

## Summary of Submissions to Wyong/Tuggerah Planning Strategy (WTPS)

No.	Doc No.	Issues Raised	Council Comment
1	D00747900 15/12/06	<ul style="list-style-type: none"> <li>• No linkage with draft Central Coast Regional Strategy (CCRS).</li> <li>• Important to co-locate development.</li> <li>• Council needs to work with RTA in regard to Pacific Highway.</li> <li>• Work by DEM gives clear picture of proposals - appears driven by population targets not workability/accessibility.</li> <li>• Strategy suffers from too many visions, steps and strategies.</li> </ul> <p><b>Wyong Town Centre</b></p> <ul style="list-style-type: none"> <li>• Need to address accessibility/parking.</li> <li>• No through traffic - local traffic only (bypass).</li> <li>• Should not move ahead till parking strategy (pg 8) is prepared.</li> <li>• Short term parking west of railway line, multistorey commuter car park on eastern side of railway line.</li> <li>• On site parking not feasible for town centre buildings - should require contributions toward centralised parking station.</li> <li>• Should adopt a heritage theme.</li> </ul> <p><b>Active River Foreshore</b></p> <ul style="list-style-type: none"> <li>• Under-utilised - revitalise with parklands along foreshore.</li> <li>• Limited commercial - 4 storey limit not 6 storeys.</li> <li>• Mixed use 2-3 storeys.</li> <li>• Bad location for Performing Arts Centre - need parking.</li> </ul> <p><b>Tuggerah Town Centre</b></p> <ul style="list-style-type: none"> <li>• Open up Gavenlock Rd to existing Wyong Rd roundabout to reduce traffic flow on Anzac Road/Pacific Highway - no development should occur until this happens (RTA).</li> <li>• Need for pedestrian/cycle link from Mardi to the Rail Station.</li> <li>• Too small an area for 5/6 storey mixed use and 4-8 storey commercial - strategic plan needed for this area.</li> <li>• Mixed use area proposed along Anzac Rd will be isolated.</li> </ul> <p><b>Gateway Site</b></p> <ul style="list-style-type: none"> <li>• Potential conflicts between different uses in Option 1 (i.e. recreational, commercial, residential mixed use).</li> <li>• Option 2 provides more open space - question the ongoing low-key uses of this valuable land.</li> </ul>	<ul style="list-style-type: none"> <li>• Follows on from draft CCRS classification as a Major Centre and gives further detail as to opportunities/constraints.</li> <li>• Council has asked to be involved and informed as to the progress of the RTA planning for the Pacific Highway upgrade.</li> <li>• DEM concepts demonstrate how areas may be developed. Further details will be required at rezoning/development stage when individual site constraints are further investigated. A number of precincts require further detail masterplanning to clarify workability issues.</li> <li>• Parking investigations in the Wyong Town Centre (as outlined on pg 8 of the draft Strategy) have been undertaken as part of the Wyong Township Carparking Report. This study takes into consideration the current and future parking requirements, both on and off-street. It concludes that a public car park funded by Section 94 contributions is required in both the northern and southern sections of the Town Centre. The exact location of the two (2) public car parks will be further investigated during the preparation of a draft LEP for the Wyong Town Centre. Parking will be provided for the Performing Arts Centre both on-site and on-street.</li> <li>• A key impact on the parking and traffic through the Wyong Town Centre is the proposed upgrade of the Pacific Highway by the RTA. No details have yet been released by the RTA in terms of its preferred option.</li> <li>• It is agreed that further detailed planning (i.e. masterplan) is required for the: <ul style="list-style-type: none"> <li>➢ River Foreshore Precinct; and</li> <li>➢ Tuggerah Town Centre Precinct</li> </ul> in consultation with the major landowner/s of these properties. This will be part of the first stage in implementing the outcomes of the WTPS. </li> <li>• Council staff to work with landowner on the development potential of the Gateway site.</li> </ul>

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2	D00746045 14/12/06	<ul style="list-style-type: none"> <li>• Positive aspects - cultural heritage theme for Wyong.</li> <li>• River foreshore further developed to improve social amenity - recreational/cultural activities.</li> <li>• Pioneer Dairy site - develop as a Centennial Park? Provide pedestrian/cycle link between 2 town centres?</li> <li>• Concern 8 storey commercial in Tuggerah Town Centre - roundabout on Pacific Highway/Wyong Road already has traffic congestion.</li> <li>• Not supportive of Option 2 for Gateway site - Option 1 looks good but concern as to viability of 2<sup>nd</sup> stadium on central coast.</li> <li>• Like to see rail shuttle between Wyong and Tuggerah or light rail from Warnervale to Wyong to Tuggerah.</li> <li>• Consider 2<sup>nd</sup> vehicle access across Wyong River (western side) and pedestrian access (eastern side).</li> <li>• Option of Pacific Hwy and Gavenlock Road being one way between Tuggerah and Wyong.</li> <li>• RTA plans essential to success of these proposals.</li> </ul>	<ul style="list-style-type: none"> <li>• A Masterplan is to be prepared for the River Foreshore Precinct.</li> <li>• Pioneer Dairy is reserved for public recreation. A draft Plan of Management has been prepared for the site outlining various recreational uses.</li> <li>• Heights and land uses within the Tuggerah Town Centre precinct will be further investigated during the preparation of a masterplan for the site.</li> <li>• Council staff to work with landowner on the development potential of the Gateway site.</li> <li>• Council has provided input into the RTA's proposed upgrade of the Pacific Highway through Wyong. Four (4) options are being considered in terms of utilising the existing corridor through the town centre. No details are available at this stage as to when the RTA plans will release its preferred option.</li> </ul>
