
of a caravan park may be carried out, with nominated exceptions which include: land nominated in an LEP as scenic protection, environmental protection, rural (where not adjacent to urban zoning); land nominated in a planning strategy of the DPI as habitat corridor or containing significant remnant vegetation.

¹² See provisions in Environmental Planning and Assessment Amendment Bill 2012 which provide for less weight to be applied to DCPs by consent authorities.

¹³ As suggested in Department of Planning and Infrastructure, 2012, North Wyong Shire Structure Plan, p22.

¹⁴ See COAG commitment to Australia's *National Strategy for Ecologically Sustainable Development (1992)* with subsequent legislative take-up, including NSW Local Government. See Chapter 3. Council's Charter.

¹⁵ A major study by a specialist named Stephen Bell was cited.

¹⁶ See NWSSP, p3.

¹⁷ See NSW Division of Resources and Energy:

<http://www.resources.nsw.gov.au/resources/mineral/overview>

¹⁸ See p2 Submission ADW Johnson dated 20/2/2013.

¹⁹ Department of Local Government, *Public Land Management – Practice Note 1 Revised May 2000*, ISSN 1320-6788.

²⁰ The period for long term leases on community land was extended from 21 years to 30 years in 2011.

²¹ Ibid.

²² In 2012, Canada Bay Council, working with the newDemocracy Foundation used a randomly selected citizen's panel to advise on questions around infrastructure and services in a situation of finite funding opportunities. The panel met over an extended period to come to recommendations for Council. See <http://www.canadabay.nsw.gov.au/citizens-panel.html>

²³ Note a number of sites raised in CEN submission could not be identified. These were: "Buff Point Hall", "Berkeley Vale Preschool", "Waterway Wyong Road Berkeley Vale".

²⁴ CEN, Wyong Draft LEP Community Land Reclassification 2/4/2013

²⁵ See

http://www.newcastle.nsw.gov.au/data/assets/pdf_file/0018/5571/land_reclassification_policy.pdf

²⁶ See

http://www.newcastle.nsw.gov.au/data/assets/pdf_file/0018/5571/land_reclassification_policy.pdf

Council website indicates the document was last updated 23/6/2010.

²⁷ See Joint Study on Aviation Capacity for the Sydney Region:

http://www.infrastructure.gov.au/aviation/sydney_av_cap/index.aspx

**ANNEXURE A
INDIVIDUAL SUBMISSIONS**

Person/ Party & Site/ Issue	Submission Summary Points	Comment
Andrew Neil 5 Anderson Rd Glennig Valley	Seeks rezoning for residential. History indicated earlier support. Currently the proposal is working through the DPI "gateway" process aimed at rezoning the land. Some matters (eg stormwater) still under consideration but inclusion in current LEP process would save time and money and avoid unnecessary work.	The gateway process itself will define the suitability and requirements for any zoning or LEP change. Not appropriate to include in the current LEP on the basis of this understanding of the context.
John Asquith & Tony Sweeney. Land reclassification	This submission was concerned with reclassification of community land and in particular potential consequential effects on Endangered Ecological Communities (EEC). Does not support Council's criteria for reclassification of community land and believes that more thoughtful criteria would have ruled out many of the parcels listed in dLEP. Of itself few extra costs to Council for community land classification eg generic Plans of Management very low cost and widely used now here and elsewhere. Sale of land for revenue raising are single dimensional and not supported. Referenced intent of land classification legislation as a means of "protection" of land used by the community. Need for consciousness of strategic conservation planning and findings of the Central Coast Regional Conservation Plan (not released) Study for this submission by specialist analysts (Dr Tony Sweeney had expertise in computer mapping for environmental factors and since 2005 had been involved in analysis of the central coast region). This work uncovered about 120ha of land which had EEC within it, and noted much of the proposed operational land also	The topic of land reclassification including effects on EEC is a topic subject to a special section in the report.

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Person/ Party & Site/ Issue	Submission Summary Points	Comment
<p>Lisa Feine and Jeanne Hearne. 31W Glenn Road Ourimbah</p>	<p>played a "filtering" role for runoff into the lake systems. Reference was made to specialist environmental mapping for Council by Stephen Bell which it was indicated by Council had not been a consideration in the land reclassification proposals. This was also a concern with the wider LEP and future residential lands which will rely on development control plans for environmental protection. All EEC land should remain as community land. This submission included details on the CEN analysis of many of the specific reclassification sites for EEC, but noted that it was impossible to test all of them.</p> <p>Sought retention of community land reclassification for the site. Key matter of concern was what was understood to be a proposal by Council for a 40m tall telecommunications structure on this site. There was an acknowledgement of Council's financial difficulties but the site sensitivities here made this inappropriate. It was suggested that in other similar instances Council had leased out such sites to other parties following which additional telecommunications structures or devices were added ("piggybacked") to wide detriment. Insufficient initial community consultation (suggested to be just 6 dwellings) and now there was widespread concern. When concerns raised with Council about high quality environmental attributes of the site, an environmental report was provided. However it seemed to the submitters from a review of this report that it did not include an appropriate assessment of the subject site, and may not have viewed the site. Particularly concerned about immediate and wider visual impact and how it would degrade the amenity and property values within the locality.</p>	<p>The key purpose of this submission appears to be to draw attention to and stop a proposal for a very tall (40m) telecommunications tower close to residences. How this concern aligns with the question of land classification is a little complex. At present this land accommodates two reservoirs of considerable size. It appears from the environmental report undertaken on behalf of Council and accompanying the submission that there is no threatened species within the subject land, or environmental values on the site to suggest community classification. So setting aside any future proposal, land reclassification to operational appears appropriate in this instance. Turning to the objection to the 40m tower, community land can and still is commonly used for telecommunications infrastructure. Councils do appear to commonly enter into shorter lease arrangements with telcom providers for use of community land for this purpose and the capacity for lease renewal is recognised²⁸. It appears that unlike some community land there is no requirements for plans of management to authorise leases for public utilities on community land (Department of Local Government 2000, p25). The question here for me is not one of land classification (or zoning) and thus of limited relevance to the public hearing. It is a question of</p>

Person/ Party & Site/ Issue	Submission Summary Points	Comment
Mr Kevin Armstrong Public consultation process, Settlement Strategy, Land Reclassification.	<p>Submission based on three subject areas:</p> <ol style="list-style-type: none"> Public consultation process. Very complex and voluminous documentation impossible to review in the available period. Exhibition period included school holidays so further reduced time. A key frustration that there are many thoughtful and helpful community members who have something to offer with goodwill who are burning out. This is substantial problem for the future as it breeds increased cynicism about government. Settlement Strategy: Concerned with lower quality analytical approach to land release. For example the Sydney Growth Centres included detailed environmental studies identifying EEC etc beforehand and offsetting arrangements. For Wyong new land is released without environmental details. Why should central coast be backward compared to Sydney. Wyong especially at risk on climate change and need an adaptation strategy. Not adopting precautionary principle raises future fiscal and liability risks. Airport an uncertainty and flooding inconsistencies in the Settlement Strategy. Concerned about iconic sites and 100m high buildings "will change the way we live". Reclassification: Some of the parcels acknowledged as small matters. No common sense behind many others (active areas as 	<p>appropriate environmental assessment. In this instance a 40m telecommunications tower in such close proximity to residences would certainly raise assessment questions. This submission indicated that the proposed tower was intended to be assessed under Part 5 of the Environmental Planning and Assessment Act. Council would be mindful of the need to fully consider environmental issues under these provisions, and separate the role of environmental assessment from revenue raising. Guidelines for the assessment of Telecommunications have been prepared by the NSW government (NSW Government 2010).</p> <p>These three topics are addressed in the body of the report. However the question of the treatment of climate change in the planning documentation would need considerable further analysis than has been possible in this report.</p>

Person/ Party & Site/ Issue	Submission Summary Points	Comment
	<p>well as bushland). Makes people think its about land sale. Concerned about "specious" justification for reclassification of many sites eg "not functional ...as open space", "flexibility to achieve operational objectives". Questions why and whether Council has applied a rate of provision of different forms of open space – justification from Council officers is "professional judgment" over any empirical standard. Concerned with description of various items (Chittaway Hall, tennis courts, swimming pool) are they "council facilities". Community members see them as "community facilities".</p> <p>The process, including volume of material lessens the overall community trust.</p>	
<p>Mr Fred Wratten 32 and 43W Christopher Cr, 83W Gorokan Dr, 6 Kylie Close Lake Haven</p>	<p>In the community perception 32 Christopher Cr and 83W Gorokan Dr are bush corridor with signage specifying this. They link with 43W Christopher Cr and 6 Kylie Cr which are recreation area used for physical exercise.</p> <p>Use of the term "unused vacant land" in the property descriptions for land reclassification is "totally incorrect" and should be changed. Any idea to sell or lease this land for commercial gain needs to be deleted due to its current character and use. Why ad-hoc reference to "unused vacant land" when clearly they are not. There was previously a sign on the Christopher Cr side of the bush corridor indicating this status which was torn down and not replaced.</p> <p>Concerned about development of this land for medium density dwellings and "substandard tenants", and potential lost property values.</p> <p>Concerns are raised about some of the land reclassification documentation preparation.</p>	<p>These matters associated with land reclassification, including the specific sites, are addressed in the body of the report.</p>
<p>Mrs Gigg</p>	<p>These parcels are used from dawn to dusk by hundreds of</p>	<p>These matters including land reclassification of the Lake Haven sites,</p>

