexation) is \$721,066.43 amounting to a contribution of \$1,157.41 per urban lot at Gwandalan only.</p>
	<ul style="list-style-type: none"> <li>With only Kanangara Drive as the entry and exit grave concern for its capacity for the additional traffic and in the instance of bush fires.</li> </ul>	Concern about the capacity of Kanangara Drive to cope with the additional traffic	<p>The traffic counts data collected for this study indicated that Kanangra Drive carried between 7,100 and 7,500 vehicle s per day during a typical weekday. The traffic study found that, proposed Gwandalan development would increase daily traffic on Kanangra Drive in the order of 2,600 vehicles per day (about 34% increase). With this predicted growth, traffic on Kanangra Drive is forecast in the order of 10,000 vehicles per day. Kanangra Drive is a two lane undivided road. The capacity of Kanangra Drive can be 15,000 to 18,000 vehicles per day (reference: Austroads, 2009, Part3, Traffic Studies and Analysis). This suggests from a capacity perspective that Kanangra Drive has spare capacity for additional traffic growth.</p> <p>Access to the Gwandalan area is generally available via Kanangra Drive which provides a direct connection to the Pacific Highway to the north and south. A secondary access (unregistered road) is available via a gravel fire trail known as Link Road and Chain Valley Bay Road.</p>
	<ul style="list-style-type: none"> <li>Coal &amp; Allied should seriously consider including the land this proposal covers to the 206 ha dedicated for conservation. We would suggest that Coal &amp; Allied have much land that could be developed which would meet good planning, instead of the sensitive area covered by this proposal.</li> <li>This would retain the wildlife corridor around the lake</li> </ul>	Coal & Allied should consider including the land this proposal covers to the 206 ha dedicated for conservation.	<p>The Gwandalan site is 268ha of which approximately 62.2ha is proposed for development and the remainder 205.8Ha) will be dedicated as conservation lands to the NSW Government (NSWG).</p> <p>As a result of conservation offset lands, a large vegetation corridor will be conserved stretching from Gwandalan in the south and linking up with Wallarah National Park in the north. These conservation lands will link three state conservation reserves of Lake Munmorah State Conservation Area,</p>

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	<ul style="list-style-type: none"> <li>66 ha of land would not be destroyed with the removal of some 60,000 native trees and vegetation including the protected Tetratheca Juncea.</li> <li>This area of Lake Macquarie would be protected from further development especially as the department of Conservation believe this are is of extreme conservation value.</li> </ul>		<p>Lake Macquarie State Conservation Area and Wallarah National Park. This large tract of native vegetation will provide protected habitat for a wide variety of native flora and fauna. DECCW has reviewed the Ecological Assessment Report – Lower Hunter Lands Gwandalan (RPS, November 2010) and recognises that the conservation contributions provide for a number of significant conservation outcomes including the transfer into public ownership of environmental conservation lands that are identified in the Lower Hunter Regional Conservation Strategy .</p>
	<ul style="list-style-type: none"> <li>If this proposal was stopped by Coal &amp; Allied it would show that they are concerned with the conservation of the environment and not just a greedy mining company.</li> </ul>	Coal & Allied should stop this development to show that they are concerned with the conservation of the environment and not just a greedy mining company.	The proposed redevelopment of the 62.2ha at Gwandalan provides for the dedication of the 205ha for conservation purposes to the NSWG in perpetuity.
<b>Silvana Giorgi 40 Imga St Gwanadalan</b>	<ul style="list-style-type: none"> <li>Over the past 10 years I have seen many changes due to the increase in population. My biggest concern is that while the population has increased, the infrastructure to accommodate the population increase has been minimal.</li> <li>There are no adequate provisions in Coal &amp; Allied's planning to assist with increased infrastructure. It is ludicrous to dump 600+ houses in an area already struggling with social issues.</li> </ul>	While the population has increased over the past 10 years, the infrastructure to accommodate the population increase has been minimal. There are no adequate provisions in Coal & Allied's planning to assist with increased infrastructure provision.	<p>Facilities have been provided in response to the Social Infrastructure Assessment.</p> <p>Infrastructure upgrades proposed are sufficient to accommodate the proposed development, which are to be funded by the developer. Future traffic volumes on the existing residential road network would remain well below the RTA's environmental capacity performance standards, which is satisfactory. Intersections with Pacific Highway will be upgraded in accordance with RTA requirements.</p> <p>The cost of the required infrastructure is to be borne fully by C&amp;A and other developers. The economics of developing Gwandalan rests with the developer.</p>
	<ul style="list-style-type: none"> <li>I object to the proposal because of the added pressure it will put on services that are already at breaking point – services including General Practitioners, Police, public Transport and Public Schools.</li> <li>My main concern is the lack of police presence which is already a problem for the area. The nearest Police Station is in Toukley, a 30 minute drive away. The police station covers a large area and police response times are completely inadequate.</li> <li>This situation is appalling and will only worsen with the development of a 600+ medium density housing estate in a small isolated community and no where for young bored men and women to congregate except in the streets and nothing for them to do except drink alcohol.</li> </ul>	<p>My main concern is the lack of police presence which is already a problem for the area</p> <p>The increased population with no means of entertainment will lead to alcoholism.</p>	<p>Social infrastructure facilities have been provided in response to the Social Infrastructure Assessment.</p> <p>The application has been referred to the NSW Police who have indicated that the proposal will not trigger the need to locate additional police services in the area.</p>
	<ul style="list-style-type: none"> <li>I call on the Department of Planning to see some sense and realise that there must be areas that are better placed to accommodate an increase in housing.</li> </ul>	there must be areas that are better placed to accommodate an increase in housing.	<p>A number of sites are identified in the Central Coast Regional Strategy for new housing, including the subject land at Gwandalan. Providing residential development tin this location offers housing diversity and choice to future residents in the region.</p> <p>The LHRS and LHRCP identify the subject land as proposed urban development to cater to the housing needs of the Lower Hunter to 2031, and proposed conservation land dedication. The proposal is entirely consistent with the provisions of the LHRS and LHRCP. Environmental offsets have been provided to enable the objectives of these strategies to be achieved and maintain the environment that is so valued.</p>
<b>Anonymous</b>	<ul style="list-style-type: none"> <li>I object to the proposed residential development at Gwandalan. My family and I are regular visitors to the area and enjoy the lake for recreational purposes. I believe that the development will have a negative impact on the lake, particularly environmental.</li> <li>The additional development around the lake will decrease water quality, impacting recreational fishing.</li> <li>I am aware of other proposed developments in Gwandalan &amp; Lake Macquarie and their combined</li> </ul>	<p>the development will have a negative impact on the lake, particularly environmental.</p> <p>The additional development will decrease water quality, impacting recreational fishing</p> <p>The combined effect of developments around Gwandalan &amp; Lake Macquarie would be devastating to the natural bushland and lake.</p>	<p>The treatment of stormwater discharging from the site will rely on the concepts of Water Sensitive Urban Design, incorporating systems which detain and filter stormwater. The proposed facilities will manage both water quantity and water quality discharging to Lake Macquarie Systems will be located onsite and offsite, treating stormwater before discharge to downstream receiving environments</p>

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	effects would be devastating to the natural bushland and lake.		
	<ul style="list-style-type: none"> <li>The existing boat ramp facilities struggle to cope with the current demand and additional users of the lake will increase safety risks due to overcrowding.</li> </ul>	<p>The existing boat ramp facilities struggle to cope with the current demand</p> <p>Additional users of the lake will increase safety risks due to overcrowding.</p>	<p>Coal &amp; Allied by way of additional contribution to the standard Statutory contribution requirements, supports community development processes which have demonstrable success in assisting the building of sustainable, resilient communities and acting as a bridge between new and existing communities. The agreed apportionment of the Coal &amp; Allied \$5M allocation for the Southern Estates towards social infrastructure and community development at Gwandalan includes:</p> <ul style="list-style-type: none"> <li>- Funding State &amp; Regional employment opportunities</li> <li>- Upgrade of Lions Park boat ramp</li> <li>- Contribution to the upgrade of Koowong Road wharf</li> <li>- Provision of walking tracks along the foreshore</li> </ul>
	<ul style="list-style-type: none"> <li>There are limited jobs, schools, shops &amp; medical facilities in the area and these would not be able to support additional development.</li> </ul>	<p>There are limited jobs, schools, shops &amp; medical facilities in the area and these would not be able to support additional development.</p>	<p>Facilities have been provided in response to the Social Infrastructure Assessment.</p>
<b>Barbara Roach</b> <b>32 Dulkara St</b> <b>Gwandalan</b>	<ul style="list-style-type: none"> <li>The traffic modelling used for the proposal is seriously flawed</li> <li>The modelling was based on about 2,000 homes being in Gwandalan and Summerland Point whereas recent maps show more than 2,600. As well, the traffic model makes no provision for traffic from other as-yet-unbuilt-on land in the area, nor for traffic from the adjacent proposed industrial site, not from traffic from the concurrent proposal by Lakeside Living for another 190 homes in Gwandalan.</li> </ul>	<ul style="list-style-type: none"> <li>The traffic modelling used for the proposal is seriously flawed</li> </ul> <p>The housing numbers on which the traffic report based are in correct. Traffic modelling does not account for other zoned residential land yet to be developed.</p>	<p>The traffic model was validated based on actual traffic data collected for this study. The traffic study determined cumulative impact based on known developments including the potential development of the Rose Group zoned sites. The combination of these developments would result in impacts on key intersection of Pacific Highway/ Kanangra Drive.</p> <p>Considering the cumulative impact, the traffic analysis suggests that the Pacific Highway/Kanangra Drive intersection will have capacity problems. The following upgrading works would improve signal capacity:</p> <ul style="list-style-type: none"> <li>• One left turn slip lane (100m) turning north from Pacific Highway to Kanangra Drive</li> <li>• One left turn slip lane (50m) turning north from Kanangra Drive to Pacific Highway</li> <li>• Additional right turn storage lane (100m) for southbound traffic from Kanangra Drive to Pacific Highway</li> </ul> <p>The above mentioned upgrading measures are considered satisfactory to accommodate the cumulative impacts of the proposed developments. The traffic model also suggests only minor impacts on LoS at the Kanangra Drive/Summerland Road intersection as a result of cumulative impacts.</p>
	<ul style="list-style-type: none"> <li>All the traffic from Stage 1 of the proposal exits from the new development into the current roundabout between Gwandalan and Summerland Point – that's sure to cause additional traffic congestion and accidents.</li> <li>These failures to properly plan for traffic highlight the unsuitability of such developments for Gwandalan.</li> </ul>	<p>The traffic impact will cause additional traffic congestion and accidents at the roundabout between Gwandalan and Summerland Point.</p>	<p>Traffic modelling undertaken for Kanangra Drive/Summerland Road roundabout shows that currently the roundabout has no capacity problem during peak period. Traffic modelling result indicates good operation of the roundabout with LoS A. In the future the proposed development will not create capacity problem to the roundabout operation. The data suggests that this roundabout has sufficient spare capacity to accommodate the future development.</p>
	<ul style="list-style-type: none"> <li>It is all so pointless anyway – there is simply no need for additional housing in the area with plenty of existing properties always on the market. To encourage more people to live away from employment, schools, health care and so on is just madness.</li> </ul>	<p>there is no need for additional housing in the area with plenty of existing properties always on the market</p>	<p>The proposed development will provide a diversity of housing product that is not otherwise available, ensuring housing choice for future residents. Further, the proposal includes development for seniors housing which is in high demand in this locality.</p>
	<ul style="list-style-type: none"> <li>The proposal is totally out of proportion to the area and its infrastructure. It would encourage too many people to live away from schools, health care, transport shops and other facilities so that everyone would need to use cars on the already at times crowded Kanangra Drive creating unnecessary pollution</li> <li>Kanangra Drive is the only rod into both Gwandalan and Summerland Point; its comparatively narrow and twisting and even at current traffic volumes has been the site of accidents. Adding a lot more traffic every</li> </ul>	<p>The area is underserved with local infrastructure.</p> <p>The proposal will increase reliance on cars and use the over crowded Kanangra Drive.</p>	<p>Infrastructure upgrades proposed are sufficient to accommodate the proposed development, which are to be funded by the developer. Future traffic volumes on the existing residential road network would remain well below the RTA's environmental capacity performance standards, which is satisfactory. Intersections with Pacific Highway will be upgraded in accordance with RTA requirements.</p> <p>The cost of the required infrastructure is to be borne fully by C&amp;A and other developers. The economics of developing Gwandalan rests with the developer.</p>

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	day without substantial upgrading of the road, or provision of a second road, would be asking for trouble.		
	<ul style="list-style-type: none"> <li>Rose Group is also campaigning to sub-develop another area in Gwandalan. Whilst neither proposal makes any sense, a final decision should be made on the Rose Group property before any consideration is given to this Coal &amp; Allied proposal. These developments cannot be looked at individually, and surely it could be only one or the other that is given approval to proceed – not both. The effect of both together on Gwandalan would be horrendous.</li> </ul>	<p>The Coal &amp; Allied and Rose Group proposals cannot be looked at individually.</p> <p>Only one should be approved.</p>	<p>The cumulative impacts of all proposed developments in the vicinity was considered in the Concept Plan, Environmental Assessment and accompanying specialist reports.</p> <p>Each proposal is to be considered on its merits having regard to the current planning framework and the impact on the locality.</p>
	<ul style="list-style-type: none"> <li>Accepting part of Coal &amp; Allied's land in the area as "National Park" in exchange for the proposed development is simply wrong and an inadequate 'compensation' for the loss of some 60ha of bush near to Gwandalan. There is no obligation on the Government to compromise – all the land is environmentally sensitive and should simply remain as natural bushland. Coal &amp; Allied have already taken great value from the land from its coal mining activities and should not be allowed to reap further profits at the expense of the local community.</li> </ul>	<p>All the land is environmentally sensitive and should remain as natural bushland.</p> <p>Coal &amp; Allied have already taken great value from the land from its coal mining activities and should not be allowed to reap further profits at the expense of the local community.</p>	<p>Extensive ecological survey and impact assessment has been undertaken to inform the proposal. This has determined that the proposal will not have a significant impact on the local and regional landscape.</p> <p>The conservation estates will offer an abundance of high quality habitat for known threatened species, populations and ecological communities that is currently not in public ownership. This consolidation of biodiversity and its conservation will make a significant positive contribution to the enduring protection of the regions ecology. The assessment has considered the potential impacts on these species and found the habitat loss in relation to the wider conservation gain to be acceptable.</p>
	<ul style="list-style-type: none"> <li>All available government resources should be dedicated to developing more suitable land areas on the Central Coast that are closer to transport, employment opportunities, health care and so on. The Government's own Lower Hunter Regional Strategy states that new development should be located near existing town centres, within 800m of reliable public transport and be adjacent to high schools and employment opportunities. None of these factors apply for the Gwandalan land – Gwandalan is not even considered a 'village' in the Central Coast Regional Strategy.</li> </ul>	<p>Gwandalan is not located close to transport, employment opportunities, health care or within 800m of reliable public transport and be adjacent to high schools and employment opportunities.</p>	<p>The CCRS, LHRS and LHRCP identify the subject land as proposed urban development to cater to the housing needs of the region to 2031, and proposed conservation land dedication. The proposal is entirely consistent with the provisions of the CCRS, LHRS and LHRCP. Environmental offsets have been provided to enable the objectives of these strategies to be achieved and maintain the environment that is so valued.</p>
	<ul style="list-style-type: none"> <li>A recently released draft North Wyong Structure Plan shows development in Gwandalan and Summerland Point as being long term – ie expected to be zoned for development after 2020 at the earliest. Not until after areas such as the long awaited Warnervale Town Centre have been completed should 'remote' areas like Gwandalan be considered for development. Even then, the scale of the Coal &amp; Allied proposal is far too big unless massive investment in additional infrastructure has been made.</li> </ul>	<p>Gwandalan should not be zoned for development until 2020 at the earliest.</p>	<p>The subject site is identified in both the Central Coast Regional Strategy and the Lower Hunter Regional Strategy as future urban land. These strategies do not provide a timeframe or staging of land release.</p> <p>It is considered that the long term time frame identified for the site in the Draft North Wyong Structure Plan does not correctly reflect the current status of the land or servicing capacity, and presents a mis-informed expectation to the community as to the likely timing for redevelopment of this site. It is certainly Coal &amp; Allied's intention that the proposed conservation land be transferred to the NSW Government and development of the proposed residential land be commenced consistent with any Concept Plan and Development Application/Project Application approval, as soon as is practicable.</p> <p>The infrastructure servicing report accompanying the Concept Plan identifies that infrastructure servicing can be extended to the site in a timely manner to support its short term redevelopment.</p> <p>The Draft Statement of Commitments accompanying the Concept Plan application provide that Coal &amp; Allied, or the landowner, would be responsible for the delivery of infrastructure services to and within the site. While attempts can be made by the Draft Structure Plan to identify which land parcels will be developed first in order to meet residential targets and which ones last, such forecasts are fraught with the uncertainties of:</p> <ul style="list-style-type: none"> <li>land capability and environmental suitability</li> <li>land ownership (single or multiple)</li> </ul>

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			<ul style="list-style-type: none"> <li>orderly development, consistent with servicing availability</li> <li>likely market demand</li> </ul> <p>As an extension of an existing urban area with major services currently available as evidenced in the environmental assessment for the site, the proposed Coal &amp; Allied development is orderly development. Some other developments in the Central Coast Regional Strategy relying on seed funding for infrastructure and landowner agreements would be unlikely to proceed in an orderly manner.</p> <p>Upon approval Coal &amp; Allied will be in a position to supply serviced land products in an orderly manner. The Coal &amp; Allied Gwandalan Estate will be located on gently sloping land close to services and road transport links and overlooking Crangan Bay. The estate has been designed to incorporate contemporary urban design principles, provide a mix of residential land products and present a community environment to prospective purchasers. The Coal &amp; Allied Gwandalan Estate is therefore one which is able to proceed without the need for any delay.</p> <p>Recent details released by the industry reflect the above concerns that land releases are falling well short of Regional Structure Plan targets placing pressure on land availability for the full range of housing product.</p> <p>A submission has been put to the DOP in regard to the Draft North Wyong Structure Plan, highlighting these concerns, and requesting that the timing for the subject land release be brought forward to reflect the practical servicing arrangements for the site and market demand.</p>
	<ul style="list-style-type: none"> <li>Another factor in terms of planning sequencing is that decisions need to be made about Lake Coal's Chain Valley Mine's proposal to extend mining under the proposed development site before the Coal &amp; Allied proposal could be considered. I sincerely hope such mining extension is not allowed, but at least the decision has to be made first.</li> </ul>	A decision needs to be made whether Lake Coal will extend mining under the proposed development site.	Coal & Allied have responded to the Lake Coal submission.
	<ul style="list-style-type: none"> <li>It would be far better if the Planning Department decided the areas where new developments would be built, based on sound environmental and infrastructure factors and only then developers be invited to proceed in such areas. This approach of developers trying to get approval based solely on self interest is simply the wrong way around.</li> </ul>	It would be far better if the Planning Department decided the areas where new developments would be built, based on sound environmental and infrastructure factors and only then developers be invited to proceed in such areas.	<p>The CCRS, LHRS and LHRCP identify the subject land as proposed urban development to cater to the housing needs of the region to 2031, and proposed conservation land dedication. The proposal is entirely consistent with the provisions of the CCRS, LHRS and LHRCP. Environmental offsets have been provided to enable the objectives of these strategies to be achieved and maintain the environment that is so valued.</p> <p>The Gwandalan site has been recognised for its regional significance to the Lower Hunter Region based on its inclusion in the Lower Hunter Regional Strategy (LHRS) for proposed urban development and conservation. The securing, protection and management of conservation corridors is a key focus of both the LHRS and the companion Lower Hunter Regional Conservation Plan (LHRCP).</p> <p>On 15 July 2010 the Minister formed the opinion that the Coal &amp; Allied southern estates are potentially of State Planning significance and therefore are to be considered as potential SSSs under Schedule 3 of the Major Development SEPP 2008.</p> <p>The proposal allows for the transfer of 849ha to the NSWG in perpetuity for conservation purposes, in accordance with s93F of the EP&amp;A Act.</p> <p>This offset equates to 88% of the Coal &amp; Allied landholdings, in accordance with DECCW requirements.</p>
	<ul style="list-style-type: none"> <li>For the Coal &amp; Allied proposal to proceed, about 60ha of bush would need to be destroyed and around 50,000 trees and native vegetation would have to be removed including the protected plant Tetratheca Juncea. This is environmental madness – in this area it is vital that all trees are retained to offset greenhouse gas emissions</li> </ul>	In this area it is vital that all trees are retained to offset greenhouse gas emissions from the Vales Point Coal Fired power station which is just 4km away.	It is not the responsibility of Coal & Allied to offset greenhouse gas emissions produced from the power station. However the 205.8ha of proposed offset lands will offer a positive contribution to greenhouse gas capture.

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	from the Vales Point Coal Fired power station which is just 4km away.		
	<ul style="list-style-type: none"> <li>The whole South Wallarah Peninsula is extremely diverse, supports habitat for a number of threatened plants (including Angphora Inopina), animals and vegetation communities. The whole area of Coal &amp; Allied's land should be left as natural bushland because if the proposed development went ahead, fragmentation of the bush would cause loss of biodiversity. In a report written by Department of Conservation in 2005 they state "It is the position of the DEC that the South Wallarah study area is of extremely high conservation value and that development opportunities across the site are limited due to the potential for incremental habitat loss and fragmentation". The Coal &amp; Allied proposal is exactly that – 'incremental habitat loss and fragmentation'.</li> </ul>	The whole area of Coal & Allied's land should be left as natural bushland because if the proposed development went ahead, fragmentation of the bush would cause loss of biodiversity.	<p>Extensive ecological survey and impact assessment has been undertaken to inform the proposal. This has determined that the proposal will not have a significant impact on the local and regional landscape.</p> <p>The conservation estates will offer an abundance of high quality habitat for known threatened species, populations and ecological communities that is currently not in public ownership. This consolidation of biodiversity and its conservation will make a significant positive contribution to the enduring protection of the regions ecology. The assessment has considered the potential impacts on these species and found the habitat loss in relation to the wider conservation gain to be acceptable.</p>
	<ul style="list-style-type: none"> <li>Coastal habitats are now considered the stronghold of the Squirrel Glider in NSW and the population of Squirrel Gliders in the Northern Wyong and Sothern Lake Macquarie area is the larges known in NSW. These animals are territorial and will die if their bushland homes are destroyed.</li> </ul>	The Squirrel Glider habitat will be affected.	<p>Extensive ecological survey and impact assessment has been undertaken to inform the proposal. This has determined that the proposal will not have a significant impact on the local and regional landscape.</p> <p>The conservation estates will offer an abundance of high quality habitat for known threatened species, populations and ecological communities that is currently not in public ownership. This consolidation of biodiversity and its conservation will make a significant positive contribution to the enduring protection of the regions ecology. The assessment has considered the potential impacts on these species and found the habitat loss in relation to the wider conservation gain to be acceptable.</p>
	<ul style="list-style-type: none"> <li>Crangan Bay is the last undeveloped bay in Lake Macquarie and should remain that way. Increased populations will mean more boats on the lake and this will lead to damage to the sea grass beds from moorings and boat propellers; changes in hydrology; sediment runoff; heavy metals and toxins. Some of the main causes of sediments and nutrients entering the lake resulting in algae and sedimentation problems is the use of household detergents, garden fertiliser, hosing driveways and disposal of domestic oil and refuse into drains. This will significantly impact on the protected seagrasses in Crangan Bay.</li> </ul>	<p>Crangan Bay is the last undeveloped bay in Lake Macquarie and should remain that way</p> <p>Increased populations will mean more boats on the lake and this will lead to damage to the sea grass beds</p>	<p>Whilst the development will be adjacent to the lake, mitigation methods will be employed during and post construction to control sediment runoff. The assessment and approval of the overall development is the responsibility of the NSW DoP and DECCW. They will consider the nature and extent of development including proposed ameliorative measures proposed and their acceptability to the service. The proponent will be guided by this assessment.</p>
<b>Gwen Bates 1 Murraba Crescent Gwandalan</b>	Gwandalan is not within 800m of reliable transport, there is no work nearby and the new high school at Lake Munmorah has nowhere to expand. I don't feel this fits the criteria required for new housing development.	The site does not meet the criteria for new housing development.	The proposed residential land is identified as future urban land under the Central Coast Regional Strategy and the Lower Hunter Regional Strategy. The State government has identified this land as appropriate for urban purposes to support residential growth in the region to 2031.
	Gwandalan Primary School and Munmorah High are both reaching capacity. Population increase in the area will put great strain on both facilities..	Local schools are at capacity with no area to expand.	<p>This matter has been discussed with Department of Education. The VPA provides for the following contribution to the local school towards purchase of new land.</p> <p><b>EDUCATION CONTRIBUTION</b> - The Developer is to provide a monetary contribution to the Planning Minister, totaling \$480,706.80 (subject to indexation), towards the proposed acquisition of land adjacent to Gwandalan Public School, amounting to a contribution of \$771.60 per urban lot at Gwandalan only if the contribution is paid on or prior to 30 June 2011. The monetary contribution if paid after 30 June 2011 (subject to indexation) is \$721,066.43 amounting to a contribution of \$1,157.41 per urban lot at Gwandalan only.</p>
	At the moment there is no capacity to increase the infrastructure services including water, sewerage etc, but	There is no capacity to increase infrastructure services to the site	Works proposed by the proponent are detailed in the VPA and \$5million

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	will be there in the future. This means if any development is to occur it can only be in the long term not now as they would like.		allocation. Infrastructure upgrades proposed are sufficient to accommodate the proposed development, which are to be funded by the developer. Intersections with Pacific Highway will be upgraded in accordance with RTA requirements.  The cost of the required infrastructure is to be borne fully by C&A and other developers. The economics of developing Gwandalan rests with the developer.
	Busways will not consider improving our bus service unless there is at least another 10,000 residents. All new residents will therefore need a car. It takes 1 hour to get to Lake Haven by bus. The service is not very satisfactory and some of the buses only run during school term.	The bus service to the site is inadequate.	The existing bus service (Route 99) runs along the Kanangra Drive between the Pacific Highway and the existing developments at Summerland Point and Gwandalan. The operator of Busways was contacted regarding upgrades to the service. Busways advised that bus services were continually under review and that more frequent services would be considered as additional residential development occurs in, Gwandalan.
	There is only one GP serving the area who has had to close his books. I do not feel this is adequate medical coverage for the existing population let alone additional residents.	There are inadequate medical services in Gwandalan to service the future population.	This is a regional issue for Department of Health. The proposed land use zoning permits GP services, and GP's could be accommodated in the Rose Group proposed development at CHB on commercial terms. There are no current social policy measures for the development industry or Government to influence the location of GPs on the Central Coast and Lower Hunter. It is effectively a commercial decision by practitioners.  Seniors Living ILU development is proposed to be located within the Coal & Allied Gwandalan site. This could potentially attract the provision of additional medical services to the area.
<b>Pete Bates 1 Murraba Crescent Gwandalan</b>	A development of this size is inappropriate at this time and should not be considered for at least 10-15 years.	A development of this size is not appropriate at this time and should be delayed.	Recent details released by the industry reflect concerns that land releases are falling well short of Regional Structure Plan targets placing pressure on land availability for the full range of housing product.  As an extension of an existing urban area with major services currently available as evidenced in the environmental assessment for the site, the proposed Coal & Allied development is orderly development. Some other developments in the Central Coast Regional Strategy relying on seed funding for infrastructure and landowner agreements would be unlikely to proceed in an orderly manner.  Upon approval Coal & Allied will be in a position to supply serviced land products in an orderly manner. The Coal & Allied Gwandalan Estate will be located on gently sloping land close to services and road transport links and overlooking Crangan Bay across a 100M conservation corridor. The estate has been designed to incorporate contemporary urban design principles, provide a mix of residential land products and present a community environment to prospective purchasers. The Coal & Allied Gwandalan Estate is therefore one which is able to proceed without the need for any delay.
	The high/medium density housing is inappropriate for this area, which is semi rural and should not be developed as has been done in Western Sydney. The Mine Subsidence Board would not be impressed. A couple of the mining companies are stepping up their operations to mine under the area and as such the possibility of more subsidence is increasing.	The density of residential housing is inappropriate.   There is a risk of mine subsidence.	The concept subdivision plan identifies the possibility of providing a range of lot sizes and future dwelling types not generally available in the local area. This will increase housing diversity and choice in the area. Further, it has been identified that there is a high demand in the local community for a retirement facility for those wishing to "age in place" which forms part of the concept plan.  The Mine Subsidence Board have a well established process of applying compatible restrictions on mining and surface development to limit surface damage and under charter are required to repair damage caused by mine subsidence. This is a process that has applied across the region for many years.
	There are few employment opportunities in the wider area, requiring people to travel long distances for work. This means more motor vehicles clogging the F3 and other road which are already a shambles.	There are few employment opportunities in the wider area  Increased vehicular traffic will add traffic to existing congested roads.	Additional population growth can generate additional economic activity, including employment growth.]  The Gwandalan development is expected to achieve the following key objectives of the Integrating Land Use and Transport policy (ILUT) package:

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			<ul style="list-style-type: none"> <li>Improving access to housing, jobs and services by walking, cycling and public transport</li> <li>Increasing the choice of available transport and reducing dependence on cars;</li> <li>Reducing travel demand including the number of trips generated by development and the distances travelled, especially by car</li> <li>Supporting the efficient and viable operation of public transport services</li> </ul> <p>The concept plan for Gwandalan proposal will create an environment that is friendly to pedestrians, cyclists and public transport users, including elderly people and people with disabilities. Discussion should be held with the bus operator to determine a likely bus route through the development. Subject to a new route through the development, new bus stops would serve the majority of residential development within a 400 metres walk. The operator of Busways was contacted regarding upgrades to the service. Busways advised that bus services were continually under review and that more frequent services would be considered as additional residential development occurs in Gwandalan.</p>
	Kanangara Drive is totally unsuitable for the current population. In many places this is due to mine subsidence. In emergency situations or bushfire we are cut off.	Kanangara Drive is unsuitable for the current population.	<p>Considering the cumulative impact including the potential development of the Rose Group zoned sites, the traffic analysis suggests that the Pacific Highway/Kanangra Drive intersection will require the following upgrading works to improve the signal capacity:</p> <ul style="list-style-type: none"> <li>One left turn slip lane (100m) turning north from Pacific Highway to Kanangra Drive</li> <li>One left turn slip lane (50m) turning north from Kanangra Drive to Pacific Highway</li> <li>Additional right turn storage lane (100m) for southbound traffic from Kanangra Drive to Pacific Highway</li> </ul> <p>The above mentioned upgrading measures are considered satisfactory to accommodate the cumulative impacts of the proposed developments. The traffic model also suggests only minor impacts on LoS at the Kanangra Drive/Summerland Road intersection as a result of cumulative impacts</p>
	The situation in respect to medical services is poor. Governments be they State or Federal need to address this as a matter of priority. Gwandalan/Summerland Point have only one doctor to service a community of well over 5000. The hospital situation is not a great deal better.		<p>This is a regional issue for Department of Health. The proposed land use zoning permits GP services, and GP's could be accommodated in the Rose Group proposed development at CHB on commercial terms. There are no current social policy measures for the development industry or Government to influence the location of GPs on the Central Coast and Lower Hunter. It is effectively a commercial decision by practitioners.</p> <p>Seniors Living ILU development is proposed to be located within the Coal &amp; Allied Gwandalan site. This could potentially attract the provision of additional medical services to the area.</p>
	The local education institutions are both reaching capacity. With Rosegroup's 170 houses and C&A's 600, the resulting population increase will put great strain on both facilities. C&A's suggestion that students could attend Swansea High is NOT an option. Would the State Government be prepared to provide the extra buses required to get the students to school.		<p>This matter has been discussed with Department of Education. The VPA provides for the following contribution to the local school towards purchase of new land.</p> <p><b>EDUCATION CONTRIBUTION</b> - The Developer is to provide a monetary contribution to the Planning Minister, totaling \$480,706.80 (subject to indexation), towards the proposed acquisition of land adjacent to Gwandalan Public School, amounting to a contribution of \$771.60 per urban lot at Gwandalan only if the contribution is paid on or prior to 30 June 2011. The monetary contribution if paid after 30 June 2011 (subject to indexation) is \$721,066.43 amounting to a contribution of \$1,157.41 per urban lot at Gwandalan only.</p>
	Crangan Bay is the last undeveloped bay in Lake Macquarie and should remain that way. Increased development would lead to damage to the seagrass beds by the increase in boat traffic and also from general runoff.	<p>Crangan Bay should remain undeveloped.</p> <p>There is potential for damage to seagrass beds from boat traffic and runoff.</p>	<p>Whilst the development will be adjacent to the lake, mitigation methods will be employed during and post construction to control sediment runoff. The assessment and approval of the overall development is the responsibility of the NSW DoP and DECCW. They will consider the nature and extent of development including proposed ameliorative measures proposed and their</p>



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			acceptability to the service. The proponent will be guided by this assessment.
<b>Janette McLeod</b> <b>38 Gamben Road</b> <b>Gwandalan</b>	<p>We live in a very small village location, Gwandalan/Summerland Point, and this proposed development will destroy our way of life. We came here to get away from large areas of over-development and now you want to force this massive development and increase of population on us.</p> <p>I thought governments were elected by the people for the people. I believe the vast majority of this community do not want any further development, especially 623 new home sites as Crangan Bay.</p> <p>Coal &amp; Allied are miners. Why do they want to become developers, or are they intending to sell it off to a developer? I think so.</p>	Coal & Allied are miners. Why to they want to become developers?	<p>Coal &amp; Allied, like all landowners, may seek development consent for proposals that are consistent with the relevant state policy. The subject application has been made in a manner consistent with the applicable planning framework for the site.</p> <p>Development of the proposed 62.2ha will allow dedication of 205ha of conservation land to the NSWG in perpetuity.</p> <p>The CCRS, LHRS and LHRCP identify the subject land as proposed urban development to cater to the housing needs of the Lower Hunter to 2031, and proposed conservation land dedication. The proposal is entirely consistent with the provisions of the CCRS, LHRS and LHRCP. Environmental offsets have been provided to enable the objectives of these strategies to be achieved and maintain the environment that is so valued.</p>
	There is only one way in and out. The current and future residents of Gwandalan and Summerland Point will be extremely disadvantaged by this development. We will be following behind residents of this development to gain road access to the Pacific Highway intersection, and we will have to line up behind these residents on the Pacific Highway and Kanagara Drive whilst they endeavour to get to their residences.	Existing residents will be disadvantaged, having to queue behind residents of the development to gain access to the Highway, and Kanangra Drive.	<p>Considering the cumulative impact including the potential development of the Rose Group zoned sites, the traffic analysis suggests that the Pacific Highway/Kanangra Drive intersection will require the following upgrading works to improve the signal capacity:</p> <ul style="list-style-type: none"> <li>One left turn slip lane (100m) turning north from Pacific Highway to Kanangra Drive</li> <li>One left turn slip lane (50m) turning north from Kanangra Drive to Pacific Highway</li> <li>Additional right turn storage lane (100m) for southbound traffic from Kanangra Drive to Pacific Highway</li> </ul> <p>The above mentioned upgrading measures are considered satisfactory to accommodate the cumulative impacts of the proposed developments. The traffic model also suggests only minor impacts on LoS at the Kanangra Drive/Summerland Road intersection as a result of cumulative impacts</p>
	60 ha of magnificent bushland will be destroyed. This does not make any sense to me as Wyong Council and other organisations are planting millions and millions of trees in our Shire to combat global warming. In this bushland there are endangered species. I don't think its acceptable for Coal & Allied to say they are conserving other areas which gives them the right to destroy this area. They, and Rio Tinto, claim to be environmentally protective and friendly. I do not think so, as many of this community think the same.	Conserving other areas of bushland should not give Coal & Allied a right to destroy this bushland.	<p>The Lower Hunter Regional Conservation Plan, Lower Hunter Regional Strategy and Central Coast Regional Strategy identify the subject land for both proposed urban development and proposed conservation land dedication. The proposed land dedication of 205.75ha at Gwandalan will contribute to the protection of this land in perpetuity, with 62.24ha proposed to be developed for urban purposes.</p> <p>The proposed land dedication will increase the level of conservation afforded to the subject land. The proposed E1 zoning will categorise this land as National Park or Nature Conservation, with no works permissible with consent, vis a vis the current zoning which allows in part</p> <ul style="list-style-type: none"> <li>development for a community or public facility or purpose;</li> <li>dwellings and other uses.</li> </ul> <p>It is noted that the majority of the site proposed for residential development is currently zoned 5(a) Special Use Power Station, with a range of community and public facility uses permissible on the land with Council consent.</p>
	There are hundreds of species of native wildflowers in this bushland, also migrating and resident birds and fauna depending on this bushland for survival. Their habitat will be destroyed forever. New development areas do not replace the wonderful ecosystem that previously existed.	Habitat for native wildflowers, migrating and resident bird species will be destroyed forever.	Whilst the development at Gwandalan will see the removal of native bushland and thus reduce the amount of habitat for native fauna and flora, measures will be put in place in order to reduce effects so that local species will not disappear forever. Retention of mature and/or hollow bearing trees coupled with wildlife corridors will influence native fauna to inhabit the Gwandalan area. The assessment has considered the potential impacts on these species and found the habitat loss in relation to the wider conservation gain to be acceptable.