3	D00773871 21/12/06	<ul style="list-style-type: none"> <li>• Inconsistency on pg7 with reference to support and bulky goods retailing on Bryant Drive and the indication in the legend on figure 16 for "mixed use" .</li> <li>• Currently looking at mixed use for their site in Bryant Dr - retail ground level and office accommodation at level 2 - not sure if would be permissible in proposed 3b zone.</li> <li>• Should be mixed use zone (e.g. zone B5 Business Development in standard LEP template).</li> <li>• FSR and other numerical controls for this area need to be reviewed - FSR 1.5:1 minimum standard.</li> </ul>	<ul style="list-style-type: none"> <li>• Reference to "mixed use" in Figure 16 is an error and has been corrected in the final version of the Strategy.</li> <li>• Retail uses in this location would detract from Tuggerah and Wyong Town Centres.</li> <li>• The recommendation of a 3(b) zone has been changed to "employment generating land". The zoning is to be further investigated during preparation of Councils Standard LEP. Issues such as flooding and compliance with the Regional Economic Development and Employment Strategy (REDES) being prepared by DoP will need to be considered. DoP have recently advised:  <i>"The Department is proposing to release, in the coming months, information and policy guidance regarding both the location of retail and commercial development and the application of standard LEP template zones. These will assist Council in ... preparing its principal LEP".</i></li> </ul>
4	D00728137 23/11/06	<ul style="list-style-type: none"> <li>• Rockleigh St, Wyong should be considered for residential development.</li> <li>• Opportunity for dual occupancy development subject to resolution of flooding impacts.</li> </ul>	<ul style="list-style-type: none"> <li>• The subject property is zoned for residential development allowing dual occupancy development. Issues are with site constraints (i.e. flooding) not zoning of the land.</li> </ul>

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5	D00751685 18/12/06	<ul style="list-style-type: none"> <li>• Support in principle the initiatives in the draft WTPS.</li> <li>• Support goals of WTPS and Council's approach to providing much needed direction for future development.</li> <li>• General recognition of future potential development of existing Wallarah 2 site office in Bryant Dr, Tuggerah - like to see a range of potential future land use options maintained.</li> </ul>	<ul style="list-style-type: none"> <li>• The zoning is to be further investigated during preparation of Councils Standard LEP. Issues such as flooding and compliance with the REDES being prepared by DoP will need to be considered.</li> <li>• Council is prepared to work with landowner on future development potential of site.</li> </ul>
6	D00752040 11/12/06	<p><b>Club Tuggerah</b></p> <ul style="list-style-type: none"> <li>• Supports initiatives and goals of WTPS, and Council's approach to providing much needed direction for future development.</li> <li>• Not realize full potential of site - commercial and tourist uses being considered for the site.</li> <li>• Proposed rezoning to 3(b) will limit the site's development potential.</li> <li>• Masterplan for site could look at range of uses.</li> <li>• Greater height limit could increase development potential.</li> <li>• Site should be included in Tuggerah Town Centre Precinct.</li> <li>• 2 blocks of land adjoining Club Tuggerah should be included in proposed 3(b) zone.</li> </ul> <p><b>Wyong RSL Club, Wyong</b></p> <ul style="list-style-type: none"> <li>• 6 storey height limit does not represent full development potential of the site - increase to 8 storey given prominent location.</li> <li>• Suitable for commercial development with some residential.</li> </ul> <p><b>Wyong Bowling Club</b></p> <ul style="list-style-type: none"> <li>• Work with Council on developing a masterplan for the site.</li> <li>• Indicates that increased heights on lower slopes may be considered but with no details as to how this would occur.</li> </ul>	<ul style="list-style-type: none"> <li>• Second submission received by Council indicates support for the proposed 3(b) zone.</li> <li>• The adjoining large parcel of land has been included as having development potential.</li> <li>• Issues such as zoning, height, densities need to be further investigated for the Bryant Drive area. Guidance to be provided by DoP as part of its REDES.</li> <li>• Six (6) stories are considered the maximum height appropriate for the Wyong Town Centre. Eight (8) stories would be out of character with the existing amenity of the town.</li> <li>• Agreed that mixed use development may be suitable for the Wyong RSL site. WTPS has been amended to reflect this.</li> <li>• The Bowling Club site is surrounded by residential development and any future development must consider potential impact on neighbouring dwellings. Future work on appropriate heights to be done at development stage in accordance with site constraints.</li> </ul>