Person/ Party & Site/ Issue	Submission Summary Points	Comment
32 Christopher G and 83W Gorokan Dr Lake Haven	<p>community members daily.</p> <p>Mrs Gigg expressed her environmental values and concerns about species depletion in Australia. Spoke of a "breeding pair of endangered square tailed kites" being followed sensitively by local community, and many other fauna flora inhabitants of the area. Capitalism and greed taking precedence over common sense.</p> <p>For these sites there has been broad acknowledgement of it as a bushland area and not "unused vacant land" including signage.</p> <p>Believes original plan was not to extend Gorokan Drive over this bushland corridor ie that there would in effect be two cul-de-sacs.</p> <p>Concerned about road traffic's effect on the rare fauna. Also concerned about traffic causing air pollution and emissions which leave a "black soot" which could in part be filtered by more trees and less traffic eg via traffic calming devices to decrease the attraction of the route, or road closure and re-establishment of the bushland corridor over the road.</p> <p>Also raised general concerns about climate change and sustainable development.</p>	<p>and sustainable development are addressed in the body of the report.</p>
Mr Gigg 32 Christopher G and 83W Gorokan Dr Lake Haven	<p>Emphasised the need for balance in Council's decisions and concerned about "one way traffic" and a "quick grab" and on land reclassification questions. For this site this means a departure from original intent of retaining this land from development which was about fostering trees and wildlife.</p> <p>The bushland corridor is widely used by residents both young and old and provides an important catalyst for the local community to interact and socialise.</p> <p>This bushland was the reason Mr and Mrs Gigg selected to live here.</p>	<p>These matters including land reclassification of the Lake Haven sites, and sustainable development are addressed in the body of the report.</p>
Mr Greentree Alfred Greentree Reserve Gorokan	<p>Mr Greentree's father was the original owner of the land which is now occupied by the Reserve which holds his name. The submission noted a current dispute with Council. It was indicated that Council had claimed that this land was "purchased". Mr Greentree believes</p>	<p>Council's documentation indicates an intent to reclassify from community to operational and rezone the land from an open space and recreation zone to a low density residential zoning. The government requires certain documentation be available for public</p>

Person/ Party & Site/ Issue	Submission Summary Points	Comment
(11W) Lakehaven Dr (Gorokan)	the land was handed over by his father to the community for its use and the community was the rightful owner. This occurred in 1955 as part of a wider subdivision of land. He referred to a statement from the Shire President in the 1980s and newspaper article, a community-led decision about the naming of the Reserve and a statement from Mr Morry Breen all supporting the link between his father's dedication of the land to the community for its use. Mr Greentree disagrees with the suggestion that the land is of limited use and "surplus to the needs of Council". It is in regular community use and the Greentree family regularly hold reunions there. Requests a copy of the purchase evidence from Council. Sees this as a "cash grab" and the opposite of good planning.	scrutiny in regard to land reclassification proposals ²⁹ . One requirement is information on why the land was acquired. Council's documentation shows the land was "dedicated from a plan of subdivision" ³⁰ . This appears to be consistent with Mr Greentree's understanding. As I understand it Mr Greentree has also heard it claimed that the Council "purchased" the land. I see this as a matter between Mr Greentree and Council. Another government requirement is to nominate "any proposal to extinguish or retain other interests in the land". What would be relevant here is whether the original dedication of the land was conditional in some way – eg "retain in perpetuity for a public purpose" or the like. Council's documentation indicates that there are no "agreements" over the land, or conditions to the acquisition. Mr Greentree does not specifically claim any formal agreement but indicates that passing of the land "to the community" rather than to Council for a future commercial undertaking was the clear intent and wish of his father. I note the goodwill held for Mr Alfred Greentree based on references from the former Shire President (newspaper article 10/ 11/ 1982 which references dedication of the land to Council by Mr Greentree in 1957) and a letter from Mr Morry Breen tabled at the hearing. I also note the continuing family bond to the park which is an element of the story about the changes which have occurred in this local area, which help create the identity of the place, it self important to building a sense of community. This site is further considered in the body of the report.
Mr Gary Greentree Alfred Greentree Reserve Gorokan (11W) Lakehaven Dr Gorokan), and wider rezonings and	Referenced many of the principles of the above submission. Noted a recent public meeting on the site and complaints from local residents on lack of information about the proposed rezoning and reclassification. Concerned that no Greentree family members were contacted about the proposal. Believes the cultural history of the park is important and that other	The history of the Greentree family's contribution to the area is noted. However the provisions of Section 36D would in my view be unlikely to apply here. <i>36D(1) This section applies to community land that is the subject of a resolution by the council that declares that, because of the presence on the land of any item that the</i>

Person/ Party & Site/ Issue	Submission Summary Points	Comment
reclassifications of parks and reserves	Greentree family members have played an important role over the years in Wyong area, and are referenced in "A pictorial History of Wyong Shire by Edward Stinson". Believes this community land is of cultural significance (referencing Section 36D of the Local Government Act) and provides an opportunity to recognise the contribution of the Greentree family.	<p><i>council considers to be of Aboriginal, historical or cultural significance, the land is an area of cultural significance for the purposes of this Part.</i></p> <p>It would be reasonable to expect various criteria to be examined before a site was deemed to meet cultural or historical significance requirements and the tests are normally rigorous. In this instance there doesn't appear to be a claim of particular or concrete "items" of cultural significance upon the site, beyond the history since the mid 1950s. That is not to say that the site does not have community value due to its place in local history, however without further evidence this would not seem to be a determining factor. It would have more weight if there was some evidence to say that this land dedication was consciously and considerably more generous than typical open space dedication with land subdivision and there was some agreement on its long term role as community land. Council's documentation indicates no such agreement was in place.</p>
Ms Margaret Bevege 106 Phyllis Ave	This submitter indicated she was chair of Lakes Precinct Committee and contests a number of assertions about the site: 24 ironbark and angophoras rather than a "sparse scattering of trees". Large drain still runs through the site. It remains an access and drainage reserve as per original dedication in 1973. Council suggestion about adequate open space nearby is refuted noting that the main park nearby is not for general community use (Breen Reserve Wyong rugby league club and fields) and generally inaccessible due to fencing. Notes that even if there was a financial benefit obtained from the land in the future – this would be to the detriment of local people. Requests that all reserves be removed from the LEP changes because of importance of local open space to the "Australian Dream" – "¼-acre block, modern brick house, and a pleasant	<p>It is noted that this site is currently zoned for residential purposes and is proposed to be zoned to allow continuing residential but higher density. A factor which has prevented the land from being developed until now is the community classification.</p> <p>The points regarding existing high quality vegetation, the stormwater management and sewerage functions of the land and the access function are all of significance. However it appears likely it would be possible for development to occur selectively on this land without adversely affecting these site attributes.</p> <p>This reclassification principle and this site is further considered in the body of the report.</p>

Person/ Party & Site/ Issue	Submission Summary Points	Comment
	<p>environment". The pleasant reserves in the local precinct are the reason that residents bought here.</p> <p>Notes Council target of "13%infill housing" which would it self need appropriate parks. However no need for infill until the large Warnervale estate is developed.</p>	
<p>Paul Kelly 35 Blue Wren Ln Wyong Creek</p>	<p>Has owned land for 30 years and the land is no longer viable for agricultural production. The land is currently rated rural residential and under the new LEP should be zoned R5.</p> <p>Removing farmland rate means expensive quarterly payments. Many people in the same boat in this valley.</p> <p>This is a pristine farm and well managed "not a weekend farm". Has tried many pursuits eg vegetables but flooding means not viable. Now wishes to allow for daughter and her family to buy and build on part of the property to assist all concerned.</p> <p>How can land be rural residential and not allow 2ha or 5ha subdivision. Many small acreages over the road.</p> <p>Allowing further subdivision in the valley would: encourage tourism, improved land care, increase rates revenue and bring an increased enthusiasm for new endeavours of benefit to the area.</p>	<p>The site is proposed to be zoned RU1 (20ha min lot size) with a smaller triangular shape at the rear zoned EB (40ha). As I understand it this generally corresponds with arrangements under 1991 controls. The holding is not large enough to subdivide under these controls.</p> <p>The key question here is about increasing subdivision potential for non viable agricultural land. This question is addressed in the body of the report.</p>
<p>Stuart Durie Settlement Strategy and LEP</p>	<p>This submission from the Lake Munmorah precinct committee chairman raised three matters principally related to the Settlement Strategy and LEP:</p> <ol style="list-style-type: none"> 1. Green corridors: current policy should be maintained which indicates corridors relate to Council and Crown land only, and would not impinge on private property. Understands that Department of Planning is instructing Council on this matter. <p>Acknowledges effect on connectivity but there's already plenty of instances where corridors are discontinuous, due to fencing and many, varied permissible uses in even council-owned corridor lands. Beyond scope of north Wyong structure plan. Casts a shadow over</p>	<p>Each of these three topics are considered in the body of the report.</p>

Person/ Party & Site/ Issue	Submission Summary Points	Comment
Michael Campbell Settlement Strategy, Reclassification, LEP	<p>development opportunities on land and therefore its value. Encroaching corridors on private land unfair and unwarranted especially given the amount of native bushland in Wyong(65%).</p> <p>2. Zone conversions – Concerned that areas zoned 7b will lose 35 permissible uses with parallel zoning under new LEP. Refers particularly to properties on the western side of Carters Rd Lake Munmorah. Departure from government template conversion approach is allowable given flexibility for local conditions under DoP guidelines.</p> <p>3. Release of Land in Precincts 16 and 19 – Time to release more land in this area now. Vacant land and rental opportunities non-existent 15 yrs too long- shouldn't be related to coal extraction patterns especially given local circumstances for nearby mines. Very uncertain extraction outlook. Good local facilities including Woolworths and schools.</p>	
	<p>Insufficient time available to peruse the major policy changes proposed. Pleased to see the numbers attending the hearing. The Settlement Strategy makes big claims:</p> <ol style="list-style-type: none"> 1. "Why a Settlement Strategy" – "Future urban growth needs to occur without significant impact on biodiversity and conservation values ..." (p3) 2. "Aims and Objectives" – which include a focus on liveable communities" (p4) but at the same time the loss of local parks is suggested with such a large number of community land reclassifications 3. "Living Sustainably in Wyong Shire" (p7). There is not enough alignment with these principles in the plan content. <p>Unhappy with why this area needs to be "on the back foot" compared to other regions. Little thinking about the future. Sees the Councils approach as unusual. If climate change is not</p>	<p>These matters are addressed in the body of the report.</p> <p>(</p>