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	<p>This development could impact on the Lake’s ecology. Crangan Bay itself, the waterway, is the last undeveloped Bay in the Lake and is considered to be in good to excellent ecosystem health. It is at the bottom end of the lake and has seagrass meadows that form the foundations of the Lake’s food chain, a breeding ground for fish and other creatures, a nursery for fish and crustaceans, providing food and protection from predators. The area has wonderful seagrass beds and the water depth becomes very shallow towards the end of the Bay. I am sure, because of its location, this development can only do irreparable damage to this area and is seagrasses due to boating activities, anchor setting and chain dragging, other water activities like jetskiing and water skiing etc. Also, runoff from the development must occur, regardless of actions to decrease it, due to the whole area that runs downlill and slopes steeply towards the Lake and also discharges to Crangan Greek. Seagrass beds are well established close to the shore. Excessive and prolonged rainfall will have devastating affects on this habitat. Seagrass that are destroyed take years to recover, and in most instances will never recover. This area is not like many other areas in the northern end of the lake, as they experienve some tidal flushing. Any benefits from tidal flushing reduces rapidly with distanve away from the entrance channel, as it would in Crangan Bay. Newly established houses, gardens and lawns will impact on the lake with building runoff, establishment of lawns and garden formulas. What a concoction for such a sensitive area.</p>	<p>This development could impact on the Lake’s ecology.</p> <p>The lake contains seagrass beds which form the foundations of the lake's food chain.</p> <p>this development can only do irreparable damage to this area and its seagrasses due to boating activities, anchor setting and chain dragging, other water activities like jetskiing and water skiing etc.</p> <p>Impacts will also result from runoff into the lake from the development.</p>	<p>Whilst the development will be adjacent to the lake, mitigation methods will be employed during and post construction to control sediment runoff. The assessment and approval of the overall development is the responsibility of the NSW DoP and DECCW. They will consider the nature and extent of development including proposed ameliorative measures proposed and their acceptability to the service. The proponent will be guided by this assessment.</p> <p>The treatment of stormwater discharging from the site will utilise the concepts of Water Sensitive Urban Design, incorporating systems which detain and filter stormwater. The proposed facilities will manage both water quantity and water quality discharging to Lake Macquarie Systems will be located onsite and offsite, treating stormwater before discharge to downstream receiving environments</p>
	<p>Posidonia Australis, an endangered seagrass, exists in the Lake with large areas in the north areas on the east, and there are 2 areas in the southern end in Crangan Bay on the East and West sides. Depending on the extent of an area of environmental checking when investigating this development, there could very will be the existence of Posidonia Australis in the area of the development and at the end of the Lake. I believe NSW Fisheries Habitat Department have not researched the end of Crangan Bay past Taylor's Bay and opposite, so there could well be some Posidonia near or in the area of the development. How much of the area did Coal and Allied research? If the whole area was not researched how do you know it is not there is a large or small pocket?</p>	<p>Posidonia Australis, an endangered seagrass, exists areas in the southern end in Crangan Bay on the East and West sides</p> <p>How much of the area did Coal and Allied research? If the whole area was not researched how do you know it is not there is a large or small pocket?</p>	<p>Investigations of seagrasses undertaken for the proposed developments included review of aerial photography and I&amp;I NSW seagrass mapping, followed by targeted surveys to ground-truth seagrass communities adjacent to the proposed developments. <i>Zostera capricornia</i> was the dominant seagrass recorded in the survey areas confirming existing mapping of seagrass communities within these areas of Lake Macquarie</p> <p><i>Posidonia australis</i> typically occurs within sheltered coastal waters such as lakes and estuaries which are exposed to tidal flushing. Its distribution is determined mainly by water clarity and it occurs in deeper, calmer sections of the aforementioned waterways. These habitat preferences are reflected in the mapped distribution of <i>P. australis</i> within Lake Macquarie</p> <p>While this species can occur in the upper reaches of waterways, where tidal flushing, water clarity and water depth is reduced, its distribution, in such waters, is believed to be limited. These waters are more suited to <i>Zostera</i> seagrass species establishment. This is evident in the bay in question based on the findings of the current development assessment and existing seagrass mapping</p> <p>Given the documented habitat preferences of <i>P. australis</i> and it's known distribution in the lower reaches of Lake Macquarie, the location of the development areas on the upper reaches of the Lake and the results of the seagrass surveys undertaken for the current assessment, it is considered unlikely that large beds of <i>P. australis</i> occur in the vicinity of the proposed developments.</p> <p>The Marine Baseline, Assessment of Lake, Macquarie nominates a number of mitigation and management measures to prevent direct and indirect impacts on flora and fauna and their habitat.</p> <p>The <i>Gwandalan: Marine Baseline Assessment of Lake Macquarie</i> offers</p>

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			mitigation measures that may be required to address any localised and short-term adverse environmental impacts that may be generated during the development and operation of the urban development. Mangroves, seagrasses and seaweeds are listed as protected marine vegetation under the NSW Fisheries Management Act 1994 (FM Act). No seagrasses will be impacted upon directly by the development however increased turbidity due to runoff will need to be managed.
	Gwandalan and Summerland Point are located between 2 Power Stations. Vales Point and Mannering Park. This area of bushland goes a long way to giving us some protection from the fallout of these stations. Destroy this bushland and our fresh air will be further depleted. Who cares, certainly not Coal & Allied and the State Government. Money talks for both, in all instances.	This area of bushland goes a long way to giving us some protection from the fallout of the two nearby power stations. The bushland should not be destroyed.	It is not the responsibility of Coal & Allied to offset greenhouse gas emissions produced from the power station. However the 205.8ha of proposed offset lands will offer a positive contribution to greenhouse gas capture in perpetuity.
	Why is it that once again submissions for a development are published, and closing dates listed over the pre-Christmas period? The number of documents provided to peruse to make an informed decision is massive. One would need a week to sit in a Club or other place to read and comment on it all, bearing in mind there may be several people wanting to read it at the same time. Lots of people do not have computers or the internet and there are a lot of elderly residents in our village who have lived here for a long time. We need more time to peruse these documents.	We need more time to peruse these documents.	Coal & Allied lodged the application with the NSW DoP and the exhibition period was in accordance with DoP requirements.
	Developments should be built where access to work, transport, health facilities, schools etc are in reasonable proximity. Regarding this development there is no work available locally, schools are at maximum capacity, local doctors have closed their books and locals have to wait weeks for an appointment. Train transport is a fair way away requiring residents to use motor vehicles, either to get to work locally or further afield, or to rail stations, or drive to Sydney or wherever. More expense, more pollution, more taxes to the Government.	Developments should be built where access to work, transport, health facilities, schools etc are in reasonable proximity.	The proposed residential land is identified as future urban land under the Central Coast Regional Strategy and the Lower Hunter Regional Strategy. The State government has identified this land as appropriate for urban purposes to support residential growth in the region to 2031.
	If this proposed development is approved and goes ahead it will be that you are not prepared to listen to our community, nor have you visited this magnificent area to assess it for yourselves. Before you make your decision, come and discover 'Gods' little acre' and maybe you will not be at peace with your decision to destroy it.		This comment is directed at the Minister for Planning.
Anonymous	We are writing to comment on the above proposal and totally oppose its intention to develop the proposed lands, the majority of which is already zoned environmental protection, if approved by the State and Federal Government. We do however applaud the intention to hand over the land for conservation in perpetuity. We are gravely concerned by species and biodiversity loss and further fragmentation for the Wallarah Peninsula. Coal & Allied are not acting in the best interests of conservation due to the losses and increased human impact that would occur if this proposal were to be approved.	<p>oppose the intention to develop the proposed lands, the majority of which is already zoned environmental protection</p> <p>do however applaud the intention to hand over the land for conservation in perpetuity</p> <p>Coal &amp; Allied are not acting in the best interests of conservation due to the losses and increased human impact that would occur if this proposal were to be approved.</p>	<p>The Gwandalan site has been recognised for its regional significance to the Lower Hunter Region based on its inclusion in the Central Coast Regional Strategy (CCRS) and Lower Hunter Regional Strategy (LHRS) for proposed urban development and conservation. The securing, protection and management of conservation corridors is a key focus of both the CCRS and LHRS and the companion Lower Hunter Regional Conservation Plan (LHRCPP).</p> <p>On 15 July 2010 the Minister formed the opinion that the Coal &amp; Allied southern estates are potentially of State Planning significance and therefore are to be considered as potential SSSs under Schedule 3 of the Major Development SEPP 2008.</p> <p>The proposal allows for the transfer of 849ha to the NSWG in perpetuity for conservation purposes, in accordance with s93F of the EP&amp;A Act.</p> <p>This offset equates to 88% of the Coal &amp; Allied landholdings, in accordance with DECCW requirements.</p>

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			<p>The majority of the land proposed to be zoned for residential purposes is actually currently zoned 5(a) Special Use Power Station, with community and public facilities permissible on the land with the consent of Council. Some of the land is zoned 7(a) Conservation and 7(b) Scenic Protection under Wyong LEP 1991. These zones permit dwelling houses, albeit on large lots.</p> <p>Coal &amp; Allied are acting in a manner consistent with the relevant regional strategies, and will dedicate a significant portion of land to the state government to be held in the highest conservation zoning in perpetuity. This will provide for permanent habitat linkages between the Wallarah Peninsula and Munmorah State Conservation Area which would not otherwise be possible if the land was held in private ownership.</p>
	Our family reside in Nords Wharf and we are quite familiar with the true Biodiversity contained within the Wallarah Peninsula that needs to be seen as a whole, including the development threats of Murray and Pinny beach developments to the north and the proposal from Rose Property Group Ltd, Gwandalan and Catherine Hill Bay. We trust these developments are also taken into consideration.	Impacts of other proposed developments in the area need to be taken into consideration.	The cumulative impacts of all proposed developments in the vicinity was considered in the Concept Plan, Environmental Assessment and accompanying specialist reports.
	The extremely high conservation value of the Wallarah Peninsula has been established by field studies both by the applicant and the NSW DECC. The trade off for development rights and handover of conservation lands by the state government is too high a price to pay for what habitat would be lost, it is not going to enhance and conserve the biodiversity of the Wallarah Peninsula but deplete and put it under threat of significant impact through removal and fragmentation of vital habitat and the increased human impact and increased risk of fire. The area contains vulnerable and threatened species protected both under the NSW and Commonwealth legislation that together form part of the unique biodiversity. A friend who was an environmental scientist that worked on the Wallarah Peninsula, said to be concerning these developments 'yea its called death by a thousand cuts'. These few words encapsulated what has been happening for the Wallarah Peninsula and yet again by these proposals.	<p>The trade off for development rights and handover of conservation lands by the state government is too high a price to pay for what habitat would be lost</p> <p>The area contains vulnerable and threatened species protected both under the NSW and Commonwealth legislation that together form part of the unique biodiversity.</p>	<p>The Gwandalan site has been recognised for its regional significance to the Lower Hunter Region based on its inclusion in the Central Coast Regional Strategy (CCRS) and Lower Hunter Regional Strategy (LHRS) for proposed urban development and conservation. The securing, protection and management of conservation corridors is a key focus of both the CCRS and LHRS and the companion Lower Hunter Regional Conservation Plan (LHRCP).</p> <p>On 15 July 2010 the Minister formed the opinion that the Coal &amp; Allied southern estates are potentially of State Planning significance and therefore are to be considered as potential SSSs under Schedule 3 of the Major Development SEPP 2008.</p> <p>The proposal allows for the transfer of 849ha to the NSWG in perpetuity for conservation purposes, in accordance with s93F of the EP&amp;A Act.</p> <p>This offset equates to 88% of the Coal &amp; Allied landholdings, in accordance with DECCW requirements.</p> <p>The majority of the land proposed to be zoned for residential purposes is actually currently zoned 5(a) Special Use Power Station, with community and public facilities permissible on the land with the consent of Council. Some of the land is zoned 7(a) Conservation and 7(b) Scenic Protection under Wyong LEP 1991. These zones permit dwelling houses, albeit on large lots.</p> <p>Coal &amp; Allied are acting in a manner consistent with the relevant regional strategies, and will dedicate a significant portion of land to the state government to be held in the highest conservation zoning in perpetuity. This will provide for permanent habitat linkages between the Wallarah Peninsula and Munmorah State Conservation Area which would not otherwise be possible if the land was held in private ownership.</p> <p>The ecology of the site has been assessed in detail and potential impacts considered against the proposed conservation offsets. This assessment found that on balance the quantum of the offsets far outweighed any potential impacts associated with the development. Furthermore this has been supported by DECCW as evidenced in their public submission response.</p> <p>Commonwealth EPBC Act approval for the project was granted on 23 March 2010.</p>

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	We would like to request that the State Government sources its own information and to make its own independent assessment of the losses that would occur with this proposal. The last report from the Independent hearing and assessment panel, raised concerns of deficiencies and discrepancies in the EA that need to be fully investigated.	The State Government should source its own information and to make its own independent assessment of the losses that would occur with this proposal.	The NSW Department of Planning will independently assess the proposals. The recommendations of the interim IHAP report have been taken into consideration in finalising the Concept plan and EA
	Our nation is facing a rate of species extinction never known before. It is largely contributed to human impact and developments such as this. This referral will not maintain or impact the current habitat but reduce it and introduce a higher risk of human impact on the Wallarah Peninsula. This outcome is not appropriate for the environment. The loss of habitat most of which is old growth and pressure would adversely impact pollination, foraging and roosting sites around EECs which are the living force of these communities. Coal & Allied propose to adversely impact on 3 of them by development how is this defensible. It would introduce competition for fauna species and would have a significant impact on flora and fauna contained in them both protected under the NSW and Commonwealth Acts. We believe that species protected under both Acts form part of and rely on each other to coexist in this unique eco system and need to be addressed together.	We believe that species protected under NSW and Commonwealth Acts form part of and rely on each other to coexist in this unique eco system and need to be addressed together.	The ecology of the site has been assessed in detail and potential impacts considered against the proposed conservation offsets. This assessment found that on balance the quantum of the offsets far outweighed any potential impacts associated with the development. Furthermore this has been supported by DECCW as evidenced in their public submission response.
	In the last couple of years (blank) found 2 dead Powerful Owls in the Nords Wharf area. That was 2 in a 5 month period and helps demonstrate the increasing pressure that exists for the Wallarah Peninsula and raises the question of what protection is offered for threatened species. Issues relating to human impact on the Wallarah Peninsula are in my submission to the Independent Hearing and Assessment Panel NSW Gov. Please take some time to flick through the presentation to get a visual of what we see is happening to our beautiful and unique area.	what protection is offered for threatened species	The conservation estates will offer an abundance of high quality habitat for these species; that is currently not in public ownership and as such could be affected by a range of differing potential landuses such as mining, which would have a much greater impact on the landscape and biodiversity than what is currently proposed.
	<p>As well as the above issues we request that Coal &amp; Allied address and demonstrate that the following impacts and concerns we have for the Wallrah Peninsula relating to the proposed development will not have a significant impact in perpetuity for the species that it contains that are protected under the NSW State Legislation and the EPBC Act:</p> <ul style="list-style-type: none"> <li>The loss of old growth forested areas and foraging opportunities and the effects on species protected under the State Legislation and the EPBC Act.</li> <li>The fact that when the 3 proposals are combined there will be severe environmental impacts from development on 3 established EECs Gwandalan, Nords Wharf and Middle Camp. What will be the life expectancy of these critical habitats of Biodiversity? Where else are they represented?</li> <li>The loss and impact on EECs that have a direct link to species protected under both Acts. Any loss or threat of loss of a habitat should only be used once within the Wallarah Peninsula as 'offset' lands.</li> <li>Impacts of species that are forced out of these developments and forced to compete in remaining habitats.</li> <li>The social loss of an area that is a place for people to</li> </ul>	<p>Request that C&amp;A Address the following in respect to the proposal and demonstrate that there will not be a significant impact in perpetuity:</p> <ul style="list-style-type: none"> <li>The loss of old growth forested areas and foraging opportunities and the effects on species protected under the State Legislation and the EPBC Act.</li> <li>The fact that when the 3 proposals are combined there will be severe environmental impacts from development on 3 established EECs Gwandalan, Nords Wharf and Middle Camp. What will be the life expectancy of these critical habitats of Biodiversity? Where else are they represented?</li> <li>The loss and impact on EECs that have a direct link to species protected under both Acts. Any loss of threat of loss of a habitat should only be used once within the Wallarah Peninsula as 'offset' lands.</li> <li>Impacts of species that are forces out of these developments and forces to compete in remaining habitats.</li> <li>The social loss of an area that is a place for people to come and regenerate the spirit. There is little development and people can walk and relax and spend time in some really unique habitats and coastline. We would lose this with the impending proposals and once it is lost it is lost forever. It needs to be protected.</li> <li>Placing developments in a high fire risk area. Address recent habitat loss and impacts from the fire in Moonee Valley Lake Munmorah National Parks area approx February 2009.</li> </ul>	<p>The DECCW response to the DoP in relation to this development is as follows:</p> <p>DECCW has reviewed the <i>Ecological Assessment Report – Lower Hunter Lands Gwandalan (RPS, November 2010)</i> and are satisfied that environmental matters of key interest to DECCW as outlined in the submission on the DGRs, and dated 11 August 2010 have been adequately addressed by the applicant.</p> <p>The key assessment requirements require the proponent to demonstrate that biodiversity impacts can be appropriately offset in accordance with the NSW Government's policy for 'improvement or maintenance' of biodiversity values. The EA report shows compliance with this requirement through the use of the DECCW offsetting principles identified in the Lower Hunter Regional Conservation Plan. The use of this qualitative 'principles-based' approach does not provide a quantitative assessment of biodiversity impact and adequacy of proposed offsets, such as could be determined through use of the BioBanking Assessment Methodology under the Biodiversity Banking and Offsets Scheme.</p> <p>Nonetheless, the offset proposal is shown to be in compliance with the DECCW offsetting principles including through avoidance of impacts by using prevention and mitigation measures, the offsets are underpinned by sound ecological principles, will result in a net improvement in biodiversity over time, provide "like for like" offsets for impacted vegetation communities and threatened species, and are strategically located to strengthen the</p>

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	<p>come and regenerate the spirit. There is little development and people can walk and relax and spend time in some really unique habitats and coastline. We would lose this with the impending proposals and once it is lost it is lost forever. It needs to be protected.</p> <ul style="list-style-type: none"> <li>Placing developments in a high fire risk area. Address recent habitat loss and impacts from the fire in Moonee Valley Lake Munmorah National Parks area approx February 2009.</li> <li>All the concerns and impacts that have been raised by the public and stakeholders regarding this development that were submitted previously to the State Government on an Environmental, Social and Economic level.</li> <li>Human impact and Fragmentation of the Wallarah Peninsula habitats inclusive of Murray and Pinny beach, Rose Property Group Ltd and current developments in the area.</li> <li>Impacts on the marine flora and fauna species found in Crangan Bay, Catherine Hill Bay beach, Moonee and Ghosties Beach Nords Wharf and the associated wetlands.</li> <li>Addressing the current state of lands in regards to rubbish, erosion and weed infestation should be the responsibility of the current land owners.</li> <li>The traditional owners are fully involved in this proposal.</li> </ul>	<ul style="list-style-type: none"> <li>All the concerns and impacts that have been raised by the public and stakeholders regarding this development that were submitted previously to the State Government on an Environmental, Social and Economic level.</li> <li>Human impact and Fragmentation of the Wallarah Peninsula habitats inclusive of Murray and Pinny beach, Rose Property Group Ltd and current developments in the area.</li> <li>Impacts on the marine flora and fauna species found in Crangan Bay, Catherine Hill Bay beach, Moonee and Ghosties Beach Nords Wharf and the associated wetlands.</li> <li>Addressing the current state of lands in regards to rubbish, erosion and weed infestation should be the responsibility of the current land owners.</li> </ul> <p>The traditional owners are fully involved in this proposal.</p>	<p>existing conservation reserve network.</p> <p>Regarding Bushfire, the assessment and approval of the concept plan and overall development is the responsibility of the NSW RFS. They will consider the nature and extent of development including proposed ameliorative measures proposed and their acceptability to the service. The proponent will be guided by this assessment.</p> <p>Traditional owners have been consulted throughout the preliminary stages of this process and consultation will continue through the development period in accordance with DECCW requirements.</p>
<b>Peter Ehinger</b> <b>25 Nords Wharf Rd</b> <b>Nords Wharf</b>	I object to the proposal		
	<p>Green buffer zone diminished between Central Coast area and Lake Macquarie/Hunter</p> <p>Trees would need to be cleared – instead of development in an open area</p> <p>Massive percentage increase to villages</p>	The Green buffer zone will be diminished between Central Coast area and Lake Macquarie/Hunter.	<p>Whilst 62ha is proposed to be redeveloped for residential purposes, on land that is adjoining an existing township, the majority of the land will be retained as conservation in perpetuity, in the ownership of the NSW State Government.</p> <p>The areas proposed to be redeveloped are closest to the existing township and will result in the least impact to the existing bushland.</p>
<b>Anonymous</b>	I object to the proposal		
	We have been promised much. Who is going to be responsible? Will Council agree to accept responsibility to upgrade infrastructure necessitated if this proposal is approved. The developers say its not their responsibility. Where will the Council obtain the money?	Who will be responsible for the provision of infrastructure?	<p>Works proposed by the proponent are detailed in the VPA and \$5million allocation.</p> <p>Infrastructure upgrades proposed are sufficient to accommodate the proposed development, which are to be funded by the developer.</p> <p>Intersections with Pacific Highway will be upgraded in accordance with RTA requirements.</p> <p>The cost of the required infrastructure is to be borne fully by C&amp;A and other developers. The economics of developing Gwandalan rests with the developer.</p>
	Regarding State Significant Site I don't agree to the Council's local environmental plan being over-ridden.	Council's LEP should not be over-ridden	<p>The Gwandalan site has been recognised for its regional significance to the Lower Hunter Region based on its inclusion in the Central Coast Regional Strategy (CCRS) and Lower Hunter Regional Strategy (LHRS) for proposed urban development and conservation. The securing, protection and management of conservation corridors is a key focus of both the CCRS and LHRS and the companion Lower Hunter Regional Conservation Plan (LHRCP).</p> <p>On 15 July 2010 the Minister formed the opinion that the Coal &amp; Allied southern estates are potentially of State Planning significance and therefore are to be considered as potential SSSs under Schedule 3 of the Major</p>

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			<p>Development SEPP 2008.</p> <p>The proposal allows for the transfer of 849ha to the NSWG in perpetuity for conservation purposes, in accordance with s93F of the EP&amp;A Act.</p> <p>This offset equates to 88% of the Coal &amp; Allied landholdings, in accordance with DECCW requirements.</p> <p>Any development consent sought by Coal &amp; Allied is required to be applied for under the legislative framework as it is in force at the time of making the application. The proposal addresses the relevant heads of consideration required under Part 3A of the EP&amp;A Act. Assessment and determination of the application will be undertaken having regard to the legislative requirements and merits of the proposal.</p> <p>The CCRS and LHRS require Councils, through Section 117 directions from DoP to change their LEP's to comply with the relevant strategy.</p>
<b>George Redman</b> <b>42 Paraweena Rd</b> <b>Gwandalan</b>	<p>My wife and I are happy with this proposal and would support it in any way.</p> <p>Please be aware that we own 2 ½ acres and would be happy if this was included.</p>		Submission in support of the proposal.
<b>Gregory A Clarke</b> <b>11 Gamben Road</b> <b>Gwandalan</b>	I oppose this proposal for two key reasons. The first concerns the impact on infrastructure, particularly Kanangra Road. The second concerns lack of information on the impact to property value for existing owners.		
	<p>My family have owned a home in Gwandalan since 1980. In the ensuing 30 years, Kanangra Drive has remained virtually unchanged despite ever increasing population and traffic load on this road.</p> <p>It is our view that Appendix G to Concept Plan (MP 10_0084), Table 3–8, significantly misstates and under estimates the traffic affect on Gwandalan. Specifically, the appendix forecasts only an additional 2,660 daily versus current 7,300 vehicle movements on Kanangra Drive west of the Pacific Highway.</p> <p>However, Appendix L, clearly indicates that the Trade Area Population of Gwandalan will increase by 139% on 1991 levels by 2021, and I estimate this would amount to a 330% increase on the 1980 level whilst this road has remained virtually unchanged.</p>	It is our view that Appendix G to Concept Plan (MP 10_0084), Table 3–8, significantly misstates and under estimates the traffic affect on Gwandalan	<p>The traffic counts data collected for this study indicated that Kanangra Drive carried between 7,100 and 7,500 vehicle s per day during a typical weekday. The traffic study found that, proposed Gwandalan development would increase daily traffic on Kanangra Drive in the order of 2,600 vehicles per day (about 34% increase). With this predicted growth, traffic on Kanangra Drive is forecast in the order of 10,000 vehicles per day. Kanangra Drive is a two lane undivided road. The capacity of Kanangra Drive can be 15,000 to 18,000 vehicles per day (reference: Austroads, 2009, Part3, Traffic Studies and Analysis). This suggests from a capacity perspective that Kanangra Drive has spare capacity for additional traffic growth.</p>
	Table 3–8 users 2007 data. Appendix L, uses 2006 data. From this base, we estimate the daily volume to increase from 7,300 to 11,321. This means the impact is substantially higher at 4,021 rather than 2,660.	we estimate the daily volume to increase from 7,300 to 11,321. This means the impact is substantially higher at 4,021 rather than 2,660	The traffic model was validated based on actual traffic data collected for this study. The traffic study found that, proposed Gwandalan development would increase daily traffic on Kanangra Drive in the order of 2,600 vehicles per day (about 34% increase).
	This traffic volume necessitates the addition of another lane, in each direction for the length of Kanangra Drive. I understand the Rose Group proposal will compound this problem substantially.	This traffic volume necessitates the addition of another lane, in each direction for the length of Kanangra Drive	<p>With this predicted growth, traffic on Kanangra Drive is forecast in the order of 10,000 vehicles per day. Kanangra Drive is a two lane undivided road.</p> <p>The capacity of Kanangra Drive can be 15,000 to 18,000 vehicles per day (reference: Austroads, 2009, Part3, Traffic Studies and Analysis). The data does not justify the need for additional lane on the Kanangra Drive as the road has sufficient spare capacity for additional traffic growth.</p>
	Finally, we are very concerned that there is no assessment on the impact to property values for existing dwelling owners.	Concerned that there is no assessment on the impact to property values for existing dwelling owners.	Impact to property values is driven by supply and demand for product types. Land would only be released when it is considered the market demand is present or anticipated in the immediate future. The development is proposed to be staged and release of product type will be based on perceived demand.

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<b>Anonymous</b>	<p>Kanangra Road is the only entry and exit route from the Pacific Highway to the towns of Gwandalan and Summerland Point.</p> <p>Kanangra Road is one lane each way and has double lines for most of its length.</p> <p>The development of the said land into 632 dwellings with an average of two (2) vehicles per dwelling makes an extra 1264 vehicles using a road which cannot cope with the current traffic density.</p> <p>The warranted widening of Kanangra Road is almost impossible because the road traverses the top of a ridge within a very narrow corridor.</p> <p>The widening of the road if it is left to council would probably not happen for a long time and in the meantime the traffic congestion would cause MAYHEM.</p> <p>We ask that widening of Kanangra be included in any development proposal.</p>	<p>The warranted widening of Kanangra Road is almost impossible because the road traverses the top of a ridge within a very narrow corridor.</p> <p>We ask that widening of Kanangra be included in any development proposal</p>	<p>The traffic study found that, proposed Gwandalan development would increase daily traffic on Kanangra Drive in the order of 2,600 vehicles per day (about 34% increase).</p> <p>With this predicted growth, traffic on Kanangra Drive is forecast in the order of 10,000 vehicles per day. Kanangra Drive is a two lane undivided road. The capacity of Kanangra Drive can be 15,000 to 18,000 vehicles per day (reference: Austroads, 2009, Part3, Traffic Studies and Analysis).</p> <p>The data does not justify the need for additional lane on the Kanangra Drive as the road has sufficient spare capacity for additional traffic growth.</p>
<b>Bill &amp; Valerie Symington 17 Eucla Rd Gwandala</b>	<p><u>Poor Urban Planning</u></p> <p>There appears to be little or no justification for a development of this size and nature in this location.</p> <p>In fact even using the term “planning” seems to be a misuse as we only have a reactive response from DOP to a request from a third party.</p> <p>If a planning group, be it Council, State or Federal, sat down to investigate on their own, the best site for a new residential sub division, without bias from private developers, it would never be on Kanangra Drive in Gwandalan.</p> <p>Using as a benchmark some of the published criteria for making such a decision would immediately remove Gwandalan from the equation.</p> <p>There is no reliable public transport or hub, there is no opportunities for employment, there is no shortage of currently available vacant land, there is no shortage of houses at reasonable prices, there really is no demand, there is currently an area rezoned for a new residential sub division providing approx. 190 sites, and there is still land available in the last release in Gwandalan of some 5 years ago.</p> <p>In fact, had it not been for a private coal company looking for a way to make some extra money for their shareholders, I doubt whether this proposal would have ever seen the light of day.</p> <p>In some circles the project has been promoted as a way to gain some conservation land in offsets. This has been proven in Court to be a “flawed” method of instigating planning and as such should never have been considered.</p>	<p>There appears to be little or no justification for a development of this size and nature in this location.</p>	<p>The Gwandalan site has been recognised for its regional significance to the Lower Hunter Region based on its inclusion in the Central Coast Regional Strategy (CCRS) and Lower Hunter Regional Strategy (LHRS) for proposed urban development and conservation. The securing, protection and management of conservation corridors is a key focus of both the CCRS and LHRS and the companion Lower Hunter Regional Conservation Plan (LHRCP).</p> <p>On 15 July 2010 the Minister formed the opinion that the Coal &amp; Allied southern estates are potentially of State Planning significance and therefore are to be considered as potential SSSs under Schedule 3 of the Major Development SEPP 2008.</p> <p>The proposal allows for the transfer of 849ha to the NSWG in perpetuity for conservation purposes, in accordance with s93F of the EP&amp;A Act.</p> <p>This offset equates to 88% of the Coal &amp; Allied landholdings, in accordance with DECCW requirements.</p> <p>The proposed dedication of 205.75ha of land at Gwandalan is crucial in securing major conservation corridors identified in the CCRS and LHRS, namely the Watagan to Stockton Corridor and the Wallarah Peninsula Corridor. The corridors align with existing public reserves, some of which will be expanded. The proposed conservation land dedication at Gwandalan will provide a significant contribution to providing a green inter-regional buffer between the Central Coast and Lower Hunter. The residential subdivision is proposed on 62.24ha of land. The proposed 623 dwellings at Gwandalan will help achieve the Sate Government’s objective to cater for the projected population growth for the Region to 2031.</p>
	<p><u>Staging</u></p> <p>The recently released draft North Wyong Shire Structure Plan, seems to have clearly recognized the flaws with the current proposal and has dedicated new development in Gwandalan and Summerland Point as Long Term.</p> <p>It even goes so far as to nominate those areas within Wyong Shire which are dedicated Medium and Short term developments, and specifically excludes Gwandalan from these time frames.</p> <p>The natural areas for development, such as Warnervale, have now or will have in the near future, the “planned”</p>	<p>North Wyong Shire Structure Plan identifies development in this area in the ‘long term’ not immediately</p>	<p>It is considered that the long term time frame identified for the site in the Draft North Wyong Structure Plan does not correctly reflect the current status of the land or servicing capacity, and presents a mis-informed expectation to the community as to the likely timing for redevelopment of this site. It is certainly Coal &amp; Allied’s intention that the proposed conservation land be transferred to the NSW Government and development of the proposed residential land be commenced consistent with any Concept Plan and Development Application/Project Application approval, as soon as is practicable.</p> <p>The infrastructure servicing report accompanying the Concept Plan identifies that infrastructure servicing can be extended to the site in a timely manner to</p>



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	<p>infrastructure and amenities to cope with the planned increases in population in the Short to Medium term.</p> <p>It naturally follows that the already rezoned Rosecorp project on Precinct 1A should be allowed to proceed well before the C &amp; A is even considered.</p> <p>The Rosecorp project was initially, and planned to proceed in approx. 2011.</p> <p>The developer moved to commence the works far too early, (2004) was rejected by Council Planning Staff and eventually by the courts, and now appears to be in a position to submit final plans in the near future, bringing the time frame into the correct perspective.</p> <p>This is an example of good forward planning, where need and capacity is recognized by planning authorities, appropriate plans are put in place, and a timetable is observed. The same parameters must be observed with the C &amp; A project.</p>		<p>support its short term redevelopment.</p> <p>The Draft Statement of Commitments accompanying the Concept Plan application provide that Coal &amp; Allied, or the landowner, would be responsible for the delivery of infrastructure services to and within the site.</p> <p>While attempts can be made by the Draft Structure Plan to identify which land parcels will be developed first in order to meet residential targets and which ones last, such forecasts are fraught with the uncertainties of:</p> <ul style="list-style-type: none"> <li>land capability and environmental suitability</li> <li>land ownership (single or multiple)</li> <li>orderly development, consistent with servicing availability</li> <li>likely market demand</li> </ul> <p>As an extension of an existing urban area with major services currently available as evidenced in the environmental assessment for the site, the proposed Coal &amp; Allied development is orderly development. Some other developments in the Central Coast Regional Strategy relying on seed funding for infrastructure and landowner agreements would be unlikely to proceed in an orderly manner.</p> <p>Upon approval Coal &amp; Allied will be in a position to supply serviced land products in an orderly manner. The Coal &amp; Allied Gwandalan Estate will be located on gently sloping land close to services and road transport links and overlooking Crangan Bay across a 100M conservation corridor. The estate has been designed to incorporate contemporary urban design principles, provide a mix of residential land products and present a community environment to prospective purchasers. The Coal &amp; Allied Gwandalan Estate is therefore one which is able to proceed without the need for any delay.</p> <p>Recent details released by the industry reflect the above concerns that land releases are falling well short of Regional Structure Plan targets placing pressure on land availability for the full range of housing product.</p> <p>A submission has been put to the DOP in regard to the Draft North Wyong Structure Plan, highlighting these concerns, and requesting that the timing for the subject land release be brought forward to reflect the practical servicing arrangements for the site and market demand.</p>
	<p><u>Coal Extraction</u></p> <p>The current method of mining, subsidence, and repair of housing affected has proved to be an unnecessary, unworkable and biased strategy, where homeowners have to go “Cap in Hand” to beg for some justice from a Mines Subsidence Board.</p> <p>Evidence shows us that after many attempts, most people walk away unsatisfied and dispirited, sell their property for less than it is worth because of the “stigma” attached following subsidence, and lose all faith in the system.</p> <p>A far better approach would be to make sure that residential developments do not take place over areas where mining is intended, until such times as the mining and extraction of coal has been completed.</p> <p>An alternative of course, would be the banning of any mining under residential areas, but I fear that the extraction of coal has more power than suitable planning to avoid subsidence.</p>	Residential development should not be located over former mining leases	<p>The Mine Subsidence Board have a well established process of applying compatible restrictions on mining and surface development to limit surface damage and under charter are required to repair damage caused by mine subsidence. This is a process that has applied across the region for many years.</p>
	<p><u>Environmental</u></p> <p>I am aware that many other objectors will be concentrating on the thoughtless and wanton destruction of 60ha of bushland, but must protest at the almost certain negative result of 632 houses in the area abutting Crangan Bay.</p> <p>It is bad enough that development continues adding “bad</p>		

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	to worse" in many areas but to risk the despoiling of Crangan Bay is almost a criminal negligence.		
	<p>Who knows what will be required for population growth in the next 10, 15, 20 years?</p> <p>Sure, we can make some predictions, we can pinpoint some suitable residential sites, we can even include some concessions from the mining industry and revise these plans as demand eventuates.</p> <p>This is called Planning!</p> <p>To go ahead now or at any stage in the short to medium term with this project, is lunacy, and bears little or no resemblance to Planning.!</p> <p>To go ahead now is just a collapsing of planning processes under the weight of influential and greedy developers!</p> <p>The Coal and Allied proposal should be rejected in it's present form! At best, the project should be "shelved" with the direction that the DOP and/or Council will call for a further submission when the situation requires. Perhaps in 2025!</p>	<p>The Coal and Allied proposal should be rejected in it's present form or should be "shelved" with the direction that the DOP and/or Council will call for a further submission when the situation requires.</p>	<p>The CCRS, LHRS and LHRCP identify the subject land as proposed urban development to cater to the housing needs of the Lower Hunter to 2031, and proposed conservation land dedication. The proposal is entirely consistent with the provisions of the CCRS, LHRS and LHRCP, the principle strategic planning policies for this region.</p> <p>The Gwandalan site has been recognised for its regional significance to the Lower Hunter Region based on its inclusion in the Central Coast Regional Strategy (CCRS) and Lower Hunter Regional Strategy (LHRS) for proposed urban development and conservation. The securing, protection and management of conservation corridors is a key focus of both the CCRS and LHRS and the companion Lower Hunter Regional Conservation Plan (LHRCP).</p> <p>On 15 July 2010 the Minister formed the opinion that the Coal &amp; Allied southern estates are potentially of State Planning significance and therefore are to be considered as potential SSSs under Schedule 3 of the Major Development SEPP 2008.</p> <p>The proposal allows for the transfer of 849ha to the NSWG in perpetuity for conservation purposes, in accordance with s93F of the EP&amp;A Act.</p> <p>This offset equates to 88% of the Coal &amp; Allied landholdings, in accordance with DECCW requirements.</p> <p>Any development consent sought by Coal &amp; Allied is required to be applied for under the legislative framework as it is in force at the time of making the application. The proposal addresses the relevant heads of consideration required under Part 3A of the EP&amp;A Act. Assessment and determination of the application will be undertaken having regard to the legislative requirements and merits of the proposal.</p> <p>The EA submitted with the Concept Plan application provides justification for the proposal, it being noted that additional project applications will be required prior to the development of the site.</p>
<b>Anonymous</b>	Valuable bushland will be lost and adversely impact wildlife.	Valuable bushland will be lost and adversely impact wildlife.	<p>Extensive ecological survey and impact assessment has been undertaken to inform the proposal. This has determined that the proposal will not have a significant impact on the local and regional landscape.</p> <p>The conservation estates will offer an abundance of high quality habitat for known threatened species, populations and ecological communities that is currently not in public ownership. This consolidation of biodiversity and its conservation will make a significant positive contribution to the enduring protection of the regions ecology. The assessment has considered the potential impacts on these species and found the habitat loss in relation to the wider conservation gain to be acceptable.</p>
	Gwandalan has limited facilities (shops, boat ramps, parks, medical, schools) and will not be able to cope with increased demand.	Gwandalan has limited facilities and will not be able to cope with increased demand.	A number of social infrastructure upgrades are detailed in the Social Infrastructure Assessment. Provisions for the upgrade of certain facilities are detailed in the Statement of Commitments and the Coal & Allied \$5million allocation. C&A has also committed to Sec94 contributions generally in accordance with WSC's current plan
	The water quality in the lake and number of fish has worsened over the past number of years, so additional development will add to pollution, including rubbish and stormwater runoff.	The water quality in the lake has worsened over the past number of years. Additional development will add to pollution, including rubbish and stormwater runoff.	<p>The proposed stormwater management plan for Gwandalan is based on the principals of Water Sensitive Urban Design, which include a number of strategies:</p> <ul style="list-style-type: none"> <li>- Opportunistic vegetated swales (potentially including bioretention) provided along the identified main overland flow routes and roadside green areas.</li> <li>- Precinct scale detention/ bio-retention basins are proposed to treat the</li> </ul>



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			<p>quantity and quality of stormwater flows.</p> <ul style="list-style-type: none"><li>- Gross pollutant traps will be provided upstream of the precinct scale detention basins to remove coarse sediment and gross pollutants prior to discharging into basins and open areas;</li><li>- On-lot detention will be provided in addition to the precinct scale facilities; and</li><li>- Provision of rainwater tanks for individual lots will be maximised.</li></ul> <p>To test the effectiveness of the proposed strategies a MUSIC model was amended to represent both the developed conditions without treatment and developed conditions with treatment.</p> <p>The results of the numerical modelling have shown that the proposed WSUD strategy together with the flood plain management would adequately satisfy the requirements of the Wyong Shire Council (WSC) Draft DCP (WSUD), WSC DCP 67 and the NSW Floodplain Development Manual for management of stormwater quantity, quality and flooding at the Gwandalan site.</p>
	There are plenty of properties currently available to purchase, so additional development will result in oversupply.	Additional development will result in oversupply of housing.	The proposed development will provide a diversity of housing product that is not otherwise available, ensuring housing choice for future residents. Further, the proposal includes development for seniors housing which is in high demand in this locality.
<b>Diane Rogers 6 Parraweena Rd Gwandalan</b>	Trees removed from the Coal & Allied site which is subject to this proposal would be better kept and used as a carbon sink.	Trees removed from the Coal & Allied site would be better kept and used as a carbon sink.	<p>The DECCW response to the DoP in relation to this development is as follows:</p> <p>DECCW has reviewed the <i>Ecological Assessment Report – Lower Hunter Lands Gwandalan (RPS, November 2010)</i> and are satisfied that environmental matters of key interest to DECCW as outlined in the submission on the DGRs, and dated 11 August 2010 have been adequately addressed by the applicant.</p> <p>The proposed environmental conservation offset contributions are indentified in the draft planning agreement under s93F of the EP&amp;A Act, between the Minister for Planning, Minister administering the NPW Act 1974 and Gwandalan Land Pty Ltd. DECCW recognises that these contributions provide for a number of significant conservation outcomes including the transfer into public ownership of environmental conservation lands that are identified in the Lower Hunter regional Conservation Strategy.</p>
	There are two power stations in our area, Lake Munmorah coal and gas power and Vales Point coal power. The removal of these trees and underlying vegetation from this site will mean a lot of the pollution is not captured. There are many bush regeneration groups who plant trees each year to negate the carbon from these areas.	The removal of trees and underlying vegetation from this site will mean a lot of the pollution is not captured from the nearby power stations.	It is not the responsibility of Coal & Allied to offset greenhouse gas emissions produced from the power station. However the 205.8ha of proposed offset lands will offer a positive contribution to greenhouse gas capture.
	Crangan Bay is the last Lake Macquarie Bay without development nearby and has a good ecosystem which is healthy. The runoff water from streets and houses would damage this ecosystem. The sunlight would not be able to penetrate the lake's water and in doing to would kill the sea grasses that live in the bay. Also affected would be the green and loggerhead turtles that use the bay, not to mention all the other underwater animals that love in the sea grasses.	The runoff water from streets and houses would damage the Crangan Bay ecosystem.	Whilst the development will be adjacent to the lake, mitigation methods will be employed during and post construction to control sediment runoff.
	The sea grasses will also be damaged by extra boats which will anchor in this area as well as added pollution from petrol and oil spills.	The sea grasses will be damaged by extra boats and added pollution from petrol and oil spills.	The assessment and approval of the overall development is the responsibility of the NSW DoP and DECCW. They will consider the nature and extent of development including proposed ameliorative measures proposed and their acceptability to the service. The proponent will be guided by this assessment.
	This removal of the coastal plain scribbly gum woodland which protects the surrounds of the wetland would open	This removal of the coastal plain scribbly gum woodland which protects the surrounds of the wetland would open up this area to wind and the trees that	The assessment and approval of the overall development is the responsibility of the NSW DoP and DECCW. They will consider the nature