7	D00749528 13/12/06	<ul style="list-style-type: none"> <li>• Request Council considers plans to upgrade the transport interchange and commuter car park at Tuggerah Rail Station - suitable provision should be made to enable the proposed facilities, including the car park to the north of Bryant Drive, to be developed in the future.</li> </ul>	<ul style="list-style-type: none"> <li>• Agreed. The WTPS has been amended to identify the subject land as being suitable for the extension of the Tuggerah Rail Station car park.</li> </ul>

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8	D00751608 21/12/06	<ul style="list-style-type: none"> <li>• Should examine other Council's strategic documents - i.e. Gosford City Centre Plan and Lifestyle 2020 (Lake Macquarie).</li> <li>• The Shirewide LEP should be reviewed before a district strategy is implemented.</li> <li>• A Central Coast Transport plan is needed - integrated transport studies as per SEPP66 have not been done and should form the basis of land use decisions.</li> <li>• Consultation process with the community has been too short.</li> <li>• More rationale and greater public consultation may be required on rezoning from 2a to 2c in Wyong Town Centre.</li> <li>• Need to examine potential as a Regional City, possibly centred on the gateway site - option 2 for the gateway site appears an inefficient use of the land.</li> <li>• Appears minimum involvement by state government in the preparation of the WTPS.</li> <li>• Comparison needed as to how the area will develop in a complementary fashion to Warnervale/Wadalba growth area.</li> <li>• Flooding implications need greater investigation.</li> <li>• Separate report on regional open space is required.</li> <li>• Deferred areas in Wyong east need greater rationale than "water shortage".</li> <li>• Tuggerah Straight needs its own masterplan.</li> <li>• Lack of natural resource and environmental considerations - need to review future of the wetland.</li> <li>• Roles in landowners in formulating rezoning or development concepts (i.e. for Triangle and Gateway sites)?</li> <li>• Tuggerah Town Centre needs more investigation given land uses and flooding - bad pedestrian links and landscaping.</li> <li>• Issues with traffic conflicts and geotechnical consideration with concentrating development along River Rd.</li> <li>• 6 and 8 storey buildings need more rationale and explanation.</li> <li>• Gateway site needs its own report given its strategic location.</li> <li>• Whole of government planning for the shire is required - more rigorous long term planning with State and Federal government in partnership.</li> <li>• Central Coast/Wyong Growth Centre Commission is needed.</li> </ul>	<ul style="list-style-type: none"> <li>• District Strategies are required to inform the Shirewide LEP on appropriate land uses.</li> <li>• Traffic studies will be prepared for all major development areas (i.e. Gateway site). Council's transport engineers are undertaking further traffic/parking investigations for Wyong and these will be incorporated into the development of the RTA's Pacific Highway upgrade.</li> <li>• Community consultation has been ongoing since the commencement of the study in 2003. This includes a workshop with residents on 10 February 2004, a meeting with the Chamber of Commerce on 28 March 2005, stakeholder meetings in June 2005, a public meeting on 19 July 2005, and a meeting with the Chamber of Commerce on 9 February 2006. During public exhibition of the draft Strategy a presentation was given to the Chamber of Commerce with over 100 local business people in attendance and a public meeting was held at Council. Consultation with DoP has been ongoing.</li> <li>• The WTPS outlines Council's intention to push for recognition of the Wyong/Tuggerah area as a second Regional City.</li> <li>• Detailed planning for the Warnervale/Wadalba growth area is currently unknown being subject to the North Wyong Structure Plan being prepared by DoP.</li> <li>• Flood investigations are ongoing with the Tuggerah Flood Study currently being finalised by Webb, McKeown and Associates.</li> <li>• Deferred areas on the basis of current population projections will be considered for development if and when the population projections are revised by the DoP.</li> <li>• Minimal development is proposed at Tuggerah Straight due to flooding constraints. No need for further planning of this area.</li> <li>• WTPS identifies a need to review the future of the wetland.</li> <li>• Tuggerah Town Centre and River Foreshore Precincts are to be masterplanned in consultation with major landowner. <ul style="list-style-type: none"> <li>▪ Council staff to work with landowner on the development potential of the Gateway site.</li> <li>▪ Numerous state government agencies have had input into the WTPS during Stakeholder workshops.</li> </ul> </li> </ul>