Person/ Party & Site/ Issue	Submission Summary Points	Comment
Neville Maxwell 139 Boyce Ave Wyong	<p>considered seriously then there will be cost burdens for future generations including legal compensation costs if inappropriate decisions are made knowingly.</p> <p>Precautionary Principle is raised in the Settlement Strategy but doesn't seem to be adopted in LEP content including the land reclassification proposals.</p> <p>Corridor land should be more highly valued by the community than development land. Recognises expectations on land development.</p> <p>This submission sought changes to permit subdivision of the subject land for housing. A planning study in support of the proposal was also provided. This work included a specialist flood assessment. The submission emphasised the potential of the site as residential infill and that subdivision would allow for sale of the land for housing for Mr Maxwell's daughters and otherwise assist the family. The land was seen to be of the same character as other land in Boyce St environs already subdivided. The land was well serviced including kerb and guttering and was an opportunity for increased rate revenues for Council. Flooding was the only concern and the flooding was low hazard.</p>	<p>This site is close to the Wyong town centre, rail station (abt 2km) and other facilities, and according to the proponents has municipal services available already. Residential housing is quite close by and it would be expected that waste removal services are also readily available. From these viewpoints the site is well suited to residential infill.</p> <p>The problem with this site is flooding and it is a considerable one. A specialist report referenced in the submission predicts that floodwater depths on site during a 100 year occurrence flood event would be between 1.1m and 1.8m. The report also indicates that flood hazard would be relatively low due to relatively low flow velocity.</p> <p>According to the Department of Planning's <i>Guideline on Development Controls on Low Flood Risk Areas</i>,³¹ key issues when considering development on flood prone land are: safety of people, management of the potential damage to property and infrastructure, and management of the cumulative impacts of development. It is the final issue which is relevant here in my view. Despite what might be potential public benefits via increased rates revenue, permitting development within the flood plain can have a significant effect on flood levels and thus direct adverse impact on existing property owners. This would be especially the case if large areas are made available for development which might be the case if, like the subject land, areas subject to 1.5m + of floodwater inundation in major flood events were allowed for housing.</p>

Person/ Party & Site/ Issue	Submission Summary Points	Comment
<p>Gary Blaschke of Hartog Ave Lake Munmorah. Various concerns on strategies and process.</p>	<p>This submission commenced by listing the many significant policy documents recently exhibited by Council, the relatively short time periods for comment and how difficult it is for community members to participate effectively (over holiday period and sometimes internet access difficulties), and when they do government rarely listens. Major growth still proposed for the area but no consideration of improvements for ailing health system, schools or transport systems. Concerns about where development proposals, Council and government are taking "our unique communities". Has seen the downside of the path to unsustainable development when it is allowed for the " (kudos) of a few new jobs", when this new development can destroy jobs on the way in existing shops and local businesses (the many supermarket approvals in the area were cited). Notes the area's demographics as a "region of battlers ...retirees, miners, power workers, tradies". Notes the debt position of Council and unhappy with elected Council's performance in response to the many issues. Wants Council to manage Shire growth "in the way the community wants not the developers". In reference to land reclassification it is indicated that the community "wants nothing to do with a massive garage sale of our community assets". For the Lake Munmorah area sees the current community land as important for the local ageing population as walkways to various facilities, also as bushland. Council should approach local Landcare groups in each suburb for local</p>	<p>Based on the limited review here, I do not see sufficient reason to suggest development rights be increased on the subject land. I note that if Council were to have a different view there would compliance requirements with the NSW Government's Flood Prone Land Policy and Floodplain Development Manual. See Section 117 Direction 4.3.</p> <p>This submission raises matters about the principles involved in Council's Settlement Strategy, planning instruments and land reclassification proposals. These matters are addressed in the body of the report.</p>

Person/ Party & Site/ Issue	Submission Summary Points	Comment
	<p>information before any final decisions are made.</p> <p>Other concerns include affordable housing and response to recent government policy changes, dealing with the lake system, bushland management.</p> <p>Council's difficult financial position is linked to the inappropriate release of new housing estates with the requirement for various services and infrastructure, and shifting of costs from State government to local government.</p> <p>Condemns the state government for time pressures on completion of the new LEP.</p>	
Howard Friend 180 Pacific Hwy Ourimbah	<p>Property has been in the family since 1917, and one of the "pioneering families" of the Ourimbah area.</p> <p>The draft LEP proposes an E2 zone along a section of road frontage which was the site of a working orchard for many years. Contests this zoning and the suggestion of "Riverine Alluvial Gallery Rainforest - Moist Rainforest" as the area is "not a floodplain or alongside of a river or creek that floods the land". Requests amendment of this draft LEP and removal of the E2 zone as it is not warranted, "highly discriminatory" and would make the land unusable, as this area zoned E2 is the only part of the site suitable for building and is necessary for access.</p>	<p>On the evidence supplied by Mr Friend an E2 zone would not be appropriate on this site. The weight should go to removal of this small area of E2 zone at the site frontage, unless evidence is found to the contrary. Council indicated a willingness to ground truth sites upon which an environmental zoning is contested. This site should be including for ground truthing and the material submitted by Mr Friend, including historical explanation and photos should be provided to the ground truthing expert.</p>
DW Smyth Part Lot 13 DP874595 70 Manns Rd Fountaindale	<p>The land in question has been in family ownership for about 100 years. The submission requests that the planning provisions be changed to allow a dwelling right on part of Lot 13 (formerly Part Portion 87), particularly on the lower part of the site, and minimum subdivision lot size changes to suit. The submission and correspondence from Coastplan Consulting notes a 1985 development consent allowing subdivision for a number of small rural residential lots of an adjoining part of the family holding. One of the conditions of the consent denied the erection of a dwelling</p>	<p>This land seems to comprise a steeper and quite heavily vegetated parcel which forms part of the backdrop to a rural residential precinct in Fountaindale. The LEP 1991 zoning is 7(a) (Conservation Zone) and the proposed zoning is E3 Environmental Management. It appears that it was a conscious decision of Council in its approval for the subdivision of a larger holding into a number of small rural residential lots and a residue, that as part of this decision, this residue lose any rights for a dwelling (see Condition 14 of the relevant development quoted in Coastplan correspondence 18/2/2013). This is not an uncommon</p>

Person/ Party & Site/ Issue	Submission Summary Points	Comment
	on the subject land.	approach from councils in decisions to support concentration of rural residential housing in more suitable rather than less suitable locations. Clause 4.2A(3)(b) of the standard LEP provides for the continued denial of access to dwelling rights in such circumstances. The land forms part of a larger area of considerable environmental and scenic value. The arguments put do not in my view provide sufficient justification to revisit this earlier planning decision.
Tony Solana 285 Pacific Hwy Lake Mummorah	Appreciates the behind the scenes work aimed betterment not only of our lives but of our children's lives and future". In this instance planners have not got it right. Owner of site or over 20 years. Cleaned site up and had intended to build a new home. In around 2003 was intending to build, but changed plan after zoning changes to 10 (a) (Investigation Precinct Zone) and the building of Woolworths adjacent. Believes he is now a "caretaker" until the land is developed for residential and subject to rates and land tax. Unhappy that after waiting many years the current plans place the land in a Transition Zone "for the next 15 years", which is "holding back the Forgotten North", principally due to "a coal mine that is unlikely to even start". The view is expressed that the people of the north of the Shire want to move forward and that this can occur by bringing the urban development forward into the short term.	A number of submissions are seeking changes to the programming of land release, especially in the north of the Shire. This is considered in the body of the report.
Robert Todd Nagala Pty Ltd 14 Chittaway Rd Ourimbah Lot 3 DP2244 and Lot 2 DP456154	This land is well located adjacent to the University campus at Ourimbah, rail, motorway, township and flood free. High demand for student accommodation here. Mr. Todd wishes to get an impression from Council on site prospects before further spending on consultants. If not in Council's plans for housing then would like to maintain a building entitlement on each lot which historical records will show existed. Documentation from the Wyong Residential Development Strategy (version 11/12/2002) was provided indicating a smaller portion of the subject land was within	Mr Todd is meeting with the Mayor and other Council personnel soon and indicated he is engaging planning consultants to provide specialist advice to him in this matter. Development of this site would reasonably be considered as part of a housing opportunities study, as indicated in the Wyong Residential Development Strategy (12/2002). I am unaware of the status of this housing opportunities study. The funding and prioritisation of such a study would reasonably be a matter for Council's ongoing consideration. The university campus is a positive feature as this

Person/ Party & Site/ Issue	Submission Summary Points	Comment
	800m of the Ourimbah Railway Station and thus intended to be within the "main focus" area for a medium term study of housing opportunities at Ourimbah.	parcel and the Ourimbah area in general competes for this prioritisation, and limited Council capacity to address the many claims for further housing opportunities.
Gesuarda Hopkins 385 Brush Rd Tumby Umbi 19 Brush Rd Ourimbah	The 19 Brush Rd site (3 acres) has good access to the university campus and wonders why it is that this campus was able to develop and not the nearby land. See as opportunity to either "cut-off" the existing house block so two titles are created, or larger subdivision opportunity. This to allow capital for "self-funded retirement". Town water, septic biotreatment and garbage services are available, with university bus service nearby. The Tumby Umbi land is 32 acres and similar subdivision options are put in this submission.	The Ourimbah site is currently zoned 1(c) (Non Urban Constrained Lands Zone) and the Tumby Umbi site is zoned Zone No 7 (a) (Conservation Zone). A 40ha minimum lot size applies to these zones and is proposed with the Draft LEP. I am not aware of the particular details of the "constraint" that applies to the Ourimbah site but note that both sites are wooded. Provided the applicable "constraint" could be resolved, this land would be reasonably considered as part of a housing opportunities study, as indicated in the Wyong Residential Development Strategy (12/2002). I am unaware of the status of this housing opportunities study. The funding and prioritisation of such a study would reasonably be a matter for Council's ongoing consideration. The Central Coast Community College and Newcastle University Campus proximity is a positive feature as this parcel and the Ourimbah area in general competes for this prioritisation, and limited Council capacity to address the many claims for further housing opportunities. It is common for planning authorities to restrict further development on parcels which have higher likelihood of residential development in order to allow efficient development of that land into the future. The Tumby Umbi site appears to have little in the way of arguments to support it over many other lands zoned 40ha at present.
Nicholas Ryko Tanstra Developments 6 Sinclair Cr Wyong Lot 100 DP1074707	Sees the site as well located with respect to Wyong and its services and seeks zoning change from R2 (low density residential) to R1 (general residential). This would allow higher density/mixed housing typology to meet the market but also more sensitive design. This site was seen to have similar capacities to the Landcom development precinct to the north, which was the more recent	This land is part of the land release program and the points raised are seen to be of varying significance. In my view the major question is that of appropriate zoning for the larger holding intended for residential development. I concur with the view expressed that the development of the Landcom estate north of the site, with some mixing of lot sizes, is more in keeping with modern housing