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	up this area to wind and the trees that live in the wetland will be damaged and possibly die.	live in the wetland will be damaged and possibly die.	and extent of development including proposed ameliorative measures proposed and their acceptability to the service. The proponent will be guided by this assessment.
	The aboriginal sites along the lake edge will be disturbed and damaged by the increased use of the area. Also the mangroves at the far end of the site as they breathe through their air roots.	Aboriginal sites along the lake edge will be disturbed and damaged by the increased use of the area.	The Lake foreshore is protected by 100m buffer, in which the Aboriginal middens are located. This buffer area will protect the heritage significance of the middens. Further, there is proposed a continuous open space reserve around Cragan Bay Figure A1.1.1 in the Concept Plan shows the extent of the foreshore reserve along Crangan Bay.
	The habitats for marsupials (possums, squirrel glider) and the powerful and masked owls will be lost.	Marsupial and Masked Owl habitats will be lost.	The dedication of 205.8ha of diverse native vegetation to conservation will offer ongoing protected habitat for threatened species within the area. The assessment has considered the potential impacts on these species and found the habitat loss in relation to the wider conservation gain to be acceptable.
	The constant moving birds such as honeyeaters, pacific bassa bats and many other animals that use the woodland corridors to go from east to west and return across the lake, will have their food source removed.	The constant moving birds such as honeyeaters, pacific bassa bats and many other animals that use the woodland corridors to go from east to west and return across the lake, will have their food source removed.	The dedication of 205.8ha of diverse native vegetation to conservation will offer ongoing protected habitat for threatened species within the area. The assessment has considered the potential impacts on these species and found the habitat loss in relation to the wider conservation gain to be acceptable.
	The removal of the protected Angophora Inopina near Kanangara Drive and the possible loss of these extra trees because of the changed hydration and edge effects is of great concern.	The removal of the protected Angophora Inopina near Kanangara Drive and the possible loss of these extra trees because of the changed hydration and edge effects is of great concern.	Extensive ecological survey and impact assessment has been undertaken to inform the proposal. This has determined that the proposal will not have a significant impact on the local and regional landscape. The conservation estates will offer an abundance of high quality habitat for known threatened species, populations and ecological communities that is currently not in public ownership. This consolidation of biodiversity and its conservation will make a significant positive contribution to the enduring protection of the regions ecology. The assessment has considered the potential impacts on these species and found the habitat loss in relation to the wider conservation gain to be acceptable.
	The damage to the heath that lives under the Coastal Plains Scribbly Gum forest, the rare and endangered orchids and the protected Tetratheca juncea of which 34% of the total in Coal & Allied's lands will be destroyed.	The damage to the heath that lives under the Coastal Plains Scribbly Gum forest, the rare and endangered orchids and the protected Tetratheca juncea of which 34% of the total in Coal & Allied's lands will be destroyed.	Extensive ecological survey and impact assessment has been undertaken to inform the proposal. This has determined that the proposal will not have a significant impact on the local and regional landscape. The conservation estates will offer an abundance of high quality habitat for known threatened species, populations and ecological communities that is currently not in public ownership. This consolidation of biodiversity and its conservation will make a significant positive contribution to the enduring protection of the regions ecology. The assessment has considered the potential impacts on these species and found the habitat loss in relation to the wider conservation gain to be acceptable.
<b>John &amp; Raimonde Maine PO Box 8078 Summerland Point</b>	This Concept Plan has been overtaken by the release of the Draft North Wyong Structure Plan The Coal & Allied Concept Plan relies on the land proposed for development being in the Lower Hunter Plan. We have previously objected to this approach as Gwandalan is not in the Lower Hunter but the Central Coast. The only link that Gwandalan has with the Lower Hunter is that our phone numbers commence with "49". Gwandalan is within the Wyong Shire, the postcode is the	The subject site should not be considered part of the Lower Hunter, and the timing for redevelopment of this land should be guided by the North Wyong Structure Plan.	The subject site is identified in both the Central Coast Regional Strategy and the Lower Hunter Regional Strategy as future urban land. These strategies do not provide a timeframe or staging of land release.  It is considered that the long term time frame identified for the site in the Draft North Wyong Structure Plan does not correctly reflect the current status of the land or servicing capacity, and presents a mis-informed expectation to the community as to the likely timing for redevelopment of this site. It is certainly Coal & Allied's intention that the proposed conservation land be transferred to the NSW Government and development of the

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	<p>same as Wyong, our local government services are supplied by Wyong Shire, our water is supplied and charged to us from the Wyong Shire as part of the Central Coast Water Authority, our sewerage is treated by Wyong Shire, our garbage and recycling is within Wyong Shire. In short our only connection with the Hunter is in the inclusion of our phones within an exchange located in Lake Macquarie City.</p> <p>The North Wyong Structure Plan is the result of three years detailed study by the NSW Planning Department in conjunction with Wyong Council. The purpose of the study was to produce a framework for future development in the northern area of Wyong Shire (including Gwandalan) for the short, medium and long term. All relevant features of good development have been taken into account in the Plan.</p> <p>In the North Wyong Structure Plan the Coal &amp; Allied land is shown as being for future development in the long term, which could be 20 years plus. The plan specifies that the long term development sites should not be developed until all the short term and medium term land has been developed.</p> <p>To approve any development on the Coal &amp; Appoied land at this time would be in absolute contradiction to the North Wyong Structure Plan. The validity of the North Wyong Structure Plan would be nil and all the work that has gone into the Plan to ensure planned and logical development will be lost.</p> <p>We realise the North Wyong Structure Plan is in Draft form and has not yet been ratified. We submit that any determination of the Coal &amp; Allied Concept Plan should be deferred until the North Wyong Structure Plan is finalised and that Coal &amp; Allied be notified by the NSW Planning Department that consideration of the Concept Plan will be deferred until the North Wyong Structure Plan is determined.</p>		<p>proposed residential land be commenced consistent with any Concept Plan and Development Application/Project Application approval, as soon as is practicable.</p> <p>The infrastructure servicing report accompanying the Concept Plan identifies that infrastructure servicing can be extended to the site in a timely manner to support its short term redevelopment.</p> <p>The Draft Statement of Commitments accompanying the Concept Plan application provide that Coal &amp; Allied, or the landowner, would be responsible for the delivery of infrastructure services to and within the site.</p> <p>While attempts can be made by the Draft Structure Plan to identify which land parcels will be developed first in order to meet residential targets and which ones last, such forecasts are fraught with the uncertainties of:</p> <ul style="list-style-type: none"><li>▪ land capability and environmental suitability</li><li>▪ land ownership (single or multiple)</li><li>▪ orderly development, consistent with servicing availability</li><li>▪ likely market demand</li></ul> <p>As an extension of an existing urban area with major services currently available as evidenced in the environmental assessment for the site, the proposed Coal &amp; Allied development is orderly development. Some other developments in the Central Coast Regional Strategy relying on seed funding for infrastructure and landowner agreements would be unlikely to proceed in an orderly manner.</p> <p>Upon approval Coal &amp; Allied will be in a position to supply serviced land products in an orderly manner. The Coal &amp; Allied Gwandalan Estate will be located on gently sloping land close to services and road transport links and overlooking Crangan Bay. The estate has been designed to incorporate contemporary urban design principles, provide a mix of residential land products and present a community environment to prospective purchasers. The Coal &amp; Allied Gwandalan Estate is therefore one which is able to proceed without the need for any delay.</p> <p>Recent details released by the industry reflect the above concerns that land releases are falling well short of Regional Structure Plan targets placing pressure on land availability for the full range of housing product.</p> <p>A submission has been put to the DOP in regard to the Draft North Wyong Structure Plan, highlighting these concerns, and requesting that the timing for the subject land release be brought forward to reflect the practical servicing arrangements for the site and market demand.</p>
Jennifer Charker/Turner 13 Winbin Cres Gwandalan	<p>What I see in this proposal is the total destruction of the unique environment and the safe village atmosphere of the area for the profitable gain of a developer and without any consideration for the existing conditions and lifestyle of the residents.</p>	<p>This proposal is the total destruction of the unique environment and the safe village atmosphere of the area for the profitable gain of a developer and without any consideration for the existing conditions and lifestyle of the residents.</p>	<p>The concept residential subdivision plan has been designed having regard to the site constraints. There is no evidence that such a proposal will impact the 'safe village atmosphere' of the area.</p> <p>The Urban Design Guidelines will guide the appearance of the development so as not to be visually intrusive. The site is physically separated from the existing Gwandalan township and is well set back from the lake edge with a wide bushland buffer zone.</p> <p>The majority of the surrounding bushland will remain as conservation land in government ownership.</p>
	<p>There are two power stations in the area, both coal powered so naturally the removal of approximately 60 acres of trees and underlying vegetation will mean a lot of pollution is not captured. This is then exaggerated by the removal of the protected Angophora Inopina because of the changed hydration and edge effects.</p>	<p>Removal of trees will result in pollution generated from nearby power stations is not captured.</p>	<p>It is not the responsibility of Coal &amp; Allied to offset greenhouse gas emissions produced from the power station. However the 205.8ha of proposed offset lands will offer a positive contribution to greenhouse gas capture.</p>
	<p>We also have the disturbance of aboriginal sites... the habitats of marsupials...the removal of the scribbly gum</p>	<p>The total area east to the Pacific Highway should be declared a national park.</p>	<p>While there will be some impacts to Aboriginal heritage sites there will also be conservation of areas of Aboriginal heritage and this will allow</p>

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	and the list goes on. We believe that in effect we would be better served if the total area east to the Pacific Highway were declared a national park.		interpretation of the Aboriginal heritage that is present within the development area. The proposal is balanced in its management of the Aboriginal heritage issues. The proposal is seeking to develop part of the Coal & Allied land east of Kanangra Drive, and dedicate 205.75ha of land for conservation purposes. The 'do nothing' scenario, in which no development is proposed, was considered and dismissed as a realistic option since this will not achieve the conservation outcomes sought under the CCRS, LHRS and LHRCP, and will not contribute to the future housing needs of the region. The proposal will be assessed on its merits, having regard to the regional significance of the conservation land dedication proposed as well as the local impacts.
<b>Louky Parkes</b> <b>25 Marine Parade</b> <b>Nords Wharf</b>	I object to the proposal		
	Roads – all roads in this area are poorly maintained – not suitable for heavier traffic	Local roads are not suitable for heavier traffic	Roads will be upgraded where necessary to accommodate the additional traffic.
	Little amenities – this part of the lake does not have very many amenities (ie money spent on it!). The developers offer promises then refer it back to Council. Still no footpaths in Nords Wharf!	The developer seems to promise upgrades to facilities and then refers it back to Council.	Upgrading works are detailed in the VPA and \$5million allocation
<b>Dave Seaton</b> <b>37 Government Road</b> <b>Nords Wharf</b>	I object to the proposal		
	Why cant you just leave things as they are. Leave paradise alone.		
	We don't want to look at piles of roofs like you do at Cameron Park and Blue Haven when driving past.	We don't want to look at piles of roofs	The Public Domain Landscape principles will guide the 'greening' of the subdivision which will screen the built form. These include street trees, reserves and lots which can accommodate mid-block planting. The Guidelines provide for built form that is commensurate to the landscaped area. The palette of desired colours and materials will reduce the visual impact of the built form including the roofs. In the hilltop precinct, lighter, cooler colours reflect the existing eucalypt vegetation and openness of the woodland. In the lakefront precinct, blue-greys, red-browns and ochre tones reflect the hues of the existing Angophora vegetation. Detailed Design Guidelines will form part of the consent and will need to be complied with for any future development on the land.
	Think of the wildlife you will put out of their homes and how much more traffic it will create.	Wildlife habitat will be destroyed.  Additional traffic will be generated.	Whilst clearing of the native bushland is considered to place some strain on native fauna in the area protective measures will be incorporated into the development so as to minimise effects upon local fauna. As recommended by RPS all removal works will be undertaken using methods that minimise effects upon native fauna. Mature and/or hollow bearing trees will be retained where possible on site. Pre-clearing inspections by a qualified ecologist will also be undertaken to identify either breeding or nesting fauna that will need to be avoided and during the construction phase an ecologist will be present on site in order to supervise tree removal and recover any displaced fauna. As a result of conservation offset lands, a large vegetation corridor will be conserved stretching from Gwandalan in the south and linking up with Wallarah National Park in the north. These conservation lands will link three state conservation reserves of Lake Munmorah State Conservation Area, Lake Macquarie State Conservation Area and Wallarah National Park. This large tract of native vegetation will provide protected habitat for a wide variety of native flora and fauna.

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			The traffic study found that, proposed development would increase daily traffic on Kanangra Drive in the order of 2,600 vehicles per day (about 34% increase). With this predicted growth, traffic on Kanangra Drive is forecast in the order of 10,000 vehicles per day. Kanangra Drive is a two lane undivided road. The capacity of Kanangra Drive can be 15,000 to 18,000 vehicles per day (reference: Austroads, 2009, Part3, Traffic Studies and Analysis). The data does not justify the need for additional lane on the Kanangra Drive as the road has sufficient spare capacity for additional traffic growth.
<b>Anonymous no 3</b>	The significant area of bushland and wetland will be impacted which will have detrimental effects on flora, fauna and wildlife	The significant area of bushland and wetland will be impacted which will have detrimental effects on flora, fauna and wildlife	Extensive ecological survey and impact assessment has been undertaken to inform the proposal. This has determined that the proposal will not have a significant impact on the local and regional landscape.  The conservation estates will offer an abundance of high quality habitat for known threatened species, populations and ecological communities that is currently not in public ownership. This consolidation of biodiversity and its conservation will make a significant positive contribution to the enduring protection of the regions ecology. The assessment has considered the potential impacts on these species and found the habitat loss in relation to the wider conservation gain to be acceptable.
	The bushland currently offsets greenhouse gas emissions produced by the power stations in the area	The bushland currently offsets greenhouse gas emissions produced by the power stations in the area	It is not the responsibility of Coal & Allied to offset greenhouse gas emissions produced from the power station. However the 205.8ha of proposed offset lands will offer a positive contribution to greenhouse gas capture.
	The development will increase stormwater runoff into the lake, impacting water quality and subsequently marine life	The development will increase stormwater runoff into the lake, impacting water quality and subsequently marine life	The treatment of stormwater discharging from the site will rely on the concepts of Water Sensitive Urban Design, incorporating systems which detain and filter stormwater. The proposed facilities will manage both water quantity and water quality discharging to Lake Macquarie Systems will be located onsite and offsite, treating stormwater before discharge to downstream receiving environments.  The Marine Baseline, Assessment of Lake, Macquarie nominates a number of mitigation and management measures to prevent direct and indirect impacts on flora and fauna and their habitat.
	The facilities and amenities within Gwandalan are limited. The school is at capacity with limited opportunity for expansion. Shops and medical facilities are very basic	The facilities and amenities within Gwandalan are limited.	Facilities have been provided in response to the Social Infrastructure Assessment.
	Public transport is limited	Public transport is limited	The existing bus service (Route 99) runs along the Kanangra Drive between the Pacific Highway and the existing developments at Summerland Point and Gwandalan. The operator of Busways was contacted regarding upgrades to the service. Busways advised that bus services were continually under review and that more frequent services would be considered as additional residential development occurs in, Gwandalan.
	The boat ramps and parklands are often crowded with inadequate space for car parking. Additional recreational users of the lake will add to this problem	The boat ramps and parklands are often crowded with inadequate space for car parking	Upgrading of the boat ramps can include carparking facilities associated if that is the preferred wish of the community. C&A has allocated funds for the upgrade of the boat ramp and wharf. The final allocation of funds relating to these two items will be determined in preparing a DA
	There is a single road into Gwandalan and Summerland Point which is not in very good condition (windy narrow road)	The single road into Gwandalan and Summerland Point is not in very good condition	Kanangra Drive is a two-way two-lane road. The road has a reasonable formation width and clear zones and the delineation is generally in good condition. Sec 94 Contributions have been specifically identified for the upgrade of sections of Kanangra Dr.
	There are already a significant number of properties in the area available for rent and sale. The oversupply of houses will have a negative impact on property values	The oversupply of houses will have a negative impact on property values	The proposed development will provide a diversity of housing product that is not otherwise available, ensuring housing choice for future residents. Further, the proposal includes development for seniors housing which is in high demand in this locality.

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			Impact to property values is driven by supply and demand for product types. Coal & Allied will only release land when it is considered the market demand is present or anticipated in the immediate future. The development is proposed to be staged and release of product type will be based on perceived demand.
	There are limited job opportunities in the area so new residents will have to travel significant distances to work	There are limited job opportunities in the area	Additional population growth can generate additional economic activity, including employment growth
<b>Graham Lloyd</b>	I have just had pointed out to me the inadequacy of the traffic modelling in the Proposal which was based on some 2,000 residential properties in the adjoining areas of Gwandalan and Summerland Point. In fact there are over 2,600 (taken from Google maps). Further, the traffic modelling appears to have no allowance for future growth from other properties that are not yet built on or developed in the area, nor for the planned industrial estate right next to the land in the Proposal.	The traffic modelling in the proposal is based on the wrong residential figures for Gwandalan and Summerland Point.  Modelling appears to have no allowance for future growth from other properties that are not yet built on or developed in the area, nor for the planned industrial estate right next to the land in the Proposal.	The traffic model was validated based on actual traffic data collected for this study. The traffic study determined cumulative impact based on known developments including the potential development of the Rose Group zoned sites.
	Even ignoring these inadequacies in the traffic modelling, for all traffic from the Proposal's Stage 1 to have to exit the development into the current Kanangra Drive/Summerland Point Road roundabout is totally unacceptable	A single point of egress for all traffic from the Proposal's Stage 1 via the current Kanangra Drive/Summerland Point Road roundabout is totally unacceptable	The traffic model suggests only minor impacts on level of service (LoS) at the Kanangra Drive/Summerland Road roundabout as a result of cumulative impacts.
	Additionally, the proposal's traffic statements make no allowance for the separate proposal by Rose Group (Lakeside Living) to add 190 homesites to Gwandalan– all the traffic from which would also have to feed through the roundabout onto Kanangra Drive.	The traffic statement does not account for the Rose Group's Lakeside Living proposal.	The traffic study determined cumulative impact based on known developments including the potential development of the Rose Group zoned sites.
	The concurrency of the Lakeside Living proposal with the Coal and Allied Proposal emphasises the need for the Department of Planning to look at these Proposals as a whole rather than individually. The impact of either one on the area's community and environment would be dreadful, let alone considering the combined impact of the two Proposals.	The cumulative impacts of all proposed development in the area should be assessed.	The subject proposal has been considered in light of the cumulative impacts of other proposals in the locality. The DOP will consider these cumulative impacts in its assessment of the subject proposal.
	I moved to Gwandalan five years ago because it has a wonderful "quiet village" atmosphere and has not been ruined by the over–development that makes other parts of the Central Coast a traffic and living nightmare. I am retired so the lack of transport and other infrastructure facilities is not a problem for me, but the typical family unit that would move into the proposed developments would need two cars per household and there would be unavoidably significant increases in traffic along Kanangra Drive with associated inevitable increases in pollution and accidents.	New dwellings would require two cars each, adding to traffic congestion.	The concept plan for Gwandalan proposal will create an environment that is friendly to pedestrians, cyclists and public transport users, including elderly people and people with disabilities. Discussion should be held with the bus operator to determine a likely bus route through the development. Subject to a new route through the development, new bus stops would serve the majority of residential development within a 400 metres walk. The operator of Busways was contacted regarding upgrades to the service. Busways advised that bus services were continually under review and that more frequent services would be considered as additional residential development occurs in Gwandalan.
	This is all just so unnecessary as there are plenty of properties always on the market in Gwandalan and Summerland Point – there is simply no need for these extra homesites.	There are plenty of properties always on the market in Gwandalan and Summerland Point	The concept subdivision plan identifies the possibility of providing a range of lot sizes and future dwelling types not generally available in the local area. This will increase housing diversity and choice in the area. Further, it has been identified that there is a high demand in the local community for a retirement facility which forms part of the concept plan.
	To encourage more people to live in this area runs against any logical planning and is counter to government guidelines. According to the Lower Hunter Regional Strategy, new developments should be located near existing town centres, within 800m of reliable public transport and be adjacent to high schools and	According to the Lower Hunter Regional Strategy, new developments should be located near existing town centres, within 800m of reliable public transport and be adjacent to high schools and employment opportunities.	The Gwandalan site has been recognised for its regional significance to the Lower Hunter Region based on its inclusion in the Lower Hunter Regional Strategy (LHRS) for proposed urban development and conservation. The securing, protection and management of conservation corridors is a key focus of both the LHRS and the companion Lower Hunter Regional Conservation Plan (LHRCP).



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	employment opportunities. None of these factors apply to the Gwandalan land – Gwandalan is not even considered a ‘village’ in the Central Coast Regional Strategy.		<p>On 15 July 2010 the Minister formed the opinion that the Coal &amp; Allied southern estates are potentially of State Planning significance and therefore are to be considered as potential SSSs under Schedule 3 of the Major Development SEPP 2008.</p> <p>The proposal allows for the transfer of 849ha to the NSWG in perpetuity for conservation purposes, in accordance with s93F of the EP&amp;A Act.</p> <p>This offset equates to 88% of the Coal &amp; Allied landholdings, in accordance with DECCW requirements.</p>
	The single road that provides access to Gwandalan and Summerland Point is comparatively narrow and winding. It is already busy at peak times and has experienced a number of serious accidents. It is inadequate to handle the significant increase in traffic that would result from the proposal.	The capacity of Kanangra Drive is inadequate to handle the significant increase in traffic that would result from the proposal.	<p>Considering the cumulative impact including the potential development from Rose Group site, the traffic analysis suggests that the Pacific Highway/Kanangra Drive intersection will have capacity problems. The following upgrading works, proposed to be funded by the proponent, would improve signal capacity:</p> <ul style="list-style-type: none"> <li>One left turn slip lane (100m) turning north from Pacific Highway to Kanangra Drive</li> <li>One left turn slip lane (50m) turning north from Kanangra Drive to Pacific Highway</li> <li>Additional right turn storage lane (100m) for southbound traffic from Kanangra Drive to Pacific Highway</li> </ul> <p>The above mentioned upgrading measures are considered satisfactory to accommodate the cumulative impacts of the proposed developments. The traffic model also suggests only minor impacts on LoS at the Kanangra Drive/Summerland Road intersection as a result of cumulative impacts</p>
	There is no obligation on the part of any level of government to allow further development in the area. The land in question is natural bush and should simply be allowed to stay that way. Nor is there any possible justification for regarding the land as a ‘State Critical Site’.	<p>The land in question is natural bush and should simply be allowed to stay that way.</p> <p>Nor is there any possible justification for regarding the land as a ‘State Critical Site’.</p>	<p>The Gwandalan site has been recognised for its regional significance to the Lower Hunter Region based on its inclusion in the Lower Hunter Regional Strategy (LHRS) for proposed urban development and conservation. The securing, protection and management of conservation corridors is a key focus of both the LHRS and the companion Lower Hunter Regional Conservation Plan (LHRCP).</p> <p>On 15 July 2010 the Minister formed the opinion that the Coal &amp; Allied southern estates are potentially of State Planning significance and therefore are to be considered as potential SSSs under Schedule 3 of the Major Development SEPP 2008.</p> <p>The proposal allows for the transfer of 849ha to the NSWG in perpetuity for conservation purposes, in accordance with s93F of the EP&amp;A Act.</p> <p>This offset equates to 88% of the Coal &amp; Allied landholdings, in accordance with DECCW requirements.</p>
	The recently released draft North Wyong Structure Plan puts future development for Gwandalan and Summerland Point into the status of ‘long term’ to be considered only after ‘medium term’ (ie before 2020) developments such as the already late-running development of the Warnervale Town Centre and surrounding areas including Wadalba. Only after the present lack of infrastructure has caught up with the current and short/medium term proposed population levels should any other long term development proposals be considered.	<p>Development at Gwandalan should be in the ‘long term’ (ie post 2020) as per the draft North Wyong Structure Plan.</p> <p>Only after the present lack of infrastructure has caught up with the current and short/medium term proposed population levels should any other long term development proposals be considered.</p>	<p>Recent details released by the industry reflect concerns that land releases are falling well short of Regional Structure Plan targets placing pressure on land availability for the full range of housing product.</p> <p>As an extension of an existing urban area with major services currently available as evidenced in the environmental assessment for the site, the proposed Coal &amp; Allied development is orderly development. Some other developments in the Central Coast Regional Strategy relying on seed funding for infrastructure and landowner agreements would be unlikely to proceed in an orderly manner.</p> <p>Upon approval Coal &amp; Allied will be in a position to supply serviced land products in an orderly manner. The Coal &amp; Allied Gwandalan Estate will be located on gently sloping land close to services and road transport links and overlooking Crangan Bay across a 100M conservation corridor. The estate has been designed to incorporate contemporary urban design principles, provide a mix of residential land products and present a community environment to prospective purchasers. The Coal &amp; Allied Gwandalan Estate is therefore one which is able to proceed without the need for any delay.</p>
	Although I sincerely hope this does not go ahead either, a decision should be made on the possible extensions for	A decision should be made on the possible extensions for coal mining in the area (such as Lake Coal’s Chain Valley Mine’s proposal to extend	Coal & Aliled have addressed the Lake Coal submission in this regard.

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	coal mining in the area (such as Lake Coal's Chain Valley Mine's proposal to extend mining under the proposed development site) before any decision on the proposal is made. I understand that such sequencing decisions would be in line with the Department's own planning policies.	mining under the proposed development site) before any decision on the proposal is made.	
	<p>There are a wide range of ecological reasons why the proposal should not proceed including:</p> <ul style="list-style-type: none"> <li>• within the 60 ha of bushland what would be destroyed are some 50,000 trees and native vegetation that would be removed includes the protected plant <i>Tetratheca Juncea</i>.</li> <li>• Those 50,000 trees are especially valuable as they help with offsetting greenhouse gases from the Vales Point coal-fired power station which is only 4km away</li> <li>• A 2005 report by the Department of Conservation notes that 'it is the position of the DEC that the South Wallarah study area is of extremely high conservation value and that development opportunities across the site are limited due to the potential for incremental habitat loss and fragmentation. The proposal is exactly such an 'incremental habitat loss'</li> <li>• The area is considered to be of highest significance to the Squirrel Glider and Masked Owl. The area contains summer flowering eucalyptus and winter flowering banksias which provide an important habitat for nectar feeding animals such as the Squirrel Glider. These animals are territorial and will die if their bushland homes are destroyed.</li> </ul> <p>• A most significant area for the rare long-life tree species <i>Angophora Inopina</i> is in the proposed land for development. Seedlings for this species struggle to survive if weeds and watertable changes occur that are typical of residential developments. Although the proposal has a 'buffer area' along the adjacent road of Kanangra Drive to protect <i>Angpohora Inopina</i>, it would be impossible to avoid major changes including an increase of weeds and rubbish which would threaten their survival.</p> <p>• The proposed area is adjacent to Crangan Bay which is the last undeveloped bay in Lake Macquarie. The bay is already being affected by the effects of increasing population with detergent foam lining the shores at times and increased growth of weeds. Crangan bay waters need to be protected from further onshore developments which inevitably result in increased sediments and potential toxins running off into the lake.</p>	<p>Extensive vegetation would be removed including <i>Tetratheca Juncea</i>.</p> <p>The existing vegetation helps offset greenhouse gases from the Vales Point power station.</p> <p>The proposal presents incremental habitat loss to land of 'extremely high conservation value'</p> <p>The Squirrel Glider and Masked Owl will lose habitat and die if their bushland homes are destroyed.</p> <p><i>Angophora Inopina</i> is present on this land and should be protected.</p> <p>Crangan Bay h is the last undeveloped bay in Lake Macquarie. The Bay needs to be protected from further onshore developments which inevitably result in increased sediments and potential toxins running off into the lake.</p>	<p>Extensive ecological survey and impact assessment has been undertaken to inform the proposal. This has determined that the proposal will not have a significant impact on the local and regional landscape.</p> <p>The conservation estates will offer an abundance of high quality habitat for known threatened species, populations and ecological communities that is currently not in public ownership. This consolidation of biodiversity and its conservation will make a significant positive contribution to the enduring protection of the regions ecology. The assessment has considered the potential impacts on these species and found the habitat loss in relation to the wider conservation gain to be acceptable.</p> <p>It is not the responsibility of Coal &amp; Allied to offset greenhouse gas emissions produced from the power station. However the 205.8ha of proposed offset lands will offer a positive contribution to greenhouse gas capture.</p> <p>Coal &amp; Allied are acting in a manner consistent with the relevant regional strategies, and will dedicate a significant portion of land to the state government to be held in the highest conservation zoning in perpetuity. This will provide for permanent habitat linkages between the Wallarah Peninsula and Munmorah State Conservation Area which would not otherwise be possible if the land was held in private ownership.</p> <p>The ecology of the site has been assessed in detail and potential impacts considered against the proposed conservation offsets. This assessment found that on balance the quantum of the offsets far outweighed any potential impacts associated with the development. Furthermore this has been supported by DECCW as evidenced in their public submission response.</p> <p>Commonwealth EPBC Act approval for the project was granted on 23 March 2010.</p> <p>Whilst the development at Gwandalan will see the removal of native bushland and thus reduce the amount of habitat for native fauna and flora, measures will be put in place in order to reduce effects so that local species will not disappear forever. Retention of mature and/or hollow bearing trees coupled with wildlife corridors will influence native fauna to inhabit the Gwandalan area. The assessment has considered the potential impacts on these species and found the habitat loss in relation to the wider conservation gain to be acceptable.</p> <p>The following are incorporated into the Concept Plan to protect the waterfront land:</p> <ul style="list-style-type: none"> <li>• Foreshore is protected by a 100m buffer</li> <li>• A continuous open space reserve is provided around Cragan Bay</li> <li>• The developable area protects EEC's</li> <li>• Contiguous 'green' corridors are provided through the development</li> </ul> <p>The setback area from the foreshore is shown on the development footprint plan at Figure A1.1.1 of the Concept Plan.</p> <p>The <i>Ecological Assessment Report – Lower Hunter Lands Gwandalan (RPS, November 2010)</i> identifies nine vegetation communities within the Gwandalan site. Of these nine communities only three will be directly affected by the development. These include Coastal Plains Scribbly Gum Woodland, Riparian Melaleuca Swamp Woodland (EEC) and Coastal Wet Sand Cyperoid Heath. Whilst these communities will be partly removed for the development, a higher percentage of each community will be</p>

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			<p>represented within proposed conservation lands. RPS has also recommended that mature and/or hollow bearing trees be retained within the development estates where feasible.</p> <p>Further, the proposed development will result in economic benefits to the regional economy of \$228Mill and flow on effects of approx \$336M over approximately 18years.</p> <p>The treatment of stormwater discharging from the site will utilise the concepts of Water Sensitive Urban Design, incorporating systems which detain and filter stormwater. Systems will be located onsite and offsite, treating stormwater before discharge to downstream receiving environments</p>
Kevin Spencer	<p>The proposal is still a 'land bribe' as was the Rose Group proposal which was declared void by Justice DH Lloyd on 31 August 2009.</p> <p>I see this as a political donation and ask that it be referred to the PAC for their decision.</p> <p>This was added to the Lower Hunter Regional Strategy as a favour to the proponent even though the land is officially part of the Central Coast and the proponent was given the opportunity to ignore sustainability criteria.</p>	<p>This was added to the Lower Hunter Regional Strategy as a favour to the proponent even though the land is officially part of the Central Coast and the proponent was given the opportunity to ignore sustainability criteria.</p>	<p>The subject land is identified in both the CCRS and the LHRS as potential future urban land and potential future conservation land dedication.</p> <p>The sustainability criteria contained in Appendix 1 of the LHRCP and CCRCP have all been addressed in the application.</p>
	<p>The vegetation and fauna in this area is environmentally significant with many large trees. Previous reports by DECW confirm the environmental significance of the whole of this locality. At a time when everyone is planting trees to ward off global warming and bearing in mind the number of coal fired power stations in the area it is totally inappropriate to remove these trees which area a carbon sink already, as well as the means of future carbon capture.</p>	<p>The vegetation and fauna in this area is environmentally significant with many large trees. Previous reports by DECW confirm the environmental significance of the whole of this locality.</p> <p>it is totally inappropriate to remove these trees which area a carbon sink already, as well as the means of future carbon capture.</p>	<p>Extensive ecological survey and impact assessment has been undertaken to inform the proposal. This has determined that the proposal will not have a significant impact on the local and regional landscape.</p> <p>The conservation estates will offer an abundance of high quality habitat for known threatened species, populations and ecological communities that is currently not in public ownership. This consolidation of biodiversity and its conservation will make a significant positive contribution to the enduring protection of the regions ecology. The assessment has considered the potential impacts on these species and found the habitat loss in relation to the wider conservation gain to be acceptable.</p>
	<p>It is commendable that land is being made available for conservation but all of the land in this area should be conserved and preferably as a National park.</p>	<p>It is commendable that land is being made available for conservation but all of the land in this area should be conserved and preferably as a National park.</p>	<p>The DECCW response to the DoP in relation to this development is as follows:</p> <p>DECCW has reviewed the <i>Ecological Assessment Report – Lower Hunter Lands Gwandalan (RPS, November 2010)</i> and are satisfied that environmental matters of key interest to DECCW as outlined in the submission on the DGRs, and dated 11 August 2010 have been adequately addressed by the applicant.</p> <p>The proposed environmental conservation offset contributions are indentified in the draft planning agreement under s93F of the EP&amp;A Act, between the Minister for Planning, Minister administering the NPW Act 1974 and Gwandalan Land Pty Ltd. DECCW recognises that these contributions provide for a number of significant conservation outcomes including the transfer into public ownership of environmental conservation lands that are identified in the Lower Hunter regional Conservation Strategy.</p> <p>That part of the land which is proposed to be redeveloped for urban purposes forms a small portion of the overall land to be rezoned to E1 National Parks and Nature Reserve.</p> <p>The dedication of the conservation land to the NSWG will increase the conservation value of that land, which will be held by the State Government in perpetuity.</p>

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			The proposed residential area will help cater for the anticipated increase in residential development in the Region to 2031, as identified in the LHRS and CCRS.
	Developments should occur in areas near existing town centres within 800 metres of reliable public transport close to high schools and work opportunities. This area does not fit with that description at all. One road in and out is another serious limitation.	Developments should occur in areas near existing town centres within 800 metres of reliable public transport close to high schools and work opportunities.	The subject land is identified in the CCRS and LHRS for future urban purposes. It will provide for diversity of housing choice in the region and will cater for the residential demand forecast to 2031.
	They are proposing to destroy 60ha of significant bushland which will be lost for all time and for our future generations. It is horrifying what people will do for money. I thought we had gotten smarter over the years. The current power station zoning on much of the land is a leftover from the bad things we did in the 1960s and earlier.	60ha of significant bushland will be lost for all time and for our future generations.	The CCRS, LHRS and LHRCP identify the subject land as proposed urban development to cater to the housing needs of the Lower Hunter to 2031, and proposed conservation land dedication. The proposal is entirely consistent with the provisions of the CCRS, LHRS and LHRCP. Environmental offsets have been provided to enable the objectives of these strategies to be achieved and maintain the environment that is so valued.
	They are proposing to deliberately destroy stocks of threatened species of plants and thus reduce the size of the gene pool. There are already enough natural threats out there such as Myrtle rust without man adding to the problem.	They are proposing to deliberately destroy stocks of threatened species of plants and thus reduce the size of the gene pool.	The development will see the removal of some threatened plant species however assessments have considered the potential impacts on these species and found the habitat loss in relation to the wider conservation gain to be acceptable.  The conservation estates will offer an abundance of high quality habitat for known threatened species, populations and ecological communities that is currently not in public ownership. This consolidation of biodiversity and its conservation will make a significant positive contribution to the enduring protection of the regions ecology.
	Development around Strangers Gully is still far too close and likely to impact on the condition of the wetland over time. Certainly domestic pets and invasion by humans will have a detrimental effect.	Development around Strangers Gully is still far too close and likely to impact on the condition of the wetland.	The assessment and approval of the overall development is the responsibility of the NSW DoP and DECCW. They will consider the nature and extent of development including proposed ameliorative measures proposed and their acceptability to the service. The proponent will be guided by this assessment.
	Development is still proposed over part of the land identified as likely to contain aboriginal artefacts, contrary to recommendations by the IHAP	Development is still proposed over part of the land identified as likely to contain aboriginal artefacts, contrary to recommendations by the IHAP	The IHAP recommendations for Gwandalan did not directly discuss any Aboriginal heritage issues. The areas of impacts avoid where possible the areas of high potential and management measures have been put in place for test investigations and monitoring on areas of moderate levels of archaeological potential.
	Crangan Bay is the last undeveloped bay on Lake Macquarie and contains important seagrass beds and mangrove populations. Marine life in this bay is also considered significant through documentary evidence seems hard to come by. No Water Sensitive Urban Development system will prevent dissolved pollutants entering this water and degrading the marine environment.	Crangan Bay is the last undeveloped bay on Lake Macquarie and contains important seagrass beds and mangrove populations. No Water Sensitive Urban Development system will prevent dissolved pollutants entering this water and degrading the marine environment.	The assessment and approval of the overall development is the responsibility of the NSW DoP and DECCW. They will consider the nature and extent of development including proposed ameliorative measures proposed and their acceptability to the service. The proponent will be guided by this assessment.  The <i>Gwandalan: Marine Baseline Assessment of Lake Macquarie</i> offers mitigation measures that may be required to address any localised and short-term adverse environmental impacts that may be generated during the development and operation of the urban development. Mangroves, seagrasses and seaweeds are listed as protected marine vegetation under the NSW Fisheries Management Act 1994 (FM Act). No seagrasses will be impacted upon directly by the development however increased turbidity due to runoff will need to be managed.  A number of mitigation and management measures are recommended to prevent direct and indirect impacts on flora and fauna and their habitat.
	This area is home to Squirrel Gliders, a variety of Owls and Sea Eagles. A reduction in their territory will threaten the future of these special creatures.	This area is home to Squirrel Gliders, a variety of Owls and Sea Eagles. A reduction in their territory will threaten the future of these special creatures.	Extensive ecological survey and impact assessment has been undertaken to inform the proposal. This has determined that the proposal will not have a significant impact on the local and regional landscape.