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9	D00754825 22/12/06	<ul style="list-style-type: none"> <li>• Prior to finalising the Strategy Council needs to consider consistency with the draft CCRS, staging of development and redevelopment, and the suitability and capability of land within the study area.</li> <li>• Capacity targets in the draft CCRS will be reviewed once WaterPlan 2050 is finalised - note Council's statement that the WTPS is consistent with the current capacity targets of the draft CCRS.</li> <li>• Note the stated intention to push for Regional City recognition for Wyong/Tuggerah in future reviews of the CCRS.</li> <li>• Staging of development should be considered in relation to other development across the region (e.g. Gosford Regional City, Warnervale Town Centre, Retail Strategy).</li> <li>• Need to ensure consistency with the Retail Strategy in relation to the Town Centre focus at Tuggerah, administrative focus for Wyong Town Centre, proposed extension of bulky goods in Bryant Drive and Tuggerah Straight and possible future extensions of the Westfields Shopping Centre.</li> <li>• The staging of the deferred flood affected areas needs more consideration - would like to provide comment on any further planning subject to flood investigations.</li> <li>• Need to consider the flood characteristics of the area and implications for development feasibility prior to any recommendation for a change in zoning - land is not to be rezoned/developed until a Floodplain Management Plan or Coastal Hazard Plan is adopted by the Minister.</li> <li>• Reminder of the conditions under the MOU with DoP.</li> <li>• Encourage to work with RTA in relation to Pacific Highway - DoP also making separate representation to RTA on issue.</li> </ul>	<ul style="list-style-type: none"> <li>• Council has prepared the WTPS to ensure consistency with the draft CCRS. A number of deferred areas have been included to cater for additional population if the capacity targets are increased.</li> <li>• As part of the implementation of the first stage of the WTPS, Council has identified further detailed masterplanning for the Baker Park, River Foreshore and Tuggerah Town Centre Precincts. This will provide greater certainty as to the capability/workability of land within these areas.</li> <li>• The timing and staging of development in the Gosford Regional City, Warnervale Town Centre and WEZ are all uncertain and outside the control of Council, being State Government projects. The draft CCRS nominated Wyong/Tuggerah as a Major Centre and set specific employment and population targets for the Centre, which are independent of the development of other areas within the Shire. The staging of the Wyong/Tuggerah Major Centre will evolve as issues/constraints are resolved. Stage 1 is the Wyong Town Centre, which has the least constraints, is employment generating land and is most in need of revitalisation/rejuvenation. Consultation has shown major interest in the development of this land.</li> <li>• Draft WTPS is consistent with draft Retail Strategy in terms of the roles expected for Wyong and Tuggerah Town Centres and Westfields. The proposed bulky goods expansion in Bryant Drive has been changed to recommend "employment generating land" subject to the findings of DoP's REDES. <ul style="list-style-type: none"> <li>▪ Ongoing work on flooding and parking/traffic investigations are currently being undertaken by Council as part of the Wyong Traffic Impact Assessment (TIA) and Tuggerah Flood Study.</li> </ul> </li> </ul>
10	D00745465 14/12/06	<ul style="list-style-type: none"> <li>• Increase height for Margaret Street to 8 storey (currently 4 storey) with 3 stories for underground parking - this will help achieve greater parking and commercial viability.</li> <li>• Can accommodate 150 spaces for Council or public car park.</li> <li>• Proposed different uses for site - childcare, retail, restaurants, offices, medical centre, gymnasium, etc.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Council staff have reconsidered this site in light of the submission and consider it may be suitable for mixed use development, however, given its location adjoining residential development, 4 storeys is considered the maximum height appropriate. WTPS has been amended to show mixed use development either side of Margaret Street.</li> </ul>

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11	D00746747 15/12/06	<ul style="list-style-type: none"> <li>• Support the overall vision - particularly the vision to increase court space and parking in Baker Park.</li> <li>• What is the backup plan if the acquisition/reclaiming of nearby land fails?</li> <li>• Concern with the timing - hope to construct additional courts within the next 2-3 years.</li> <li>• Agrees with suggestion on pg 38 to do a Masterplan/Plan of Management for the Baker Park Precinct as the next step - concerned with the time taken to do this.</li> <li>• Netball is not mentioned in 4.4 Regional Open Space and Recreational Corridor.</li> </ul>	<ul style="list-style-type: none"> <li>▪ The workability of the Baker Park area needs further investigation and it is agreed that a Masterplan should be prepared in consultation with major stakeholders. Council has provided funding for the Masterplan and it has been identified as the first stage in implementing the outcomes of the WTPS.</li> <li>▪ Council's Open Space and Recreation Department is currently looking into options to add an additional 6 courts to the site to allow National Competitions.</li> <li>▪ The netball courts not being mentioned in Section 4.4 Regional Open Space is an oversight. The Strategy has been amended to include the netball courts.</li> </ul>