Person/ Party & Site/ Issue	Submission Summary Points	Comment
	<p>project. A point was also made about visual appearance from the motorway and capacity for more sensitive design and tree retention with mixed development and an R1 zone.</p> <p>A number of anomalies were suggested about site zoning including: zoning near the existing sewage pump station, the proposed E3 zone to the west of the residential land and other minor zoning inconsistencies.</p>	<p>demographics, occupancy rates, market demands (based on the submission) and sustainability principles. R1 zone could allow for increased tree retention and an improved landscape setting for the site. There is also the question of new housing "fitting in" with the existing local residential character (whether and how this should occur). Development control plans (DCPs) have played a role in cushioning effects of higher density housing on adjoining land and in managing the housing mix in the past, however they appear likely to have a lesser role under recent legislative changes³². In my view it would be a worthwhile initiative to allow for a mix of housing density in this new residential area, and generally a minimum lot size may not be appropriate here (proposed 450m2). However, before this received Council support, there may be a need for more detailed planning and commitments from the proponent, and/or the preparation of site specific clauses or zone overlays to allow for some "fine tuning" of future development within the site³³. I am not fully aware, but the approach adopted in the Landcom project to the north may provide a useful model in this regard.</p> <p>On other matters:</p> <p>It is agreed that the E3 zone is inappropriate for the sewer pump station site. Either an infrastructure zone, residential or RE1 zone would be more appropriate. The land east of the pump station appears to include some attributes which would not be unreasonable for E3 zone. However the pump station and works significantly isolate it, suggesting an alternative zone (eg RE1).</p> <p>Whether the larger strip of E3 zoning in the draft LEP (seems to align Zone No 6 (c) (Proposed Open Space and Recreation Zone in LEP 1991) is appropriate depends on the current attributes, and intended use and management of that land. The zone objectives of an E3 zone include:</p> <p><i>To protect, manage and restore areas with special ecological,</i></p>

Person/ Party & Site/ Issue	Submission Summary Points	Comment
Edgar Adams Type 3 Airport	Supports the proposed airport to aid central coast economy. Jobs growth is low with 29% of workforce commuting to Sydney/Newcastle (other sources note that about 50% of the Wyong workforce work outside the LGA) ³⁴ . Young people ("our lifeblood") are leaving. Airports create "real jobs". Not supported as a 2 nd Sydney airport but as a lower order airport for logistics, pilot training, maintenance, and as a base for a low cost regional airline. The site is suitable given its location near industrial land, mining and population. Indicates "COBR totally supports Council with this initiative".	<p>scientific, cultural or aesthetic values.</p> <p>So it seems it would be a prerequisite that the land includes areas having "special ecological, scientific, cultural or aesthetic values". However, the "restorative" provisions are also noted. For this zone to be reasonable, especially given the change from the previous Zone 6(c), Council would need to have supportive arguments mindful of the EB zone objectives.</p> <p>I will leave the other stated zoning "inconsistencies", which to me are less significant, for Council to attend to as it is seen appropriate.</p> <p>The question of the airport is considered in the body of the report</p>
Dennis Hunt Type 3 Airport	Mr Hunt is President of the Central Coast Aero Club and Chairman of the Board of Directors. Notes the strong aviation history in the area and the many young people starting their aviation career from Warnervale. The current aerodrome maintained mostly by members at little cost to Council. Members proud of current site but it is very limited due to size of runway, can't accommodate commuter aircraft. Aviation a vital industry for our country given its geography, and inadequate access at present for the growing local population to an airport. An airport at the proposed site could service Sydney and Gold Coast for example and may be attractive to some operators due to lower costs than Sydney or even	<p>The question of the airport is considered in the body of the report</p>

Person/ Party & Site/ Issue	Submission Summary Points	Comment
	Williamtown. Perhaps initially a 1300m runway.	The question of the airport is considered in the body of the report.
Fbbyn Abernathy Central Coast Tourism Type 3 Airport	Central Coast Tourism supports the proposal for a Type 3 Regional Airport and commends Council for this initiative. Development would open up access to new tourism markets (beyond current "drive market"), build the regions identity, and provide a base to encourage investment, create local employment opportunities. The impact will be more visitors, more jobs and better employment opportunities for our youth.	The request to be allowed to continue limited agricultural activities on the site seems very modest. For a planning authority to remove such rights would require considerable evidence of quite high value environmental assets which would be jeopardised by continued agricultural use.
Jacob Kociuba 91 Tumbi Rd, Tumbi Umbi	This submission seeks to retain pre-existing rights to use the property for agricultural activities. Rights have been lost with creeping increase of environmental zones within the site. Purchased land 45 years ago, with a 7(a) Rural Conservation zoning where permitted to run stock and grow produce without consent. Despite objections a change in 1999 caused the LEP to show about 80% of the site as 7(g) Wetlands Management, with the rest as 7(a). The key concerns are: 1. Previous 7(g) zone allowed agriculture but new E2 zone does not allow agricultural this is inconsistent with the intent of the zone changes in general. 2. About 1ha of land at the southern boundary currently zoned 7(a) has been changed to E2 when it should be E3. 3. About 4ha at the rear of the property above the flood line and should not have been included in the 7(g) zone should now be corrected and made E3. The land has devalued from \$515k in 2005 to \$346k in 2012 despite modest land value increases in Tumbi Umbi.	It is recommended that proof-testing of the E2 zone be undertaken. If the zone is confirmed for the area of interest, then it be examined whether an E3 zone is appropriate in an alternative suitable location within the site. The specialists who undertake the testing should have the documentation available in this submission made available to them along with this recommendation. A further question arises with this submission, that of existing use rights. Agriculture is a permissible use under the current zoning, but requires consent. It is assumed that there is no formal consent for the current activities, with the owners relying on the prior use of the land for agricultural activities as a use which doesn't require consent prior to, as it is suggested, 1999. Existing use rights refer to instances where a lawful activity (say in this case agriculture) becomes non-permissible due to a change in the LEP. So in this case existing use rights may apply to the site to allow continuing use of the site for agricultural purposes. There are uncertainties about existence and limits of existing use rights which suggest to me it is more appropriate to zone the land to

Person/ Party & Site/ Issue	Submission Summary Points	Comment
Sandra Kay Wyob 475 Pacific Hwy Orangan Bay	<p>Wyob has owned this site since 1954 and this submission is concerned with potential lost development rights and supports future develop of the subject land for urban purposes. The land is proposed to be zoned E3 Environmental Management, with 40ha minimum lot size. The current zoning is 7(b) Scenic Protection. The submission believes that the draft LEP more than compensates for environmental concerns ("continual greenification of the shire"). This new LEP is zoning some 12, 137ha for E3 Environmental Management from 1(c), 7(a) and 10(a), a significant increase in protection status. It penalises 7(b) land owners in particular, with reduced permissible uses. A key concern is the "green corridor" designation over the site. Property has dropped over 48% in value since being earmarked for Green Corridor, unfair to do so on private land without compensation.</p> <p>There is an inconsistency in that this site is zoned 7(b) and is proposed to be zoned E3, while a Council-owned quarry is zoned 7(b) and is proposed for FE1 Public Recreation which allows caravan parks and mobile home estates and other uses which were not permissible under the prior 7(b) zone ie an upzoning for Council's site.</p> <p>In another inconsistency, next door land (Gwandalan Recreation Reserve) would be zoned FE1 which gives certain development opportunities when only separated by a fence ie why not this land zoned for "green corridor" too.</p> <p>Council is ignoring Ministerial Direction 1.3 which is concerned with the protection of significant extractive resources. 13 million tonne available. Doesn't believe that existing use rights should be relied upon for continued quarrying as they could change over time with changes in the law. "It is naive of Council to think that I would be able to extend my operations in the future with a zoning which doesn't permit quarrying".</p>	<p>appropriately allow the continuing agricultural activities.</p> <p>The NWSSP and Settlement Strategy's urban land release program, green corridor, comparisons between permissible uses in zones and minimum lot size changes are addressed in the body of the report.</p> <p>On the question of use of public interest in continuing access to extractive resources on the site, there seem to be competing natural resource considerations for this site (ie extractive resources vs environmental management). The hearing has had the opportunity to review a clear statement of the resource value from the relevant line agency of government. While the documentation may be available, it is not clear to the writer why the value of the land for environmental management should override the public interest in the land as an extractive resource, important for ongoing development within the Shire and elsewhere. On the evidence which the hearing has had the opportunity to review, support would be recommended for the retention of the capacity for this resource to be extracted into the future. This is noted as a significant change to the current status of permissible uses on the land. Whether the land is zoned RU1, or whether the use is added as a permissible use within the zone under Schedule 1, or permitted through an overlay map, would all be options for this occurring. The future role of this land in a green corridor (potential significance of this site in particular, and justification of this significance) would be important in directing this choice, as could relevant background involved in the current consent such as rehabilitation requirements. Further details on this matter are contained in the body of the report.</p> <p>The site described as the Council-owned quarry is assumed to be the parcel at Mabley Dr Halekulani. The reasoning behind Council's decision for FE1 Public Recreation zone on this site is not known, and the objectives of this zone emphasise the public recreation function which of course is a responsibility of local government. While it is speculative, if it were the case that an underlying purpose of this</p>