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			The conservation estates will offer an abundance of high quality habitat for known threatened species, populations and ecological communities that is currently not in public ownership. This consolidation of biodiversity and its conservation will make a significant positive contribution to the enduring protection of the regions ecology. The assessment has considered the potential impacts on these species and found the habitat loss in relation to the wider conservation gain to be acceptable.
Renny Debono 40 Imga St Gwandalan	I object to the development because of the lack of infrastructure which already exists in our local community and which would be stretched even further should the development go ahead. Gwandalan already suffers from lack of adequate services in terms of medical services, public transport and police services	There is a lack of infrastructure which already exists in our local community and which would be stretched even further should the development go ahead.	Infrastructure upgrades proposed are sufficient to accommodate the proposed development, which are to be funded by the developer. Future traffic volumes on the existing residential road network would remain well below the RTA's environmental capacity performance standards, which is satisfactory. Intersections with Pacific Highway will be upgraded in accordance with RTA requirements.  Social infrastructure facilities will be provided in response to the Social Infrastructure Assessment.
	One of my main concerns is the lack of availability of GPs in the area. There is one GP in Gwandalan. His books are closed to new patients. There is typically a two to three week wait to get an appointment with him. The next closest Doctors surgery is at Lake Munmorah. This surgery has also closed its books to new patients and it is also often a struggle to get an appointment on the day it is needed. For the many young families, including my own, in the area who are often in need of GP services at the drop of a hat and cannot afford to wait two weeks to see a doctor, this situation is already inadequate. A 600+ housing development in the area will only increase this pressure as well as the pressure on the local hospital which inevitably takes up the slack.	There is a lack of available GPs in the area	This is a regional issue for Department of Health. The proposed land use zoning permits GP services, and GP's could be accommodated in the Rose Group proposed development at CHB on commercial terms. There are no current social policy measures for the development industry or Government to influence the location of GPs on the Central Coast and Lower Hunter. It is effectively a commercial decision by practitioners.  Seniors Living ILU development is proposed to be located within the Coal & Allied Gwandalan site. This could potentially attract the provision of additional medical services to the area.
	To dump 600+ houses in a small isolated community is ridiculous. The Department of Planning needs to do its job properly. It needs to plan an increase in housing in areas that are adequate – to in areas like Gwandalan which area already struggling to cope.	The Department of Planning needs to plan an increase in housing in areas that are adequate	The NSW DOP identifies a number of areas for future urban development, including this site. The Concept Plan is consistent with both the LHRSP and the CCRSP
Jonathan Dawson 8 Noamunga Cres Gwandalan NSW 2259	I don't see how destroying 60ha of bushland improves the environment when so much is being lost bit by bit by development. The land in question is an area of high conservation value according to a DEC report. It contains much significant fauna and flora. Also Crangan Bay is the last undeveloped bay in Lake Macquarie and should be left that way. This development potentially could destroy the seagrass beds in Crangan Bay.	This development potentially could destroy the seagrass beds in Crangan Bay	The assessment and approval of the overall development is the responsibility of the NSW DoP and DECCW. They will consider the nature and extent of development including proposed ameliorative measures proposed and their acceptability to the service. The proponent will be guided by this assessment.  The Marine Baseline, Assessment of Lake, Macquarie nominates a number of mitigation and management measures to prevent direct and indirect impacts on flora and fauna and their habitat.  The <i>Gwandalan: Marine Baseline Assessment of Lake Macquarie</i> offers mitigation measures that may be required to address any localised and short-term adverse environmental impacts that may be generated during the development and operation of the urban development. Mangroves, seagrasses and seaweeds are listed as protected marine vegetation under the NSW Fisheries Management Act 1994 (FM Act). No seagrasses will be impacted upon directly be the development however increased turbidity due to runoff will need to be managed.  Investigations of seagrasses undertaken for the proposed developments included review of aerial photography and I&I NSW seagrass mapping, followed by targeted surveys to ground-truth seagrass communities adjacent to the proposed developments. <i>Zostera capricornia</i> was the dominant seagrass recorded in the survey areas confirming existing mapping of seagrass communities within these areas of Lake Macquarie  <i>Posidonia australis</i> typically occurs within sheltered coastal waters such as



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			<p>lakes and estuaries which are exposed to tidal flushing. Its distribution is determined mainly by water clarity and it occurs in deeper, calmer sections of the aforementioned waterways. These habitat preferences are reflected in the mapped distribution of <i>P. australis</i> within Lake Macquarie</p> <p>While this species can occur in the upper reaches of waterways, where tidal flushing, water clarity and water depth is reduced, its distribution, in such waters, is believed to be limited. These waters are more suited to <i>Zostera</i> seagrass species establishment. This is evident in the bay in question based on the findings of the current development assessment and existing seagrass mapping</p> <p>Given the documented habitat preferences of <i>P. australis</i> and it's known distribution in the lower reaches of Lake Macquarie, the location of the development areas on the upper reaches of the Lake and the results of the seagrass surveys undertaken for the current assessment, it is considered unlikely that large beds of <i>P. australis</i> occur in the vicinity of the proposed developments.</p>
Jo Durand 9 Gamban Rd Gwandalan	The Draft North Wyong Shire Structure Plan (Draft NWSSP) includes the Coal & Allied proposal and places it in the Long-term category in the Staging Plan. This category's timing is dependant on a range of factors, including 'the state of the economy and the market, and the demand for additional housing and employment land' (p32). The Draft NWSSP prioritises the Warnervale Town Centre, the Warnervale Employment Zone and parts of Wadalba, Woongarrah and Hamlyn Terrace, which is to be developed in the coming years (short-term). The Draft NWSSP next priorities areas around Warnervale and Wadalba (medium-term), which will be developed 'when Government and Council can afford to provide key infrastructure and services to support their development' (p32). The long-term priority of the Draft NWSSP is 'land that is expected to be zoned for development after areas identified for medium term development' (p32). The long-term category has been assigned to this proposal by Coal & Allied, and if the Department follows its own planning definitions, this project should not be coming up for discussion for some years yet.	<p>The Draft North Wyong Shire Structure Plan (Draft NWSSP) includes the Coal &amp; Allied proposal and places it in the Long-term category in the Staging Plan.</p> <p>It should not be brought forward</p>	<p>It is considered that the long term time frame identified for the site in the Draft North Wyong Structure Plan does not correctly reflect the current status of the land or servicing capacity, and presents a mis-informed expectation to the community as to the likely timing for redevelopment of this site. It is certainly Coal &amp; Allied's intention that the proposed conservation land be transferred to the NSW Government and development of the proposed residential land be commenced consistent with any Concept Plan and Development Application/Project Application approval, as soon as is practicable.</p> <p>The infrastructure servicing report accompanying the Concept Plan identifies that infrastructure servicing can be extended to the site in a timely manner to support its short term redevelopment.</p> <p>The Draft Statement of Commitments accompanying the Concept Plan application provide that Coal &amp; Allied, or the landowner, would be responsible for the delivery of infrastructure services to and within the site.</p> <p>While attempts can be made by the Draft Structure Plan to identify which land parcels will be developed first in order to meet residential targets and which ones last, such forecasts are fraught with the uncertainties of:</p> <ul style="list-style-type: none"><li>▪ land capability and environmental suitability</li><li>▪ land ownership (single or multiple)</li><li>▪ orderly development, consistent with servicing availability</li><li>▪ likely market demand</li></ul> <p>As an extension of an existing urban area with major services currently available as evidenced in the environmental assessment for the site, the proposed Coal &amp; Allied development is orderly development. Some other developments in the Central Coast Regional Strategy relying on seed funding for infrastructure and landowner agreements would be unlikely to proceed in an orderly manner.</p> <p>Upon approval Coal &amp; Allied will be in a position to supply serviced land products in an orderly manner. The Coal &amp; Allied Gwandalan Estate will be located on gently sloping land close to services and road transport links and overlooking Crangan Bay. The estate has been designed to incorporate contemporary urban design principles, provide a mix of residential land products and present a community environment to prospective purchasers. The Coal &amp; Allied Gwandalan Estate is therefore one which is able to proceed without the need for any delay.</p> <p>Recent details released by the industry reflect the above concerns that land releases are falling well short of Regional Structure Plan targets placing pressure on land availability for the full range of housing product.</p> <p>A submission has been put to the DOP in regard to the Draft North Wyong Structure Plan, highlighting these concerns, and requesting that the timing for the subject land release be brought forward to reflect the practical</p>

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			servicing arrangements for the site and market demand.
	<p>Regional Strategies: the Lower Hunter and the Central Coast Regional Strategies both contain Gwandalan as being significant in contributing 'affordable housing' for those areas. It is my belief that Gwandalan is only included in the LHRS because it provides a monetary gain for Coal &amp; Allied shareholders when considered in total with its other landholdings in the LHRS area. It provides little to no benefit to the Lower Hunter in terms of housing stock and provides a massive negative in terms of destruction of 60ha of quality bushland on the last undeveloped bay in Lake Macquarie.</p> <p>In relation to the CCRS, the Gwandalan proposal still offers no benefits to housing stock as it doesn't comply with good planning criteria, eg:</p> <ul style="list-style-type: none"> <li>i. Near existing town centres;</li> <li>ii. Within 800 meters of reliable public transport;</li> <li>iii. Close to high schools; and</li> <li>iv. Close to work opportunities</li> </ul> <p>The only reason this proposal is being considered is free land for the NSW Government for conservation. It's my opinion that it would be more environmentally credible for Coal &amp; Allied if ALL of the land is returned to the government for conservation – profits have already been extracted from the coal below ground. There is no real NEED for houses to be built on this land, there is, however, a real NEED for biodiversity in the form of trees and natural habitat for a variety of flora and fauna.</p>	<p>Gwandalan is only included in the LHRS because it provides a monetary gain for Coal &amp; Allied shareholders when considered in total with its other landholdings in the LHRS area. It provides little to no benefit to the Lower Hunter</p> <p>the Gwandalan proposal still offers no benefits to housing stock in the Central Coast Regional Strategy as it doesn't comply with good planning criteria</p> <p>It's my opinion that it would be more environmentally credible for Coal &amp; Allied if ALL of the land is returned to the government for conservation</p>	<p>The proposal will provide a diversity of housing stock that is not otherwise available in the locality. The proposed seniors housing is in direct response to local demand for such accommodation.</p> <p>The dedication of all of Coal &amp; Allied land is not a feasible option and has been dismissed as such by the proponent. The LHRCP provides for offsets where conservation land is to be dedicated to the NSWG. The provision of 205.75ha of conservation land more than offsets the development of 62.24ha of residential land.</p>
	There needs to be a proper timeframe attached to this proposal – there is no certainty in the 'long-term' category in the Draft NWSSP, as it was been said at the information session at Wyong Council earlier this month that the category in the Draft can be amended if the proposal is approved before the Structure Plan is approved. This is not acceptable – why is one landowner's desires more important than a whole community's desires?	<p>There needs to be a proper timeframe attached to this proposal.</p> <p>why is one landowner's desires more important than a whole community's desires?</p>	<p>The timeframe for the proposal has been openly discussed with the DOP, Council and the community since 2006. It is Coal &amp; Allied's intention that the proposed conservation land be transferred to the NSW Government and development of the proposed residential land be commenced consistent with any Concept Plan and Development Application/Project Application approval, as soon as is practicable.</p> <p>The dedication of conservation lands and the proposed residential development tis consistent with the LHRS, CCRS and LHRCP. The site can be adequately serviced in a timely manner by the proponent, as outlined in the servicing strategy accompanying the EA report.</p>
	Demand – the issue of housing demand in Gwandalan is the elephant in the room. It is one of the criteria for development, yet anyone can walk around town and see the number of properties for sale, the number of unsold properties in the last land release of 5 years ago, and the number of houses that are presently holiday homes and have the potential of becoming permanent residences. Of course, the proposal for Lakeside Living's lots at the other end of Gwandalan which, when approved, will add another 160-odd houses to the mix. Why then, is it so important that this proposal be approved now? Is it so the proponent can sell it on – with a development approval attached, the land becomes so much more valuable. This is not good planning – this is pandering to a landholder's shareholders.	There is a glut of properties available for sale in Gwandalan already.	The concept subdivision plan identifies the possibility of providing a range of lot sizes and future dwelling types not generally available in the local area. This will increase housing diversity and choice in the area. Further, it has been identified that there is a high demand in the local community for a retirement facility for those wishing to "age in place" which forms part of the concept plan.
	Mine subsidence – it makes no sense to build homes on land that is still subject to coal extraction. Selling a home	it makes no sense to build homes on land that is still subject to coal extraction.	The Mine Subsidence Board have a well established process of applying compatible restrictions on mining and surface development to limit surface

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	that carries the probability of mine subsidence, the possibility of repairs after protracted legal wrangling is a poor housing strategy. Mining has limited buildings to single storey construction over a large area of the site and buildings with large footprints will need to articulated or split into several separate structures. No new homeowner will thank the Department for allowing mining to be continued under their new home. Conclude the mining, rehabilitate the land if necessary and hand it back to the government for conservation.		damage and under charter are required to repair damage caused by mine subsidence. This is a process that has applied across the region for many years.
	Preservation of Trees – there is much discussion about carbon sinks and offsetting carbon emissions from the power stations nearby. Removal of Coastal Plain Scribbly Gum trees and undergrowth will result in much pollution not being captured. Why plant more trees in other areas, when there are mature trees already in place? Further, removal of the mature woodland trees would expose the wetland trees to wind - they will be damaged and possibly die.	Removal of the existing bushland would result in much pollution not being captured.  Removal of the mature woodland trees would expose the wetland trees to wind - they will be damaged and possibly die.	The assessment and approval of the overall development is the responsibility of the NSW DoP and DECCW. They will consider the nature and extent of development including proposed ameliorative measures proposed and their acceptability to the service. The proponent will be guided by this assessment.
	Loss of vegetation – habitats for marsupials and owls will be lost. Birds and animals that use the woodland corridors to travel will have their food source removed. Animals don't follow human-made arrows of movement and the increase in traffic will also impact on the wildlife moving about. The removal of the protected Angophora Inopina near Kanangra Drive and then the loss of extra trees because of the change in hydration patterns and edge effects are of great concern. The loss of the heath under the Coastal Plains Scribbly Gums, the destruction of rare and endangered orchids and the protected Tetratheca juncea is unacceptable and untenable. THE LANDS IN TOTALITY NEED TO BE PRESERVED.	Habitats for marsupials and owls will be lost. Birds and animals that use the woodland corridors to travel will have their food source removed  The loss of the heath under the Coastal Plains Scribbly Gums, the destruction of rare and endangered orchids and the protected Tetratheca juncea is unacceptable and untenable	Extensive ecological survey and impact assessment has been undertaken to inform the proposal. This has determined that the proposal will not have a significant impact on the local and regional landscape.  The conservation estates will offer an abundance of high quality habitat for known threatened species, populations and ecological communities that is currently not in public ownership. This consolidation of biodiversity and its conservation will make a significant positive contribution to the enduring protection of the regions ecology. The assessment has considered the potential impacts on these species and found the habitat loss in relation to the wider conservation gain to be acceptable.
	Crangan Bay is the last undeveloped bay in Lake Macquarie – this should be seen as something to be proud of – not an unrealised opportunity for more profiteering. It should be preserved for the future of this area and we should be proud custodians of this preservation. Crangan Bay will be irreversibly impacted by run-off from the housing estate. The proposal acknowledges that the measures it proposes will not totally prevent impacts on the wetlands or the bay. This is not acceptable.	Crangan Bay is the last undeveloped bay in Lake Macquarie – this should be seen as something to be proud of – not an unrealised opportunity for more profiteering	The DECCW response to the DoP in relation to this development is as follows: DECCW has reviewed the <i>Ecological Assessment Report – Lower Hunter Lands Gwandalan (RPS, November 2010)</i> and are satisfied that environmental matters of key interest to DECCW as outlined in the submission on the DGRs, and dated 11 August 2010 have been adequately addressed by the applicant.  The proposed environmental conservation offset contributions are indentified in the draft planning agreement under s93F of the EP&A Act, between the Minister for Planning, Minister administering the NPW Act 1974 and Gwandalan Land Pty Ltd. DECCW recognises that these contributions provide for a number of significant conservation outcomes including the transfer into public ownership of environmental conservation lands that are identified in the Lower Hunter regional Conservation Strategy.
	Foreshore is best protected by no development – it makes no sense to say that the lake foreshore will be protected by this proposal. No extra bushland should be considered to be removed to facilitate access to the foreshore.	Foreshore is best protected by no development.	The foreshore of Crangan Bay is proposed to be protected by a 100m vegetated buffer zone, as shown on Figure A1.1.1 of the Concept Plan – the proposed development area.  A road is then proposed to separate the buffer from development, thereby clearly delineating private and public domain  This development ahs been considered by the DECCW. The client will be guided by their determination and advice to the NSW DoP
<b>Anonymous 4</b>	Presumably this land was originally obtained from the Crown by Coal & Allied for the purpose of the underground mining of coal. How it has been transformed to now enable a Developer to create an above-ground residential bonanza rather than revert to the Crown seems	Presumably this land was originally obtained from the Crown by Coal & Allied for the purpose of the underground mining of coal. How is it now able to be developed for housing?	The CCRS, LHRS and LHRCP identify the subject land as proposed urban development to cater to the housing needs of the Lower Hunter to 2031, and proposed conservation land dedication. The proposal is entirely consistent with the provisions of the CCRS, LHRS and LHRCP. Environmental offsets



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	perplexing.		have been provided to enable the objectives of these strategies to be achieved and maintain the environment that is so valued. Like all other landowners, Coal & Allied may seek consent to develop its land in a manner consistent with the applicable planning controls. The subject application has been made within the framework of Part 3A of the E&PA Act and will be assessed having regards to the relevant legislation and merits of the scheme.
	Gwandalan is a small remote rural village with a population of about 2,940. It is located on a peninsula and is only accessible by a long single carriageway roadway through fire prone bushland. To emphasise its small site, it has no pedestrian crossings, no traffic lights, no hotel and only one of its streets has a footpath. On the basis of 2.92 people per dwelling the proposal will result in some 1,819 people being thrust into the existing community and more when visitors and holiday seasons occur. The sheer magnitude of this unnatural, proposed step-change in population will create shock waves throughout the existing community in many detrimental ways. Rather than a gradual natural expansion, its sudden imposition will overwhelm existing infrastructure, facilities and services.	The new development will overwhelm existing infrastructure, facilities and services.	The proposed development is proposed in an area contiguous to the existing township of Gwandalan. Infrastructure upgrades proposed are sufficient to accommodate the proposed development, which are to be funded by the developer. Intersections with Pacific Highway will be upgraded in accordance with RTA requirements. Community facility upgrades are proposed as recommended in the Social Infrastructure Assessment and detailed in the Statement of Commitments and the Coal & Allied \$5Million Allocation.
	Parking space at Gwandalan's small number of village shops is currently fully utilised. Gwandalan only has a single doctor whose 'books are closed' to new patients. Only one boat ramp, provided in part by the local Lions Club, has parking or more than a few trailers. The addition of nearly 2000 extra residents should at least require the developer to provide an independent boat ramp on the site for their use.	Developer should provide an additional boat ramp or additional car parking	Upgrading of the boat ramps can include carparking facilities associated if that is the preferred wish of the community. C&A has allocated funds for the upgrade of the boat ramp and wharf. The final allocation of funds relating to these two items will be determined when a full assessment of the work can be determined at the time of DA
	All roadways in the proposed development should be wide enough to allow through traffic with cars parked on the road, not the nature strip. Rather than being forced to travel on the road, residential pathways for strollers, prams, small children on bicycles and elderly pedestrians should be provided. We consider the allowance of residential dwellings on parcels less than 450m2 in such a remote, isolated location is a recipe for eventually attracting the least financially responsible residents with their consequent financial distress and antisocial behaviour. This will impact negatively on the existing Gwandalan community.	All roadways in the proposed development should be wide enough to allow through traffic with cars parked on the road, not the nature strip  Concern over the 450m2 lots attracting the 'least financially responsible residents with their consequent financial distress and antisocial behaviour'	The appropriate road widths are achieved to enable the smooth flow of traffic along with on-street car parking.  There is no evidence to suggest this is the case.
	There is a golden opportunity for an open, safe pathway along the waterfront. It appears the proposed walkway along the waterfront is to be partly constructed of timber decking. Surely a simple observation of the many recently constructed public walkways around lake Macquarie and alongside Lake Munmorah will demonstrate the continuous 2m wide concrete pathway is the minimum standard applicable for strollers, prams, bikes and the elderly including the disabled needing to use a walking stick or wheelchair to exercise in safety. This is particularly so as there is only one narrow footpath existing for such exercise un Gwandalan itself.	The proposed walkway along the waterfront is to be partly constructed of timber decking. The design of this walkway should reflect the public walkways around lake Macquarie and alongside Lake Munmorah (2m wide concrete paths) for use by strollers, wheelchairs, bikes.	Accessibility requirements for all users will be considered when selecting materials and construction techniques for the proposed waterfront walkway. In addition to the needs of users the impact on the waterfront ecology will also be taken into account to ensure that the most appropriate materials are selected. Approval of the walkway structure / design will rest with DECCW as owners of the conservation land
	Kanangara Road currently experiences quite heavy traffic but it is acceptable. Traffic arising from another nearly 2000 residents will exceed this acceptable level in our opinion. The creation of a t-intersection some 800m south of the	Kanangara Road currently experiences quite heavy traffic but it is acceptable. Traffic arising from another nearly 2000 residents will exceed this acceptable level	The design of the new roundabout will be undertaken as per Council's guideline. Details to be included in subsequent works applications.

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	existing roundabout will no doubt cause an extension of the present 60-kmh speed limit by some 800m, further frustrating and delaying almost all Gwandalan residents who must commute fairly long distances to their workplaces, railway stations, medical centres and major shopping centres. Thereby slowing traffic and contributing to increased risk of collision and injury. At least, traffic heading north along Kanagara road and making a right hand turn into this proposed new t-intersection would have a dedicated right-turn lane, to avoid a bank-up queue of traffic waiting behind.		
	A comment often made by visitors who stay at Gwandalan is how pleasantly quiet it is. No highway, through traffic, railway, aircraft or industrial noise. Construction of 623 new dwellings will certainly destroy the quiet environment of Gwandalan.	Construction of 623 new dwellings will certainly destroy the quiet environment of Gwandalan.	The proposed residential subdivision is physically removed from the existing Gwandalan township by a significant bushland buffer. It is not considered that the proposed additional dwellings will significantly impact upon the 'quiet' environment of Gwandalan.
	Years of slow heavy construction traffic is likely to break up Kanangara Road and encourage risk taking driving behaviour caused by driver frustration at being regularly delayed.	Years of slow heavy construction traffic is likely to break up Kanangara Road and encourage risk taking driving behaviour caused by driver frustration at being regularly delayed.	A construction traffic management plan will be prepared prior to undertaking actual construction. The plan will be submitted to relevant authority (s) addressing construction traffic impact. Details to be included in subsequent works applications.
	Gwandalan is currently on Level 3 water restrictions – how can the responsible Authorities countenance almost 2000 additional new residents taking water from the existing pipeline and water source	How can additional residences be approved when Gwandalan is currently on level 3 water restrictions?	Infrastructure upgrades proposed are sufficient to accommodate the proposed development, which are to be funded by the developer. Intersections with Pacific Highway will be upgraded in accordance with RTA requirements. The cost of the required infrastructure is to be borne fully by C&A and other developers. The economics of developing Gwandalan rests with the developer.
	The existing sub-soil and ground vegetation both absorbs and acts as a filter, trapping runoff in heavy rain. With this development, all such future rainfall will mix with domestic litter, garden fertilisers and roadway petrochemicals. It will run as surface water and will be channelled into stormwater flowing into Lake Macquarie.	The development will result in polluted runoff into the lake.	The proposed stormwater management plan for Gwandalan is based on the principals of Water Sensitive Urban Design, which include a number of strategies: - Opportunistic vegetated swales (potentially including bioretention) provided along the identified main overland flow routes and roadside green areas. - Precinct scale detention/ bio-retention basins are proposed to treat the quantity and quality of stormwater flows. - Gross pollutant traps will be provided upstream of the precinct scale detention basins to remove coarse sediment and gross pollutants prior to discharging into basins and open areas; - On-lot detention will be provided in addition to the precinct scale facilities; and - Provision of rainwater tanks for individual lots will be maximised. These strategies will treat stormwater discharging to Lake Macquarie
	We are concerned at the further destruction of natural wildlife habitat, particularly birds and amongst other animals, kangaroos, which live along Kanangara Road.	The proposal will result in further destruction of natural wildlife habitat, particularly birds and amongst other animals, kangaroos, which live along Kanangara Road.	Extensive ecological survey and impact assessment has been undertaken to inform the proposal. This has determined that the proposal will not have a significant impact on the local and regional landscape. The conservation estates will offer an abundance of high quality habitat for known threatened species, populations and ecological communities that is currently not in public ownership. This consolidation of biodiversity and its conservation will make a significant positive contribution to the enduring protection of the regions ecology. The assessment has considered the potential impacts on these species and found the habitat loss in relation to the wider conservation gain to be acceptable.
<b>Helen Dawson 8 Noamunga Cres</b>	The proposed area is 60ha of bushland where there is endangered native vegetation and home to many birds	Crangan Bay is the last undeveloped bay in Lake Macquarie and should remain this way.	The assessment and approval of the overall development is the responsibility of the NSW DoP and DECCW. They will consider the nature

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<b>Gwandalan</b>	and animals. Crangan Bay is the last undeveloped bay in Lake Macquarie and should remain this way.		and extent of development including proposed ameliorative measures proposed and their acceptability to the service. The proponent will be guided by this assessment.
	Gwandalan is in the northern part of the Wyong Shire which is part of the Central Coast, not the hunter. There is a lot of clear available land in the Wyong Shire for development .	Gwandalan is in the northern part of the Wyong Shire which is part of the Central Coast, not the hunter. New housing should occur in the existing clear available land in the central coast.	The subject land is identified in the Central Coast Regional Strategy for proposed urban development and proposed conservation land dedication. The proposal is entirely consistent with the provisions of this policy.
	I am passionate about where I live. It is not necessary to destroy our bushland. It should all be made into national Park.	It is not necessary to destroy our bushland. It should all be made into National Park.	Extensive ecological survey and impact assessment has been undertaken to inform the proposal. This has determined that the proposal will not have a significant impact on the local and regional landscape. The conservation estates will offer an abundance of high quality habitat for known threatened species, populations and ecological communities that is currently not in public ownership. This consolidation of biodiversity and its conservation will make a significant positive contribution to the enduring protection of the regions ecology. The assessment has considered the potential impacts on these species and found the habitat loss in relation to the wider conservation gain to be acceptable
<b>Susan &amp; Kelvin Wynn 24 Montrose St Manning Park</b>	This development breaks every rule of good planning as stated in the State Government's own planning protocols and has been allowed to be submitted ignoring their own sustainability criteria. Development should occur along transport corridors, work should be accessible in the near vicinity, infrastructure should be planned for and outlined in the strategies and the social impacts should be viewed holistically. This development fails every criteria listed.	This development breaks every rule of good planning as stated in the State Government's own planning protocols and has been allowed to be submitted ignoring their own sustainability criteria.	Consent for the proposal is sought under the SEPP (Major Development) 2008 framework, a legitimate planning pathway. The proposal addresses all relevant criteria required of it under this legislation.
	The area was not identified for urban development but, instead, deemed to be of such high conservation value that little to no development should occur on the site and Wyong Shire Council had no plans for any development to occur on this site. The site was placed into the Lower Hunter Regional Strategy from the Central Coast after the exhibition period with no ability to object. There is little, to no, work in the immediate vicinity of the development. The housing development by Coal and Allied will only bring housing not industry or work except during the construction stage.	The area was not identified for urban development but, instead, deemed to be of such high conservation value that little to no development should occur on the site  The proposal will only bring housing and no industry or employment for the local community.	The majority of the subject land proposed for residential redevelopment is zoned 5(a) Special Use with community and public facilities permitted on the land. This zoning is an urban land zoning. The remainder of the land is zoned conservation or environmental management, with some residential development permissible. The proposal seeks consent to develop part of the Coal & Allied land for residential purposes whilst conserving the vast majority for conservation lands, to be held in perpetuity by the NSWG. This proposed E1 zoning will reduce the permissible development on the conservation land to 'nil'. Increased population provides for increased employment opportunities.
	Development should be around major centres and transport corridors and be 800m from a station or transport node. Gwandalan is remote, over 19 kms from the nearest major shopping centre and there is only one entry/exit road to the highway which is very winding. This will not change markedly for another decade or two. The release of the North Wyong Structure Plan identifies this area for urban release in the 'long-term' which, according to the document, is after 2020. The quantum of 626 housing blocks could easily be found in other, already developed parts, of Wyong Shire and would be a wise offset to retain this vital flora and fauna corridor as part of a National Park and th e'green corridors and linkages' identified in the North Wyong Structure Plan.	Development should be around major centres and transport corridors and be 800m from a station or transport node. Gwandalan is remote, over 19 kms from the nearest major shopping centre and there is only one entry/exit road to the highway which is very winding.	The site is identified in the Central Coast Regional Strategy as future urban land. The proposal is consistent with the provisions of the CCRS.
	Virtually all of the people who work will travel by car further adding to the green house gas emissions we are trying to bring down. No-one is going to take a bus that takes 74 minutes to get to Morisset station when a car trip	Virtually all of the people who work will travel by car further adding to the green house gas emissions we are trying to bring down.	Public transport is available in this location and it is noted that NSW Health has also identified positive aspects of the development relating to the promotion of community connectivity and health, through the provision of networks of pedestrian and cycle pathways.

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	takes more than 30 minutes.		
	<p>Currently 53% of the population travel to work by private vehicle. Extrapolating this and applying it to the Coal and Allied development we arrive at the following figures.</p> <p>The development will increase the housing in Gwandalan by 492 dwellings. Each dwelling will house an estimated 2.6 persons giving us a population of 1 279 on the Coal and Allied site.</p> <p>If the present pattern of work travel applies, 53% of these new residents will travel to work by private vehicle. If the average round trip for work is 50km, the daily distance travelled = <math>678 \times 50 = 33,900</math> km per day.</p> <p>When 1 litre of petrol is burnt 2.34 kg of Carbon Dioxide are produced. (figures supplied by John Maine)</p> <p>At an average rate of fuel consumption of 10km/L, a further 7932.6kg of Carbon Dioxide will be expelled into the atmosphere each day on one round trip per day per household. This would be 2 895.4t of Carbon Dioxide annually without all of the incidental travel incurred by the residents. At a time when we need to urgently reduce our carbon emissions this is surely pure folly. The only entry/exit road will be placed under stress by the increased traffic brought about by these two large developments. The road is narrow and winding and has had a number of serious accidents.</p>	<p>Vehicle use required of future residents will produce excessive levels of carbon dioxide.</p> <p>The only entry/exit road will be placed under stress by the increased traffic brought about by these two large developments.</p>	<p>The Gwandalan development is expected to achieve the following key objectives of the Integrating Land Use and Transport policy (ILUT) package:</p> <ul style="list-style-type: none"> <li>Improving access to housing, jobs and services by walking, cycling and public transport</li> <li>Increasing the choice of available transport and reducing dependence on cars;</li> <li>Reducing travel demand including the number of trips generated by development and the distances travelled, especially by car</li> <li>Supporting the efficient and viable operation of public transport services</li> </ul> <p>The concept plan for Gwandalan proposal will create an environment that is friendly to pedestrians, cyclists and public transport users, including elderly people and people with disabilities. Discussion should be held with the bus operator to determine a likely bus route through the development. Subject to a new route through the development, new bus stops would serve the majority of residential development within a 400 metres walk. The operator of Busways was contacted regarding upgrades to the service. Busways advised that bus services were continually under review and that more frequent services would be considered as additional residential development occurs in Gwandalan.</p>
	<p>There are a plethora of compelling environmental grounds for complete rejection of this proposal. This is the only piece of native bushland left that runs from the coast to the lake along the entire coast of New South Wales, there are no more.</p> <p>There appears to be no more further environmental studies done since this development was last exhibited.</p> <p>There has been an inadequate flora and fauna survey (Kahlyd Brown 2008).</p> <p>One example of this is the endangered <i>Cryptostylis hunteriana</i>, a leafless tongue orchid. The survey by Harper Somers O'Sullivan was not conducted when the orchid would have been visible. The Gwandalan site would lose up to 60 ha of scribbly gum woodland which is a major habitat for these orchids. The <i>Cryptostylis hunteriana</i> has been raised as an issue for the Wallarah Peninsula, and has been recently recorded near Gwandalan and Catherine Hill Bay during late 2007. Previously, population size and habitat on the Central Coast had been detailed in Bell (2001), highlighting the most commonly encountered habitat for the species as Coastal Plains Scribbly Gum Woodland.</p> <p>There has been a new species of orchid discovered on site that is yet to be named.</p>	<p>There appears to be no more further environmental studies done since this development was last exhibited</p>	<p>RPS has undertaken an <i>Ecological Assessment Report – Lower Hunter Lands Gwandalan (RPS, November 2010)</i> since the development was last exhibited. DECCW has reviewed this assessment and is satisfied that environmental matters of key interest to DECCW as outlined in the submission on the DGRs, and dated 11 August 2010 have been adequately addressed by the applicant.</p>
	<p>Criticism has been given in relation to the surveys done by Coal and Allied for the fauna, with surveys being conducted in July, 2007 which is the coldest month of the year. There was only one trapping line located within the entire development site and this was considered inadequate by ecological professionals who made submissions to the Department of Planning. The vegetation in the Gwandalan site would certainly contain the appropriate flowering trees for fauna to be present in the area.</p>	<p>Fauna surveys were undertaken in winter, and misrepresent the existing situation</p>	<p>Limitations in regards to seasonality were noted in <i>Ecological Assessment Report – Lower Hunter Lands Gwandalan (RPS, November 2010)</i> and in these instances a precautionary approach was adopted, as such 'assumed presence' of known and expected threatened species, populations and ecological communities were made where relevant to ensure a holistic assessment. The assessment has considered the potential impacts on these species and found the habitat loss in relation to the wider conservation gain to be acceptable</p>

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	<p>Crangan Bay is the last unspoilt pristine bay on Lake Macquarie. It is the only remaining undeveloped bay left on the entire foreshore of Lake Macquarie. The land has had extensive underground mining and is honeycombed across the site. The surface, however, has never been despoiled. There is our only sea-eagle nest in the bushland at Crangan Bay. This development site will create fine silt run off into the bay. This fine silt cannot be filtered out. It will cover the sea grass bed which stretches almost the entire length of Crangan Bay. Although Coal and Allied say they are using the best practice for drainage there is great potential for this development to cause problems to sea grass beds in Crangan Bay as they cannot filter out dissolved contaminants. Coal and Allied are planning to run stormwater drainage off the roads into the wetland at Strangers Gully. This and the proximity of people and domestic pets will destroy the wetland.</p> <p>This is the final bay that all native flora and fauna can access and flourish without human intervention.</p> <p>This development will cause environmental degradation on the South Wallarah Peninsula of the wetlands, the seagrass beds, the fragmentation and destruction of habitat and corridors for native wildlife and flora, some of which are endangered.</p>	<p>Although Coal and Allied say they are using the best practice for drainage there is great potential for this development to cause problems to sea grass beds in Crangan Bay as they cannot filter out dissolved contaminants</p> <p>Coal and Allied are planning to run stormwater drainage off the roads into the wetland at Strangers Gully. This and the proximity of people and domestic pets will destroy the wetland.</p>	<p>The Gwandalan: Marine Baseline Assessment of Lake Macquarie offers mitigation measures that may be required to address any localised and short-term adverse environmental impacts that may be generated during the development and operation of the urban development. Mangroves, seagrasses and seaweeds are listed as protected marine vegetation under the NSW Fisheries Management Act 1994 (FM Act). No seagrasses will be impacted upon directly be the development however increased turbidity due to runoff will need to be managed.</p> <p>A number of mitigation and management measures are recommended to prevent direct and indirect impacts on flora and fauna and their habitat.</p> <p>The proposed stormwater management plan for Gwandalan is based on the principals of Water Sensitive Urban Design, which include a number of strategies:</p> <ul style="list-style-type: none"> <li>- Opportunistic vegetated swales (potentially including bioretention) provided along the identified main overland flow routes and roadside green areas.</li> <li>- Precinct scale detention/ bio-retention basins are proposed to treat the quantity and quality of stormwater flows.</li> <li>- Gross pollutant traps will be provided upstream of the precinct scale detention basins to remove coarse sediment and gross pollutants prior to discharging into basins and open areas;</li> <li>- On-lot detention will be provided in addition to the precinct scale facilities; and</li> <li>- Provision of rainwater tanks for individual lots will be maximised.</li> </ul> <p>These strategies will treat stormwater discharging to Lake Macquarie.</p>
	<p>The Strangers Gully wetland will be seriously damaged and degraded by the directing of storm water run-off into the wetland and the wetland will be affected by edge effects as the riparian area is 50m or less across over two-thirds of the site.</p> <p>At Gwandalan, most drainage lines support the EEC Swamp Sclerophyll Forest on Coastal Floodplains and some will be impacted upon directly by the proposed development. Urban runoff, stormwater detention basins, pollution, weed invasion, increased human access and rubbish dumping will inevitably occur as a result of the proximity of urban dwellings.</p> <p>The area contains threatened, vulnerable and endangered species of flora and fauna and habitat.</p> <p>Some examples are Angophora inopina (Mr Stephen Bell, Cunninghamia, 2003) Tetrathea juncea (endangered), the Eastern Pygmy Possum and Swift Parrot, Lathamus discolor (endangered), Greyheaded Flying Fox, Pteropus poliocephalus (vulnerable), Regent honey-eater, Xanthomyza Phrygia (endangered), Glossy Black Cockatoo, the Powerful and Masked Owls (Dr Rod Kavanagh, Emu 1995). The Powerful Owl requires a habitat range of 2 000 ha. The flora and fauna has become unique to this area.</p>	<p>Urban runoff, stormwater detention basins, pollution, weed invasion, increased human access and rubbish dumping will inevitably occur as a result of the proximity of urban dwellings.</p> <p>This will damage the surrounding ecology.</p>	<p>The proposed stormwater management plan for Gwandalan is based on the principals of Water Sensitive Urban Design. Treatment of stormwater will occur in facilities, before discharge to sensitive receiving environments such as Strangers Gully.</p> <p>Coal &amp; Allied will implement prevention and mitigation methods pre, during and post construction to reduce weed invasion, sediment runoff and pollution. Increased human access and rubbish dumping can be anticipated with an increase in residents for the area however the assessment and approval of the overall development is the responsibility of the NSW DoP and DECCW. They will consider the nature and extent of development including proposed ameliorative measures proposed and their acceptability to the service. The proponent will be guided by this assessment. Furthermore the development has been scaled back in this area to accommodate and mitigate potential impacts on Strangers Gully.</p>
	<p>Best practice planning principles state the Precautionary Principle should be evoked and that there should be as much on site mitigation for sensitive environmental issues as possible. This site has none.</p>	<p>The Precautionary Principle should be evoked and that there should be as much on site mitigation for sensitive environmental issues as possible. This site has none.</p>	<p>Extensive ecological survey and impact assessment has been undertaken to inform the proposal. This has determined that the proposal will not have a significant impact on the local and regional landscape.</p> <p>The conservation estates will offer an abundance of high quality habitat for known threatened species, populations and ecological communities that is currently not in public ownership. This consolidation of biodiversity and its conservation will make a significant positive contribution to the enduring protection of the regions ecology. The assessment has considered the potential impacts on these species and found the habitat loss in relation to</p>

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			the wider conservation gain to be acceptable
	<p>The proposed development must be seen in conjunction with all of the other Part 3A developments around Lake Macquarie and their cumulative detrimental environmental effect.</p> <p>Tetratheca juncea, commonly known as Black-eyed Susan, which is an endangered species of flora, is located on the Rose Group development at Gwandalan and will be extinguished on site, it is also found on the Johnson Property Group/Seventh Day Adventist site at Cooranbong on the western side of Lake Macquarie and on the proposed development site for Coal and Allied. On the Coal and Allied site, it is proposed to remove 3500 plants which will conserve only 66%. This species has a C1 ranking (critically threatened) in the Response to Disturbance of Forest Species report (Environment Aust. 1999) with a conservation target of 80%. The cumulative effect of the removal of at least these three sites will affect the species existence. Similarly, Angophora inopina which has a C1 ranking (critically threatened) with a 100% conservation target in the Response to Disturbance of Forest Species report (Environment Aust. 1999) is to have 54 trees removed and another 644 will be put at risk along Kanangra Drive due to edge effects. Angophora inopina is also found at the Cooranbong site.</p>	<p>The proposed development must be seen in conjunction with all of the other Part 3A developments around Lake Macquarie and their cumulative detrimental environmental effect.</p>	<p>The DECCW response to the DoP in relation to this development is as follows:</p> <p>DECCW has reviewed the <i>Ecological Assessment Report – Lower Hunter Lands Gwandalan (RPS, November 2010)</i> and are satisfied that environmental matters of key interest to DECCW as outlined in the submission on the DGRs, and dated 11 August 2010 have been adequately addressed by the applicant.</p> <p>The proposed environmental conservation offset contributions are indentified in the draft planning agreement under s93F of the EP&amp;A Act, between the Minister for Planning, Minister administering the NPW Act 1974 and Gwandalan Land Pty Ltd. DECCW recognises that these contributions provide for a number of significant conservation outcomes including the transfer into public ownership of environmental conservation lands that are identified in the Lower Hunter regional Conservation Strategy.</p>
	<p>Similarly, the Rose Group development at Gwandalan will cut a wildlife corridor and lead to species extinction in the view of Wyong Shire Council officers (Assessment Panel review meeting, Catherine Hill Bay, 2007). This development also restricts fauna movement and threatens their habitat. Wildlife corridors are also being cut or built up to on the developments by the Rose Group and Coal and Allied at Catherine Hill Bay.</p> <p>The proposed 194ha being handed over to conservation will not protect the flora and fauna under threat across the sites.</p>	<p>The proposed 194ha being handed over to conservation will not protect the flora and fauna under threat across the sites.</p>	<p>The DECCW response to the DoP in relation to this development is as follows:</p> <p>DECCW has reviewed the <i>Ecological Assessment Report – Lower Hunter Lands Gwandalan (RPS, November 2010)</i> and are satisfied that environmental matters of key interest to DECCW as outlined in the submission on the DGRs, and dated 11 August 2010 have been adequately addressed by the applicant.</p> <p>The proposed environmental conservation offset contributions are indentified in the draft planning agreement under s93F of the EP&amp;A Act, between the Minister for Planning, Minister administering the NPW Act 1974 and Gwandalan Land Pty Ltd. DECCW recognises that these contributions provide for a number of significant conservation outcomes including the transfer into public ownership of environmental conservation lands that are identified in the Lower Hunter regional Conservation Strategy.</p>
	<p>The fact is that these sites currently have no development so there is no net gain for any species only a net loss of their habitat. The removal over the Coal and Allied 75 ha development site of up to 60 000 trees is a serious concern for climate change and protection of habitat for the squirrel glider particularly with the removal of hollow-bearing trees that take hundreds of years to develop. Trees on this site have been dated at 1 000 years old.</p> <p>The land being placed in conservation is the more disturbed and degraded site.</p>	<p>These sites currently have no development so there is no net gain for any species only a net loss of their habitat.</p>	<p>The DECCW response to the DoP in relation to this development is as follows:</p> <p>DECCW has reviewed the <i>Ecological Assessment Report – Lower Hunter Lands Gwandalan (RPS, November 2010)</i> and are satisfied that environmental matters of key interest to DECCW as outlined in the submission on the DGRs, and dated 11 August 2010 have been adequately addressed by the applicant.</p> <p>The proposed environmental conservation offset contributions are indentified in the draft planning agreement under s93F of the EP&amp;A Act, between the Minister for Planning, Minister administering the NPW Act 1974 and Gwandalan Land Pty Ltd. DECCW recognises that these contributions provide for a number of significant conservation outcomes including the transfer into public ownership of environmental conservation lands that are identified in the Lower Hunter regional Conservation Strategy.</p>
	<p>A report entitled Wallarah Conservation Assessment of Lands (Department of Environment and Conservation NSW) states that the underlying principle of conservation is to maintain connectivity between habitats. Habitat</p>	<p>A report entitled Wallarah Conservation Assessment of Lands (Department of Environment and Conservation NSW) states that the underlying principle of conservation is to maintain connectivity between habitats.</p>	<p>The DECCW response to the DoP in relation to this development is as follows:</p> <p>DECCW has reviewed the <i>Ecological Assessment Report – Lower Hunter Lands Gwandalan (RPS, November 2010)</i> and are satisfied that</p>