12	D00746739 15/12/06	<ul style="list-style-type: none"> <li>• Support Council's initiative in preparing WTPS to establish Wyong/Tuggerah as a Major Centre.</li> <li>• Support the vision to focus bulky goods floorspace at Tuggerah - will allow clustering of similar developments.</li> <li>• Contradictory with Council's Draft Retail Strategy which only allows 10,000sq.m of additional bulky goods floorspace at Tuggerah by 2031 - this will not allow Tuggerah to become the dominant area for bulky goods.</li> <li>• General recognition of the future development potential of the Tuggerah Supa Centa and Tuggerah Business Park.</li> </ul>	<ul style="list-style-type: none"> <li>▪ The proposed bulky goods expansion in Bryant Drive has been changed to recommend "employment generating land" subject to the findings of DoP's REDES and flooding investigations.</li> <li>▪ Further detail as to appropriate floorspace in line with Council's draft Retail Strategy will be reviewed based on the outcomes of the REDES.</li> <li>▪ This issue to be considered as part of the review of submissions on the draft Retail Strategy.</li> </ul>
13	D00746480 15/12/06	<ul style="list-style-type: none"> <li>• Land at Geoffrey Road, Chittaway Point is adjacent to the south east boundary of the study area and should be considered within the context of the WTPS.</li> <li>• Site is 1600m from Tuggerah Rail Station and has significant development potential.</li> <li>• More living opportunities needed at Tuggerah - only mixed use developments proposed on Anzac Rd and Gateway site.</li> </ul>	<ul style="list-style-type: none"> <li>▪ This site is outside of the study area boundaries and is considered to be located too far from the Tuggerah Town Centre to be considered suitable for residential development. In addition, the site is in close proximity to the Wyong South Sewerage Treatment Plant (adjoining the buffer lands).</li> <li>▪ Additional residential development is being considered for the "Triangle" site and will be further investigated as part of the Tuggerah Town Centre Masterplan.</li> </ul>
14	D00742957 7/12/06	<ul style="list-style-type: none"> <li>• Wyong study area free of any Transgrid encumbrances.</li> <li>• A 330V Transmission line runs parallel to Lake Road Precinct and another transverses Tuggerah Straight - if there are any plans to rezone this area Transgrid would like the opportunity to provide comment .</li> </ul>	<ul style="list-style-type: none"> <li>• Noted.</li> </ul>

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15	D00735654 29/11/06	<ul style="list-style-type: none"> <li>• Thoroughly thought out, clearly present concept.</li> <li>• Traffic, pedestrian linkages and road widening issues are not addressed to allow the concepts to proceed beyond a plan.</li> <li>• RTA and State Govt must provide similar detailed plans.</li> <li>• Option 2 for RTA upgrade should be implemented - provides comment on other RTA highway upgrade options.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Council, in the development of the Wyong Traffic Impact Assessment study, will continue to work with the RTA on their plans for the Pacific Highway upgrade. Further details on traffic design and pedestrian linkage issues will be developed during masterplanning and/or rezoning/development of individual sites.</li> </ul>
16	D00748416 14/12/06	<ul style="list-style-type: none"> <li>• Support the initiatives of the WTPS.</li> <li>• Need for a working group of major stakeholders to realise development potential of Baker Park Precinct - concerned at delay by access issues.</li> <li>• Mixed use limited to one block between Warner Ave and Rose St - WRC should be considered for mixed use/tourist accommodation given close proximity to Wyong Town Centre.</li> <li>• Height limit for WRC site should be increased to 10 storey (currently 6 stories) given location near transport node.</li> <li>• Proposed carpark on WRC site is unproductive use of land - suggest internal circuit of WRC site as suitable for large scale underground car parking area - this area can then be used for medium density residential development.</li> <li>• Mixed use development with increased height (&gt; 6 storey) is more appropriate for land to the east of the Rail Station.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Agreed that a masterplan should be developed for the Baker Park precinct in consultation with major stakeholders. The masterplan will consider workability of the area. The masterplan can proceed on the assumption that the Pacific Highway upgrade will provide for improved vehicle/pedestrian access across the rail line.</li> <li>▪ Such a height limit is unrealistic and out of character with the area and surrounding residential development.</li> <li>▪ Tourist development is permissible in the proposed 2(c) Residential zone</li> <li>▪ Concerned at the logistics of proposed parking within the internal circuit of WRC. The site is considered too far a distance from the main parking generators, netball courts, pool, etc. Concept can be considered further during preparation of the Baker Park Masterplan.</li> </ul>