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Tony Peppercorn 15 Teralba Curimbah	<p>Zoning E3 also inconsistent with Ministerial Direction 3.2 in restricting caravan park and Mobile Home Estate development. Requests an RU1 zoning which is the "mandated zoning for (quarrying)" and include caravan parks (and MHEs) as a permissible use under Schedule 1 of the LEP. Request identification of the site as a future urban release area.</p> <p>RU1 zone would also allow 20ha minimum lot size, consistent with current 7(b) zoning.</p> <p>Site is proposed for E3 Environmental Management zone around the northern border and E4 Environmental Living for the larger portion of the site.</p> <p>The overall intention is for the construction of a "granny flat" on the site and the submission is that the E3 zone gives greater flexibility for siting. Other options are that the E3 be extended further south to provide more option for location of the granny flat.</p>	<p>zoning by Council was to one day in the future develop the site for a caravan park (or mobile home estate), a permissible use in the RE1 zone, there seems to be argument to suggest it a more suitable location for this use than 475 Pacific Hwy, given that the Halekulani site already abuts residential land and associated infrastructure. These questions are examined further in the report.</p> <p>The zones adopted in the LEP would normally reflect environmental features and planning intent rather than respond to detailed site development wishes of property owners. This case is unusual in that the submitter indicates there is better development opportunities for his particular proposal with an E3 zone than the normally more "accommodating" E4 zone. In my interpretation, the building of a detached "granny flat" could be described as either a secondary dwelling or a detached dual occupancy under the definitions in the draft LEP:</p> <p>dual occupancy (detached) means 2 detached dwellings on one lot of land, but does not include a secondary dwelling.</p> <p>secondary dwelling means a self-contained dwelling that:</p> <p>(a) is established in conjunction with another dwelling (the principal dwelling), and</p> <p>(b) is on the same lot of land as the principal dwelling, and</p> <p>(c) is located within, or is attached to, or is separate from, the principal dwelling.</p> <p>Secondary dwellings are restricted in size under Clause 5.4 and must not exceed whichever of the following is the greater: (a) 60 square metres, (b) [30]% of the total floor area of the principal dwelling.</p>

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<p>Joe Olivieri and consultant Gary O'Dell, Lake Munmorrah Flower Farm</p>	<p>These sites contain a major flower farm and associated activity. There is a concern about confusion over permissibility of the use. This concern seems to be based on the fact that while <i>horticulture</i> is the appropriate definition for the current use, and is a form of <i>intensive plant agriculture</i>, the use <i>horticulture</i> is nominated as a permissible within the zone but the use <i>intensive plant agriculture</i> is not otherwise permissible. This ambiguity was seen as a problem into the future.</p> <p>A concern that RU6 land is not exempt from <i>Native Vegetation Act</i>. There was a concern about the Settlement Strategy approach and the indication of this land as long term development (Precinct 16). The logic of the approach was not clear, even after reading many documents. The staging criteria and basis of plans needs to be more transparent. Is coal mining the key issue driving the strategy? The site environs provides an opportunity for a major employment area and some other sites identified for earlier release as employment lands are mostly constrained. There are long time frames involved in land development (eg 10 years for industry). A master plan was tabled indicating the sites and their environs as employment lands with green corridor and habitat networks.</p>	<p>I have difficulty seeing a situation where the secondary dwelling use would be appropriate in the E3 zone and not the more permissive E4 zone. My recommendation here is that Council re-examine the permissibility of secondary dwellings in the E4 zone, with a view to making the use permissible in this zone.</p> <p>The Settlement Strategy is discussed in the body of the report, including matters relevant to this submission.</p> <p>On Land use definitions: Under the draft LEP <i>horticulture</i> means <i>the cultivation of fruits, vegetables, mushrooms, nuts, cut flowers and foliage and nursery products for commercial purposes</i>, but does not include a <i>plant nursery, turf farming or viticulture</i>. The definition also notes that "Horticulture is a type of intensive plant agriculture".</p> <p>The confusion and ambiguity raised in this submission as to land use definitions are acknowledged. This planning system is very complex. However I do appreciate that from the state government's viewpoint, the LEP Template approach is an attempt to avoid repetition of numerous terms in the land use tables (DoP, PN 11-003, p1). This is done by using "group terms" and "subset terms" throughout the land use definitions applicable to all template LEPs. In this case the term <i>intensive plant agriculture</i> is a subset term, which also includes <i>viticulture</i> and <i>turf farming</i>. All other uses under this term are prohibited in the zone. Clause 2.3(3) in the template LEP is the statutory device used to ensure that land use table references override (ibid, p3), and would be intended to secure the intent ie permissibility of in this case the nominated <i>horticulture</i> use:</p> <p><i>...a reference to a type of building or other thing does not include (despite any definition in this Plan) a reference to a type of building or other thing referred to separately in the Land Use Table in relation to the same zone.</i></p> <p>On Native Vegetation Act and RU6 Land: The NV Act is generally concerned with clearing of native vegetation in rural lands and urban</p>

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<p>Ralf Chapman of 23 Skyline St Gorokan, Lot 119 DP26922 Alfred Greentree Reserve</p>	<p>Mr Chapman did not attend the hearing but requested his submission be considered: The intent seems to be to retain this reserve in the status quo because land was donated for enjoyment of people and birdlife, for trees and Greenspace. Local residents purchased mindful of this space. Their way of living will be adversely affected. It will decrease property values. Sale and development will cause traffic will bring problems. Insufficient notification. Loss of trees and birdlife. Greenspace needed in residential areas for wellbeing and no one should have their way of life lessened. People have worked hard for and treasure there area.</p>	<p>Land reclassification and Alfred Greentree Reserve is considered in the body of the report.</p>
<p>Stuart Hayward 84 Hue Hue Rd Alison and adjoining properties.</p>	<p>This site and the environs is zoned RU1. The land is only about 2km from the township of Wyong. Acknowledges the historical zoning but believes it's now time to change. This to allow a limited range of additional uses (eg allow for amalgamation and development of aged care, nursing home, school, second dwellings etc). The land is no longer viable for farming and rates are high. Mr Hayward indicated he also spoke for other local residents nearby. Concerned with changes to Hue Hue Rd – now partly zoned as infrastructure zone, same as the Freeway. Concerned about a new freeway ramp here.</p>	<p>Further opportunities for development in rural lands is considered in the body of the report.</p>
<p>Kim McKeachie 31 Daley St Doyalson North</p>	<p>45 year residents and landowners. Requesting lot sizes less than 40ha in RU6 zone, and dwelling rights for created lots. Concerned about the loss of flexibility and opportunity of the former provisions</p>	<p>The question of extending development rights on rural lands is considered in the body of the report.</p>

Person/ Party & Site/ Issue	Submission Summary Points	Comment
Carolyn Wickham Type 3 Airport	<p>of SEPP1. The area around Precinct 16 is pertinent here because it already accommodates mixed subdivision size and land use ie the "vision" for the zoning would not be lost.</p> <p>Requests bringing forward of the Precinct 16 area extending from Doyalson North to Lake Munmorah due to its good access. Road access may not be as costly due to highway, four schools and Woolworths is already developing.</p> <p>Objection to proposed airport and requests that land zone dRU1, RU2, RU6 and IN1 not include "air transport facilities" as permissible.</p> <p>The site is a variation on a site investigated jointly by NSW and Commonwealth govts for airports. This site "was deemed worst of the 17 sites investigated for noise impacts". Recent Cardno study for Council also found "unsuitable ratings for noise impacts due to its proximity to urban areas". Warnervale township and school located 1.5km from southern boundary. Other sensitive uses within 4km. Negative impact quality of life for residents and ratepayers. Concerns include scale including a "2600m" runway and a "900ha" area. No details available to the community about the proposal. As it stands the proposal casts doubt and "(destroy(s) ...property values of existing residents", "Outraged" by the injustice".</p> <p>"Immediate negative effect" if this site would be shown "on an LEP for the next 25 years".</p>	<p>The Type 3 airport is considered in the body of the report.</p>
Peter Doull 44 Mona Rd Woongarrah.	<p>Concerned about good planning in the area and communication process. It seems the LEP is being rushed through with not much in the way of education for ratepayers. Big documents and meetings held at inconvenient times for workers.</p> <p>Particular concerns include: how was the E2 zone determined on this site. It appears to unreasonably affect this land. Will it have an effect on land values. Will this zone bring a reduction in rates, will it change insurance rates. How is Council intending to prevent rubbish and car dumping common to such areas.</p>	<p>This site should be ground truthed to test the reasonableness of the E2 zone in accord with the request of the submission.</p> <p>The public education and land conversion management questions are very pertinent. They strike to matters central to the role of Council in matters of every day life for the local residents and ratepayers who happen to live in the vicinity of development areas, and emphasise the need for good planning and coordination. The body of the report comments on this issue.</p>

Person/ Party & Site/ Issue	Submission Summary Points	Comment
Youseff Chmait 11 Pacific St Long Jetty	Sensitivity for the creek line is agreed by the E2 zone appears to show trees which are well beyond the creek line. Concerned about catchment management. There is lots of development upstream of property built on wetlands and filling previous lower lands. This property will be among the most affected unless good management and planning. How will things be monitored and controlled.	
	This submission to the hearing was in writing only. It refers to the current situation where a number of commercial units use the subject land as their only access way and that the parking is also important for the commercial use of the sites. Zoning change proposed from 5(a) Special Uses Parking to B2 Local Centre with a wider range of uses and potential for sale of the land which could disenfranchise existing uses.	The zoning of the land to Local Centre is a reasonable step in this instance as it can widen the range of permissible uses and may improve the commercial and mixed use prospects for this locality. For example multi-level commercial or mixed use development may be more likely through this change with parking underneath etc. However this should not occur at an unreasonable cost to people/businesses which have already invested in the centre. It should be a pre-requisite for the rezoning that no detriment occur to other commercial land owners in the vicinity. This can occur through caveats and restrictions as to user with rights to the relevant landowners including this submitter.