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	<p>fragmentation strongly influences ecosystem components and processes. Landscapes of the south Wallarah Peninsula are heterogeneous and currently have high levels of interconnectivity. The habitats between Munmorah and Lake Macquarie SCAs and generally between Chain Valley Bay and Crangan Bay are considered to be of highest significance to the Squirrel Glider and Masked Owl (Smith et al 2002). Coastal habitats are now considered the stronghold of the Squirrel Glider in NSW and the population of Squirrel Gliders in the Northern Wyong and Southern Lake Macquarie area is the largest known in NSW (Smith 2002). These animals are territorial and will die if their bushland homes are destroyed. The area contains summer flowering eucalypts and winter flowering banksias which provide an important habitat for nectar feeding animals such as the Squirrel Glider.</p> <p>The area proposed for development is Dry Open Forest/Woodland and within the site is Strangers Gully which is a significant wetland that supports aquatic fauna such as the Wallum Froglet (threatened in Wyong Shire).</p>		<p>environmental matters of key interest to DECCW as outlined in the submission on the DGRs, and dated 11 August 2010 have been adequately addressed by the applicant.</p> <p>The proposed environmental conservation offset contributions are indentified in the draft planning agreement under s93F of the EP&amp;A Act, between the Minister for Planning, Minister administering the NPW Act 1974 and Gwandalan Land Pty Ltd. DECCW recognises that these contributions provide for a number of significant conservation outcomes including the transfer into public ownership of environmental conservation lands that are identified in the Lower Hunter regional Conservation Strategy.</p>
	<p>The site contains four threatened plant species and nine threatened fauna species. It also contains four state listed endangered ecological communities and five of the vegetation communities are considered to be naturally rare, &lt;1 000ha extant within the Lower Hunter and Central Coast REMS region.</p> <p>High diversity of small to medium mammals is considered highly significant given the location of the study area between two large urban centres.</p> <p>“It is the position of the DEC that the South Wallarah study area is of extremely high conservation value and that development opportunities across the site are limited due to the potential for incremental habitat loss and fragmentation.”</p>	<p>High diversity of small to medium mammals is considered highly significant given the location of the study area between two large urban centres.</p> <p>These should be retained.</p>	<p>Extensive ecological survey and impact assessment has been undertaken to inform the proposal. This has determined that the proposal will not have a significant impact on the local and regional landscape.</p> <p>The conservation estates will offer an abundance of high quality habitat for known threatened species, populations and ecological communities that is currently not in public ownership. This consolidation of biodiversity and its conservation will make a significant positive contribution to the enduring protection of the regions ecology. The assessment has considered the potential impacts on these species and found the habitat loss in relation to the wider conservation gain to be acceptable</p>
	<p>The cumulative effect of the Part 3A developments, some approved, others in the process, by the Rose Group and Coal and Allied at Gwandalan and Catherine Hill Bay, Coal and Allied at Nord's Wharf and another development by Johnson Property Group at Trinity Point, Morisset Park and north Cooranbong, all in the southern half of Lake Macquarie, cannot be under-estimated and these developments should be looked at in their totality and not in isolation.</p> <p>This development should not proceed in any form. If the land is zoned E1 National Parks and Nature Reserves it could be dedicated to the state for protection of its unique environment. Remember this is the only remaining buffer of virtually undisturbed bushland that connects the ocean with the lakeshore between the urban settlements of the Central Coast and Newcastle and, in fact, along the entire NSW coast.</p>	<p>The cumulative effect of the Part 3A developments cannot be under-estimated and these developments should be looked at in their totality and not in isolation.</p>	<p>The three Southern Estate proposals are being considered in conjunction with each other. The cumulative impacts of each have been addressed in the relevant EA and specialist consultant reports.</p> <p>The NSW DOP will also consider the cumulative impact of all three proposals in its assessment of the Concept Plan applications.</p>
	<p>Coal and Allied purchased these lands for the cost of the mining leases and, it is our understanding, the company paid no money for the actual land.</p> <p>The company has conducted extensive underground mining across the site which has lead to an extremely unstable surface for construction.</p> <p>The company has already made its profits from the coal mining conducted and it is immoral to conceive that land</p>	<p>Coal and Allied purchased these lands for the cost of the mining leases and, it is our understanding, the company paid no money for the actual land.</p> <p>The company has already made its profits from the coal mining conducted and it is immoral to conceive that land always understood by the State to be going to be dedicated to conservation upon cessation of mining until the company became majority owned by Rio Tinto will now be lost to our native flora and fauna.</p>	<p>Coal &amp; Allied acquired the mining leases and freehold title to the land under respective sale agreements in 1957.</p> <p>Coal &amp; Allied proposes to transfer 77% of its landholdings at Gwandalan for conservation and 88% overall in the Southern Estates. Coal &amp; Allied proposes residential development on the remaining 23% of its landholding at Gwandalan and has the right, as does every landowner to seek approval for alternate land uses. To suggest that owners are only ever entitled to one land use on their property is contrary to land use planning principles in NSW.</p>

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	always understood by the State to be going to be dedicated to conservation upon cessation of mining until the company became majority owned by Rio Tinto will now be lost to our native flora and fauna. This would appear to be double-dipping.		
	<p>The development at Gwandalan by Coal and Allied is conceptually unsound and detrimental to all stakeholders bar the profit-takers.</p> <p>This land should be immediately dedicated as a National Park so there is no further threat to its unique flora and fauna and it is protected for all time. Remember, this is the only corridor and buffer of bushland left along the entire sea board of New South Wales.</p>	The development at Gwandalan by Coal and Allied is conceptually unsound and detrimental to all stakeholders bar the profit-takers.	The wholesale dedication of all of Coal & Allied's land is not a feasible option and has been dismissed by the proponent. The proposed dedication of 205.75ha of conservation land and proposed redevelopment of 62.24ha of urban land is consistent with the LHRS, CCRD and LHRCP.
<b>G.C Hansen</b> <b>PO Box 6132</b> <b>Lake Munmorah 2259</b>	<p>The North Wyong Structure Plan apparently defines this proposal as long term urban release but this must be a mistake by the DOP Gosford.</p> <p>I would recommend that DOP Sydney identify this C&amp;A proposal as for immediate urban release. There is shortage of attractive affordable torrens title subdivisions in this social planning district.</p> <p>I support C&amp;A's proposal at Gwandalan. It warrants fast tracking I believe</p>	The proposal is supported and should be "fast tracked".	No response required.
<b>John &amp; Margie Charker</b> <b>7 Eucla Rd Gwandalan</b> <b>NSW 2259</b>	<p>This proposal simply put is a plan being handed over to a Developer to make money.</p> <p>The proposal is badly planned for the following reasons:</p> <ul style="list-style-type: none"><li>▪ The destroying of over 60 acres of natural habitat</li><li>▪ Social and lifestyle constraints</li><li>▪ The inclusion of Gwandalan in the Lower Hunter Strategy Plan</li><li>▪ Location of existing power stations and being coal fired</li><li>▪ Mine subsidence</li></ul> <p>The proposal should be handed back to the council who hopefully are closer to the requirements of out community.</p>	Concern for the destruction of habitat, location of coal fired power stations and mine subsidence.	<p>The DECCW response to the DoP in relation to this development is as follows:</p> <p>DECCW has reviewed the <i>Ecological Assessment Report – Lower Hunter Lands Gwandalan (RPS, November 2010)</i> and are satisfied that environmental matters of key interest to DECCW as outlined in the submission on the DGRs, and dated 11 August 2010 have been adequately addressed by the applicant.</p> <p>The proposed environmental conservation offset contributions are indentified in the draft planning agreement under s93F of the EP&amp;A Act, between the Minister for Planning, Minister administering the NPW Act 1974 and Gwandalan Land Pty Ltd. DECCW recognises that these contributions provide for a number of significant conservation outcomes including the transfer into public ownership of environmental conservation lands that are identified in the Lower Hunter regional Conservation Strategy.</p> <p>It is not the responsibility of Coal &amp; Allied to offset greenhouse gas emissions produced from the power station. However the 205.8ha of proposed offset lands will offer a positive contribution to greenhouse gas capture.</p> <p>The Mine Subsidence Board have a well established process of applying compatible restrictions on mining and surface development to limit surface damage and under charter are required to repair damage caused by mine subsidence. This is a process that has applied across the region for many years.</p>
<b>Lake Coal</b>	As acknowledged in the Concept Plan, Chain Valley Colliery has mined in the Wallarah and Great Northern Seams beneath the proposed area. The un mined economically viable Fassifern Seam is beneath the mentioned seams within the proposed development footprint. Chain Valley intends to mine the Fassifern Seam in the proposed area.	Chain Valley Colliery has mined in the Wallarah and Great Northern Seams beneath the proposed area.	Noted.
	Chain Valley Colliery has been in operation since the early 1960s when it was owned by J&A Brown and then by Coal & Allied until the mid 1990s when they sold the		The Chain Valley Mine was owned by Coal & Allied from its opening in 1962 until 1994, when Coal & Allied disposed of the mine and retained the freehold land subject to the current application.



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	mine to Coal Operation Australia Limited. The mine has been subject to further ownership changes until LDO Coal Pty Ltd purchased Lakecoal Pty Ltd, the managing agent of Chain Valley Colliery, from Peabody Energy in November 2009.		
	LDO have committed to a major capital injection to purchase equipment and to build infrastructure for the mine in order to conduct Mini Wall mining. LDO plans to continue mining for at least another 21 years in both the Fassifern and Great Northern Seam	LDO plans to continue mining for at least another 21 years in both the Fassifern and Great Northern Seam	<p>It is noted that whilst LDO intends to continue mining for another 21years, the current mining leases, CCL 706 and CCL707, expire in 2022 and 2023 ie a maximum of 12 years from now. Further it is noted that there is no approval in place for mining beneath the subject site. As such there is no certainty regarding LakeCoal's ability to access coal beneath the subject site.</p> <p>Coal &amp; Allied has been working since to 2006 to achieve plans for the conservation land transfer and development rights for the subject landholding, including consultation with Chain Valley Mine. Information regarding these plans has been publicly available since 2006. As such, LDO acquired Chain Valley Mine in full knowledge of Coal &amp; Allied's plans.</p>
	LakeCoal have NSW mining leases in the proposed development area, being CCL706 and CCL707. These have expiry dates of 2022 and 2023 respectively. The lease particulars are for 'surface land and coal to unlimited depth' and it is the responsibility of the leaseholder to minimise extraction of the coal resources within the boundaries of the mining lease.	LakeCoal have NSW mining leases in the proposed development area, being CCL706 and CCL707. These have expiry dates of 2022 and 2023 respectively for 'surface land and coal to unlimited depth'	<p>It is noted that whilst LDO plans to continue mining for another 21years, the current mining leases expire in 2022 and 2023 ie a maximum of 12 years from now. Further it is noted that there is no approval in place for mining beneath the subject site. As such there is no certainty regarding LakeCoal's ability to access coal beneath the subject site.</p> <p>Further, under any future consent to mine beneath the site, the lease holder will be required to prepare a Subsidence Management Plans prior to undertaking any underground coal mining that has the potential to result in subsidence of the land surface above the mining area. The Subsidence Management Plans are then reviewed through a whole-of-government approach. As such, it is the responsibility of the NSW Government to ensure the optimum use of the site is achieved.</p> <p>Similarly, in considering the proposed development of the site and pursuant to State Environmental Planning Policy (Mining, Petroleum Production and Extractive Industries) 2007 the consent authority is required to consider the compatibility of proposed development with mining, petroleum production or extractive industry. In considering this the consent authority must consider the following:</p> <ul style="list-style-type: none"> <li>the existing uses and approved uses of land in the vicinity of the development, and</li> <li>whether or not the development is likely to have a significant impact on current or future extraction or recovery of minerals, petroleum or extractive materials (including by limiting access to, or impeding assessment of, those resources), and</li> <li>any ways in which the development may be incompatible with any of those existing or approved uses or that current or future extraction or recovery, and</li> <li>evaluate and compare the respective public benefits of the development and the uses, extraction and recovery referred to above, and</li> <li>evaluate any measures proposed by the applicant to avoid or minimise any incompatibility.</li> </ul> <p>At this point in time there is no approval in place for mining beneath the Coal &amp; Allied site. As such it is important to have proper regard to all factors to ensure optimum land use is achieved which provides the most beneficial return to the State. Coal &amp; Allied submits that the optimal land use in this instance is for residential development of the site and partial extraction mining of the coal beneath the site.</p>
	<u>Loss of Recoverable Reserves</u> LakeCoal currently plan to extract coal from the Fassifern seam using the miniwall technique across the majority of its lease, including in the proposed residential development footprint. While the subsidence generated from the miniwall extraction will be less than subsidence generated from long wall or bord and pillar extraction, the	LakeCoal currently plan to extract coal from the Fassifern seam using the miniwall technique across the majority of its lease, including in the proposed residential development footprint.	<p>Coal &amp; Allied does not believe, nor does the LDO submission adequately demonstrate, that coal within the area will be sterilised as a consequence of the proposed residential development proceeding.</p> <p>Further, it is likely that full extraction mining in the Fassifern seam would impact the stability of the existing mine workings in the Great Northern and Wallarah Seams to an extent that will preclude residential development of</p>

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	<p>overall subsidence level will be dependent on the stability of the overlying workings in the Great Northern and Wallarah seam.</p> <p>To achieve the mine plan the coal needs to be extracted before the residential development otherwise there will be a loss of coal reserved possibly leading to the sterilisation of larger reserves in this area.</p> <p>It would be impractical, costly and untenable to develop the residential precinct and then mine the area to achieve the resource recovery LakeCoal are entitled to.</p>		<p>the subject site.</p> <p>It is also noted that any “entitlement” to coal provided by the mining leases is subject to the terms of any consent granted with respect to the mine lease, however there is currently no consent to mine beneath the subject site.</p> <p>Coal &amp; Allied has been working since to 2006 to achieve plans for the conservation land transfer and development rights for the subject landholding, including consultation with Chain Valley Mine. Information regarding these plans has been publicly available since 2006. As such, LDO acquired Chain Valley Mine in full knowledge of Coal &amp; Allied's plans.</p>
	<p>Like most operations, Chain Valley, especially in the Fassifern Seam, relied on secondary extraction, in order to remain viable. If there is infrastructure in place which prohibits secondary extraction then the production rates for first workings would be insufficient to develop the area profitably, thus sterilising the coal.</p>		<p>Coal &amp; Allied does not believe, nor does the LDO submission adequately demonstrate, that coal within the area will be sterilised as a consequence of the proposed residential development proceeding.</p> <p>The Fassifern seam is the third and deepest of the three coal seams referred to in LDO's submission. Mining of the two higher seams having been completed beneath the subject site. Chain Valley Colliery has previously conducted partial extraction as part of mining the higher seams, advising Coal &amp; Allied that the benefits of the partial extraction included:</p> <ul style="list-style-type: none"> <li>• Reasonable resource recovery.</li> <li>• No caving.</li> <li>• No windblast.</li> <li>• Minimal mine subsidence.</li> <li>• Low impact on surface features.</li> </ul> <p>Partial extraction mining would enable both the recovery of coal and residential development of the site.</p>
	<p>The mine has been operating for nearly 50 years providing employment, local, state and national rates, royalties and taxes and resources for power generation. Any sterilisation of coal will reduce the life of the mine and the impacts on employment and the local and state economy will be considerable.</p>	<p>Any sterilisation of coal will reduce the life of the mine and the impacts on employment and the local and state economy will be considerable.</p>	<p>Coal &amp; Allied does not believe, nor does the LDO submission adequately demonstrate, that coal within the area will be sterilised as a consequence of the proposed residential development proceeding.</p> <p>An Economic Impact Assessment has been prepared by Sphere to support the Concept Plan for the site. This report concludes that the proposed development of Gwandalan will result in the following economic impacts:</p> <ul style="list-style-type: none"> <li>• Injection of an estimated \$228 million of new, capital investment into the economy from expenditure on housing, infrastructure services both internal and external to the site including road, energy services, water, sewer and communication works.</li> <li>• Create an estimated 842 direct, full time equivalent jobs of which up to 420 will be in the Hunter and will extend over an 18 year period to 2027.</li> <li>• Support a further 2150 jobs (1070 local) from the multiplied employment stimulus among construction related industries resulting from the primary expenditure.</li> <li>• Provide additional flow-on economic effects of around \$336 million from expenditure by recipients of the primary income.</li> <li>• Create a project that demonstrates a net, direct benefit to the economy from a forecast BCR of 1.0 using NSW Treasury methodology.</li> </ul> <p>Coal &amp; Allied submits that the optimal land use in terms of benefit to the state in this instance is for residential development of the site and partial extraction mining of the coal beneath the site.</p>
	<p>The mine has committed to the capital required for the mini wall mining method, on the basis of full extraction,</p>	<p>The mine has committed to the capital required for the mini wall mining method, on the basis of full extraction, where possible, within the lease.</p>	<p>The Coal &amp; Allied development site only represents approximately 3.3% of the area contained within CCL 706 and CCL707.</p>

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	where possible, within the lease. Full extraction of the reserves in the proposed residential area has been considered in this decision and the extraction of these reserves will ensure the continuation of employment for the mines 120 employees, the benefit of the resource and the flow on employment from the mining operation, generally estimated at the ratio of 3 to 1 mine employee.		Significant public benefits will result from the development and conservation of Coal & Allied's Gwandalan land. The project is of clear significance to the State and Region in terms of its significant environmental gain from the environmental land offset package and the implementation of the objectives of the Lower Hunter Regional Strategy and Lower Hunter Regional Conservation Plan.
	<u>Past Agency Planning Agreements</u> In the mid 1980s the mine worked closely with government departments and agencies to develop a mine plan which recognised the need for both residential development and sufficient full extraction areas for the mine. It was under Coal & Allied's tenure that an agreement was reached whereby the townships of Gwandalan and Summerland Point, identified as Precinct no. 1 could be developed and the mine would only partially extract coal beneath in order to limit the subsidence. This agreement relied on other parts of the peninsula to remaining undeveloped so the mine would be able to fully extract the coal resource.	It was under Coal & Allied's tenure that an agreement was reached whereby the townships of Gwandalan and Summerland Point, identified as Precinct no. 1 could be developed and the mine would only partially extract coal beneath in order to limit the subsidence	The CCRS, LHRS and LHRCP identify the subject land as proposed urban development to cater to the housing needs of the Lower Hunter to 2031, and proposed conservation land dedication. The proposal is entirely consistent with the provisions of the CCRS, LHRS and LHRCP. Environmental offsets have been provided to enable the objectives of these strategies to be achieved and maintain the environment that is so valued.  Like all other landowners, Coal & Allied may seek consent to develop its land in a manner consistent with the applicable planning controls. The subject application has been made within the framework of Part 3A of the E&PA Act and will be assessed having regards to the relevant legislation and merits of the scheme.
	The agreement was borne out of the NSW Environmental and Assessment Act, 1979, titled Draft Sydney Regional Plan – Wyong Development Areas and Coal Mining where the aims were to: <ul style="list-style-type: none"> <li>Identity medium-long term urban development areas within the shire of Wyong for inclusion in the Sydney Region Urban Development Program</li> <li>To maximise the potential for the recovery of major coal resources of economic significance to the state</li> <li>To guide Wyong Shire Council in the preparation of local government plans, and</li> <li>To rezone certain land to which the plan applies for certain purposes.</li> </ul> Ironically this area for the proposed Gwandalan residential development is the very area where Coal & Allied originally negotiated for full extraction to take place.	Ironically this area for the proposed Gwandalan residential development is the very area where Coal & Allied originally negotiated for full extraction to take place.	The CCRS, LHRS and LHRCP identify the subject land as proposed urban development to cater to the housing needs of the Lower Hunter to 2031, and proposed conservation land dedication. The proposal is entirely consistent with the provisions of the CCRS, LHRS and LHRCP. Environmental offsets have been provided to enable the objectives of these strategies to be achieved and maintain the environment that is so valued.  Like all other landowners, Coal & Allied may seek consent to develop its land in a manner consistent with the applicable planning controls. The subject application has been made within the framework of Part 3A of the E&PA Act and will be assessed having regards to the relevant legislation and merits of the scheme.
	Section 6.5 Mining Activities Mine Subsidence and Future Mining Activities contains no reference to any future mining in the Fassifern seam or on any studies on the resultant subsidence from full extraction in this area. Annexure H states no modelling has been assessed for Fassifern seam workings. At this point in time therefore the mine would therefore have to design workings to suit the development. This would result in the loss of coal resources.  It is noted the proponent will undertake further geotechnical assessments prior to any development commencing on the site. It would make sense for the proposed residential development to commence after all the mining is completed in the area and the ground has settled. This would allow for a greater range of one and two storey development and the coal reserve would be fully utilised.	It would make sense for the proposed residential development to commence after all the mining is completed in the area and the ground has settled.	Pursuant to State Environmental Planning Policy (Mining, Petroleum Production and Extractive Industries) 2007 the consent authority is required to consider the compatibility of proposed development with mining, petroleum production or extractive industry. In considering this the consent authority must consider the following: <ul style="list-style-type: none"> <li>the existing uses and approved uses of land in the vicinity of the development, and</li> <li>whether or not the development is likely to have a significant impact on current or future extraction or recovery of minerals, petroleum or extractive materials (including by limiting access to, or impeding assessment of, those resources), and</li> <li>any ways in which the development may be incompatible with any of those existing or approved uses or that current or future extraction or recovery, and</li> <li>evaluate and compare the respective public benefits of the development and the uses, extraction and recovery referred to above, and</li> <li>evaluate any measures proposed by the applicant to avoid or minimise any incompatibility.</li> </ul> At this point in time there is no approval in place for mining beneath the Coal & Allied site, nor is there currently any application to do so. As such it is important to have proper regard to all factors to ensure optimum land use is achieved which provides the most beneficial return to the State. Based on the economic modelling contained in the EA, Coal & Allied submits that the

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			optimal land use in this instance is for residential development of the site and partial extraction mining of the coal beneath the site.
	While LakeCoal were omitted from the initial stakeholder consultation, in subsequent conversations with LakeCoal. Coal & Allied were made aware of the Fassifern seam resources and future mining in the proposed area. As an original owner of the lease Coal & Allied are aware of the Fassifern seam reserves but have not conducted any modelling on Fassifern Seam workings.	As an original owner of the lease Coal & Allied are aware of the Fassifern seam reserves but have not conducted any modelling on Fassifern Seam workings.	Coal & Allied consulted with LakeCoal during 2007, 2008 and 2009 detailing the proposed conservation land transfer and residential development of the Coal & Allied site. The provisions of State Environmental Planning Policy (Mining, Petroleum Production and Extractive Industries) 2007 would apply to the site under the proposed zoning and would enable a future application to be made for the recovery of coal in the Fassifern seam beneath the site. Coal & Allied sold the mine and associated mining leases in 1994. It is the responsibility of the lease holder to conduct exploration activities and associated modelling for coal within the lease. As a landowner Coal & Allied has no right to conduct exploration activities.
	With regard to Appendix H, it would be noted the following corrections: Table of Contents <ul style="list-style-type: none"> <li>Drawing 8 – Mining Constraints overlain on Wallarah Chain Valley Colliery – Wallarah Seam Workings</li> <li>Drawing 8a – Mining Constraints overlain on Chain Valley Wallarah Colliery – Wallarah Seam Workings</li> <li>Plan 8 Title Block – RT OF WALLARAH SEAM WORKINGS WALLARAH CHAIN VALLEY COLLIERY</li> </ul>	Corrections are required in the naming of various Chain Valley Colliery mines in the EA report	Noted – EA Report will be updated to acknowledge these amendments
	Douglas Partners have made assessments of pillar stability of areas in both the existing working s of the Wallarah and Great Northern seams of both Chain Valley and Wallarah Colliery on a stand along basis. There has been no geotechnical assessment of pillar stability where both seams have been extracted in the same area and of their combined impacts and subsidence results. Such combined effects may be significantly greater than the individual estimates.	There has been no geotechnical assessment of pillar stability where both seams have been extracted in the same area and of their combined impacts and subsidence results. Such combined effects may be significantly greater than the individual estimates.	<p>There are limited areas where workings have occurred in the same area. Potential subsidence in the lower Great Northern Seam is only due to possible instability of the claystone floor leading to pillar punching and areas where this risk overlaps with possible pillar failure in the upper Wallarah Seam are limited to the very southern tip of the site which is not proposed for development as well as some central portions of the site proposed for single storey development. Pillar punching in the lower workings is not likely to lead to more conventional goafing of the overlying strata and therefore subsidence from one seam is likely to be independent of subsidence from the other.</p> <p>The key constraint provided by the MSB during consultations was that only single storey development should be allowed in areas where there is a risk of predicted subsidence/tilts exceeded 0.4 m/ 4mm/m. No parts of the site proposed for two storey development are underlain by workings in the Great Northern Seam and therefore are not subject to possible multi seam effects, and therefore this meets the MSB criteria.</p>
	The presumption of subsidence impacts and expected housing development has been based on the parameters used in the Gwandalan and Summerland Point Precincts. This was a strategy agreed to by Coal & Allied and government agencies in the mid 1980s. It was a strategy where the mine would limit extraction levels and houses would be designed to sustain that level of subsidence. LakeCoal has no plans to limit extraction levels in the proposed area.	LakeCoal has no plans to limit extraction levels in the proposed area.	<p>The CCRS, LHRS and LHRCP identify the subject land as proposed urban development to cater to the housing needs of the Lower Hunter to 2031, and proposed conservation land dedication. The proposal is entirely consistent with the provisions of the CCRS, LHRS and LHRCP. Environmental offsets have been provided to enable the objectives of these strategies to be achieved and maintain the environment that is so valued.</p> <p>Like all other landowners, Coal &amp; Allied may seek consent to develop its land in a manner consistent with the applicable planning controls. The subject application has been made within the framework of Part 3A of the E&amp;PA Act and will be assessed having regards to the relevant legislation and merits of the scheme.</p>
	Housing for the proposed development in this area of the mining lease would need to be designed to withstand subsidence associated with full extraction panels in a 3m	Housing for the proposed development in this area of the mining lease would need to be designed to withstand subsidence associated with full extraction panels in a 3m seam, in the order of 1.5m or to wait until the area	The subdivision application will require the consideration and approval of the MSB.

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	seam, in the order of 1.5m or to wait until the area has been mined. This would obviously allow for greater scope for design.	has been mined. This would obviously allow for greater scope for design.	
	As noted by Douglas Partners on page 38 of their report, LakeCoal have lodged a preliminary EA with the DOP for underground mining operations in the underlying Fassifern seam. The proposed mining extends beneath the proposed Gwandalan site. Mining is also proposed under the existing Gwandalan and Summerland Point residential development. The workings there will be designed to be long term stable. The assumption by Douglas Partners that a similar mining layout is planned by LakeCoal for the proposed residential development is incorrect as full extraction is planned.	<p>LakeCoal have lodged a preliminary EA with the DOP for underground mining operations in the underlying Fassifern seam. The proposed mining extends beneath the proposed Gwandalan site.</p> <p>The assumption by Douglas Partners that a similar mining layout is planned by LakeCoal for the proposed residential development is incorrect as full extraction is planned.</p>	<p>It is noted that the LakeCoal preliminary EA has been modified and no longer contains the Coal &amp; Allied site.</p> <p>A future application may be made by LakeCoal for mining beneath the Coal &amp; Allied site however the timing of this application is unknown.</p>
	<p>Conservation Land</p> <p>C&amp;A are proposing to gift the government areas of land for the purpose of Conservation. It is understood this bequest would be added to the existing Lake Macquarie State Conservation Area.</p> <p>LakeCoal would be opposed to this rezoning, if such rezoning resulted in additional controls being applied to currently planned mining activities. Any such additional controls would not result in any reduction in recovery rates or extraction levels or sterilisation of reserves.</p> <p>LakeCoal is seeking confirmation that any rezoning meets the above criteria.</p>	LakeCoal would be opposed to any rezoning for conservation lands, if such rezoning resulted in additional controls being applied to currently planned mining activities. Any such additional controls would not result in any reduction in recovery rates or extraction levels or sterilisation of reserves.	<p>It is proposed that the conservation lands are to be rezoned to E1 – National Park and Nature Reserves. Only uses permitted under the “National Parks and Wildlife Act 1974” would be permissible on this land. Mining would not be explicitly permissible on this land in accordance with this zoning.</p> <p>Coal &amp; Allied is of the understanding that the provisions of the NP&amp;W Act protect mining operations that are in existence prior to the gazettal of the land as a National Park.</p>
<b>QMC Property Group Suite 1/19 Reliance Dr Tuggerah</b>	<p>Our submission is in support of the above application by Coal &amp; Allied.</p> <p>We are owners of land adjacent to the Coal &amp; Allied estate which has been designated as a “Potential New Centre” in the Draft North Wyong Shire Structure Plan recently released for public exhibition by NSW Department of Planning.</p>	Our submission is in support of the application by Coal & Allied.	Submission in support of the application.
	In discussion with retail operators (Coles and Franklins) the current population of Gwandalan and Summerland Point would need to increase by approximately that proposed in the Coal & Allied submission to support a new town centre being developed for the area.	the current population of Gwandalan and Summerland Point would need to increase by approximately that proposed in the Coal & Allied submission to support a new town centre being developed for the area.	Increase in population by the number proposed would support development of a new town centre for the area.
	A community research survey carried out in November 2007 clearly shows of 300 households contacted by telephone there was overall a high level of support for a retail centre (69% being “supportive or “very supportive”).	A community research survey clearly shows of 300 households contacted by telephone there was overall a high level of support for a retail centre	The high level of support for a new centre is noted.
	In order for commercial infrastructure to be provided to these communities, which is clearly desired by the local population, this development will need to be approved to provide the minimum residential population sufficient to support such development.	In order for commercial infrastructure to be provided to these communities, which is clearly desired by the local population, this development will need to be approved to provide the minimum residential population sufficient to support such development.	This submission supports the proposed development, as it will introduce additional residential population to Gwandalan which would support the provision of increased services including a retail centre.
<b>June Goss 36 Aldinga Road Gwandalan</b>	Access road into Gwandalan and Summerland Point is a two lane road named Kanagara Road. The condition of this road could not be called high quality by any length of one’s imagination. There appears to be no mention of improving or widening this road in the material available from Coal & Allied. To obtain entrance to the proposed site is to be through a non-existent road “Summerland Road” built by the applicant. Plus there appears to be an entrance along Kanangara Drive.	<p>Kanangara Road is not in good condition and there is no mention of widening or improving this road.</p> <p>Entrance to the site will be via a newly constructed road “Summerland Drive” or from Kanangara Drive.</p>	Kanangara Drive will be upgrades per RTA requirements. Details to be included in subsequent works applications.
	The Bus Route 99 is mentioned in the material as ‘public	Bus route 99 would service the site well, however is not appropriate for	The site is identified in the Central Coast Regional Strategy as future urban

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	<p>transport'. On reading the trips per day supplied by Busways it would appear to be extremely well catered for, however the material fails to mention that it will take at least one hour and twenty minutes to arrive at either Wyee, Morisset or Wyong Stations, with a bus change at Lake Haven for Wyong. A study of the Busways timetable will show that it is not a viable means of public transport for people commuting south to Sydney or north to Newcastle.</p> <p>This will give rise to even greater use of private transport. With the erection of 623 homes a rough estimate of the number of cars using Kanangara Drive would increase by at least 1264 cars. The road is in no condition to handle such traffic. I would advise anyone responsible for this application to obtain a copy of the Busways timetable. It is not suitable for working people, or for the young housewives with children, and certainly not the elderly.</p>	<p>residents to utilise this service to commute to Sydney or Newcastle. This will require greater use of private transport.</p> <p>Kanangara Drive is in no condition to handle an increase in traffic as such would be generated from the proposal.</p>	<p>land. The proposal is consistent with the provisions of the CCRS.</p> <p>Discussion should be held with the bus operator to determine a likely bus route through the development. Subject to a new route through the development, new bus stops would serve the majority of residential development within a 400 metres walk. The operator of Busways was contacted regarding upgrades to the service. Busways advised that bus services were continually under review and that more frequent services would be considered as additional residential development occurs in Gwandalan.</p>
	There is no explanation as to how the area will not be clear-felled for the construction of the residences to obtain the maximum building space, despite the talk of 'native gardens and tall trees'. The material makes no reference to the problem or bushfires in the area, natural or arson.	<p>There is no detail regarding the extent of tree clearing on the site to obtain the maximum building space.</p> <p>There is no reference to bushfire threat in the area</p>	<p>The majority of trees on the site will be cleared to allow for the redevelopment. Details will be provided once the final subdivision plan has been approved.</p> <p>A bushfire Assessment has been prepared which accompanied the EA at Appendix K. This detailed the relevant setbacks and buildable areas in respect to bushfire threat.</p>
	What will happen to the local wildlife: possums, wallabies or birdlife? Whilst it appears there is some mention of the environment made available for reading at the Gwandalan Bowling Club the very volume of the material is quite off putting.	<p>What will be the impact on the local wildlife.</p> <p>There are environmental reports but the quantum of material is off putting</p>	<p>Extensive ecological survey and impact assessment has been undertaken to inform the proposal. This has determined that the proposal will not have a significant impact on the local and regional landscape.</p> <p>The conservation estates will offer an abundance of high quality habitat for known threatened species, populations and ecological communities that is currently not in public ownership. This consolidation of biodiversity and its conservation will make a significant positive contribution to the enduring protection of the regions ecology. The assessment has considered the potential impacts on these species and found the habitat loss in relation to the wider conservation gain to be acceptable.</p> <p>The quantum of information provided details the proposal and provides an assessment of impacts, as required by the Director General's Environmental Assessment Requirements.</p>
	There does not appear to be any mention of infrastructure in regard to the area apart from the parks to be built in the Crangan Bay area for the use of residents in this new estate. The way the material speaks about the shopping facilities belies the fact that most of the present residents do to either Lake Haven or Swansea. There is talk of a complex being erected in Lake Munmorah area at Tall Timbers Road by Woolworths. To go to any of these shopping centres requires private transport if one wishes to get there and back quickly.	<p>There is no infrastructure proposed except for parks in the Crangan Bay area for the new residents.</p> <p>Most locals travel to Swansea or Lake Haven for shopping.</p>	All social infrastructure upgrades are detailed in the Social Infrastructure Study, the VPA and the Statement of Commitments. These have been discussed with Council and the community on numerous occasions and are considered to be appropriate.
	One would gain the impression Coal & Allied is being very generous in allowing 100metre of space between Lake Macquarie and their estate. This could be (1) because it is a Wyong Shire requirements or (2) it is taking in the environmental risk of rising sea levels so prevent a truly waterfront village.	The 100m setback is either a Council requirement or to address future sea level rise. This prevents a truly waterfront village.	The 100m setback is to ensure that Aboriginal heritage items are preserved, to minimise the visual impact of the development from the Lake and to ensure that the future development is not impacted by future sea level rise.
	From the appearance of the proposed houses they are not a low budget price. They are, in the main, tow storey and obviously not meant for occupation by the older generation. It is a well known fact that the Wyong Shire has a very high proportion of near retirement or retired	The dwellings do not appear to cater for the ageing population.	Provision is made within the Gwandalan site for the provision of seniors housing.

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	citizens living here.		
	I also note that Coal & Allied have said they retain the right for gas development on the land zoned R2 plus underground mining in this area. Hardly the type of development in a residential area.	Future gas mining is not appropriate for a residential area.	The Mine Subsidence Board have a well established process of applying compatible restrictions on mining and surface development to limit surface damage and under charter are required to repair damage caused by mine subsidence. This is a process that has applied across the region for many years.
	As an older pensioner resident I have grave concerns re the effect of such extra residential development will have on increasing the cost of our rates.	Concerned that the development will increase rates.	There is no evidence that rates will increase as a result of the proposal.
<b>Gwandalan / Summerland Point Action Group Inc</b>	There is no information on who will be assessing this proposal and therefore we are concerned that it won't be looked at properly, with the decision already having been made.	Concern regarding assessment process and bias toward the project approval.	The concept plan is currently being assessed on its merits and is following the relevant planning pathway for the proposed development. No determination has as yet been made.
	<u>Justification for the project</u> Whilst the map of land to be developed shows Coal and Allied land at Gwandalan it must be pointed out that Gwandalan is in the Wyong Shire and therefore the proposed home sites are not included in the total 69,200 for new release areas as per the Lower Hunter Regional Strategy (LHRS)..	The land is not within the new release area as per the Lower Hunter Regional Strategy (LHRS).	The land is identified in the LHRS as proposed future urban land and proposed conservation land dedication. The proposal is consistent with the requirements of the LHRS
	<u>Alternatives</u> The Government has not appropriately or wholly considered acquisition of alternative lands, which although more costly would not have been the compromise we have now. i.e. putting development in an area where demand is low and destroying high conservation value bushland.	Appropriate alternatives not considered.	The subject proposal and proposed dedication of conservation lands is being put to the NSW Government as part of a formal application under Part 3A of the EP&A Act. The Minister will determine the proposal on its merits and decide whether or not the proposed residential redevelopment concept plan and conservation land dedication should be approved.  The proposed conservation land dedication is consistent with the provisions of the LHRS and LHRCP which identifies the acquisition of land to form east-west conservation corridors to link with the long sought after Wallarah Peninsula conservation corridor.
	<u>Need and cumulative impacts</u> If the Coal and Allied development is approved and the projected increase in population is achieved then Gwandalan will have a 6% increase in population per annum for 10 years, which is much higher than the rest of Australia (between 1.8 and 2%). We can see no reason why this project should go ahead earlier than the time stated in the North Wyong Structure Plan (long term) or before the Rose Group proposal is complete.	Development will result in rapid population growth and should not proceed before the already planned development in the area.	Coal & Allied has undertaken open dialogue with Council and the DOP regarding the potential redevelopment of this land for the past 5 years.  The level of growth will respond to market demand for the residential product being offered, providing housing diversity and choice for residents of the region.
	<u>Public Benefits</u> The benefits listed include such things as upgrading the roundabout on the corner of Summerland and Kanangra Drive; upgrading the intersection of the Pacific Highway; protection of the lake foreshore and the aboriginal middens. We believe that none of these things would be necessary without the development and are of no benefit to the existing residents of Gwandalan and Summerland Point.	The public benefits will not benefit the existing community, only the proposed new community.	The identified benefits will contribute to the improved functioning of the road system and will protect significant aboriginal artefacts for future generations.
	<u>Urban design and built form</u> The creation of the new "estates" will create a "haves and have nots" situation. There is limited infrastructure in Gwandalan at present, with all recreation and social facilities being used to the max.	The new development will create a division of "haves and have nots".	The social infrastructure study takes into account the existing social infrastructure and recommends the provision of appropriate infrastructure to provide adequate supply. This has been in the form of either land dedication, section 94 contributions, and through the voluntary planning agreement
	<u>Public Access to Foreshore</u> Currently limited access to the foreshore is via boat and	Concern regarding the proposed public access to the foreshore.	The walkway will be designed to minimise human interference with the natural environment, yet provide access to the waterfront of Lake Macquarie.