17	D00747051 14/12/06	<ul style="list-style-type: none"> <li>• Goals of the Strategy (1.4) do not reinforce the role of Westfield Tuggerah as the Major Regional Retail Centre.</li> <li>• No reference in 1.5 to engaging with Westfield as a key strategic partner in the development of the WTPS - require ongoing open consultative process and working partnership.</li> <li>• Requirement to prepare a masterplan for the Westfield, Triangle and Gateway sites should only relate to "significant" additional floorspace, not to any additional floor space.</li> <li>• Reject any concept for a stadium of the Gateway site.</li> <li>• Support development of WTPS and Council's plan for the area to become the capital of Wyong Shire.</li> <li>• Ongoing investing and redevelopment of Westfield landholdings must be recognised and supported to maintain Wyong/Tuggerah's role as an emerging Regional Centre.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Reinforcement of Westfields retail role is not a primary objective for developing the WTPS, but has been listed as one of the visions for the future development of the Tuggerah area.</li> <li>▪ Section 1.5 of the WTPS refers to engaging with major business groups and developers, which includes Westfields. Westfields were represented at various workshops during preparation of the draft WTPS.</li> <li>▪ Masterplanning of the Tuggerah Town Centre and Gateway precincts is required prior to any future expansion/development to ensure that such development and its impacts can be considered in a holistic context.</li> </ul>

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18	D00749273 14/12/06	<ul style="list-style-type: none"> <li>• Council should require development to have regard to the principles of Healthy by Design and Safer by Design.</li> <li>• Encourage land use mix - buildings should facilitate a variety of uses, create neighbourhood clusters through use of corner stores and/or cafes.</li> <li>• Innovative options to slow traffic through the Town Centre should be considered.</li> <li>• Support high quality medium density residential development in Wyong and mixed use development in the Town Centres and on the Gateway site.</li> <li>• Innovative public transport options could be considered - mini bus services connecting residential areas to the Town Centres and local attractions, better connection to the train stations.</li> <li>• Commend the Strategy for its focus on urban open spaces and pedestrian movement and social interaction - should include the importance of community participation strategies.</li> <li>• Must highlight the need to identify/protect natural reserves and open lands and create pleasing places for people to be.</li> <li>• Need to improve parking facilities - must give consideration to crime prevention strategies and secure bicycle facilities.</li> <li>• Reduce vehicle dependence where possible - encourage public transport, walkability, increased bicycle use - the linkages between Town Centres, etc. are encouraged.</li> <li>• Tourist and residential development should include affordable housing options.</li> <li>• Comprehensive Regional Transport Strategy should be developed in consultation with the community and transport, planning and health professionals.</li> <li>• Recommend use of Safer by Design and Healthy by Design guidelines in planning pedestrian/cycle movement, footpaths with vegetation strips to separate them from vehicular traffic, and extend bicycle/footpaths around the area.</li> <li>• Ensure equitable distribution of open space and promote local recreation.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Agreed - such documents will be taken into account in the revision of DCP 2005: Chapter 7 Wyong Town Centre.</li> <li>▪ The WTPS has identified and attempted to facilitate the suggestions put forth in this submission. Council staff agrees in principle to comments made.</li> <li>▪ Council is currently proceeding with a Traffic Impact Assessment for Wyong. Issues such as speed will be investigated as part of this study. Should the results indicate the need for any speed reduction devices these will be forwarded to the RTA for consideration on the Pacific Highway and to Council's Local Traffic Committee for the local road network. The TIA will also investigate public transport facilities and will incorporate suggestions/improvements to parking both on and off-street.</li> <li>▪ Integrated Transport studies will be prepared for all major development areas (i.e. Gateway site).</li> </ul>



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19	D00744990 6/12/06	<ul style="list-style-type: none"> <li>• RTA should prepare a comprehensive masterplan.</li> <li>• WTPS should be strengthened by environmental quality analysis - urban and landscape view catchment analysis, landscape and built form characteristics, overall structural visions for entire area and 3 sub areas.</li> <li>• No measures have been proposed to strengthen spatial and functional coherence across the study area.</li> <li>• Not encourage site amalgamations as this allows buildings with large footprints that are unrelated to their setting - instead encourage a variety of building types.</li> <li>• Too prescriptive in terms of land use zones - mixed use zone over the Wyong Town Centre with controls for height and character.</li> <li>• Allocate future development areas rather than specific building forms and footprints.</li> <li>• 6 storey development along riverfront of Wyong is inappropriate - should provide development limits and performance criteria responding to the setting.</li> <li>• The building massing diagram shows overshadowing of the river foreshore - maximum of 2 storeys with a view corridor from the Town Centre.</li> <li>• 4 storey buildings abutting single storey residential along Alison Road is inappropriate.</li> <li>• 6 storey buildings overlook single storey buildings along Margaret St.</li> <li>• Extend mixed use along Margaret Street.</li> <li>• Performing Arts Centre better located in civic areas off Alison and Hely St to reinforce civic heart, better suit topography and take advantage of existing facilities (eg carparking).