Endnotes to this Annexure

- ²⁶ A short internet search on 6 April indicated Wollongong, Ballina, Griffith Councils as having notified or reported on leases of community land for telecommunications infrastructure over the recent past.
- ²⁸ See Department of Planning Practice Note PN-0093.
https://www.google.com/url?q=http://www.planning.nsw.gov.au/lep/pdf/pm09_003_lep_classification.pdf&sa=U&ei=TAdeUem7BkXPIALG2YQABA&ved=0CAoQFAB&client=inter-nal-uds-cse&usq=AFQjONG3w5wMing6KQ6JbrIn9SaB0hmY0Q
- ³⁰ See Land Reclamation details for Gorokan (WSC28).
- ³¹ Undated publication by Department of Planning also referenced in Section 117 Direction 4.3. Found at: http://www.planning.nsw.gov.au/planning_reforms/pr/fpl_guideline.pdf

³² See provisions in Environmental Planning and Assessment Amendment Bill 2012 which provide for less weight to be applied to

³³ As suggested in Department of Planning and Infrastructure, 2012, North Wyong Shire Structure Plan, p22.

³⁴ Department of Planning and Infrastructure, 2012, North Wyong Shire Structure Plan, p7

Central Coast Regional Airport

Submission to Draft
Local
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1 Introduction

Cardno has been commissioned by Wyong Shire Council to articulate and justify the inclusion of provisions in the Draft Wyong Local Environmental Plan, 2012 which facilitate the future development of a Regional Airport on land in the northern portion of the Local Government Area (LGA).

The Council refers to this airport as the future **Central Coast Regional Airport**. The Airport is seen as vital infrastructure to ensure the future sustainable economic prosperity for the Central Coast and provide the type of infrastructure expected and required in Australia's ninth largest region.

In order to facilitate the Airport's future development, it is essential that the site of the future Airport is protected through an appropriate statutory framework.

The Council is currently finalising the draft Wyong Local Environmental Plan (LEP) 2012. It is proposed that LEP 2012 contain the appropriate statutory controls and objectives required to lay the foundation for the protection of the required land area for the Airport and enable its future development and operation.

By way of background, in February 2013 GHD was commissioned by the Council's Economic and Property Development Unit to prepare and lodge a submission on draft LEP 2012 (see Appendix A). The draft LEP included *Clause 7.13 – Type 3 Airport* and mapping which identified a site for the Airport (Site 1) that was proposed at the time of the draft LEP's exhibition partly within the Lake Macquarie LGA (see Figure 1). This site selected was informed by the outcomes of the *Joint Study on Aviation Capacity in the Sydney Region* (Federal and NSW Government, 2012). The GHD submission instead proposed, largely in response to submissions made by Lake Macquarie City Council and others, that the Airport should proceed solely on land within Wyong Shire. In response to this recommendation, Council officers have prepared alternate mapping for the airport site that contains the site within the Wyong LGA (see Figure 2). The final site proposed for inclusion in the LEP will be subject to Resolution by Council.

The GHD submission provides background to the location of the proposed Airport commencing with the findings of the *Joint Study on Aviation Capacity in the Sydney Region* released jointly by the Federal/NSW Government in early 2012. That report considered the possible suitability of a site in the Wyong LGA for Sydney's second airport.

Whilst neither that site, nor the possibility of the LGA accommodating Sydney's second airport, are proposed to be reflected in the draft LEP, it did lead to Wyong Shire Council considering the need for a Regional Airport for the Central Coast and determining that such a need existed and therefore should be reflected and protected by appropriate provisions in the LEP.

The GHD submission provides preliminary social, economic and environmental justification for the Airport provisions and for the location proposed in the draft LEP.

The purpose of this report by Cardno is further justify the placement of the Regional Airport site into LEP 2012. It is intended that the report be submitted by the Council to the Department of Planning and Infrastructure (DP&I) in response to the Department's requirements in issuing the section 65(2) certificate to enable the draft LEP to be advertised. The primary objective of the submission is to ensure the DP&I/Planning Minister do not require deletion of the Airport provisions from the LEP.

The following report therefore provides the supporting arguments for the proposed LEP 2012 Airport provisions.



Figure 1: Proposed location for Central Coast Regional Airport, Wyong and Lake Macquarie LGA's (Site 1).

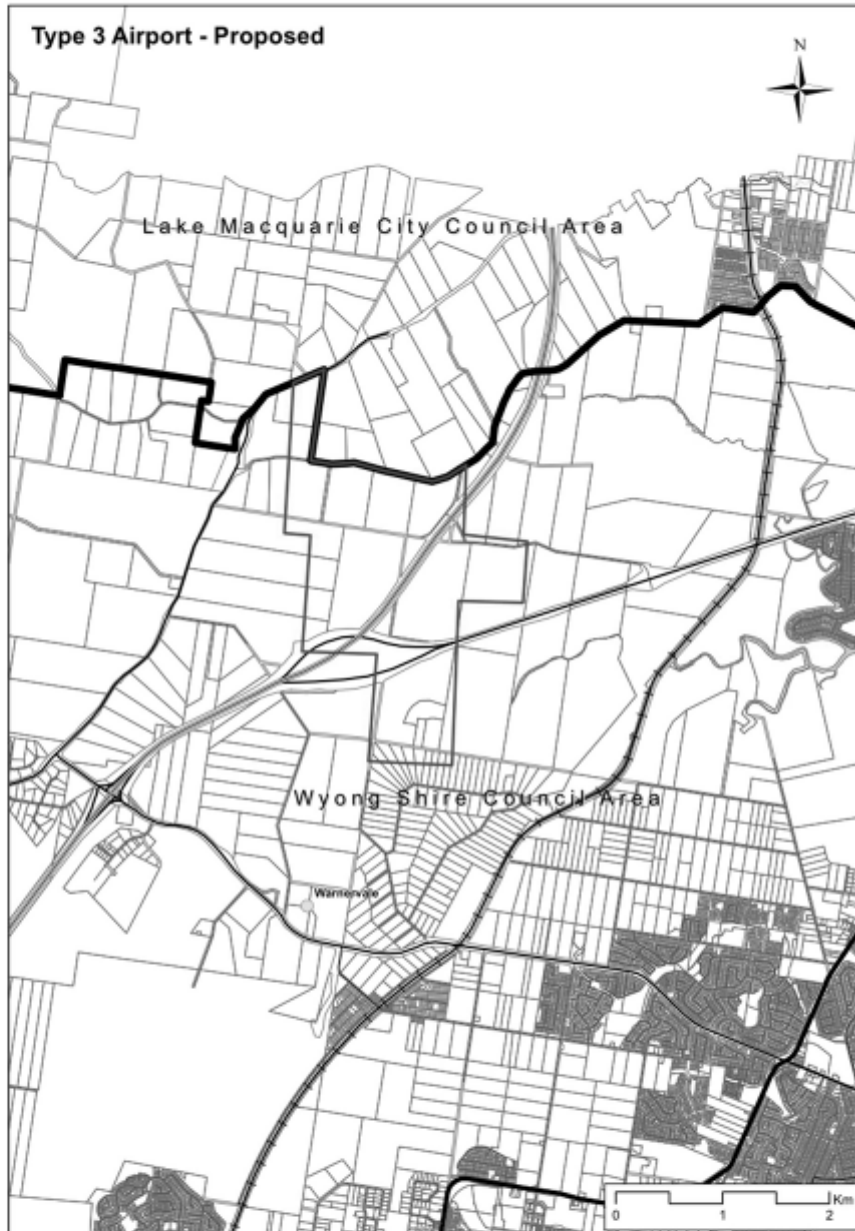


Figure 2: Proposed location for Central Coast Regional Airport, Wyong LGA only (Site 2).

2 Need for a Regional Airport

Wyong Shire Council has a population of around 150,000 people and is strategically located in the Central Coast Region which has a population exceeding 300,000. The region is projected to grow significantly and is the ninth largest in Australia, yet it does not contain a Regional Airport, with the existing Warnervale Aerodrome restricted from expanding. This is impacting on the economic and social sustainability of the region.

By 2031 the Central Coast will have a population as large as Canberra has today. With the State Government planning for the Central Coast population to grow by more than 100,000 in 20 years, the Central Coast needs big ideas to create jobs growth for the region.

At more than 400,000 people (by 2031), the Central Coast region will be 10 times larger than the Northern Rivers Region, which benefits from a Regional Airport of its own at Ballina that handled 291,322 passengers in the 2011 financial year, serving the Northern Rivers region and the Byron Bay coast; and much larger than Port Macquarie-Hastings region which is served by the Port Macquarie Airport which had 220,000 passengers in 2010.

Regional airports – like those at Ballina, Port Macquarie and the Sunshine Coast – result in investment in industry and tourism; and contribute hundreds of millions of dollars to local development and job creation in their regions.

The Central Coast will benefit greatly from a Regional Airport because it has a large population of its own, is well located on major road and rail links, has terrific natural assets to boost local tourism and will function as an alternate gateway for travellers heading to and from Sydney.

The proposed Regional Airport is just one of many initiatives in an overall plan to grow jobs and the economy on the Central Coast and in Wyong Shire.

Wyong Council seeks to facilitate development of a Regional Airport by identifying and protecting a site for it through the LEP process rather than waiting for State or Federal Governments to recognise the need to plan for the long term key transport infrastructure needs of the Central Coast.