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	we note that Coal and Allied plan to build a walkway giving further access to this area. We ask that no further bushland be removed to do this as it is important that this area remains in its natural state.		<p>Walkway construction materials and details will be carefully chosen to minimise any impact on the existing environment.</p> <p>All design details will be required to be approved by DECCW</p>
	<p><u>Biodiversity</u></p> <p>The loss of heath land growing among the scribbly gum woodland contains the correct conditions for growing native orchids – this will be lost. The remaining Angophora Inopina along the reserve adjacent to Kanangra Drive will be subject to changed hydrology and edge effects, and may not survive.</p>	Concern for health and survival of existing native flora.	The ecology of the site has been assessed in detail and potential impacts considered against the proposed conservation offsets. This assessment found that on balance the quantum of the offsets far outweighed any potential impacts associated with the development. Furthermore this has been supported by DECCW as evidenced in their public submission response.
	<p><u>Transport and Accessibility</u></p> <p>If an accident or bush fire occurs north of the Link Road then Gwandalan and Summerland Point are closed off.</p> <p>There is no mention in the traffic report about the effect of the proposed industrial estate on the roundabout, and what impacts this will have especially in regard to heavy vehicles servicing this area.</p> <p>There will also be an increase of heavy vehicles to the site, eg cranes; earthmoving equipment; trucks carrying building material, which will have a detrimental effect to the surface of Kanangra Drive thus causing the need to resurface the road. This should be the responsibility of the developer. The widening of the intersection at the Pacific Highway may encroach on the area where many people “park and ride”.</p>	Concern for increased potential for accidents and access, especially during bush fire. In addition, lack of information is provided regarding the “industrial estate” and the financing of the repairing the road surfaces affected by the use of heavy equipment during construction.	<p>Access to the Gwandalan area is generally available via Kanangra Drive which provides a direct connection to the Pacific Highway to the north and south. A secondary access (unregistered road) is available via a gravel fire trail known as Link Road and Chain Valley Bay Road.</p> <p>Traffic modelling undertaken for Kanangra Drive/Summerland Road roundabout shows that currently the roundabout has no capacity problem during peak period. Traffic modelling result indicates good operation of the roundabout with LoS A. In the future the cumulative traffic from all proposed developments would not create capacity problem to the roundabout operation. The data suggests that this roundabout has sufficient spare capacity to accommodate the future development.</p>
	<p><u>Public Transport</u></p> <p>Public transport is not popular as cars are needed in this area and the time it takes to arrive at your destination is time wasted.</p>	Public transport as proposed is not supported due to limited demand.	The concept plan for Gwandalan proposal will create an environment that is friendly to pedestrians, cyclists and public transport users, including elderly people and people with disabilities. Discussions will be held with the bus operator to determine a likely bus route through the development prior to submitting the first subdivision DA. Subject to a new route through the development, new bus stops would serve the majority of residential development within a 400 metres walk. The operator of Busways was contacted regarding upgrades to the service. Busways advised that bus services were continually under review and that more frequent services would be considered as additional residential development occurs in Gwandalan.
	<p><u>Mining and Mine subsidence:</u></p> <p>Prospective buyers should be warned of the Mine Subsidence risks. Whilst Coal and Allied say that homes can be repaired should mine subsidence occur, this does not compensate for the pain of having a new home damaged.</p>	Potential residents should be warned of subsidence risks.	<p>The Mine Subsidence Board have a well established process of applying compatible restrictions on mining and surface development to limit surface damage and under charter are required to repair damage caused by mine subsidence. This is a process that has applied across the region for many years.</p> <p>Potential purchasers of lots will normally need to obtain a Section 149 certificate for the lot, which should note that site is in a mine subsidence district and that additional information can be obtained from the MSB.</p> <p>Once there are improvements on the site, the potential purchasers will normally require a 15B certificate which should note any mine subsidence restrictions for the site.</p>
	<p><u>Heritage</u></p> <p>The heritage report shows a green area of “Moderate Archaeological Potential”. We have overlaid this with the</p>	The area of “moderate archaeological potential” will be compromised by proposed concept plan.	The area of moderate potential will be managed via both test investigation and monitoring.



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	concept plan (Picture 1) and this shows that all this area will be developed.		
	<p><u>Open space; recreation facilities</u></p> <p>Two parks are planned within the development site, one of which is illustrated as being cleared land adjacent to the waterfront. We believe this area is inappropriate for a park of this nature – it is part of the Narrabeen snappy gum forest and Coastal Sheltered Apple – Peppermint Forest both of which are significant to the Wyong Shire, and part of the moderate archaeological potential area of Aborigine significance.</p> <p>There are no other recreation facilities planned although we consider it essential that the proposed retirement living has facilities suitable for this type of housing.</p>	Concern for location of the recreation facilities proposed and the lack of facilities accessible to retirement living area.	<p>The area of moderate potential will be managed via both test investigation and monitoring.</p> <p>The siting of a park within this area has been considered within the broader extent of the ecology of operating over the site. Such assessments have considered potential impacts in association with the offsets proposed for the development. This assessment concluded that this would not have a significant impact and this has been supported by DECCW.</p> <p>Open space and recreational facilities have been considered in the form of either the proposed land dedication, Section 94 contributions or through the voluntary planning agreement.</p>
	<p><u>Basix</u></p> <p>The proposal states that 77% of the developable land will ensure that there is no net loss of high conservation value vegetation. (HCVV) However 23% or 60 ha containing HCVV will be removed and this will have a negative effect on the environment and CO2 preservation.</p> <p>For this reason and the fact that the subdivision is only 5 kms from Vales Point Power Station it is vital that all the trees be retained.</p>	Concern regarding removal of HCVV land for impact on CO2 preservation.	It is not the responsibility of Coal & Allied to offset greenhouse gas emissions produced from the power station. However the 205.8ha of proposed offset lands will offer a positive contribution to greenhouse gas capture.
	<p><u>Subdivision</u></p> <p>Given that the approval is only for “concept plan” there is no certainty of the approved layout and details and the plan could be changed prior to commencement of the project. The proposed retirement living area is of concern because this is said to be subject to market appraisal. What happens if this is thought not to be a suitable location for retirement living? No alternative has been considered.</p>	Concern regarding the developers commitment to the approved subdivision plan.	<p>The concept approval will require a final subdivision plan to be approved to determine the final subdivision layout. This will have regard to market conditions at the time when consent is sought.</p> <p>The subdivision will need ot be generally consistent with the concept plan approval.</p>
	<p><u>Conclusion:</u></p> <ul style="list-style-type: none"> <li>▪ We know that this proposal is being looked at because Coal and Allied have made an offer too good to refuse. This is backed up by the media release by Premier lemma when the Strategy was released saying that “This is the biggest gain ever announced for the Lower</li> <li>▪ Hunter - Two major green corridors would be locked in as new reserves.” Nothing about the need for housing in Gwandalan.</li> <li>▪ The Government has been looking at this area for National Park for many years but to allow development where demand is low is a poor compromise.</li> <li>▪ The North Wyong Structure Plan written by the Department of Planning shows this area for long term release. This would be sensible planning because Warnervale should be developed first.</li> <li>▪ The Rose Group land north of Gwandalan has been rezoned and this should be developed first – not concurrently. It had always been on Wyong Council’s future development plans for Gwandalan although they wanted Warnervale to be developed first.</li> <li>▪ While Coal and Allied’s offer to give 77% of their land</li> </ul>	As above.	Responses are addressed above

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	<p>for National Park seems generous the Company will make a substantial amount of money from this project.</p> <ul style="list-style-type: none"> <li>Coal and Allied are to pay for acquisition of property adjacent to the Public School and this should be done by the Department of Education on the Rose Group</li> </ul>		
Authority Submissions			
<b>Gwandalan / Summerland Point Community Precinct</b>	<p>The Draft North Wyong Shire Structure Plan (Draft NWSSP) includes the Coal &amp; Allied proposal. The Staging Plan, however, indicates that the land owned by Coal &amp; Allied is placed in the long-term category, with the actual timing dependant on a range of factors, including 'the state of the economy and the market, and the demand for additional housing and employment land' (p32). The Draft NWSSP prioritises the Warnervale Town Centre, the Warnervale Employment Zone and parts of Wadalba, Woongarra and Hamlyn Terrace, which is to be developed in the coming years. The Draft NWSSP next prioritises areas around Warnervale and Wadalba, which will be developed 'when Government and Council can afford to provide key infrastructure and services to support their development' (p32). The long term priority of the Draft NWSSP is 'land that is expected to be zoned for development after areas identified for medium term development' (p32). This category relates to this proposal and as Lake Coal Pty Ltd also has a proposal to extend mining operations beneath the land owned by Coal &amp; Allied and will, no doubt, get priority, the Draft NWSSP allows for such an eventuality to form part of the criteria for determining when development of this land should be staged. Other criteria include 'the future of the power station sites, and the level of access to services and employment opportunities' (p32). It is the Precinct's opinion that there is great deal of development to be done in the North Wyong Shire area and much infrastructure and employment opportunities to be developed before the release of land in the Gwandalan/Summerland Point area.</p>	<p>The Draft North Wyong Shire Structure Plan indicates that the land owned by Coal &amp; Allied is placed in the long-term category</p> <p>It is the Precinct's opinion that there is great deal of development to be done in the North Wyong Shire area and much infrastructure and employment opportunities to be developed before the release of land in the Gwandalan/Summerland Point area.</p>	<p>The CCRS, LHRS and LHRCP identify the subject land as proposed urban development to cater to the housing needs of the Lower Hunter to 2031, and proposed conservation land dedication. The proposal is entirely consistent with the provisions of the CCRS, LHRS and LHRCP. Environmental offsets have been provided to enable the objectives of these strategies to be achieved and maintain the environment that is so valued.</p> <p>The timing of urban release land should also be informed by the willingness of the developer to commit funds, and the demand in the marketplace for the product being provided.</p> <p>The proposal will provide a range of housing stock that is not otherwise available in the local area, providing diversity of choice to the residential market.</p> <p>Infrastructure upgrades proposed are sufficient to accommodate the proposed development, which are to be funded by the developer. Future traffic volumes on the existing residential road network would remain well below the RTA's environmental capacity performance standards, which is satisfactory. Intersections with Pacific Highway will be upgraded in accordance with RTA requirements.</p>
	<p><u>Timeframe</u>: The proposed Concept Plan does not provide any timeframe and the Precinct is concerned that this proposal is to be rushed through before other areas are developed or before the necessary infrastructure is in place. Therefore, the Precinct requires a timeframe to be attached to this proposal in relation to the priorities identified in the Draft NWSSP.</p>	<p>The Precinct requires a timeframe to be attached to this proposal in relation to the priorities identified in the Draft NWSSP.</p>	<p>C&amp;A have been discussing its proposed residential subdivision with WSC, the community and other stakeholders in a very transparent process for approximately five years. The draft North Wyong Structure Plan has been developed over a similar period without any reference to C&amp;A. All stakeholders have been aware of the proposed timing of the C&amp;A proposal hence the timing recently announced for the draft North Wyong Structure Plan is inconsistent with the open forum approach taken by C&amp;A in respect of the proposal</p>
	<p><u>Regional Strategies</u>: The Precinct understands that the justification of this project is based on its late inclusion in the Lower Hunter Regional Strategy and the Central Coast Strategy , which states that new developments should be:</p> <ul style="list-style-type: none"> <li>a. Within 800 metres of reliable public transport;</li> <li>b. Close to high schools; and</li> <li>c. Close to work opportunities.</li> </ul> <p>Points b and c certainly don't apply to this application, as the nearest high school is approximately 8kms away at Lake Munmorah and work opportunities on a larger scale are a minimum of 20 kms away, with many residents travelling to Sydney and Newcastle for employment. Public transport consists of a private bus company service of 17 runs a day (8 to/from Wyee, Morisset and Lake</p>	<p>Proposed residential area does not fulfil the requirements for land release under the Lower Hunter Regional Strategy and the Central Coast Strategy. The area is not well serviced by public transport and is not in close proximity to required services</p>	<p>The subject land is identified in the LHRS and CCRS for proposed urban development. The timing of the proposed residential redevelopment has been discussed with the community and Council over the past 5 year period. It is considered that the long term time frame identified for the site in the Draft North Wyong Structure Plan does not correctly reflect the current status of the land or servicing capacity, and presents a mis-informed expectation to the community as to the likely timing for redevelopment of this site. It is certainly Coal &amp; Allied's intention that the proposed conservation land be transferred to the NSW Government and development of the proposed residential land be commenced consistent with any Concept Plan and Development Application/Project Application approval, as soon as is practicable.</p> <p>The infrastructure servicing report accompanying the Concept Plan identifies that infrastructure servicing can be extended to the site in a timely manner to support its short term redevelopment.</p>

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	<p>Haven, 5 from Swansea, 4 to Swansea). Despite the name on the timetable, there is only one bus that runs all the way to Charlestown Square, and 2 buses from Charlestown that stop in Gwandalan. It is an approximate 25 minute drive by car to the nearest train station at Wyee – which is not close by anyone's standards.</p> <p>Furthermore, as an indication of lack of social facilities, the twin towns of Gwandalan and Summerland Point do not even have a local church building - even in the early days of development of this state churches were built before any mass residential encroachment.</p>		<p>The Draft Statement of Commitments accompanying the Concept Plan application provide that Coal &amp; Allied, or the landowner, would be responsible for the delivery of infrastructure services to and within the site. While attempts can be made by the Draft Structure Plan to identify which land parcels will be developed first in order to meet residential targets and which ones last, such forecasts are fraught with the uncertainties of:</p> <ul style="list-style-type: none"> <li>land capability and environmental suitability</li> <li>land ownership (single or multiple)</li> <li>orderly development, consistent with servicing availability</li> <li>likely market demand</li> </ul> <p>As an extension of an existing urban area with major services currently available as evidenced in the environmental assessment for the site, the proposed Coal &amp; Allied development is orderly development. Some other developments in the Central Coast Regional Strategy relying on seed funding for infrastructure and landowner agreements would be unlikely to proceed in an orderly manner.</p> <p>Upon approval Coal &amp; Allied will be in a position to supply serviced land products in an orderly manner. The Coal &amp; Allied Gwandalan Estate will be located on gently sloping land close to services and road transport links and overlooking Crangan Bay. The estate has been designed to incorporate contemporary urban design principles, provide a mix of residential land products and present a community environment to prospective purchasers. The Coal &amp; Allied Gwandalan Estate is therefore one which is able to proceed without the need for any delay.</p> <p>Recent details released by the industry reflect the above concerns that land releases are falling well short of Regional Structure Plan targets placing pressure on land availability for the full range of housing product.</p> <p>A submission has been put to the DOP in regard to the Draft North Wyong Structure Plan, highlighting these concerns, and requesting that the timing for the subject land release be brought forward to reflect the practical servicing arrangements for the site and market demand.</p>
	<p><b>Kanangra Drive:</b> Apart from the slip lanes proposed for the entry and exit points from the Pacific Highway/Kanangra Drive intersection in the Concept Plan, there is no provision for road improvements to the main arterial road, Kanangra Drive. This proposed development has the capacity to substantially increase traffic flow on this road and the road would need to be upgraded to a dual lane facility from the Pacific Highway to the roundabout at Summerland Road to absorb the projected traffic density. This comment is based on the following conclusions:</p> <p>a. Traffic count data (source Wyong Shire Council 30/08/2004) revealed daily volumes of cars traversing this road at 6262 trips.</p> <p>It could well be envisaged that this volume could increase to levels in excess of 10,000 trips per day. Such a volume would be unsustainable with the existing road quality, and would exceed safe levels of traffic flow on what is already a busy road. The Precinct believes that the risk of doing no improvements would see an increased risk of serious motor vehicle accidents.</p>	<p>This proposed development has the capacity to substantially increase traffic flow on Kanangra Drive and the road would need to be upgraded to a dual lane facility from the Pacific Highway to the roundabout at Summerland Road to absorb the projected traffic density.</p>	<p>The traffic study found that, proposed development would increase daily traffic on Kanangra Drive in the order of 2,600 vehicles per day (about 34% increase). With this predicted growth, traffic on Kanangra Drive is forecast in the order of 10,000 vehicles per day. Kanangra Drive is a two lane undivided road. The capacity of Kanangra Drive can be 15,000 to 18,000 vehicles per day (reference: Austroads, 2009, Part3, Traffic Studies and Analysis). The data does not justify the need for additional lane on the Kanangra Drive as the road has sufficient spare capacity for additional traffic growth.</p>
	<p><b>Environment:</b> the Precinct is concerned for the loss of 60 ha of good quality native vegetation and up to 50,000 individual trees. In addition, we are concerned for the impact of this land being home to a variety of species of birds bats and marsupials – these being identified in the proponents Ecological Assessment.</p>	<p>Precinct is concerned for the loss of 60 ha of good quality native vegetation and up to 50,000 individual trees</p>	<p>Extensive ecological survey and impact assessment has been undertaken to inform the proposal. This has determined that the proposal will not have a significant impact on the local and regional landscape.</p> <p>The conservation estates will offer an abundance of high quality habitat for known threatened species, populations and ecological communities that is currently not in public ownership. This consolidation of biodiversity and its</p>

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			conservation will make a significant positive contribution to the enduring protection of the regions ecology. The assessment has considered the potential impacts on these species and found the habitat loss in relation to the wider conservation gain to be acceptable
	<u>Sewerage:</u> We currently have an adequate sewerage plant situated between Gwandalan and Summerland Point, servicing the current needs of the local community. The Concept Plan notes that it is adequate to service the increase in population. The Precinct does not agree and is concerned that there is no provision for any upgrade in this facility. The Department must take into account cumulative planning decisions, with respect to the Lakeside Living proposal for development further along Kanangra Drive.	The existing sewerage plant does not have the capacity to service the increase in residential population	Wyong Shire Council have advised that the existing Summerland Point Sewerage Treatment Plant has sufficient capacity to service the proposed development without upgrade.
	<u>Storm water runoff:</u> The Precinct believes that more investigation needs to be made into the effects of storm water runoff into both the Strangers Gully and the Lake Macquarie. We note that the Proponent's App H Contamination, Mine Subsidence, Geotech report identifies that there will be some impact, but there is lack of substantial detail on what effect a substantial increase would have on the ecosystems of Lake Macquarie. It must be remembered that Crangan Bay is the LAST undeveloped bay in Lake Macquarie. The mistakes made with the development around the foreshores of Tuggerah Lakes are an example of what can happen.	more investigation needs to be made into the effects of storm water runoff into both the Strangers Gully and the Lake Macquarie.	The proposed stormwater management plan for Gwandalan is based on the principals of Water Sensitive Urban Design, which include a number of strategies. To test the effectiveness of the proposed strategies a MUSIC model was amended to represent both the developed conditions without treatment and developed conditions with treatment. The results of the numerical modelling have shown that the proposed WSUD strategy together with the flood plain management would adequately satisfy the requirements of the Wyong Shire Council (WSC) Draft DCP (WSUD), WSC DCP 67 and the NSW Floodplain Development Manual for management of stormwater quantity, quality and flooding at the Gwandalan site.
	<u>Social Services:</u> There is a present lack or efficiency of medical services in the Gwandalan/Summerland Point and wider area and the proposal does not address these. For example, there is 1 General Practitioner who closed his books to new patients a few years ago. Residents travel to a GP clinic at Lake Munmorah 8 kms away, or Kanwal 22 kms away to access major public health services. The closest ambulance station is situated approximately 15-20 minutes away. While it's outside the scope of the proposal to remedy these deficiencies, they are serious impediments to this proposed development.	There is a present lack or efficiency of medical services in the Gwandalan/Summerland Point and wider area and the proposal does not address these.	This is a regional issue for Department of Health. The proposed land use zoning permits GP services. There are no current social policy measures for the development industry or Government to influence the location of GPs on the Central Coast and Lower Hunter. It is effectively a commercial decision by practitioners. Seniors Living ILU development is proposed to be located within the Coal & Allied Gwandalan site. This could potentially attract the provision of additional medical services to the area.
	There is no gain for the community in this development, it does not make good planning sense, fast-tracking the Proposal does not fit in with the broader Draft North Wyong Shire Structure Plan and is not needed. The Precinct believes the issues raised above are good reasons to reject this concept plan, and should be taken into account with your assessment.	There is no gain for the community in this development, it does not make good planning sense, fast-tracking the Proposal does not fit in with the broader Draft North Wyong Shire Structure Plan and is not needed	The significant gain for the community will be the large dedication of land to the NSWG for conservation purposes, securing in perpetual public ownership the east-west conservation corridors that link with the long sought after Wallarah Peninsula conservation corridor. This east-west corridor will help preserve a significant natural break between the Lower Hunter and the Central Coast. It is considered that the long term time frame identified for the site in the Draft North Wyong Structure Plan does not correctly reflect the current status of the land or servicing capacity, and presents a mis-informed expectation to the community as to the likely timing for redevelopment of this site. It is certainly Coal & Allied's intention that the proposed conservation land be transferred to the NSW Government and development of the proposed residential land be commenced consistent with any Concept Plan and Development Application/Project Application approval, as soon as is practicable. The infrastructure servicing report accompanying the Concept Plan identifies that infrastructure servicing can be extended to the site in a timely manner to support its short term redevelopment. The Draft Statement of Commitments accompanying the Concept Plan application provide that Coal & Allied, or the landowner, would be responsible for the delivery of infrastructure services to and within the site. While attempts can be made by the Draft Structure Plan to identify which

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			<p>land parcels will be developed first in order to meet residential targets and which ones last, such forecasts are fraught with the uncertainties of:</p> <ul style="list-style-type: none"> <li>land capability and environmental suitability</li> <li>land ownership (single or multiple)</li> <li>orderly development, consistent with servicing availability</li> <li>likely market demand</li> </ul> <p>As an extension of an existing urban area with major services currently available as evidenced in the environmental assessment for the site, the proposed Coal &amp; Allied development is orderly development. Some other developments in the Central Coast Regional Strategy relying on seed funding for infrastructure and landowner agreements would be unlikely to proceed in an orderly manner.</p> <p>Upon approval Coal &amp; Allied will be in a position to supply serviced land products in an orderly manner. The Coal &amp; Allied Gwandalan Estate will be located on gently sloping land close to services and road transport links and overlooking Crangan Bay. The estate has been designed to incorporate contemporary urban design principles, provide a mix of residential land products and present a community environment to prospective purchasers. The Coal &amp; Allied Gwandalan Estate is therefore one which is able to proceed without the need for any delay.</p> <p>Recent details released by the industry reflect the above concerns that land releases are falling well short of Regional Structure Plan targets placing pressure on land availability for the full range of housing product.</p> <p>A submission has been put to the DOP in regard to the Draft North Wyong Structure Plan, highlighting these concerns, and requesting that the timing for the subject land release be brought forward to reflect the practical servicing arrangements for the site and market demand.</p>
<b>Cwth Dept of Sustainabiklity, Environment, Water, Population and Communities</b>	As you may be aware, this project was approved with conditions under the <i>Environment Protection and Biodiversity Conservation Act 1999</i> (EPBC Act) by the Commonwealth Environment Minister on 23 March 2010. The decision notice, approval conditions and other relevant documentation are available on the department's website.	this project was approved with conditions under the <i>Environment Protection and Biodiversity Conservation Act 1999</i> (EPBC Act) by the Commonwealth Environment Minister on 23 March 2010	These conditions will inform any determination made by the Minister.
	<p>I would note that any approval with conditions granted to this project under State legislation should seek to be consistent with the requirements already conditioned under the EPBC Act.</p> <p>Furthermore, the proponent should be aware that they have EPBC Act approval to undertake the action as it was referred, assessed and approved under this legislation. Should the nature, scale or likely impacts (on matters of national environmental significance) of the project alter as a result of the NSW assessment process, approval under the EPBC Act may not apply to the altered action.</p>	<p>any approval with conditions granted to this project under State legislation should seek to be consistent with the requirements already conditioned under the EPBC Act.</p> <p>Should the nature, scale or likely impacts (on matters of national environmental significance) of the project alter as a result of the NSW assessment process, approval under the EPBC Act may not apply to the altered action.</p>	The EPBC Act conditions will inform any determination made by the Minister.
<b>Mine Subsidence Board</b>	Reference is made to the Board's previous correspondence dated 17 January and 20 October 2008. (attached) The Mine Subsidence Board reaffirms its previous advice, that the issue of future mining and resultant subsidence be addressed prior to further consideration of the application.	that the issue of future mining and resultant subsidence be addressed prior to further consideration of the application.	<p>Coal &amp; Allied met with Chain valley Colliery, DPI and DoP representatives on 24 October 2008, has had further correspondence with those parties since and is committed to ongoing consultation with Chain Valley Mine in the future.</p> <p>Coal &amp; Allied submits that the optimal land use in this instance is for residential development of the site and partial extraction mining of the coal beneath the site.</p> <p>The subdivision application will require the consideration and approval of the MSB.</p>
	<p><u>Submission dated 17 Dec 2007</u></p> <p>The original development was considered at the Development and Rezoning Liaison Committee ( DARZL )</p>	The Board recommends that the issue of future mining and resultant subsidence be addressed prior to further consideration of the application.	Coal & Allied met with Chain valley Colliery, DPI and DoP representatives on 24 October 2008, has had further correspondence with those parties since and is committed to ongoing consultation with Chain Valley Mine in the

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	<p>meeting held on 14 December 2007. The committee was advised by Lake Coal and DPI, Minerals that the site is underlain by the Fassifern seam which has future mining potential.</p> <p>The Mine Subsidence Board wrote to the Department of Planning requesting further discussion between all relevant parties to discuss this issue and its impact on proposed surface improvements. (refer to attached correspondence)</p> <p>The Mine Subsidence Board's concerns are again raised with the amended concept plan. The Board recommends that the issue of future mining and resultant subsidence be addressed prior to further consideration of the application.</p> <p>The amended application will be presented to the DARZL committee on 18 October 2008, for their information.</p>		<p>future.</p> <p>Coal &amp; Allied submits that the optimal land use in this instance is for residential development of the site and partial extraction mining of the coal beneath the site.</p> <p>The subdivision application will require the consideration and approval of the MSB.</p>
	<p><u>Submission dated 20 Oct 2008</u></p> <p>The revised development was again considered at the Development and Rezoning Liaison Committee ( DARZL ) meeting held on 17 October 2008.</p> <p>The committee again reaffirmed its pervious advice, that the issue of future mining and resultant subsidence be addressed prior to further consideration of the application.</p>	<p>the issue of future mining and resultant subsidence be addressed prior to further consideration of the application</p>	<p>Coal &amp; Allied met with Chain valley Colliery, DPI and DoP representatives on 24 October 2008, has had further correspondence with those parties since and is committed to ongoing consultation with Chain Valley Mine in the future.</p> <p>Coal &amp; Allied submits that the optimal land use in this instance is for residential development of the site and partial extraction mining of the coal beneath the site.</p> <p>The subdivision application will require the consideration and approval of the MSB.</p>
<b>RTA</b>	<p>The RTA has no objections to the proposed development provided the following matters are addressed and included in the Minister's conditions of approval.</p>		
	<p><u>Pacific Highway/ Kanangra Drive Intersection</u></p> <p>Traffic control signals and associated civil works shall be designed and constructed to upgrade the Pacific Highway / Kanangra Drive intersection. These works shall include but not be limited to the following:</p> <p>Pacific Highway (Southern Leg)</p> <ul style="list-style-type: none"> <li>The existing two through lanes on approach and departure must be retained.</li> <li>A single left turn slip lane shall replace the existing left turn arrangement and provide a minimum length of 180m, including taper.</li> </ul> <p>Blue Wren Drive (Eastern Leg)</p> <ul style="list-style-type: none"> <li>The current configuration must be retained.</li> </ul> <p>Pacific Highway (Northern Leg)</p> <ul style="list-style-type: none"> <li>The existing two through lanes on approach and department must be retained</li> <li>The right turn only land shall be extended to a minimum length of 190m, including taper.</li> </ul> <p>Kanangra Drive (Western Leg)</p> <ul style="list-style-type: none"> <li>A single signalised left turn slip lane shall replace the existing left turn arrangement and provide with a minimum length of 100m, including taper</li> <li>The combined through/right turn lane must be retained.</li> <li>A right turn only land shall be provided with a maximum length of 100m including taper.</li> <li>The single departure land must be retained.</li> </ul>	<p><u>Pacific Highway/ Kanangra Drive Intersection</u></p> <p>Traffic control signals and associated civil works shall be designed and constructed to upgrade the Pacific Highway / Kanangra Drive intersection. These works shall include but not be limited to the following:</p> <p>Pacific Highway (Southern Leg)</p> <ul style="list-style-type: none"> <li>The existing two through lanes on approach and departure must be retained.</li> <li>A single left turn slip lane shall replace the existing left turn arrangement and provide a minimum length of 180m, including taper.</li> </ul> <p>Blue Wren Drive (Eastern Leg)</p> <ul style="list-style-type: none"> <li>The current configuration must be retained.</li> </ul> <p>Pacific Highway (Northern Leg)</p> <ul style="list-style-type: none"> <li>The existing two through lanes on approach and department must be retained</li> <li>The right turn only land shall be extended to a minimum length of 190m, including taper.</li> </ul> <p>Kanangra Drive (Western Leg)</p> <ul style="list-style-type: none"> <li>A single signalised left turn slip lane shall replace the existing left turn arrangement and provide with a minimum length of 100m, including taper</li> <li>The combined through/right turn lane must be retained.</li> <li>A right turn only land shall be provided with a maximum length of 100m including taper.</li> <li>The single departure land must be retained.</li> </ul> <p>Whole Intersection</p>	<p>Details are to be included in subsequent works application.</p>

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	<p>Whole Intersection</p> <ul style="list-style-type: none"> <li>Kerb and gutter and raised median/island kerbs shall be provided on all approaches</li> <li>The intersection shall be designed to accommodate the largest design vehicle (B-Double)</li> <li>Provision shall be made for on-road cyclists on all approaches at the intersection and along the length of the proposed works</li> <li>All lanes shall be 3.5m in width, or as determined by the RTA</li> <li>Street lighting shall be provided at the intersection in accordance with AS1158.</li> </ul>	<ul style="list-style-type: none"> <li>Kerb and gutter and raised median/island kerbs shall be provided on all approaches</li> <li>The intersection shall be designed to accommodate the largest design vehicle (B-Double)</li> <li>Provision shall be made for on-road cyclists on all approaches at the intersection and along the length of the proposed works</li> <li>All lanes shall be 3.5m in width, or as determined by the RTA</li> </ul> <p>Street lighting shall be provided at the intersection in accordance with AS1158.</p>	
	<ul style="list-style-type: none"> <li>Any road widening / property acquisition / dedication required to accommodate the intersections shall be provided at no cost to the RTA or Council. This would include any plans of subdivision and associated survey / legal costs. The property required is to be designated as public road reserve in favour of Lake Macquarie City Council.</li> </ul>	Any road widening / property acquisition / dedication required to accommodate the intersections shall be provided at no cost to the RTA or Council	Current concept designs indicate there is no requirement for land acquisition
	<ul style="list-style-type: none"> <li>All works associated with the proposed development shall be at full cost to the applicant and at no cost to the RTA or Council.</li> </ul>	All works associated with the proposed development shall be at full cost to the applicant and at no cost to the RTA or Council.	This has been agreed in principle with RTA
	<ul style="list-style-type: none"> <li>The developer will be required to enter into a Works Authorisation Deed (WAD) with the RTA. In this regard the developer is required to submit concept and detailed design plans and all relevant additional information, as may be required in the RTA's WAD documentation, for each specific change to the classified (State) road network and / or any traffic control signals for the RTA's assessment and final decision concerning the work.</li> </ul> <p><i>Comment: It is requested that the developer be advised that the conditions of approval do not guarantee the RTA's final consent to the specific road work, traffic control facilities and other structures works, for which it is responsible, on the road network. The RTA must provide a final consent for each specific change to the classified (State) road network and / or any traffic control signals prior to the commencement of any work.</i></p>	The developer will be required to enter into a Works Authorisation Deed (WAD) with the RTA.	C&A acknowledge the requirements of RTA for contract work on RTA roads.
	<ul style="list-style-type: none"> <li>The WAD shall be executed prior to granting a Construction Certificate for the proposed development.</li> </ul>	The WAD shall be executed prior to granting a Construction Certificate for the proposed development.	Timing will be as required by RTA
	<ul style="list-style-type: none"> <li>A Construction Traffic Management Plan (CTMP) shall be prepared and include a Vehicle Movement Plan and Traffic Control Plan. It shall be prepared with the intention of causing minimal impact to the operation of the road network during construction. The CTMP shall be submitted to the RTA and Council for review and approval prior to any construction activities occurring onsite.</li> </ul>	A Construction Traffic Management Plan (CTMP) shall be prepared and include a Vehicle Movement Plan and Traffic Control Plan	A CTMP will be prepared on behalf of C&A for RTA approval prior to commencement of works
	<ul style="list-style-type: none"> <li>All road works under the WAD shall be completed prior to issuing a Subdivision Certificate for any lot on which development may occur.</li> </ul>	All road works under the WAD shall be completed prior to issuing a Subdivision Certificate for any lot on which development may occur.	Details and timing thereof noted
	<ul style="list-style-type: none"> <li>Other matters to be addressed include:</li> </ul>		

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	The RTA is aware of another development within Gwandalan which will contribute to the additional traffic being generated into and out of the area. It is considered there may be scope for sharing the costs of providing the additional infrastructure detailed above. Any cost apportionment should be determined by the DOP through a VAP.		
	<ul style="list-style-type: none"> <li>Section 117 (2) direction 3.4 (<i>Integrating Land Use Development and Transport</i>) under the <i>Environmental Planning and Assessment Act /979</i>, should be taken into account in relation to the provision of adequate access to public transport, especially for the elderly and opportunities for pedestrians and cyclists connections. The provision of alternative transport modes to private motor vehicles and the facilities required to encourage the use of these modes should be included in any new urban release area.</li> </ul>	<ul style="list-style-type: none"> <li>Section 117 (2) direction 3.4 (<i>Integrating Land Use Development and Transport</i>) under the <i>Environmental Planning and Assessment Act /979</i>, should be taken into account in relation to the provision of adequate access to public transport, especially for the elderly and opportunities for pedestrians and cyclists connections. The provision of alternative transport modes to private motor vehicles and the facilities required to encourage the use of these modes should be included in any new urban release area.</li> </ul>	<p>The Gwandalan development is expected to achieve the following key objectives of the Integrating Land Use and Transport policy (ILUT) package:</p> <ul style="list-style-type: none"> <li>Improving access to housing, jobs and services by walking, cycling and public transport</li> <li>Increasing the choice of available transport and reducing dependence on cars;</li> <li>Reducing travel demand including the number of trips generated by development and the distances travelled, especially by car</li> <li>Supporting the efficient and viable operation of public transport services</li> </ul> <p>The concept plan for Gwandalan proposal will create an environment that is friendly to pedestrians, cyclists and public transport users, including elderly people and people with disabilities. Discussion should be held with the bus operator to determine a likely bus route through the development. Subject to a new route through the development, new bus stops would serve the majority of residential development within a 400 metres walk. The operator of Busways was contacted regarding upgrades to the service. Busways advised that bus services were continually under review and that more frequent services would be considered as additional residential development occurs in Gwandalan.</p>
	<ul style="list-style-type: none"> <li>The Department of Planning should ensure that the applicant is aware of the potential for road traffic noise to impact on future development of the site. In this regard, the applicant, not the RTA, is responsible for providing noise attenuation measures in accordance with the Environmental Protection Authority's <i>Environmental Criteria for Road Traffic Noise</i>, should the applicant seek assistance at a later date.</li> </ul>	<ul style="list-style-type: none"> <li>The Department of Planning should ensure that the applicant is aware of the potential for road traffic noise to impact on future development of the site. In this regard, the applicant, not the RTA, is responsible for providing noise attenuation measures in accordance with the Environmental Protection Authority's <i>Environmental Criteria for Road Traffic Noise</i>, should the applicant seek assistance at a later date.</li> </ul>	This is noted by the proponent.
NSW Office of Water	<p><u>Water Licensing Requirements</u></p> <p>At present, surface water systems in this area fall within the South Lake Macquarie Water Source, under the Water Sharing Plan for the Hunter Unregulated and Alluvial Water Sources. Groundwater within the area is regulated under the Water Act 1912.</p> <p>Recommended condition of consent:</p> <p>"An authorisation under the Water Act 1912 of the Water Management Act 2000 is to be obtained from the NSW Office of Water with the appropriate purpose identified for any activity relating to the taking of or interception of groundwater prior to that activity commencing"</p>	Any approvals will be required to be sought under the Water Act 1912 of the Water Management Act 2000	Relevant approvals will be sought in conjunction with future project applications.
	<p><u>Watercourse Crossings and Protection of Riparian Zones</u></p> <p>Figure A2.1 identifies a number of watercourses surrounding and within the proposed subdivision area. A number of parks are proposed along these watercourses. As acknowledged in section 6.8.1, the project is exempt from requiring Controlled Activity Approvals. However, the proponent should ensure riparian corridors are protected, in accordance with NOW Guidelines for Controlled Activities (August 2010).</p> <p>Structural works for stormwater management should be</p>	<p>However, the proponent should ensure riparian corridors are protected, in accordance with NOW Guidelines for Controlled Activities (August 2010).</p> <p>Structural works for stormwater management should be designed in a way which is sympathetic with the protection of the riparian zone, NOW requires that all structural works are located outside any riparian buffer.</p> <p>Watercourse crossings should also be designed in accordance with the NOW Guidelines for Controlled Activities (August 2010).</p>	The request to use NOW Guidelines is noted.



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	<p>designed in a way which is sympathetic with the protection of the riparian zone, NOW requires that all structural works are located outside any riparian buffer. Watercourse crossings should also be designed in accordance with the NOW Guidelines for Controlled Activities (August 2010).</p> <p>Recommended condition of consent:                      “Any project EA prepared under this concept approval must include an identification of all water courses (including first order streams) impacted upon by the development. The EA should demonstrate consistency with the NOW Guidelines for Controlled Activities (August 2010), as applicable:</p> <ul style="list-style-type: none"> <li>▪ Riparian Corridors (and associated vegetation Management Plans)</li> <li>▪ Watercourse Crossings</li> <li>▪ Laying pipes and cables in watercourses</li> <li>▪ Outlet structures</li> <li>▪ In-stream works”</li> </ul>		
	<p><u>Groundwater</u>                      The project involves the construction of underground service infrastructure. The concept plan EA does not address the issue of groundwater interception, potential impacts on groundwater, or the protection of groundwater quantity and quality during construction of these services. Interception of groundwater and take of water is a licensable activity under the relevant water legislation.</p> <p>Recommended condition of consent:                      “Any project EA prepared under this concept approval must provide details of</p> <ul style="list-style-type: none"> <li>▪ Proposed works likely to intercept groundwater</li> <li>▪ Any proposed groundwater extraction</li> <li>▪ Proposed method of disposal of waste water</li> <li>▪ Potential impacts on groundwater users, including the environment</li> <li>▪ Measures to prevent groundwater pollution</li> <li>▪ Any groundwater dependent ecosystems on the area”</li> </ul>	<p>The concept plan EA does not address the issue of groundwater interception, potential impacts on groundwater, or the protection of groundwater quantity and quality during construction of these services</p>	<p>The geotechnical investigation encountered low permeability soils and groundwater was generally at greater than 3 m depth with the exception of one location where minor seepage was encountered between 1.5 m and 1.8 m depth. Excavations for the installation of buried services is generally expected to be to less than 1.5 m depth and therefore not expected to encounter groundwater. It is possible that minor seepage into excavations shallower than this could occur from localised perched water after rainfall, however this would be easily manageable using sump pumps with no impact to the overall groundwater regime.</p> <p>Surface water quality facilities aimed at treating stormwater quality can be provided with an impermeable layer to prevent groundwater contamination</p>
	<p><u>Water Quality and Quantity Management</u>                      NOW supports the commitments made by the proponent on Water Quality and Quantity management. Further detail on proposed stormwater management infrastructure will need to be provided as part of any project EA.</p> <p>Recommended condition of consent:                      “Any project EA prepared under this concept approval should:</p> <ul style="list-style-type: none"> <li>▪ Provide information on the drainage and stormwater management measures proposed for the site</li> <li>▪ Assess the impact of the proposal on the hydrology of the site and receiving waters.”</li> </ul>	<p>Further detail on proposed stormwater management infrastructure will need to be provided as part of any project EA.</p>	<p>The proposed stormwater management plan for Gwandalan is based on the principals of Water Sensitive Urban Design, which include a number of strategies:</p> <ul style="list-style-type: none"> <li>- Opportunistic vegetated swales (potentially including bioretention) provided along the identified main overland flow routes and roadside green areas.</li> <li>- Precinct scale detention/ bio-retention basins are proposed to treat the quantity and quality of stormwater flows.</li> <li>- Gross pollutant traps will be provided upstream of the precinct scale detention basins to remove coarse sediment and gross pollutants prior to discharging into basins and open areas;</li> <li>- On-lot detention will be provided in addition to the precinct scale facilities; and</li> <li>- Provision of rainwater tanks for individual lots will be maximised.</li> </ul> <p>To test the effectiveness of the proposed strategies a MUSIC model was amended to represent both the developed conditions without treatment and developed conditions with treatment.</p> <p>The results of the numerical modelling have shown that the proposed WSUD strategy together with the flood plain management would adequately satisfy</p>

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			the requirements of the Wyong Shire Council (WSC) Draft DCP (WSUD), WSC DCP 67 and the NSW Floodplain Development Manual for management of stormwater quantity, quality and flooding at the Gwandalan site.
<b>Heritage Council of NSW</b>	It is considered that the EA is generally consistent with the DGR's with respect to the heritage requirements. The Indigenous heritage recommendations, with specific regard to the development of an Aboriginal Cultural Heritage Management Plan, appear to be appropriate however more detailed comment from the DECCW should be sought in this regard.		
	<p>Although it is supported that no specific mitigation is required for non-Indigenous heritage based on the results of the Heritage Impact Assessment, there must be specific procedures to be followed should any unexpected historical sites or archaeological objects be located. The Statement of Commitments should be amended to include the following:</p> <ul style="list-style-type: none"> <li>▪ If substantial intact archaeological deposits and/or State significant relics are discovered, work must cease in the affected area(s) the Heritage Council of NSW must be notified and their advice sought regarding how to proceed; additional assessment may be required prior to works continuing in the affected area(s) based on the nature of the discovery; and</li> <li>▪ If any previously unidentified sites of non-Indigenous heritage are discovered work must cease in the affected area(s) the Heritage Council of NSW must be notified and their advice sought regarding how to proceed; additional assessment may be required prior to works continuing in the affected area(s) based on the nature of the discovery.</li> </ul>	<p>The Statement of Commitments should be amended to include the following:</p> <ul style="list-style-type: none"> <li>▪ If substantial intact archaeological deposits and/or State significant relics are discovered, work must cease in the affected area(s) the Heritage Council of NSW must be notified and their advice sought regarding how to proceed; additional assessment may be required prior to works continuing in the affected area(s) based on the nature of the discovery; and</li> <li>▪ If any previously unidentified sites of non-Indigenous heritage are discovered work must cease in the affected area(s) the Heritage Council of NSW must be notified and their advice sought regarding how to proceed; additional assessment may be required prior to works continuing in the affected area(s) based on the nature of the discovery.</li> </ul>	The Heritage Management Plan for the proposal will include Chance Find protocol for Historic heritage, including who to contact in regard to any state or locally significant historic heritage issues.
<b>DECCW</b>	DECCW has reviewed the information provided and requests that further information on several matters of Aboriginal Cultural Heritage be provided to inform the assessment of the proposal.	Additional information is sought regarding Aboriginal Cultural Heritage	
	The other environmental matters of key interest to DECCW as outlined in our submission on the DGRs, and dated 11 August 2010 have been adequately addressed by the applicant.	Other environmental matters of key interest to DECCW as outlined in our submission on the DGRs, and dated 11 August 2010 have been adequately addressed by the applicant.	
	<p>The proposed environmental conservation offset contributions are identified in the draft planning agreement under s93F of the EP&amp;A Act, between the Minister for Planning, Minister administering the NPW Act 1974 and Gwandalan Land Pty Ltd. DECCW recognises that these contributions provide for a number of significant conservation outcomes including the transfer into public ownership of environmental conservation lands that are identified in the Lower Hunter regional Conservation Strategy and securing funding towards the costs of managing those lands.</p> <p>DECCW understands that further information relating to the development of this land will be forthcoming from the DOP for subsequent development assessment processes. DECCW can also provide further advice on the impacts of the development proposal at this stage of the approval process.</p>		No comment required and future requirements noted by the proponent.
	<p><u>Water Quality and Impacts on Lake Macquarie</u></p> <p>In a previous submission to the Department of Planning's</p>	DECCW noted that likely impacts of development proposals could be minimised through:	The development footprints have been determined through rigorous site constraints analysis.