</li> <li>• 2<sup>nd</sup> Civic Park should be considered in Wyong Town Centre to serve the northern part of the CBD.</li> <li>• Major commercial buildings should be considered on Triangle site to create higher density of use of Westfields whilst still within walking distance of the Tuggerah Rail Station.</li> <li>• The 8 storey building in the Tuggerah Town Centre could be reduced to 4 stories and connected to the Rail Station.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Various design work was undertaken during preparation of the WTPS.</li> <li>▪ Improvement of the spatial and functional coherence of the study area is difficult due to the distance between the 3 centres. The WTPS identifies the need to improve north-south and east-west pedestrian linkages with walkways and cycle paths linking with public transport options.</li> <li>▪ Land use zones, heights and draft concept plans have been prepared for each precinct to determine workability and provide greater certainty on development potential.</li> <li>▪ Height bonuses for site amalgamations create more flexibility and allow for better urban design outcomes. Larger development sites not only allow for increased densities, but enable the sharing of infrastructure and facilities.</li> <li>▪ View catchment analysis was undertaken in the preparation of the height maps for the River Foreshore. Six storey heights are considered to have minimal impact on view corridors or overshadowing of the river.</li> <li>▪ The 4 storey buildings along Alison Road only abut single storey on the eastern property boundary. The sites are strategically located across from the Wyong Plaza and other commercial uses.</li> <li>▪ It is proposed to change the 2 x 4 storey residential building on Margaret Street to mixed use. As such, upon development there will no longer be 6 storey developments overlooking single storey residential dwellings.</li> <li>▪ Location of PAC has already been resolved by Council and will be the impetus for the revitalisation of the River Foreshore Precinct. Further detailed planning for this area is to be undertaken as part of the River Foreshore Masterplan.</li> <li>• Commercial buildings on the Triangle site could be an option to be further considered during masterplanning of the site. The WTPS has identified a need to masterplan the Tuggerah Town Centre site and issues such as height and land use will be reconsidered. Increased residential and commercial use will be an option that is looked at in greater detail.</li> </ul>

No.	Doc No.	Issues Raised	Council Comment
19	Cont.	<ul style="list-style-type: none"> <li>• The residential area in Tuggerah Town Centre could be high density towards the Westfield expansion falling away towards the south.</li> <li>• Any further retail expansion should take place within the existing Westfields site.</li> <li>• Land to the north of the Tuggerah Town Centre (Tuggerah Straight Industrial) should be designated as flood proof housing given its proximity to the Tuggerah Rail Station.</li> <li>• Future development of the Supa Centa should orientate the adjacent building towards Tuggerah Straight - opportunities to increase pedestrian/cycle access to the Rail Station and Tuggerah Business Park should be investigated.</li> <li>• Support open space focus for the Gateway site - opportunity to incorporate lake as part of landscape design for the site for recreation and detention purposes - preferred location for a regional park.</li> <li>• No commercial development on the Gateway site - too far removed for the Rail Station.</li> <li>• Tuggerah Straight could be improved with a tree planting program - Council should work with RTA to address this issue.</li> </ul>	<ul style="list-style-type: none"> <li>▪ The WTPS has provided a number of pedestrian bridges to connect Westfields, the Triangle site, proposed Tuggerah Town Centre and the Rail Station.</li> <li>▪ Such residential development was considered not feasible and removed from the WTPS due to flooding constraints. As such, we now need to determine the land use/heights within Tuggerah Town Centre in light of the reduced residential capacity of surrounding land.</li> <li>▪ The Gateway site is proposed to be masterplanned in consultation with the landowner. Given the strategic location of this site, some commercial development is considered appropriate.</li> <li>▪ Council is working with the RTA to ensure tree planting is provided in the Pacific Hwy upgrade.</li> </ul>
20	D00779436 31/1/07	<ul style="list-style-type: none"> <li>• Generally supports WTPS.</li> <li>• Lacks detail on transport and roads and the additional facilities required to address the expected increase in traffic generation and the proposed funding sources.</li> <li>• Issues to be considered include planning for an improved transportation network that supports public transport, funding sources for infrastructure upgrades including Section 94, detailed modelling and traffic assessment to determine impacts and necessary infrastructure upgrades.</li> <li>• Retail activity along the Pacific Highway should not rely on on-street parking as this can not be guaranteed.</li> <li>• Proposed roundabout at Pacific Hwy/Anzac Ave is premature - detailed investigation is needed.</li> <li>• Proposed widening between Alison Rd and Baker Lane is not supported - increases delays to traffic.</li> </ul>	<ul style="list-style-type: none"> <li>• Traffic investigations in the Wyong Town Centre (as outlined on pg 8 of the WTPS) are currently being investigated as part of the Wyong Traffic Impact Assessment (TIA).