By designating an area within the Council's draft LEP for a future Regional Airport and referencing this through provisions in the draft, the Shire is undertaking long term strategic planning for the benefit of its ratepayers and the broader Central Coast region. The Council also considers that by including reference to the site for the future Airport in the LEP, it maximises the opportunity for the community to have their say on the proposal and to enable a framework to be established to secure and protect the site moving forward.

The *Joint Study on Aviation Capacity in the Sydney Region* provided the stimulus for the Council to progress the planning for and protection of a new Regional Airport for the Central Coast. The Joint Study found that the North Wyong site area would be suitable for either a Type 1 International Airport or a Type 3 Regional Airport. At the time this Joint Study was released, Council welcomed but did not endorse the idea of an international airport. However, in considering its response to the Joint Study, Council determined that it would pursue a smaller Regional Airport in the Shire in the general vicinity of the site identified in the Joint Study to support the needs of a growing regional community.

The Central Coast is already served by the F3 Freeway and passenger rail. It will also be amongst the first regions to benefit from plans to build a high-speed rail link on the east coast and related plans to link the F3 and M7 motorways and other roads to reduce road congestion into Sydney. Projections in the Federal High Speed Rail Study point to a rollout of the Sydney to Newcastle High

Speed Rail link as the first stage in the Sydney to Brisbane leg, with full operation expected by 2045 (Department of Infrastructure and Transport, April 2013, p.2/21).

A Regional Airport on the Central Coast completes the essential transport infrastructure set (road, rail and air) needed for the Central Coast to become an independent, self-supporting and more prosperous region.

With the National Broadband Network now being rolled out on the Central Coast, the region has the capacity to become a major transport and logistics hub serving the eastern states. A Regional Airport is the one major piece of infrastructure still required to realise this outcome.

An independent study of local infrastructure by Cardno, the *Wyong Shire Key Infrastructure Study* reviewed current plans and options for a high speed rail link from Sydney to Newcastle and plans for freeway extensions linking the F3 with the M7. When the studies were considered together it became clear that the location of a Regional Airport on the Central Coast should be considered – and the airport concept was included in the Wyong Council Draft LEP accordingly to inform public opinion and encourage feedback at this concept stage.

The final delineation and exact location of the Airport may change based on feedback received from the community, engineering experts, further studies, or State and Federal Governments. However, it is highly likely that any revisions to the concept location would still see it proposed for the northern part of the Shire, and west of the Freeway.

The draft LEP provides the mechanism for taking the next step to delineate and protect an appropriate site. The Council sees that it is essential that the Shire's new LEP delineate such a major piece of regional infrastructure and that the Department of Planning and Infrastructure and Planning Minister are convinced of the need to include reference to the site in the new LEP. The Airport is necessary to service the Central Coast Region and its 2030 population, and will compliment, not compete with, other airports in adjoining regions such as Newcastle (Williamstown).

The inclusion of the Airport references in the LEP not only should be retained but are essential for the future growth and sustainability of the region.

3 Regional Planning Context

Provision for a Regional Airport is consistent with the objectives and framework outlined in the NSW Government's Central Coast Regional Strategy (CCRS) albeit that the need for such an Airport is not addressed in the Strategy.

The CCRS was released by the Department of Planning and Infrastructure (DP&I) in 2008 and covers the period 2006-31. It is intended to be reviewed every 5 years, meaning the first review should be imminent and can address and accommodate the Airport proposal contained in the draft LEP.

In the Forward to the CCRS, the then Planning Minister, Frank Sartor stated that the intent of the Strategy was "to deliver a prosperous and sustainable future for the Region's current and future residents" with the region set to grow by some 4,000 people per annum and an additional 100,000 people to 2031. The Minister indicated that all of the Strategy's objectives "will be achieved in partnership with local government".

Key features of the CCRS which support the Regional Airport concept are outlined in the following table.

CCRS Theme, Statement or Objective	Relevance to a Regional Airport
<p><u>Job Creation + Employment Self Sufficiency</u></p> <ul style="list-style-type: none"> ➤ <i>"There is a need to improve employment self-containment in the region by creating more opportunities for local jobs closer to home"</i> (Minister's foreword). ➤ There is a need for <i>"transport networks to be strengthened and the location of future employment opportunities located to support economic growth and maximise the efficiency of the transport system. Of particular importance is the development of key employment lands ..."</i> (p3). ➤ <i>"Perhaps the greatest challenge is to create local job opportunities to match labour force growth... The proportion of the adult workforce commuting out of the Region for work has increased to over 25%. The Region needs to ... increase employment self containment to reduce the need for out commuting".</i> (p5) ➤ <i>Key challenges include "encouraging and investigating opportunities to diversify the Region's economy".</i> (p6) ➤ The Strategy supports creating the capacity for over 45,000 jobs in the Region over the next 25 years, with 10,000 in the North Wyong area and <i>"provides a framework by which future employment opportunities beyond this can be identified and located".</i> (p11) ➤ The Strategy states that the NSW Government is to prepare a Regional Economic Development and Employment Strategy for the Central Coast that will aim to <i>"improve employment opportunities in the Region and increase the level of regional employment self-containment"</i>. A further aim of the Strategy is to <i>"identify other factors outside land use planning that will assist employment growth".</i> (pp29/30) ➤ <i>"The NSW Government is to recognise the regional and state significance of the Wyong Employment Zone in providing appropriate employment lands over the next 25 years by ... providing a framework to inform future state and local infrastructure decisions".</i> (p30) 	<ul style="list-style-type: none"> ✓ A Regional Airport would stimulate investment in industry and commerce in the vicinity thereby increasing opportunities for local jobs and improving regional employment self-sufficiency. ✓ Development of employment lands has not progressed to the level desired by the Council. Provision of a Regional Airport, which is in close proximity to undeveloped employment and industrial areas, would provide the stimulus for development to occur. ✓ A Regional Airport will encourage new industries and support industries that are not currently located in the Region. ✓ The Central Coast Regional Economic Development and Employment Strategy being prepared by the NSW Government would be significantly enhanced by a Regional Airport. It should consider the opportunities such a significant piece of infrastructure would have for economic development and employment growth and self-sufficiency in the Region. ✓ The Regional Airport would recognise the state significance of the Wyong Employment Zone by providing appropriate infrastructure in close proximity to support its development.
<p><u>Tourism</u></p> <ul style="list-style-type: none"> ➤ The region is a <i>"recognised tourist area"</i>. (p3) ➤ <i>"Sectors expected to experience strong growth over the next 25 years include ... tourism".</i> (p5) ➤ A key challenge is seen to be <i>"supporting and strengthening tourism opportunities as well as managing seasonal population fluctuations".</i> (p6) ➤ The Strategy aims that, by 2031, the Region will have an economy that <i>"effectively competes in a range of value added activities"</i> including advanced 	<ul style="list-style-type: none"> ✓ The Region is not serviced by a Regional Airport to support the important existing and growing tourism industry . ✓ A Regional Airport would help reduce the reliance of the tourist service sector on both seasonal visitors and tourists driving from Sydney.

<p>manufacturing and logistics, tourism and hospitality. (p10)</p> <ul style="list-style-type: none"> ➤ <i>"The Region's natural assets bring an increasing number of tourists, creating opportunities in accommodation and hospitality industries"</i> (p25) ➤ The CCRS recognises that one of the challenges in providing infrastructure and services to the region <i>"is the large fluctuations due to the seasonal holiday periods"</i>. (p45) 	
<p><u>Population Growth</u></p> <ul style="list-style-type: none"> ➤ More growth has recently occurred in Wyong than in Gosford. (p7). Wyong Shire is projected to grow by 70,000 people. (p13) ➤ By 2031 the Central Coast will have a population of just over 400,000 people. (p9) ➤ Almost 30% of new dwellings will be in new release areas including in North Wyong. (p11) ➤ <i>"Services to support population growth will need to be planned and delivered"</i>. This includes social and transport infrastructure. (p7) 	<ul style="list-style-type: none"> ✓ The current population of the Central Coast (320,000 people) and its projected 2031 population of 400,000 is comparable with the populations of Canberra (367,000) and Newcastle (540,000) and well above other regional centres on the NSW and southern Queensland coasts - Sunshine Coast (240,000), Coffs Harbour (72,000), Ballina (40,000) and the Eurobodalla Coast (17,000). All of these centres are serviced by successful Regional Airports. ✓ Given that the proposed site is in close proximity to the Warnervale growth precinct and the Wyong Employment Zone, it is a very appropriate location for a Regional Airport.
<p><u>Regional Identity</u></p> <p><i>The Region's population strongly identifies the Central Coast as a separate Region and it was formally recognised as such in 2005 by the Geographic Names Board".</i> (p3)</p>	<ul style="list-style-type: none"> ✓ A Regional Airport would substantially raise the profile of the Central Coast as a viable destination for both commercial and tourist related interests. ✓ Advice from the Regional Aviation Association of Australia (RAAA) indicates that the presence of an airport has significant positive impacts with respect to local pride and the regional identity of a locality.
<p><u>Future Vision</u></p> <p>Part of the vision for the Central Coast is to create a <i>"competitive, adaptable and sustainable economy with increased local employment opportunities and a place where people increasingly want to live, work, visit and invest."</i> and</p> <p><i>"A Region where important issues such as the provision and location of essential human services and associated infrastructure are identified, coordinated and well managed"</i>. (p9)</p>	<p>Regional transport infrastructure, including a Regional Airport, will be critical to achieving these two key components of the Vision articulated in the Regional Strategy.</p>
<p><u>State Significant Sites</u></p> <ul style="list-style-type: none"> ➤ Two state significant sites were identified in the CCSC. There were the Warnervale Town Centre and Wyong Employment Zone (WEZ). The WEZ is over 300 hectares and has the capacity to accommodate 6,000 new jobs. (p12) ➤ The Strategy recognises that <i>"there will be a range of actions and coordination mechanisms required for regional and local infrastructure to</i> 	<ul style="list-style-type: none"> ✓ Both of these sites would be in relatively close proximity to, and therefore supported by, the Regional Airport. ✓ Including the Regional Airport site in the draft LEP is a statutory mechanism which