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	<p>Independent Hearing and Assessment Panel, the former Department of Environment and Climate Change commented on potential impacts on water quality, seagrasses and ecology of Lake Macquarie arising from the development.</p> <p>The Department noted the downstream presence of ecologically significant coastal floodplain endangered ecological communities and receiving waters of Crangan Bay. Crangan Bay is the last undeveloped bay in Lake Macquarie and considered to be in good ecosystem health. It was stated that the likely impacts of the development proposals at Gwandalan and Nords Wharf could be minimised through:</p> <ul style="list-style-type: none"> <li>modification of development footprints (e.g. appropriate development setbacks from the foreshore and riparian zones)</li> <li>use of water sensitive urban design principles</li> <li>proper management and control of foreshore vegetation and human access / recreation areas</li> <li>imposition of strict development controls.</li> </ul>	<ul style="list-style-type: none"> <li>modification of development footprints (e.g. appropriate development setbacks from the foreshore and riparian zones)</li> <li>use of water sensitive urban design principles</li> <li>proper management and control of foreshore vegetation and human access / recreation areas</li> <li>imposition of strict development controls.</li> </ul>	<p>The irregular development footprint is proposed to protect the foreshore zone with aboriginal archaeological significance and cultural values as well as ecological values. This will ensure that the public foreshore is part of the conservation lands, thus maintaining a network of bushland along the foreshore of Crangan Bay. Lots addressing the foreshore are deeper to accommodate APZ's from bushland maintained along the foreshore.</p> <p>The street typology of the proposed development is based on landscape character, landscape design and water sensitive urban design. The proposed stormwater management plan for Nords Wharf is based on the principals of Water Sensitive Urban Design, which include a number of strategies:</p> <ul style="list-style-type: none"> <li>Opportunistic vegetated swales (potentially including bioretention) provided along the identified main overland flow routes and roadside green areas.</li> <li>Precinct scale detention/ bio-retention basins are proposed to treat the quantity and quality of stormwater flows.</li> <li>Gross pollutant traps will be provided upstream of the precinct scale detention basins to remove coarse sediment and gross pollutants prior to discharging into basins and open areas;</li> <li>On-lot detention will be provided in addition to the precinct scale facilities; and</li> <li>Provision of rainwater tanks for individual lots will be maximised.</li> </ul> <p>The foreshore areas are part of the lands proposed to be dedicated as conservation lands to the NSW Government as Indicated in the Transfer Plans attached to the Voluntary Planning Agreement</p> <p>Development controls are proposed as part of the Design Guidelines which are expected to be incorporated in development control plans as part of any future development / project applications. Development will be under the SEPP( Exempt &amp; Complying Development)</p>
	<p>A review of the EA documentation was undertaken to assess the potential impacts of the projects on Aboriginal Cultural Heritage in accordance with DECCW's Aboriginal cultural heritage assessment guidelines and the requirements of Part 6 of the NPW Act.</p> <p><u>Summary of key issues / inadequacies</u></p> <ul style="list-style-type: none"> <li>Incomplete evidence of the Aboriginal community consultation process. Additional evidence is required from the local Aboriginal community stakeholders regarding their views on the development application process, support or otherwise for the proposed mitigation measure and input into the Aboriginal cultural heritage management plan.</li> <li>Additional details and clarification required regarding the proposed mitigation strategies for the likely impact or harm to areas identified as moderate archaeological potential.</li> <li>Registration of identified Aboriginal sites</li> <li>The assessment provided has not adequately addressed the cultural significance of the Aboriginal cultural heritage values of the project area.</li> </ul>	<p><u>Summary of key issues / inadequacies</u></p> <ul style="list-style-type: none"> <li>Incomplete evidence of the Aboriginal community consultation process. Additional evidence is required from the local Aboriginal community stakeholders regarding their views on the development application process, support or otherwise for the proposed mitigation measure and input into the Aboriginal cultural heritage management plan.</li> <li>Additional details and clarification required regarding the proposed mitigation strategies for the likely impact or harm to areas identified as moderate archaeological potential.</li> <li>Registration of identified Aboriginal sites</li> </ul> <p>The assessment provided has not adequately addressed the cultural significance of the Aboriginal cultural heritage values of the project area.</p>	<p>Consultation with the Aboriginal community was carried out during the preparation of the concept plan however it is noted that the consultation process is not complete as yet. The management and mitigation measures contained in the Heritage Impact Assessment prepared by ERM were created in accordance with the applicable guidelines in place when the concept plan was being prepared. The April 2010 Code of Practice guidelines now supersede the guidelines followed in preparing the original assessment and as such the HIA will be updated to align with these new guidelines post concept plan approval and prior to commencement of any subdivision works on site. The updated reports will be sent to the registered Aboriginal stakeholders for their comment prior to being finalised. Community consultation will be on-going for this project and will be undertaken in accordance with all current legislation, guidelines and practices.</p> <p>The site cards for the identified sites have been provided to DECCW.</p>
	<p>DECCW acknowledges that the applicant has provided in Section 2 an Annex A of the HIA a summary of the consultation process undertaken with the local Aboriginal community until August 2007. the project application appears to have varied considerably, however we not no additional correspondence or consultation was detailed following this period.</p> <p>We also not the absence of formal evidence from all 5</p>	<p>DECCW encourages the proponent to undertake additional consultation with the local Aboriginal community and recommends that the proponent provide evidence of the consultation process and the views of the registered Aboriginal stakeholders</p> <p>DECCW also encourages the applicant to continue to engage with all the registered local Aboriginal stakeholders in developing appropriate cultural</p>	<p>Consultation with the Aboriginal community was carried out during the preparation of the concept plan however it is noted that the consultation process is not complete as yet. The management and mitigation measures contained in the Heritage Impact Assessment prepared by ERM were created in accordance with the applicable guidelines in place when the concept plan was being prepared. The April 2010 Code of Practice guidelines now supersede the guidelines followed in preparing the original assessment and as such the HIA will be updated to align with these new</p>

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	<p>registered Aboriginal stakeholders of their views on the final draft Aboriginal cultural heritage report,. The absence of current evidence or support from the local Aboriginal community means the assessment is incomplete and DECCW is therefore unable at this state to determine the appropriateness or offer support for the proposed Aboriginal cultural heritage approach proposed in this assessment.</p> <p>DECCW encourages the proponent to undertake additional consultation with the local Aboriginal community and recommends that the proponent provide evidence of the consultation process and the views of the registered Aboriginal stakeholders. The consultation evidence request should include the local Aboriginal community view on</p> <ul style="list-style-type: none"> <li>▪ Cultural significance of the area</li> <li>▪ The adequacy of the proposed management measures detailed in the HIA</li> <li>▪ On the ACHMP and</li> <li>▪ The conservation outcomes for midden #45-7-0079. Evidence of consultation may take the orm of consultation / conversation logs, copies of all correspondence sent/received for the project, newspaper advertisements, records of personal communications, meeting minutes, documented phone calls, copies of agendas, minutes to all Aboriginal community meetings and records of participation in field assessments.</li> </ul> <p>DECCW has developed the 'Aboriginal cultural heritage consultation requirements for Proponents 2010' to assist applicant with consultation with the Aboriginal community. DECCW also encourages the applicant to continue to engage with all the registered local Aboriginal stakeholders in developing appropriate cultural heritage outcomes for the life of the proposed development. We also offer our support for the Aboriginal community component of Coal &amp; Allied's Allocation Initiative for Gwandalan.</p>	heritage outcomes for the life of the proposed development.	<p>guidelines post concept plan approval and prior to commencement of any subdivision works on site. The updated reports will be sent to the registered Aboriginal stakeholders for their comment prior to being finalised. Community consultation will be on-going for this project and will be undertaken in accordance with all current legislation, guidelines and practices.</p> <p>The ACHMP will provide the information as requested by DECCW, and will include consultation that follows the principals of the 2010 guidelines for consultation process.</p>
	<p><u>Proposed Impacts on Aboriginal Cultural Heritage Values</u></p> <p>DECCW acknowledges that the development proposes to impact or harm Aboriginal sites 'Gwandalan 1" (site #45-7-0254) and "Gwandalan 2" (site #45-7-0253) located within the project area. We also note there is a risk that Aboriginal midden site #45-7-0079 will be impacted or harmed during the clearing of the eastern boundary of the project area and in the establishment of recreational areas in the immediate vicinity of the midden. DECCW recommends where impacts to Aboriginal objects cannot be avoided, the proponent develop processes to reduce the extent and severity of impacts using appropriate mitigation measures which achieve better outcomes for cultural heritage. Any measures proposed should be negotiated between the applicant and the registered local Aboriginal stakeholders. Evidence of this negotiation is yet to be provided by the applicant.</p>	DECCW recommends where impacts to Aboriginal objects cannot be avoided, the proponent develop processes to reduce the extent and severity of impacts using appropriate mitigation measures which achieve better outcomes for cultural heritage. Any measures proposed should be negotiated between the applicant and the registered local Aboriginal stakeholders. Evidence of this negotiation is yet to be provided by the applicant.	Aboriginal community consultation will be ongoing for the project. The Cultural Heritage Management Plan will include clear procedures for avoiding impacts where possible and what to do in the event an unexpected find is located. The management provided in the Cultural heritage management plan will be done in negotiation with the Aboriginal stakeholders.
	<p><u>Gwandalan 1 and Gwandalan 2</u></p> <p>DECCW notes that the proponent proposes to provide an opportunity for the resisted Aboriginal stakeholders to monitor the initial earth moving activities at these locations and then salvage any Aboriginal objects identified. DECCW supports this initiative and we have enclosed a recommended condition of approval to target this matter.</p>	<p>DECCW would like to remind the proponent that custodial arrangements for any Aboriginal material salvaged as part of this project needs to be determined with the local Aboriginal community and DECCW prior to the project's commencement and relevant processes be included in the proposed ACHMP.</p> <p>Furthermore all sites impacted must have a DECCW Aboriginal Site Impact Recording (ASIR) form completed and submitted to DECCW AHIMS units</p>	The ACHMP will determine the custodial arrangements for artefacts with the registered stakeholder groups, and after any further work on the sites an updated site card and an Aboriginal Site Impact Recording (ASIR).

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	<p>DECCW would like to remind the proponent that custodial arrangements for any Aboriginal material salvaged as part of this project needs to be determined with the local Aboriginal community and DECCW prior to the project's commencement and relevant processes be included in the proposed ACHMP.</p> <p>Furthermore all sites impacted must have a DECCW Aboriginal Site Impact Recording (ASIR) form completed and submitted to DECCW AHIMS units within 3 months of completion o the cultural heritage works in accordance with the provisions of section 89A of the NPW Act.</p>	<p>within 3 months of completion o the cultural heritage works in accordance with the provisions of section 89A of the NPW Act.</p>	
	<p><u>Midden site #45-7-0079</u></p> <p>DECCW acknowledges that this Aboriginal site is recognised as high archaeological potential and high archaeological significance in section 6.2.2 of the HIA. In contrast, Table 8.1 of the HIS rates this site as an area of moderate archaeological potential. DECCW disagrees with the moderate assessment and recommends the proponent amend all references to this site, to reflect the high significance assessment.</p>	<p>DECCW disagrees with the moderate assessment and recommends the proponent amend all references to this site, to reflect the high significance assessment.</p>	<p>ERM stands by the findings of three levels of Areas of Aboriginal Archaeological Potential.</p> <p>ERM has determined that areas assessed as moderate potential are unlikely to contain large numbers of artefacts or large scale sites or conversely are already disturbed. If the sites identified in these areas are in situ they may contain high archaeological significance, but this factor alone does not warrant the areas of moderate potential to be reclassified as high.</p>
	<p><u>Areas of moderate archaeological potential</u></p> <p>DECCW acknowledges the results of field assessment undertaken by the proponent and the identification of a potential Archaeological Deposit (PAD) along the extent of the foreshore within the project area. A search of AHIMS revealed that this Aboriginal area has not been registered with DECCW yet. The proponent is advised to promptly complete a DECCW site recording card for this site and submit to DECCW for registration in AHIMS. Management outcomes for the site(s) must be included in the site card information provided to AHIMS. Please also note that under section 89A of the NPW Act there is a requirement to report Aboriginal sites, and penalties now apply when this is not followed.</p> <p>DECCW acknowledges that the proponent proposes to undertake a sub-surface investigation program in these areas to ascertain the nature, extent and scale of any evidence of Aboriginal occupation of these areas. DECCW supports such investigation programs, however also strongly recommends the proponent ensure any investigations are in accordance with the regulated investigation works required under the NPW Act including the DECCWs 'Code of Practice for Archaeological Investigation of Aboriginal Objects in NSW (2010)' We also recommend that the registered Aboriginal stakeholders participate in this investigation process and the archaeological investigations are further detailed in the proposed ACHMP.</p>	<p>The proponent is advised to promptly complete a DECCW site recording card for this site and submit to DECCW for registration in AHIMS. Management outcomes for the site(s) must be included in the site card information provided to AHIMS.</p> <p>DECCW supports such investigation programs, however also strongly recommends the proponent ensure any investigations are in accordance with the regulated investigation works required under the NPW Act including the DECCWs 'Code of Practice for Archaeological Investigation of Aboriginal Objects in NSW (2010)' We also recommend that the registered Aboriginal stakeholders participate in this investigation process and the archaeological investigations are further detailed in the proposed ACHMP.</p>	<p>An AHIMS site card has now been lodged with DECCW. Any investigative work will be taken out in accordance with the current guidelines "Code of Practice for Archaeological Investigation of Aboriginal Objects in NSW (2010)".</p>
	<p><u>Significance Assessment</u></p> <p>DECCW notes the details outlining the Aboriginal Cultural Significance of the project area is not within the report reviewed. Importantly the cultural significance of an Aboriginal site can only be determined by the Aboriginal community. The absence of a cultural significance assessment by the community means that DECCW is unable at this time to comment on the appropriateness of the proposed management strategies for the project area. We strongly recommend the proponent consult further with the local Aboriginal community to establish the cultural significance of the Aboriginal Cultural Heritage values of the project area to complement the archaeological significance assessment conducted. Any</p>	<p>DECCW notes the details outlining the Aboriginal Cultural Significance of the project area is not within the report reviewed.</p>	<p>Consultation with the Aboriginal community was carried out during the preparation of the concept plan however it is noted that the consultation process is not complete as yet. The management and mitigation measures contained in the Heritage Impact Assessment prepared by ERM were created in accordance with the applicable guidelines in place when the concept plan was being prepared. The April 2010 Code of Practice guidelines now supersede the guidelines followed in preparing the original assessment and as such the HIA will be updated to align with these new guidelines post concept plan approval and prior to commencement of any subdivision works on site. The updated reports will be sent to the registered Aboriginal stakeholders for their comment prior to being finalised. Community consultation will be on-going for this project and will be undertaken in accordance with all current legislation, guidelines and practices.</p>

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	information provided should also be addressed in developing Aboriginal Cultural Heritage management options and commitments.		
	<p><u>Aboriginal Cultural Heritage Management Plan (ACHMP)</u> DECCW acknowledges and supports that the proponent has committed to developing and implementing an ACHMP for the project area and we support this proposal. The ACHMP must clearly demonstrate that effective community consultation with local Aboriginal communities has been undertaken in the development and implementation of the plan. DECCW encourages the proponent to maintain continuous consultation processes with the community for the entire ACHMP and for the life of the project for all Aboriginal cultural heritage matters associated with the project area. Evidence of consultation and views of the community for the ACHMP should be included in its final iteration.</p> <p>DECCW also recommends the ACHHP includes procedures for ongoing Aboriginal consultation and involvement, management of any recoded sites within the project area, the responsibilities of all stakeholders, details of proposed mitigation and management strategies of all sites; including any additional investigation processes, salvage activities, low archaeological significance monitoring etc; procedures for the identification and management of previously unrecorded sites (excluding human remains), details of an Aboriginal cultural heritage education program for all contractors and personnel associated with construction activities and compliance procedures in the unlikely event that non compliance with the ACHMP is identified.</p>	<p>The ACHMP must clearly demonstrate that effective community consultation with local Aboriginal communities has been undertaken in the development and implementation of the plan. DECCW encourages the proponent to maintain continuous consultation processes with the community for the entire ACHMP and for the life of the project for all Aboriginal cultural heritage matters associated with the project area. Evidence of consultation and views of the community for the ACHMP should be included in its final iteration.</p>	<p>Aboriginal community consultation will be ongoing for the project. The Cultural Heritage Management Plan will include Stakeholder consultation within all Aboriginal cultural heritage elements of management.</p>
	<p><u>National Parks and Wildlife Act</u> The importance of protecting Aboriginal cultural heritage is reflected in the provisions of the NPW Act. DECCW notes that the requirements of the NPW act have recently been amended. It is strongly recommended that the proponent familiarises itself with the new requirements during development and any subsequent assessment/development works processes.</p>	<p>DECCW notes that the requirements of the NPW act have recently been amended. It is strongly recommended that the proponent familiarises itself with the new requirements during development and any subsequent assessment/development works processes.</p>	<p>Noted. Future work undertaken for this project will be done in accordance with the DECCW and NPW guidelines for Consultation and the Code of Practice.</p>
<b>Wyong Shire Council</b>	<p>Council has previously provided detailed comment and recommended approval conditions for the Concept Plan on 7 March 2008 and 11 November 2008 respectively. Council reiterates that there are a number of issues which require further attention. The key issues previously raised by Council are summarised as follows:</p> <ul style="list-style-type: none"> <li>▪ Central Coast Regional Strategy Sustainability Criteria</li> <li>▪ Conservation and Biodiversity, including the Offset Strategy</li> <li>▪ Bushfire Planning</li> <li>▪ Funding for community facilities</li> <li>▪ Section 94 Contributions</li> </ul>	<p>There are a number of issues which require further attention. The key issues previously raised by Council are summarised as follows:</p> <ul style="list-style-type: none"> <li>▪ Central Coast Regional Strategy Sustainability Criteria</li> <li>▪ Conservation and Biodiversity, including the Offset Strategy</li> <li>▪ Bushfire Planning</li> <li>▪ Funding for community facilities</li> <li>▪ Section 94 Contributions</li> </ul>	<p>These issues were previously raised by Council and are addressed as part of the current proposal.</p>
	<p>While some of these issues have been addressed, others have not and Council's concerns therefore remain relevant to this proposal.</p> <p>Council is particularly concerned with the timing and resultant significant increase in population and residential density that will occur as a result of the proposal. The DOP's staging Plan within the Draft North Wyong Shire Structure Plan has applied a 'Long Term' status to the subject site; the current proposal conflicts with the Staging Plan. Council considers that a long term staging approach</p>	<p>Council is particularly concerned with the timing and resultant significant increase in population and residential density that will occur as a result of the proposal</p>	<p>It is considered that the long term time frame identified for the site in the Draft North Wyong Structure Plan does not correctly reflect the current status of the land or servicing capacity, and presents a mis-informed expectation to the community as to the likely timing for redevelopment of this site. It is certainly Coal &amp; Allied's intention that the proposed conservation land be transferred to the NSW Government and development of the proposed residential land be commenced consistent with any Concept Plan and Development Application/Project Application approval, as soon as is practicable.</p>

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	would be more suitable to such a significant development within the north of the Shire.		<p>The infrastructure servicing report accompanying the Concept Plan identifies that infrastructure servicing can be extended to the site in a timely manner to support its short term redevelopment.</p> <p>The Draft Statement of Commitments accompanying the Concept Plan application provide that Coal &amp; Allied, or the landowner, would be responsible for the delivery of infrastructure services to and within the site.</p> <p>While attempts can be made by the Draft Structure Plan to identify which land parcels will be developed first in order to meet residential targets and which ones last, such forecasts are fraught with the uncertainties of:</p> <ul style="list-style-type: none"> <li>land capability and environmental suitability</li> <li>land ownership (single or multiple)</li> <li>orderly development, consistent with servicing availability</li> <li>likely market demand</li> </ul> <p>As an extension of an existing urban area with major services currently available as evidenced in the environmental assessment for the site, the proposed Coal &amp; Allied development is orderly development. Some other developments in the Central Coast Regional Strategy relying on seed funding for infrastructure and landowner agreements would be unlikely to proceed in an orderly manner.</p> <p>Upon approval Coal &amp; Allied will be in a position to supply serviced land products in an orderly manner. The Coal &amp; Allied Gwandalan Estate will be located on gently sloping land close to services and road transport links and overlooking Crangan Bay. The estate has been designed to incorporate contemporary urban design principles, provide a mix of residential land products and present a community environment to prospective purchasers. The Coal &amp; Allied Gwandalan Estate is therefore one which is able to proceed without the need for any delay.</p> <p>Recent details released by the industry reflect the above concerns that land releases are falling well short of Regional Structure Plan targets placing pressure on land availability for the full range of housing product.</p> <p>A submission has been put to the DOP in regard to the Draft North Wyong Structure Plan, highlighting these concerns, and requesting that the timing for the subject land release be brought forward to reflect the practical servicing arrangements for the site and market demand.</p>
	In addition, the geographical isolation from the surrounding suburbs raises concerns as to the merit and viability of the proposal, including cumulative impacts.	Geographical isolation from the surrounding suburbs raises concerns as to the merit and viability of the proposal, including cumulative impacts.	The subject land is identified in both the CCRS and LHRS as proposed urban development. The cumulative impacts of the proposal with other developments in the region have been assessed in the Concept Plan before the DOP.
	Consideration should also be given to the implications of the draft Central Coast Regional Conservation Plan in relation to this proposal. It is premature to consider any rezoning of this site prior to the release of the CCRCP. As mentioned in our response to the DGRs, in order to adequately address biodiversity impacts, any proposed development footprint should be guided by formalised procedures to determine if the development will achieve a 'maintain or improve' outcome (this is likely to mean that the previous residential zones will need to be significantly reduced or modified). As you would be aware, the DECCW has recently released the draft Biodiversity Certification Assessment Methodology to guide planning decisions when native vegetation can be permitted to be removed. This tool should be used as a guide to determine which areas should be rezoned as part of this proposal.	Consideration should also be given to the implications of the draft Central Coast Regional Conservation Plan in relation to this proposal. It is premature to consider any rezoning of this site prior to the release of the CCRCP	<p>The Director General's Requirements issued for this proposal did not list the Draft Central Coast Regional Conservation Plan as a matter for consideration.</p> <p>Notwithstanding, the Lower Hunter Regional Conservation Plan identifies the subject site as located within a green conservation corridor. The proposed land dedication of 205.75ha will make a significant contribution to achieving the key biodiversity objectives contained in the LHRCP including expanding and strengthening the value of key corridor linkages and the values natural green buffer between the Lower Hunter and Central Coast Regions.</p> <p>As the LHRCP identifies these conservation corridors, it is highly likely that the Central Coast Regional Conservation Plan will also identify this land as conservation corridor, and seek land dedications for conservation purposes.</p>
	<u>Section 94 Contributions</u>		
	The revised total rate per lot is \$18,115.13	The revised total rate per lot is \$18,115.13	Section 94 Contributions that C&A are not prepared to include is the Regional Open Space contribution. C&A proposes to contribute substantial Regional Open Space via the dedication of approx 206Ha of conservation

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			land to the NSWG. The Administration cost for the Northern district Plan is considered unreasonable at \$484.00 per Lot. This is substantially in excess of a per lot cost included in many Section 94 Plans. C&A is prepared to negotiate a reasonable cost. Cycleway and local Open Space will be contributed via “works in kind”. Otherwise C&A accepts the applicable contribution rates
	<u>Traffic and Transport</u>		
	If Council is not the Certifying Authority it may not accept the roads as public roads particularly if they do not comply with Council's DCP.		C&A will negotiate the road design cross sections for each applicable road Type as shown in the Concept Plan. The road designs will be finalised prior to submitting the first DA for subdivision
	<p>General</p> <p>The pavement design axle loading for pavements shall be as follows:</p> <ul style="list-style-type: none"> <li>▪ Kanangra Drive 5 x 10<sup>6</sup></li> <li>▪ Kanangra Drive Roundabout 7.5 x 10<sup>6</sup></li> <li>▪ Bus routes and Summerland Road East 3 x 10<sup>6</sup></li> <li>▪ All remaining roads 6 x 10<sup>5</sup></li> </ul> <p>▪ Street lighting shall be in accordance with AS1158 ensuring all light poles are located outside of any clear zone. No boutique lighting will be permitted.</p> <p>▪ The applicant is to provide and maintain a courtesy bus to cater for the Independent Living units for shopping trips etc</p>	<p>General</p> <p>The pavement design axle loading for pavements shall be as follows:</p> <ul style="list-style-type: none"> <li>▪ Kanangra Drive 5 x 10<sup>6</sup></li> <li>▪ Kanangra Drive Roundabout 7.5 x 10<sup>6</sup></li> <li>▪ Bus routes and Summerland Road East 3 x 10<sup>6</sup></li> <li>▪ All remaining roads 6 x 10<sup>5</sup></li> </ul> <p>▪ Street lighting shall be in accordance with AS1158 ensuring all light poles are located outside of any clear zone. No boutique lighting will be permitted.</p> <p>The applicant is to provide and maintain a courtesy bus to cater for the Independent Living units for shopping trips etc</p>	This level of detail will apply to future applications for subdivision. Details are noted by C&A. These will be addressed to the level of detail stated in a future application for subdivision which will be discussed in detail with WSC when preparing future applications
	<p>External Issues</p> <ul style="list-style-type: none"> <li>▪ Separate approval from Council as the Roads Authority must be obtained under section 138 of the Roads Act 1993 prior to the issue of any Construction Certificate, for any works within a Council road reserve. For any such works, design plans must be submitted to and approved by Council prior to issue of the CC</li> <li>▪ The provision of additional civil works necessary to ensure satisfactory transitions to existing work as a result of work conditioned for the development, at no cost to Council. Design plans are to be approved by Council prior to issue of the Construction Certificate.</li> <li>▪ The provision of a Plan of Management for any works for the development that impact on any public roads and public land for the construction phase of the development prior to the issue of a CC. This plan must be certified by a suitably qualified person prior to the issue of a CC. All works must be conducted in accordance with this plan. The plan is to include a TMP and / or Work Method Statement for any works or deliveries that impact the normal travel paths of vehicles, pedestrians or cyclists, or where any materials are lifted over public areas.</li> <li>▪ The upgrading of the existing Pacific Highway and Kanangra Drive intersection as determined by the RTA. A deed of Agreement shall be entered into between the applicant/develop and the RTA prior to the issue of any CC (or as agreed by the RTA) within the site. Design plans are to be approved by Council and the RTA prior to issue of the CC.</li> <li>▪ All the curves in Kanangra Drive between the Pacific Highway and Summerland Road shall be upgraded and widened as identified in the “Wyang Council's</li> </ul>	<p>External Issues</p> <ul style="list-style-type: none"> <li>▪ Separate approval from Council as the Roads Authority must be obtained under section 138 of the Roads Act 1993 prior to the issue of any Construction Certificate, for any works within a Council road reserve. For any such works, design plans must be submitted to and approved by Council prior to issue of the CC</li> <li>▪ The provision of additional civil works necessary to ensure satisfactory transitions to existing work as a result of work conditioned for the development, at no cost to Council. Design plans are to be approved by Council prior to issue of the Construction Certificate.</li> <li>▪ The provision of a Plan of Management for any works for the development that impact on any public roads and public land for the construction phase of the development prior to the issue of a CC. This plan must be certified by a suitably qualified person prior to the issue of a CC. All works must be conducted in accordance with this plan. The plan is to include a TMP and / or Work Method Statement for any works or deliveries that impact the normal travel paths of vehicles, pedestrians or cyclists, or where any materials are lifted over public areas.</li> <li>▪ The upgrading of the existing Pacific Highway and Kanangra Drive intersection as determined by the RTA. A deed of Agreement shall be entered into between the applicant/develop and the RTA prior to the issue of any CC (or as agreed by the RTA) within the site. Design plans are to be approved by Council and the RTA prior to issue of the CC.</li> <li>▪ All the curves in Kanangra Drive between the Pacific Highway and Summerland Road shall be upgraded and widened as identified in the “Wyang Council's Northern Districts Contribution Plan” February 2008</li> <li>▪ The construction of a roundabout at the intersection of Kanangra Drive and the main access street (street Type C2) located at the existing crest along Kanangra Drive. The roundabout design is to include the following requirements: <ul style="list-style-type: none"> <li>▪ Designed in accordance with Austroads and RTA guidelines including provision of facilities for pedestrians and cyclists (Austroads Part 4B</li> </ul> </li> </ul>	<p>This level of detail will apply to future applications for subdivision. Details are noted by C&amp;A. These will be addressed to the level of detail stated in a future applic for subdivision which will be discussed in detail with WSC when preparing future applications</p> <p>Terms and conditions set down by the RTA will be complied with by C&amp;A</p> <p>C&amp;A have agreed with the Roads &amp; Traffic Management Sec 94 Contribution. Works in Kind would be considered by C&amp;A subject to satisfactory terms and conditions being agreed with WSC</p> <p>Level of detail and design to be negotiated as a separate application</p>



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	<p>Northern Districts Contribution Plan" February 2008</p> <ul style="list-style-type: none"> <li>The construction of a roundabout at the intersection of Kanangra Drive and the main access street (street Type C2) located at the existing crest along Kanangra Drive. The roundabout design is to include the following requirements: <ul style="list-style-type: none"> <li>Designed in accordance with Austroads and RTA guidelines including provision of facilities for pedestrians and cyclists (Austroads Part 4B Roundabouts, Part 6A Pedestrian and Cyclist Paths and Part 3 Geometric Design)</li> <li>The roundabout shall be designed to reduce speed on the approach to and through the roundabout to 40km/hr by providing the deflection at the entry/approach from the existing 80km/hr zone</li> <li>Adequate capacity for projected traffic volumes for its 20 year design life. Modelling details to be submitted to Council for verification prior to start of the design of the roundabout.</li> <li>Adequate sight distance for vehicles, pedestrians and cyclists approaching and entering the roundabout. This includes adequate sight distance for pedestrians and cyclists entering the roundabout at design crossing points from the footpath.</li> <li>The roundabout geometry shall accommodate vehicular turning paths for all vehicles up to and including 14.5m buses, low level buses and 19.0 articulated vehicles maintaining lane direction/discipline. Turning paths for 12.5m buses are not to mount the annulus.</li> <li>The provision of a Road Safety Audit with approval from Council for design alterations resulting form the audit.</li> </ul> </li> <li>The provision of a post construction Road Safety Audit to be reviewed by Council as the roads authority for the intersections with Kanangra Drive, and the carrying out of any such alterations identified in the Audit and agreed to by Council.</li> <li>No direct access will be permitted to properties off Kanangra Drive.</li> <li>Construction of the new connection road (Summerland Road East) to form the fourth leg of the existing Kanangra Drive/Summerland Road Roundabout. The works shall include kerb and guttering, drainage, etc and extended to connect to the proposed Street Type C1. The intersection with Street Type C1 is to be a continuous curve with appropriate traffic control measures provided to Council's satisfaction to ensure safety for motorists.</li> <li>A minimum 14.0m wide carriageway for the full extent of Summerland Road East and the fourth leg of the roundabout to accommodate a bus route, on road cycleway and on street parking.</li> <li>Construction of a pedestrian refuge within Kanangra Drive adjacent to the intersection with Street Type C2. IT is to service the bus stops that are to be located on both sides of Kanangra Drive at the southern end of the development.</li> </ul>	<p>Roundabouts, Part 6A Pedestrian and Cyclist Paths and Part 3 Geometric Design)</p> <ul style="list-style-type: none"> <li>The roundabout shall be designed to reduce speed on the approach to and through the roundabout to 40km/hr by providing the deflection at the entry/approach from the existing 80km/hr zone</li> <li>Adequate capacity for projected traffic volumes for its 20 year design life. Modelling details to be submitted to Council for verification prior to start of the design of the roundabout.</li> <li>Adequate sight distance for vehicles, pedestrians and cyclists approaching and entering the roundabout. 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Turning paths for 12.5m buses are not to mount the annulus.</li> <li>The provision of a Road Safety Audit with approval from Council for design alterations resulting form the audit.</li> <li>The provision of a post construction Road Safety Audit to be reviewed by Council as the roads authority for the intersections with Kanangra Drive, and the carrying out of any such alterations identified in the Audit and agreed to by Council.</li> <li>No direct access will be permitted to properties off Kanangra Drive.</li> <li>Construction of the new connection road (Summerland Road East) to form the fourth leg of the existing Kanangra Drive/Summerland Road Roundabout. The works shall include kerb and guttering, drainage, etc and extended to connect to the proposed Street Type C1. The intersection with Street Type C1 is to be a continuous curve with appropriate traffic control measures provided to Council's satisfaction to ensure safety for motorists.</li> <li>A minimum 14.0m wide carriageway for the full extent of Summerland Road East and the fourth leg of the roundabout to accommodate a bus route, on road cycleway and on street parking.</li> </ul> <p>Construction of a pedestrian refuge within Kanangra Drive adjacent to the intersection with Street Type C2. IT is to service the bus stops that are to be located on both sides of Kanangra Drive at the southern end of the development.</p>	<p>Post Concept Plan detail</p> <p>Subdivision as indicated in the CP shows no direct access from Kanangra Dr</p> <p>Detailed design to be submitted with future application for subdivision approval</p> <p>Improvements to existing streets (ie Summerland Rd) will be discussed with Council and included in the future project application stage.</p> <p>Discussion should be held with the bus operator to determine a likely bus route through the development. Subject to a new route through the development, new bus stops would serve the majority of residential development within a 400 metres walk. The operator of Busways was contacted regarding upgrades to the service. Busways advised that bus services were continually under review and that more frequent services would be considered as additional residential development occurs in Gwandalan.</p>
	<p>Internal Issues</p> <ul style="list-style-type: none"> <li>All parking is to be provided in accordance with</li> </ul>	<p>Internal Issues</p> <ul style="list-style-type: none"> <li>All parking is to be provided in accordance with Council's DCP 2005 –</li> </ul>	<p>On street car parking is provided for.</p>

Author	Submission	Issue Summary	C&A Response
	<p>Council's DCP 2005 – Part 61</p> <ul style="list-style-type: none"> <li>The provision of a road reserve minimum width of 28.0m on Street Type C1 and 31m for Street Type C2 to accommodate a bus route and on road cycleway. They need to have a minimum of 3.0m wide travelling lanes, 4m parking lanes (incl on-road cycleway), verges (1.4m and C1, and 2.9m for C2), 2.5m footpath for cycleway/motorised scooters (setback 600mm from property boundaries) and approved water quality facilities.</li> <li>The intersection of Street Type A1 with Summerland Road (East) shall be realigned approximately 40.0m easterly to create a 4-way intersection with the adjoining industrial subdivision (DA 583/2005). A roundabout shall be provided at this intersection in accordance with Council's DCP 2005 chapter 67 (Engineering Requirements for Development). The roundabout is to cater for buses (incl 14.5m) and 19.0m articulated vehicles. Turning paths for 12.5m buses are not to mount the annulus.</li> <li>Council's DCP 66 identifies maximum street speeds that are to be achieved the proposed road layout may need to be modified and/or traffic calming devices/slow points provided throughout the development to ensure the low speed environment within the development is maintained. This is essential, particularly on approaches to intersections and along long sections of roads with steep gradients. Council requires that facilities be installed so that the driving speeds are physically limited to the speeds identified in the DCP. It is not sufficient to rely on regulatory speed signs.</li> <li>All 4 way internal intersection treatments need to be to Council's satisfaction. This may entail more than just signs and could include facilities to reduce the through speed of vehicles.</li> <li>Car parking within Street Type A3 adjacent to the local shop fronts shall be provided in accordance with DCP 2005 Chapter 61 and AS 28901.</li> <li>All service and delivery vehicles at the Village Green shops are to only use the rear laneway to service the shops. Acoustic protection is to be provided from the loading/service laneway to adjoining residential properties.</li> <li>A 10km/hr 'shared zone' is to be constructed around the perimeter of the Village Green to ensure safety for pedestrians and motorists. It is to include the necessary traffic calming facilities to ensure speed compliance.</li> <li>Street Type D needs to be widened, with splayed corners, to adequately cater for residents entering their properties and service vehicles to the retail area. The carriageway width needs to be increased to 8m.</li> </ul>	<p>Part 61</p> <ul style="list-style-type: none"> <li>The provision of a road reserve minimum width of 28.0m on Street Type C1 and 31m for Street Type C2 to accommodate a bus route and on road cycleway. They need to have a minimum of 3.0m wide travelling lanes, 4m parking lanes (incl on-road cycleway), verges (1.4m and C1, and 2.9m for C2), 2.5m footpath for cycleway/motorised scooters (setback 600mm from property boundaries) and approved water quality facilities.</li> <li>The intersection of Street Type A1 with Summerland Road (East) shall be realigned approximately 40.0m easterly to create a 4-way intersection with the adjoining industrial subdivision (DA 583/2005). A roundabout shall be provided at this intersection in accordance with Council's DCP 2005 chapter 67 (Engineering Requirements for Development). The roundabout is to cater for buses (incl 14.5m) and 19.0m articulated vehicles. Turning paths for 12.5m buses are not to mount the annulus.</li> <li>Council's DCP 66 identifies maximum street speeds that are to be achieved the proposed road layout may need to be modified and/or traffic calming devices/slow points provided throughout the development to ensure the low speed environment within the development is maintained. This is essential, particularly on approaches to intersections and along long sections of roads with steep gradients. Council requires that facilities be installed so that the driving speeds are physically limited to the speeds identified in the DCP. It is not sufficient to rely on regulatory speed signs.</li> <li>All 4 way internal intersection treatments need to be to Council's satisfaction. This may entail more than just signs and could include facilities to reduce the through speed of vehicles.</li> <li>Car parking within Street Type A3 adjacent to the local shop fronts shall be provided in accordance with DCP 2005 Chapter 61 and AS 28901.</li> <li>All service and delivery vehicles at the Village Green shops are to only use the rear laneway to service the shops. Acoustic protection is to be provided from the loading/service laneway to adjoining residential properties.</li> <li>A 10km/hr 'shared zone' is to be constructed around the perimeter of the Village Green to ensure safety for pedestrians and motorists. It is to include the necessary traffic calming facilities to ensure speed compliance.</li> </ul> <p>Street Type D needs to be widened, with splayed corners, to adequately cater for residents entering their properties and service vehicles to the retail area. The carriageway width needs to be increased to 8m.</p>	<p>Detailed design of street types will be resolved through discussion with Council during the preparation of drawings/documents for the project application stage. Adequate provision for cyclists, pedestrians, private vehicles and buses will be made.</p> <p>The realignment of Street Type A1 40m to the east would mean a redesign of the subdivision plan and a loss of lots. No change is proposed at this stage. Any changes can be detailed in the future Subdivision application.</p> <p>This can be detailed in subsequent works applications.</p> <p>This can be detailed in subsequent works applications.</p> <p>This can be detailed in subsequent works applications.</p> <p>A shared zone around the village green, with local retail on the western side of the street is likely to encourage pedestrians to cross the road wherever they choose and potentially cause conflicts with vehicles reversing out of parking spaces. A 40km/hr street with clear pedestrian crossing points is our recommendation for this street.</p> <p>Building setbacks to lanes are 1m which would mean an 8m separation between garages.</p> <p>Otherwise his can be accommodated by reducing the depth of the Village lot by 2m. The lot sizes still comply with the desired min 500sqm).</p> <p>Some shoptop type lots are reduced to 348 and 358sqm with the laneway widening, therefore falling short of the 360sqm min lot size. No change is proposed at this stage. Any changes can be detailed in the future Subdivision application. Gwandalan is also proposed to be subject to the SEPP (Exempt &amp; Complying Development Codes) 2008</p>
	<p>Pedestrian Pathways / Cycleways</p> <ul style="list-style-type: none"> <li>The pedestrian paths/cycleways are to be designed in accordance with Wyong Shire Council's "On road Bicycle and Shared Pathway Strategy" 2010.</li> <li>All footpaths and shared on-road cycleways are to be in accordance with Figure A2.5.2 – Pedestrian and Cycle paths and the relevant Street Type Cross Sections . They are to accommodate cyclists and motorised scooters. The proposed 1.2m footpaths are</li> </ul>	<p>Pedestrian Pathways / Cycleways</p> <ul style="list-style-type: none"> <li>The pedestrian paths/cycleways are to be designed in accordance with Wyong Shire Council's "On road Bicycle and Shared Pathway Strategy" 2010.</li> <li>All footpaths and shared on-road cycleways are to be in accordance with Figure A2.5.2 – Pedestrian and Cycle paths and the relevant Street Type Cross Sections . They are to accommodate cyclists and motorised scooters. The proposed 1.2m footpaths are to be widened to 1.5m.</li> <li>All footpaths/cycleways are to be provided at no cost to Council. They</li> </ul>	<p>All street configurations will be detailed further in future project applications following liaison with Council to ensure that Council's requirements are included. There is scope in the current road easements to include 1.5M wide footpaths.</p> <p>This can be detailed in subsequent works applications.</p>