</li> <li>• Parking investigations in the Wyong Town Centre (as outlined on pg 8 of the draft Strategy) have been undertaken as part of the Wyong Township Carparking Report. This study takes into consideration the current and future parking requirements, both on and off-street. It concludes that a public car park funded by Section 94 contributions is required in both the northern and southern sections of the Town Centre. The exact location of the two (2) public car parks will be further investigated during the preparation of a draft LEP for the Wyong Town Centre.</li> <li>• A key impact on the parking and traffic through the Wyong Town Centre is the proposed upgrade of the Pacific Highway by the RTA. No details have yet been released by the RTA in terms of its preferred option.</li> </ul>

No.	Doc No.	Issues Raised	Council Comment
20	Cont.	<ul style="list-style-type: none"> <li>• Street planting along Pacific Hwy corridor require input from RTA - locations must be carefully considered</li> <li>• No provision is made for intersection improvements at Pacific Hwy/North Rd and Pacific Hwy/Cutler Drive - both intersections will be burdened with increased traffic</li> <li>• Pedestrian connection should continue over Wyong River bridge and beneath it</li> <li>• Very few references to bicycle paths in any precinct, particularly the River Foreshore area</li> <li>• Noise attenuation should be included in appropriate locations</li> <li>• A transport interchange in Anzac Road is not consistent with state policy - buses only deviate from Pacific Hwy if its made more efficient to do so - further discussion with Ministry of Transport and bus companies is needed</li> <li>• Roundabout on Pacific Hwy/Gavenlock Rd not suitable - partial closure should be considered</li> <li>• No provision for pedestrian/cycle links from residential land to the Tuggerah Public School and Triangle site</li> <li>• Business signage must not be visible from F3 freeway</li> <li>• Object to sports stadium - location is remote from public transport</li> <li>• Ministry of Transport should be a Strategic Partner (pg5)</li> <li>• Any future public parking in Wyong Town Centre should be located in close proximity to Pacific Hwy retailers</li> <li>• The cycleway created by the widening of the Pacific Hwy at Tuggerah Straight should be continued to Wyong</li> <li>• Gateway and directional signage to be developed in consultation with the RTA</li> <li>• Improving access to eastern Wyong is an issue - development on the eastern side will be required to contribute to any infrastructure related to east-west connections</li> <li>• Proposed future connection of Tindall Rd to Pacific Hwy is not permitted - must use existing junctions</li> <li>• Future pedestrian connections across Wyong Rd should be grade separated to ensure that the level of service is not eroded</li> </ul>	<ul style="list-style-type: none"> <li>• It is difficult to formally assess what type of intersection improvements are required along the Pacific Highway until it is known if a central corridor option will be chosen. This would include the Pacific Hwy/North Rd, Pacific Hwy/Cutler Drive and Pacific Hwy/Gavenlock Rd intersections.</li> <li>• The MoT and bus companies will be consulted in the development of the Wyong TIA in regard to public transport, in particular, a public transport interchange. Preliminary investigations indicate that this facility would be better developed on the eastern side of the highway in the vicinity of the existing rail and public carpark facilities (this issue again will significantly impacted by any Pacific Highway central corridor proposal).</li> <li>• Pedestrian and cycleway links will be discussed with Council's Recreational and Open Space Planners.</li> <li>• Agreed - any Gateway and/or directional signposting on the Pacific Highway to be referred to the RTA for their consideration and approval.</li> <li>• A key feature of the development of the eastern side will be the connection from the Pacific Highway over the existing rail corridor. Initial studies already indicate problems with safety and capacity at the Pacific Highway/Howarth St intersection. RTA option on Central Pacific Highway corridor through Wyong will play significant role in determining the extent of development on the eastern side.</li> <li>• Noted in regard to Tindall Rd, alternative options to connect to Gavenlock Road will be considered if and when needed.</li> <li>• Noted in regard to future pedestrian connections across Wyong Rd.</li> </ul>

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21	D00954346 22/8/2007	<ul style="list-style-type: none"> <li>• The rear section of the “Chapman Stores” on the corner of Hely Street and Alison Road is identified in the UDVMP as public courtyard/civic open space.</li> <li>• This area has development potential and should be identified for 4 storey development in line with surrounding properties and current controls under DCP 2005: Chapter 7 Wyong Town Centre.</li> </ul>	<ul style="list-style-type: none"> <li>• The Strategy does not propose to change the zoning of the site which is 3(a) Business Centre Zone.</li> <li>• Commercial development of the site would be permissible in line with its current zoning.</li> <li>• The public courtyard concept is an idea/vision as to how the site may develop.</li> <li>• It is not planned to restrict or require the provision of a public courtyard or public open space area on the site.</li> </ul>