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	<p>to be widened to 1.5m.</p> <ul style="list-style-type: none"> <li>All footpaths/cycleways are to be provided at no cost to Council. They are to be provided in accordance with Council's DCP 2005 Chapter 66 (subdivision )and Chapter 67 (Engineering Requirements for Development ) as follows: <ul style="list-style-type: none"> <li>1.5m wide concrete foot paving (one side only) to all roads within the subdivision with connections from the east-west roads to the lake foreshore path, and</li> <li>The lake foreshore path is to be extended to join the path in Gamben Road</li> <li>The lake foreshore path is to be designed and constructed in accordance with the relevant Austroads Guidelines, to a minimum width of 2.5m</li> <li>An off-road cycleway is required along the most northern Street Type A2 road to connect to the Street Type C1 to the foreshore cycleway.</li> </ul> </li> <li>Paths are to be 100mm thick and reinforced concrete with SL 62 reinforcement. The design plans must be approved by Council prior to issue of CC.</li> <li>The location of the cycleway within the public recreation area is to be adjusted to reduce the grade to a more appropriate grade for recreational users. Refer Austroads Part 6A Pedestrian and Cyclist Paths</li> <li>A more robust and cost-effective design for the elevated boardwalk/cycleway is required if council is to take over the whole of life cost of the walk. This revised design is to be approved by Council prior to the issue of a CC.</li> <li>Boardwalk/cycleway areas within the public recreation area are to be constructed from non combustible (masonry) materials approved by Council with safety railings in accordance with Austroads Part 6A Pedestrian and Cyclist Paths</li> <li>The provision of a post construction road safety audit to be reviewed by Council for all the boardwalk/cycleway areas within the public recreation area, with approval from Council, for any alterations resulting from the audit.</li> </ul>	<p>are to be provided in accordance with Council's DCP 2005 Chapter 66 (subdivision )and Chapter 67 (Engineering Requirements for Development ) as follows:</p> <ul style="list-style-type: none"> <li>1.5m wide concrete foot paving (one side only) to all roads within the subdivision with connections from the east-west roads to the lake foreshore path, and</li> <li>The lake foreshore path is to be extended to join the path in Gamben Road</li> <li>The lake foreshore path is to be designed and constructed in accordance with the relevant Austroads Guidelines, to a minimum width of 2.5m</li> <li>An off-road cycleway is required along the most northern Street Type A2 road to connect to the Street Type C1 to the foreshore cycleway.</li> <li>Paths are to be 100mm thick and reinforced concrete with SL 62 reinforcement. The design plans must be approved by Council prior to issue of CC.</li> <li>The location of the cycleway within the public recreation area is to be adjusted to reduce the grade to a more appropriate grade for recreational users. Refer Austroads Part 6A Pedestrian and Cyclist Paths</li> <li>A more robust and cost-effective design for the elevated boardwalk/cycleway is required if council is to take over the whole of life cost of the walk. This revised design is to be approved by Council prior to the issue of a CC.</li> <li>Boardwalk/cycleway areas within the public recreation area are to be constructed from non combustible (masonry) materials approved by Council with safety railings in accordance with Austroads Part 6A Pedestrian and Cyclist Paths</li> </ul> <p>The provision of a post construction road safety audit to be reviewed by Council for all the boardwalk/cycleway areas within the public recreation area, with approval from Council, for any alterations resulting from the audit.</p>	<p>This can be detailed in subsequent works applications.</p> <p>This can be detailed in subsequent works applications.</p> <p>Subject to DECCW approval &amp; Future application detail</p> <p>Subject to DECCW approval &amp; Future application detail</p> <p>Pathways are provided through the park.</p> <p>This can be detailed in subsequent works applications.</p> <p>Subject to DECCW approval &amp; Future application detail</p> <p>Subject to DECCW approval &amp; Future application detail</p> <p>Subject to DECCW approval &amp; Future application detail</p>
	<p>Public Transport</p> <ul style="list-style-type: none"> <li>The development is to facilitate/encourage the use of public transport to the satisfaction of Transport NSW and Council Adequate and proper bus service facilities, including U turn provisions are to be provided. The bus route through the development, if acceptable to TNSW and bus operator, is to be fully constructed prior to the issue of the Subdivision Certificate.</li> <li>The applicant is to contribute to TNSW for an extension of the current bus service, to service the proposed development so that existing services in other parts of Wyong Shire are not reduced as a consequence of this development.</li> <li>The applicant is to submit a plan to Council of proposed bus stop locations after it ha held discussions with the bus operator and TNSW, for approval by the Local Traffic Committee.</li> <li>Bus stops and bus shelters are to be provided in accordance with the requirements of the Bus Operator, TNSW and Council. All facilities need to be installed in accordance with DDA requirements.</li> </ul>	<p>Public Transport</p> <ul style="list-style-type: none"> <li>The development is to facilitate/encourage the use of public transport to the satisfaction of Transport NSW and Council Adequate and proper bus service facilities, including U turn provisions are to be provided. The bus route through the development, if acceptable to TNSW and bus operator, is to be fully constructed prior to the issue of the Subdivision Certificate.</li> <li>The applicant is to contribute to TNSW for an extension of the current bus service, to service the proposed development so that existing services in other parts of Wyong Shire are not reduced as a consequence of this development.</li> <li>The applicant is to submit a plan to Council of proposed bus stop locations after it ha held discussions with the bus operator and TNSW, for approval by the Local Traffic Committee.</li> <li>Bus stops and bus shelters are to be provided in accordance with the requirements of the Bus Operator, TNSW and Council. All facilities need to be installed in accordance with DDA requirements.</li> </ul> <p>Footpaths and pedestrian refuges need to be provided to the bus stops to ensure pedestrian safety and encourage the use of public transport.</p>	<p>The concept plan for the Gwandalan proposal will create an environment that is friendly to pedestrians, cyclists and public transport users, including elderly people and people with disabilities. Discussion should be held with the bus operator to determine a likely bus route through the development. Subject to a new route through the development, new bus stops would serve the majority of residential development within a 400 metres walk. The operator of Busways was contacted regarding upgrades to the service. Busways advised that bus services were continually under review and that more frequent services would be considered as additional residential development occurs in Gwandalan.</p> <p>Future bus stop locations will be detailed in subsequent project applications following discussions with Busways and WSC.</p> <p>All bus shelter facilities will meet the relevant design requirements when locations are determined.</p> <p>This can be detailed in future project applications.</p>

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	<ul style="list-style-type: none"> <li>Footpaths and pedestrian refuges need to be provided to the bus stops to ensure pedestrian safety and encourage the use of public transport.</li> </ul>		
	<u>Engineering</u>		
	<p>Water Sensitive Urban Design</p> <ul style="list-style-type: none"> <li>Council's Stormwater Management Plan is 11 years old and therefore dated. Consequently the pollutant removal targets quoted are not in line with current best practice and recommended removal rates.</li> <li>The stormwater quality management systems recommended in the report for the development site consist of some acceptable systems and some problematic systems.</li> <li>longitudinal vegetated swales and possible bioretention swales are recommended for either the central median or footpath areas. Where these are suggested for the central median, issues are created such as: <ul style="list-style-type: none"> <li>Maintenance requirements</li> <li>Safety of road users and maintenance staff</li> <li>Traffic management issues (road closure) for maintenance</li> <li>The submitted geotechnical report states it is expected to find reactive clays which indicate it is not suitable to provide swales/bioretention swales, unless fully lined as there will be a significant impact on the road upgrade and pavement significantly reducing performance and increasing council's costs.</li> <li>Crossfalls between roads with central swales as opposed to footpath swales will be different. This will cause drive expectation issues, vertical geometry problems at intersections and road safety issues due to different road drainage systems (eg central swales requires flows across roads into swales rather than being captured at the kerb line or footpath swale)</li> </ul> </li> <li>Changing the above significantly will affect <ul style="list-style-type: none"> <li>Road reserve widths (and potential lot sizes and layouts) if the swales/bioretention swales are removed or relocated</li> <li>If these are changed, WSUD treatments will be required. This could affect lot layouts and current proposed stormwater management treatment sizing and numbers.</li> </ul> </li> <li>Systems requiring minimal maintenance resourcing are required in lieu of higher maintenance cover facilities, any in lot systems are to have reduced performance functions inbuilt into modelling to reflect reduced maintenance by private owners</li> <li>The most north western road due to the lot layout and topography creates a trapped low point (no emergency relief) from road flooding other than flowing through the proposed lots and houses.</li> </ul>	<p>Sensitive Urban Design</p> <ul style="list-style-type: none"> <li>Council's Stormwater Management Plan is 11 years old and therefore dated. Consequently the pollutant removal targets quoted are not in line with current best practice and recommended removal rates.</li> <li>The stormwater quality management systems recommended in the report for the development site consist of some acceptable systems and some problematic systems.</li> <li>longitudinal vegetated swales and possible bioretention swales are recommended for either the central median or footpath areas. Where these are suggested for the central median, issues are created such as: <ul style="list-style-type: none"> <li>Maintenance requirements</li> <li>Safety of road users and maintenance staff</li> <li>Traffic management issues (road closure) for maintenance</li> <li>The submitted geotechnical report states it is expected to find reactive clays which indicate it is not suitable to provide swales/bioretention swales, unless fully lined as there will be a significant impact on the road upgrade and pavement significantly reducing performance and increasing council's costs.</li> <li>Crossfalls between roads with central swales as opposed to footpath swales will be different. 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This could affect lot layouts and current proposed stormwater management treatment sizing and numbers.</li> </ul> </li> <li>Systems requiring minimal maintenance resourcing are required in lieu of higher maintenance cover facilities, any in lot systems are to have reduced performance functions inbuilt into modelling to reflect reduced maintenance by private owners</li> </ul> <p>The most north western road due to the lot layout and topography creates a trapped low point (no emergency relief) from road flooding other than flowing through the proposed lots and houses.</p>	<p>The proposed road geometry sets aside generous provision for swales. Within the overall road reserve width, there is adequate space to provide functioning swales and resolve any potential conflicts between levels.</p> <p>There are many examples of successful bioswales located centrally, or to the side of streets that we suggest Council review to get a clearer understanding of the detailing and maintenance requirements that they involve. We recommend Victoria Park, Zetland and Ropes Crossing, St Marys as two good examples of integrated WSUD swales in residential developments.</p> <p>The WSUD strategy for the site primarily relies on a number of bio-retention basins and on-lot treatments. Road side bio-retention swales are generally not required to meet pollutant management targets and should be used in appropriate locations on an opportunistic basis. These matters could be detailed in future detailed design stages.</p> <p>In future design stages, the final form of a WSUD facility can be considered that will adequately meet performance targets while reducing overall maintenance costs. Factors of safety in regard to maintenance for on-lot treatment can be managed using DCP's for the site.</p> <p>This can be detailed in future project applications.</p> <p>The Concept Plan is not seeking a road or lot subdivision layout approval. Any design issues will be resolved and included in the DA application as detailed design plans.</p> <p>The road easement width is sufficient to integrate swales and bio-swales. The swales can be reduced in width slightly if required.</p> <p>This can be detailed in future project applications.</p> <p>The urban design has attempted to conform as much as possible with the natural contours and it is likely that some trapped low points may occur. These issues will be resolved during later design stages, and may include treatments such as adjusting road gradings, or provision of overland flow relief routes. The specific area questioned can be engineered in the manner suggested.</p>
	<p>Sewer Servicing</p> <ul style="list-style-type: none"> <li>The sewer servicing proposal suggests 3 sewer pump</li> </ul>	<p>Sewer Servicing</p> <ul style="list-style-type: none"> <li>The sewer servicing proposal suggests 3 sewer pump stations due to</li> </ul>	<p>After reviewing the current layout plan we agree that only two (2) sewer pump stations will be required to service the site.</p>

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	<p>stations due to the topography of the site. The topographical information submitted indicates that 2 pump stations would be more likely.</p> <ul style="list-style-type: none"> <li>The suggestion of 3 sewer pump stations may be let over from the initial proposal where development was proposed south of Strangers Gully</li> <li>Council as the water authority will not accept more than 2 sewer pump stations due to significant increased maintenance costs and liabilities.</li> </ul>	<p>the topography of the site. The topographical information submitted indicates that 2 pump stations would be more likely.</p> <ul style="list-style-type: none"> <li>The suggestion of 3 sewer pump stations may be let over from the initial proposal where development was proposed south of Strangers Gully</li> </ul> <p>Council as the water authority will not accept more than 2 sewer pump stations due to significant increased maintenance costs and liabilities.</p>	
	<p>Traffic and Transportation</p> <ul style="list-style-type: none"> <li>The DGRs refer to preparing a study in accordance with the RTAs "Guide to Traffic Generating Developments". A significant part of this guide is devoted to road safety. Clause ¼ "study objectives" dot point 3 of the Traffic Study also refers to Road Safety however nothing else in any documentation or the road layout indicates that appropriate levels of safety have been applied to the infrastructure for all users (motorists, pedestrians, and cyclists) for the roads and road related areas.</li> <li>A development of this size should have a road safety audit undertaken to identify potential hazards. There should be adequate parking for cars on the side of the road where the shops are. Don't encourage crossing of the road in front of the shops where parking, traffic, etc creates hazards.</li> <li>There should be a left turn only from the southern most street into Kanangra Drive to provide <ul style="list-style-type: none"> <li>More transport options</li> <li>Better circulation within the development</li> <li>Minimise impacts on the performance of other intersections</li> </ul> </li> <li>Provide a corridor for servicing reticulation (water supply, electricity)</li> <li>Provide a corridor for cycle and pedestrian movement.</li> </ul>	<p>Traffic and Transportation</p> <ul style="list-style-type: none"> <li>The DGRs refer to preparing a study in accordance with the RTAs "Guide to Traffic Generating Developments". A significant part of this guide is devoted to road safety. Clause ¼ "study objectives" dot point 3 of the Traffic Study also refers to Road Safety however nothing else in any documentation or the road layout indicates that appropriate levels of safety have been applied to the infrastructure for all users (motorists, pedestrians, and cyclists) for the roads and road related areas.</li> <li>A development of this size should have a road safety audit undertaken to identify potential hazards. There should be adequate parking for cars on the side of the road where the shops are. Don't encourage crossing of the road in front of the shops where parking, traffic, etc creates hazards.</li> <li>There should be a left turn only from the southern most street into Kanangra Drive to provide <ul style="list-style-type: none"> <li>More transport options</li> <li>Better circulation within the development</li> <li>Minimise impacts on the performance of other intersections</li> <li>Provide a corridor for servicing reticulation (water supply, electricity)</li> </ul> </li> </ul> <p>Provide a corridor for cycle and pedestrian movement.</p>	<p>Details of infrastructure design including access roads, internal sub-division roads and intersections will be undertaken in subsequent works application. The road safety audit will be undertaken on a need basis to be agreed with the Council.</p>
	<p>Staging</p> <ul style="list-style-type: none"> <li>Ensure that the proposed staging of the development provides: <ul style="list-style-type: none"> <li>Appropriate circulation and access for initial and ongoing transport requirements</li> <li>Constructability (minimise impact on adjoining areas/occupants)</li> <li>Servicing (mainly water supply and sewer)</li> </ul> </li> </ul>	<p>Staging</p> <ul style="list-style-type: none"> <li>Ensure that the proposed staging of the development provides: <ul style="list-style-type: none"> <li>Appropriate circulation and access for initial and ongoing transport requirements</li> <li>Constructability (minimise impact on adjoining areas/occupants)</li> </ul> </li> </ul> <p>Servicing (mainly water supply and sewer)</p>	<p>The Concept Plan provides for appropriate circulation and access for initial and ongoing transport requirements. It also has been designed to ensure constructability and serviceability.</p>
	<p>Public Exhibition</p> <ul style="list-style-type: none"> <li>Council requests that any future public exhibition of any proposals associated with this development be undertaken for a minimum of 60 days to allow for sufficient time for the community to have an input into the proposal.</li> </ul>	<p>Public Exhibition</p> <p>Council requests that any future public exhibition of any proposals associated with this development be undertaken for a minimum of 60 days to allow for sufficient time for the community to have an input into the proposal.</p>	<p>All timeframes for exhibition are set by the relevant consent authority. No further public exhibition periods are proposed until a DA for subdivision is submitted</p>
<b>Hunter Central Rivers Catchment Management Authority</b>	<p>The Hunter-Central Rivers Catchment Management Authority (CMA) has reviewed the information that you have provided and has the following comments.</p>		
	<p><u>Offsets</u></p> <p>The CMA acknowledges the significant area of conservation being offered by the proposal and</p>	<p>The CMA would like confirmation that the proposal maintains or improves biodiversity value by using either the BioBanking or Environmental Outcomes Assessment Methodology (as used for PVPs)</p>	<p>The CMA is correct in it's assessment the that development complies and generally satisfy's the DECCW guidelines. The NSW statutory policy and framework does not require assessment under the Biobanking Methodology</p>

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	understands it is consistent mostly with DECCW's principles for offsetting. However, the CMA would like confirmation that the proposal maintains or improves biodiversity value by using either the BioBanking or Environmental Outcomes Assessment Methodology (as used for PVPs) – this would align with Principle “No. 9 - Offsets must be quantifiable - the impacts and benefits must be reliably estimated.”		<p>and/or Native Vegetation Act (EOAM) when working under the provisions of Part 3A. On this basis confirmation under these tools will not be provided.</p> <p>Nevertheless the DECCW response to the DoP in relation to this proposal is as follows:</p> <p>DECCW has reviewed the <i>Ecological Assessment Report – Lower Hunter Gwandalan (RPS, November 2010)</i> and other information contained within the State Significant Site (SSS) listing, and is satisfied that the issued Director General's key assessment requirements for biodiversity impact have been adequately addressed.</p> <p>The key assessment requirements require the proponent to demonstrate that biodiversity impacts can be appropriately offset in accordance with the NSW Government's policy for 'improvement or maintenance' of biodiversity values. The EA report shows compliance with this requirement through the use of the DECCW offsetting principles identified in the Lower Hunter Regional Conservation Plan. The use of this qualitative 'principles-based' approach does not provide a quantitative assessment of biodiversity impact and adequacy of proposed offsets, such as could be determined through use of the BioBanking Assessment Methodology under the Biodiversity Banking and Offsets Scheme.</p> <p>Nonetheless, the offset proposal is shown to be in compliance with the DECCW offsetting principles including through avoidance of impacts by using prevention and mitigation measures, the offsets are underpinned by sound ecological principles, will result in a net improvement in biodiversity over time, provide "like for like" offsets for impacted vegetation communities and threatened species, and are strategically located to strengthen the existing conservation reserve network.</p>
	<p><u>Water Quality</u></p> <p>Provision of further information regarding likely impacts and mitigation of these impacts on the water quality downstream from proposed development is required. Modelling should include details of increased run-off and associated nutrient and sediment loads and their impact on vegetation communities (including seagrasses) and the water quality of Lake Macquarie (Crangan Bay).</p>	Provision of further information regarding likely impacts and mitigation of these impacts on the water quality downstream from proposed development is required	<p>The proposed stormwater management plan for Gwandalan is based on the principals of Water Sensitive Urban Design, which include a number of strategies:</p> <ul style="list-style-type: none"> <li>▪ Opportunistic vegetated swales (potentially including bioretention) provided along the identified main overland flow routes and roadside green areas.</li> <li>▪ Precinct scale detention/ bio-retention basins are proposed to treat the quantity and quality of stormwater flows.</li> <li>▪ Gross pollutant traps will be provided upstream of the precinct scale detention basins to remove coarse sediment and gross pollutants prior to discharging into basins and open areas;</li> <li>▪ On-lot detention will be provided in addition to the precinct scale facilities; and</li> <li>▪ Provision of rainwater tanks for individual lots will be maximised.</li> </ul> <p>To test the effectiveness of the proposed strategies a MUSIC model was amended to represent both the developed conditions without treatment and developed conditions with treatment.</p> <p>The results of the numerical modelling have shown that the proposed WSUD strategy together with the flood plain management would adequately satisfy the requirements of the Wyong Shire Council (WSC) Draft DCP (WSUD), WSC DCP 67 and the NSW Floodplain Development Manual for management of stormwater quantity, quality and flooding at the Gwandalan site.</p>
	<p><u>Infrastructure</u></p> <p>The Statement of Commitments should indicate that lead in infrastructure is to be located outside proposed conservation areas and appropriate controls will be</p>	The Statement of Commitments should indicate that lead in infrastructure is to be located outside proposed conservation areas and appropriate controls will be implemented in its construction	Infrastructure upgrades proposed are sufficient to accommodate the proposed development, which are to be funded by the developer. Intersections with Pacific Highway will be upgraded in accordance with RTA requirements.

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	implemented in its construction (sediment and erosion controls, weed management etc). It should be noted that if the infrastructure is not a part of the Part 3A process, approval may be required under the Native Vegetation Act for its construction.		<p>The cost of the required infrastructure is to be borne fully by C&amp;A and other developers. The economics of developing Gwandalan rests with the developer.</p> <p>The location of services infrastructure will be located in easements favouring Coal &amp; Allied.</p>
	<p><u>Cumulative Impact</u></p> <p>An assessment is made of the cumulative impact on biodiversity of the proposed development and other development in the area, as per the Director General Requirements. The assessment provided only includes Coal &amp; Allied land but needs to include Rose Property Group and Stockland developments.</p>	An assessment is made of the cumulative impact on biodiversity of the proposed development and other development in the area, as per the Director General Requirements.	<p>Cumulative impacts have been considered when discussing the overall improve or maintain outcomes of the proposal for the region.</p> <p>The DECCW response to the DoP in relation to this proposal is as follows:</p> <p>DECCW has reviewed the <i>Ecological Assessment Report – Lower Hunter Gwandalan (RPS, November 2010)</i> and other information contained within the State Significant Site (SSS) listing, and is satisfied that the issued Director General's key assessment requirements for biodiversity impact have been adequately addressed.</p> <p>The key assessment requirements require the proponent to demonstrate that biodiversity impacts can be appropriately offset in accordance with the NSW Government's policy for 'improvement or maintenance' of biodiversity values. The EA report shows compliance with this requirement through the use of the DECCW offsetting principles identified in the Lower Hunter Regional Conservation Plan. The use of this qualitative 'principles-based' approach does not provide a quantitative assessment of biodiversity impact and adequacy of proposed offsets, such as could be determined through use of the BioBanking Assessment Methodology under the Biodiversity Banking and Offsets Scheme.</p> <p>Nonetheless, the offset proposal is shown to be in compliance with the DECCW offsetting principles including through avoidance of impacts by using prevention and mitigation measures, the offsets are underpinned by sound ecological principles, will result in a net improvement in biodiversity over time, provide "like for like" offsets for impacted vegetation communities and threatened species, and are strategically located to strengthen the existing conservation reserve network.</p>
	<p><u>Sea Level Rise</u></p> <p>The foreshore setback should account for loss of foreshore due to sea level rise and increase the setback where necessary to ensure the proposed 100m setback is retained into 2100. This will also provide some retreat for vegetation communities affected by sea level rise. It is noted that the report indicates 100m setback (on average), however the plan in the draft VPA indicates approximately 80m. The CMA supports a 100m (plus predicted loss to sea level rise) setback and the VPA plans should be amended to reflect this.</p>	The foreshore setback should account for loss of foreshore due to sea level rise and increase the setback where necessary to ensure the proposed 100m setback is retained into 2100.	<p><i>The Coastal Planning Guideline: Adapting to Sea Level Rise</i> policy details the estimated sea levels at 2100 at 90cm above the current sea level. These water levels have been considered by GHD in their assessment of hydrology and stormwater management (Appendix J).</p> <p>The proposed setback from the existing foreshore makes account for the change in sea level rise predicted in the Coastal Planning Guideline. It is unreasonable, however, to account for a hypothetical foreshore profile as the end profile at 2100 of the foreshore will be unknown. The proposal meets all requirements of the NSW Department of Planning sea level rise guides and policies.</p> <p>The development footprint is setback 100 metres from high water mark. There is a 30 metre reserve adjacent to the lake so the development land is set back approximately 69 metres from this boundary.</p>
	<p><u>Regional Planning</u></p> <p>This development has been identified in the Draft North Wyong Shire Structure Plan as a long term development area. That is, residential development in this area is not expected to be required until after 2020. The draft strategy also indicates that the long term potential development</p>	This proposal to rezone the land now is contrary to the Department of Planning's sub-regional planning process and should be deferred to align with the strategic approach.	It is considered that the long term time frame identified for the site in the Draft North Wyong Structure Plan does not correctly reflect the current status of the land or servicing capacity, and presents a mis-informed expectation to the community as to the likely timing for redevelopment of this site. It is certainly Coal & Allied's intention that the proposed conservation land be transferred to the NSW Government and development of the



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	areas will not be zoned as such until after the “medium term” areas have been addressed. This proposal to rezone the land now is contrary to the Department of Planning’s sub-regional planning process and should be deferred to align with the strategic approach.		<p>proposed residential land be commenced consistent with any Concept Plan and Development Application/Project Application approval, as soon as is practicable.</p> <p>The infrastructure servicing report accompanying the Concept Plan identifies that infrastructure servicing can be extended to the site in a timely manner to support its short term redevelopment.</p> <p>The Draft Statement of Commitments accompanying the Concept Plan application provide that Coal &amp; Allied, or the landowner, would be responsible for the delivery of infrastructure services to and within the site.</p> <p>While attempts can be made by the Draft Structure Plan to identify which land parcels will be developed first in order to meet residential targets and which ones last, such forecasts are fraught with the uncertainties of:</p> <ul style="list-style-type: none"><li>▪ land capability and environmental suitability</li><li>▪ land ownership (single or multiple)</li><li>▪ orderly development, consistent with servicing availability</li><li>▪ likely market demand</li></ul> <p>As an extension of an existing urban area with major services currently available as evidenced in the environmental assessment for the site, the proposed Coal &amp; Allied development is orderly development. Some other developments in the Central Coast Regional Strategy relying on seed funding for infrastructure and landowner agreements would be unlikely to proceed in an orderly manner.</p> <p>Upon approval Coal &amp; Allied will be in a position to supply serviced land products in an orderly manner. The Coal &amp; Allied Gwandalan Estate will be located on gently sloping land close to services and road transport links and overlooking Crangan Bay. The estate has been designed to incorporate contemporary urban design principles, provide a mix of residential land products and present a community environment to prospective purchasers. The Coal &amp; Allied Gwandalan Estate is therefore one which is able to proceed without the need for any delay.</p> <p>Recent details released by the industry reflect the above concerns that land releases are falling well short of Regional Structure Plan targets placing pressure on land availability for the full range of housing product.</p> <p>A submission has been put to the DOP in regard to the Draft North Wyong Structure Plan, highlighting these concerns, and requesting that the timing for the subject land release be brought forward to reflect the practical servicing arrangements for the site and market demand.</p>
Northern Sydney Central Coast – NSW Health	<p>A range of research suggests that urban form has a significant influence on our health. We advocate for urban environments which support active living. These environments provide opportunities for incorporating physical activity into the routines of daily life such as walking, cycling, or catching public transport. The Public Health Unit is pleased to note the many elements of urban form in this proposal which can have a positive influence on active living and health in general. These include:</p> <ul style="list-style-type: none"><li>▪ a mix of land use eg. housing, retail, and recreational</li><li>▪ shoptop housing for “eyes on streets”</li><li>▪ street connectivity and continuity that promotes directness of routes</li><li>▪ aesthetic appeal including presence of footpaths, cycleways, separation of pedestrians from vehicle travel, trees and native vegetation</li><li>▪ ageing in place principles to help older people stay in their familiar and supportive neighbourhood</li><li>▪ gathering places which enhance a sense of community ownership and identity</li></ul>	<p>We advocate for urban environments which support active living. The Public Health Unit is pleased to note the many elements of urban form in this proposal which can have a positive influence on active living and health in general.</p>	<p>The Concept Plan has been designed with healthy lifestyles as an influencing factor.</p>
	The Public Health Unit requests that the proponent	The Public Health Unit requests that the proponent formally commit to the	The Concept Plan provides for:



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	formally commit to the consistent and wide application of existing healthy design guidelines in their document Gwandalan- Revised Statement of Commitments, “Urban Design” (Page 4). We recommend NSW Premier’s Council Designing Places for Active Living guidelines. This web-based resource provides key healthy design considerations for urban places and was developed with the current NSW planning context in mind. Other valuable guidelines are listed in the bibliography. We also support Crime Prevention through Environmental Design (CPTED) for minimising crime risk. We note that CPTED is addressed in the Key Assessment Requirements of the Director-General’s Requirements for this Concept Plan. We advise the proponent to conduct a CPTED Crime Risk Assessment where safety from crime (real or perceived) may be an issue.	consistent and wide application of existing healthy design guidelines in their document <i>Gwandalan- Revised Statement of Commitments</i> , “Urban Design” (Page 4), to account for <ul style="list-style-type: none"> <li>NSW Premier’s Council Designing Places for Active Living guidelines, and</li> <li>Crime Prevention through Environmental Design</li> </ul>	<ul style="list-style-type: none"> <li>Walkable neighbourhoods</li> <li>Shops and open space within safe walkable distances</li> <li>All lots have a street address so overlook the public domain</li> <li>Delineation of the public and private domain</li> <li>Range of housing choice</li> </ul> <p>Detailed design will be addressed in future project applications.</p>
	We strongly encourage the retention, protection and enhancement of existing native flora and fauna in the area, regardless of endangered status (A1.1 Development footprint). Ongoing attention should be paid to ensuring that the Estate positively supports humans and native fauna and flora. Natural areas should be regarded as one of our most vital health resources. Research shows that ‘contact with nature’ helps lower blood pressure, and cope with stress and other health problems. Nature offers tranquillity, spiritual inspiration and a greater sense of life satisfaction.	We strongly encourage the retention, protection and enhancement of existing native flora and fauna in the area, regardless of endangered status	<p>The objectives of the Public Domain Strategy are to retain the dominance of the natural setting, its flora and fauna and developable area is protected by endangered ecological species.</p> <p>The conservation estates will offer an abundance of high quality habitat for known threatened species, populations and ecological communities that is currently not in public ownership. This consolidation of biodiversity and its conservation will make a significant positive contribution to the enduring protection of the regions ecology. The assessment has considered the potential impacts on these species and found the habitat loss in relation to the wider conservation gain to be acceptable</p>
	In A1.2 Concept Plan, it states that access to Kanangra Drive will be limited (we note alternative access via Summerland Point). Also, some streets will be narrower and the built form tighter to frame water views (A1.4 Desired future landscape character). We acknowledge the complexities in balancing the diverse aspects of urban form. Our concern lies with ease of access to all homes by emergency services. The proponent may have addressed this issue elsewhere. If not, we request that details be provided on emergency service access, and sufficient entry and exit routes in the event of a natural disaster such as bushfire. The Public Health Unit is reviewing strategies for coping with the potential outcomes of climate change eg. heatwaves. To this end, we ask that housing design (A1.5 Desired Future Character: Built Form) incorporate features that will help residents to live comfortably for periods of time during rolling power blackouts or extreme weather events eg. housing orientation, natural ventilation, thermal mass controls.	request that details be provided on emergency service access, and sufficient entry and exit routes in the event of a natural disaster such as bushfire	<p>Road widths are sufficient for emergency vehicles.</p> <p>Access to the Gwandalan area is generally available via Kanangra Drive which provides a direct connection to the Pacific Highway to the north and south. A secondary access (unregistered road) is available via a gravel fire trail known as Link Road and Chain Valley Bay Road.</p> <p>The Gwandalan concept plan shows two key access points as follows:</p> <ul style="list-style-type: none"> <li>A new T-junction on Kanangra Drive about 800 m south of the existing roundabout at the Kanangra Drive/Summerland Point Road intersection;</li> <li>A new connecting road on the eastern side of the Kanangra Drive/Summerland Point Road roundabout. The Coal &amp; Allied access will form the fourth leg of the existing roundabout.</li> </ul>
	Efforts to provide shopping convenience and gathering places for residents in both hamlets are commendable. However, residents living in the ‘outer reaches’ will need to walk far in excess of 400m from their home to shops or the village green. We wish to highlight the importance of the equitable distribution of open space through short, safe walking distances. The location of shops and public open spaces should be within a maximum of 400-500 metres walking distance from dwellings, and small local parks, within 150 to 300 metres safe walking distance of all dwellings. Also consider innovative and sustainable public transport options to key destinations. Convenient access to public transport means less car dependency and more incidental physical activity.	We wish to highlight the importance of the equitable distribution of open space through short, safe walking distances. The location of shops and public open spaces should be within a maximum of 400-500 metres walking distance from dwellings, and small local parks, within 150 to 300 metres safe walking distance of all dwellings	The Concept Plan is not seeking a lot and road subdivision approval. A majority of the lots based on the proposed layout included in the Concept Plan are within the acceptable distances of shops and open space. Distances from small local parks and riparian corridors generally comply. There are areas in the southern end that do not comply but the entire development site is within easy walking distance of the open space / conservation areas. If WSC is in, favour of small pocket parks, which have been resisted to date, same can be introduced in the detailed planning phase

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	<p>Given low traffic volumes, shared on-street cycle routes are acceptable (A2.5 Access &amp; Movement). It is also worth considering shared paths for walking and cycling. From a Public Health perspective, key issues to be addressed will include:</p> <ul style="list-style-type: none"> <li>walking and cycling for people of all abilities, including mobility aids</li> <li>special consideration for cycling as a viable mode of transport for all levels of ability</li> <li>adequate width of paths or road space for sharing (walking and cycling)</li> </ul>	<p>Given low traffic volumes, shared on-street cycle routes are acceptable (A2.5 Access &amp; Movement). It is also worth considering shared paths for walking and cycling.</p>	<p>Shared on-street cycle routes are provided throughout the site.</p>
	<p>Finally, we would like to take this timely opportunity to raise our concerns regarding the potential for cumulative impacts from this proposal and others which may propose intensive development in this area. The impacts of these proposals cannot be viewed in isolation.</p>	<p>Concern about cumulative impacts.</p>	<p>The cumulative impacts of the proposed development in conjunction with other Coal &amp; Allied proposals, and those by other developers, have been considered in the assessment of the proposal. These are detailed in the relevant specialist consultant reports accompanying the EA and Concept Plan.</p>
<b>NSW Rural Fire Service</b>	<p>The Service has assessed the application and considers the plans to be unsuitable to verify compliance with the requirements of 'Planning for Bush Fire Protection' (PBP). The RFS therefore cannot support the proposal until further information has been provided.</p> <p>The following issues have been raised:</p> <ul style="list-style-type: none"> <li>The RFS has determined that the vegetation to the west of the development site is classified as forest for the purposes of PBP, not woodland as provided within the bushfire threat assessment;</li> <li>The RFS has determined the effective slope to the west of the development site to be 0–5° downslope, not upslope as provided within the bushfire threat assessment;</li> <li>The RFS has determined the effective slope to the northeast along the northern boundary to be 0–5° downslope, not upslope as provided within the bushfire threat assessment;</li> <li>Road widths are required to comply with Table 4.1 of PBP;</li> <li>Vehicle access from Kanangra Drive to the south west part of the site is required;</li> <li>The proposed retirement Lots have a significant bush fire exposure to the west. The required asset protection zones (APZs) for future special fire protection purpose developments should be considered at this stage. The APZs for future developments shall be in accordance with Table A2.6 of PBP;</li> <li>The desired landscape character for the site is not compatible with a managed environment for bush fire protection. This is particularly significant given the surrounding vegetation.</li> </ul>	<p>Concern is raised over compliance with "Planning for Bushfire Protection" such as:</p> <ul style="list-style-type: none"> <li>Road widths;</li> <li>Vehicle access to the south west of site via Kangara Drive;</li> <li>Required APZs;</li> <li>Desired landscape character generally.</li> </ul> <p>Concern is raised over the consistency of some information provided such as:</p> <ul style="list-style-type: none"> <li>the "forest" to the west of the site (not woodland veg)</li> <li>slope to the west and northeast is downslope not upslope</li> </ul>	<p>The Bushfire Threat Assessment has been prepared using the current guidelines and industry best practice. Specifically, Planning for Bushfire Protection (2006) and the updated AS3959-2009 Appendix 3.</p> <p>Point 1: The bushfire consultant disagrees with this determination and encourages the NSW RFS to undertake a site inspection in partnership. In any case an adequate APZ can be established based on a revised determination</p> <p>Point 2: The bushfire consultant disagrees with this determination and encourages the NSW RFS to undertake a site inspection in partnership. In any case an adequate APZ can be established based on a revised determination</p> <p>Point 3: The bushfire consultant disagrees with this determination and encourages the NSW RFS to undertake a site inspection in partnership. In any case an adequate APZ can be established based on a revised determination given the proposed park and road way.</p> <p>Point 4: It should be noted that further approval is required for the final road and lot layouts and subdivision whereby further detail of road corridors and parking bays will be provided. It should be noted that if the proposal cannot accommodate roads to RFS requirements, a performance based assessment will be required and carried out as part of any future project application approvals.</p> <p>Point 5: This request can not be accommodated due to the road design at the southern junction of the site. Simply there is a mild corner in the road which if established as an intersection has been determined to likely increase accident potential due to driver blind spots.</p> <p>Point 6: This is understood.</p> <p>Point 7: The BTA clearly states that all vegetation within the site, albeit retained or introduced landscaping, will be managed to an appropriate APZ standard as per PBP 2006</p>
<b>NSW Transport</b>	<p>Acknowledges that the subject sites are located on land identified in the Lower Hunter Regional Strategy for future urban development</p>	<p>Acknowledges site identified in the Lower Hunter Regional Strategy</p>	<p>We confirm Transport NSW's position that the lands are identified in the LHRS.</p>



Author	Submission	Issue Summary	C&A Response
	TNSW supports the proponent's commitment to integrating the site with existing bus networks and providing bus stops.	Supports commitment to integrating with existing bus networks	We confirm the proposal has actively sought to be integrated with existing and future bus networks through the provision of adequate and suitable bus stops.
	TNSW also supports the proponent's commitment to providing pedestrian and cycle networks throughout each proposed subdivision.	Supports commitment to pedestrian and cycle networks	We confirm that the proposal includes footpaths on at least one side of the proposed roads and on main connector roads two sides (Gwandalan Road Type C1 and C2). Cycleways vary both on and off road recognizing low traffic volumes within the proposed subdivisions.
	TNSW requests that dedicated footpaths be provided on both sides of each road to encourage walking within the proposed subdivisions	Requests that dedicated footpaths be provided on both sides of each road	Footpaths will be provided on all streets, however on one verge with the exception of Gwandalan Road Type C1 and C2. In recognition of low traffic volumes, pedestrians will be able to safely cross the street to utilise the footpath as required.
	TNSW notes that a number of applications for residential subdivisions in the area have been submitted and a process for considering the cumulative impact of small scale subdivisions warrants further consideration.	Process for considering the cumulative impact of numerous subdivisions	Cumulative traffic impacts of proposed projects have been modelled and proposed mitigation works identified in the traffic engineering reports.