<p>allow development of these sites to occur". (p20)</p>	<p>allows co-ordinated provision of infrastructure to occur in the future.</p>
<p>Landuse Compatibility</p> <ul style="list-style-type: none"> ➤ Future reviews of the CCRS "may consider the need for additional employment lands west of the F3". (18) ➤ "Areas west of the F3 Freeway are not required for additional urban residential development potential during the life of the Strategy". (p20) 	<ul style="list-style-type: none"> ✓ The Regional Airport will be west of the F3 but in close proximity to it. It is not in close proximity to any of the future residential growth areas identified in the Strategy. ✓ The location of the airport would meet the CCRS objective of supporting possible additional employment lands west of the F3.
<p>Other</p> <ul style="list-style-type: none"> ➤ "LEP's will be required to demonstrate that the population, housing and employment capacity targets set by the Strategy can be achieved." (p19) ➤ The North Wyong Structure Plan area will be the focus of new employment lands as well as new greenfield residential development. (p11) ➤ "Careful attention and priority must be given to planning, economic development initiatives and infrastructure planning to maximise results for the Region". (p27) ➤ "The State Infrastructure Strategy has an overall ten year outlook and allows both public and private sectors, including local councils and the wider community, to make decisions based on NSW Government's priorities and timing for major infrastructure". (p45) ➤ "Road and rail infrastructure play the most significant roles in moving freight to, from and through the Central Coast" and the CCRS recognises "the need to plan for the provision of sufficient freight transport capacity". (p47) ➤ Wyong Council owns and operates Warnervale Airport, the future of which is being considered as part of the wider Wyong Employment Zone area (p48). ➤ The Central Coast Regional Strategy is to be reviewed every five years in partnership with the local councils (p53) 	<ul style="list-style-type: none"> ✓ An airport in close proximity to the North Wyong Structure Plan area would provide a key stimulus for employment and population growth that is entirely consistent with State and local government strategies for the region. ✓ A Regional Airport is a major piece of infrastructure which both the local council and the community support as evidenced by including reference to the site and the Council's intention in the draft LEP. ✓ Including the Regional Airport site into the draft LEP will inform future reviews of the State Infrastructure Strategy which are planned within 5 years of the CCRS's adoption. ✓ A Regional Airport would improve options for freight movements to and from the Region and reduce the reliance on road transport. ✓ There is no capacity to upgrade Warnervale Airport so the only option for a Regional Airport is to develop one in a new location. The proposal to identify and protect a site for it in the LEP is sound strategic planning by the Shire, recognising the long term infrastructure needs of the region. ✓ The 5 year CCRS review is due now. It therefore provides a unique opportunity for the CCRS to be reviewed having regard to the draft LEP provisions and in particular to have regard to the Regional Airport concept and how it could positively impact the region and achieve many of the Strategy's objectives. These include employment growth and sustainable tourism as well as providing the key infrastructure the Regional community should reasonably expect will be provided.

4 Council Commitment to Airport

In order to demonstrate its commitment to progress and realise the development of the Central Coast Regional Airport, Wyong Shire Council has:

- ✓ Set up a technical advisory group to provide expert advice on the design and execution of its plans for a regional airport. The group includes Mr Jeff Boyd, Chair of the Regional Aviation Association of Australia and Mr Chris Manning, Chair of the Australian Aviation Associations Forum;
- ✓ Budgeted \$5m to do technical studies to address the environmental, social and economic issues associated with the development and to finalise the site boundaries based on minimising or removing social and environmental impacts;
- ✓ Budgeted \$100m to develop the first stage of the required infrastructure for the airport including terminal, siteworks, runway and road upgrades; and
- ✓ Liaised with landowners of the proposed site the majority of whom are in favour of the development and do not oppose its inclusion in the LEP. This would otherwise be seen as a major issue to address in an airport site selection and protection process. Only nine landowners are affected by the airport footprint whilst adjacent uses are of a rural nature and/or are proposed employment lands.

5 Community Support

In February 2013 Council commissioned Micromex to undertake an independent survey of the views of the broader Wyong Shire Community on the concept of having a Regional Airport for the Central Coast located in Wyong Shire.

The Micromex study was a random telephone survey of 400 residents over the age of 18. The survey was weighted by age to reflect the 2011 Census data, with 25% of respondents in the age group 18 – 34; 26% aged 35 – 49; 24% aged 50 – 64 and 25% aged 65 or older. Forty-seven per cent were male, 53% female.

A sample size of 400 was chosen because it is known to provide results that are 95% reliable. This means that if the survey was repeated, the same outcome would occur 19 times out of 20. This is standard best practice in the research industry.

Respondents were spread through all Wyong suburbs with a slightly larger proportion of those surveyed living in northern areas of the Shire than in southern areas of the Shire.

Respondents were asked: how supportive they were of the potential development of a Regional Airport in Wyong Shire with **84% expressing a degree of support**. Specifically, 67% of the 400 residents surveyed indicated they were either 'very supportive' or 'supportive' of the airport concept, and 84% were at least 'somewhat supportive.'

There was little difference between people living within five kilometres of the proposed site and those living further afield.

All the younger respondents between the age of 18 and 34 were uniformly supportive, while the majority of those who were not supportive were age 50 or older.

In a press release in March 2013, the Wyong Shire Mayor Eaton stated: *"The people of the Central Coast realised they are disadvantaged by not having a regional airport and have made their opinions known through the survey. They understand a regional airport is crucial to future industry growth and job creation on the Central Coast...We need a regional airport and the Central Coast*

community has given us the support we need to take the proposal from concept to reality over the years ahead".

The draft LEP 2012, including the Central Coast Regional Airport provisions, was exhibited for public comment in early 2013. From a catchment of approximately 350,000 people, 250 submissions were received that were directly related to the airport. Approximately 60% of these raised objections to the proposal. Additionally, a statutory Public Hearing on the draft LEP was conducted. Four persons made verbal submissions to the Hearing on the airport proposal, three in support and one opposing. Given the very small percentage of objections received when considered against the catchment population of the exhibition, it is considered that the airport proposal is largely supported by the regional community.

The Shire has a vision to make the Regional Airport a hub for a new commercial precinct which will assist the Central Coast in becoming a transport, logistics, business and tourist centre in the future. Parallels are drawn with the Sunshine Coast Regional Airport in Queensland which is approximately the same distance from Brisbane as the Central Coast Regional Airport would be from Sydney.

However, Wyong Shire Council accepts that, whilst the overwhelming majority of those surveyed in February support the concept of a Regional Airport in the Shire, planning for it is still at a very early concept stage – with such major developments taking years of planning and community consultation before they are ever approved or developed. Wyong Council is committed to community consultation and due process in the Airport's development and there will be many opportunities for residents to have their say on this issue. By including outline plans for a Regional Airport in its future planning documents at the earliest possible stage – the concept stage – and recognising the proposal in the LEP, the Council is undertaking the long term strategic planning that is required for such significant infrastructure to be realised.

Over the next year the Council has budgeted to expend considerable sums to undertake the many required studies to establish even basic plans for the exact location of the airport including its runways, flight-paths, terminal facilities and so on.

A large number of environmental studies will also be needed to assess noise, environmental and other impacts on the Shire.

This work will begin if LEP 2012 is adopted and approved by the State Government with the Airport's inclusion, and will continue through all the required stages with appropriate public consultation in advance of decisions being made.

6 Conclusion

The New South Wales Central Coast is identified in current state planning strategies as a key centre for residential and employment growth to 2031. The northern part of the Region has been specifically identified in the Central Coast Regional Strategy, and the supporting North Wyong Structure Plan as an area to support 10,000 new jobs and 19,000 new dwellings. Current regional transport infrastructure to support this growth includes the F3 Freeway and the northern rail line. Wyong Council's initiative to designate land for the purposes of a Regional Airport in the Wyong Local Environmental Plan, 2012 would allow for provision of this one major piece of regional infrastructure.

This report has provided evidence to support inclusion of the indicated Regional Airport site in the LEP as proposed on the basis that establishment of a Regional Airport in the northern part of the Wyong Local Government Area:

- ✓ Would bring the Central Coast to consistency with other East Coast Regions of similar or lesser populations which currently support regional airports;

- ✓ Would address an identified market for regional aviation facilities;
- ✓ Would provide key stimulus for local development that would contribute to Government employment and residential targets; and
- ✓ Is demonstrably consistent with community opinion indicated in submissions to the exhibition of the draft LEP, a Public Hearing and a dedicated community survey conducted by Council.

On this basis, it is Cardno's opinion that it would be in the best interest of the people of the Central Coast and the broader community to include the indicated land for the Central Coast Regional Airport in the Wyong Local Environment Plan, 2012.

Central Coast Regional
Airport

APPENDIX A
GHD REPORT



19 February 2013

Wyong Shire Council
General Manager
PO Box 20,
Wyong NSW 2259

Our ref: 33/09055/34/15504
Your ref:

Dear Sir/Madam

**Draft Wyong Local Environmental Plan 2012
Submission to Clause 7.13 - Type 3 Airport and associated maps**

GHD on behalf of the Economic and Property Development Unit, Wyong Shire Council has prepared a submission for the draft Wyong Local Environmental Plan (LEP) 2012.

The draft Wyong LEP 2012 includes Clause 7.13 -Type 3 Airport with associated maps identifying the potential site for the Type 3 Airport at Wallarah. The Type 3 airport area arose from the recent Joint Study on Aviation Capacity in the Sydney Region published by the Federal and NSW Government. While it is understood there is a need for further justification, consultation and investigation this submission supports the retention of the clause into the draft LEP 2012 and recommends it be amended to better protect this important future community asset. This submission provides Council with not only support for identifying the preferred area at Wallarah, it also provides social, economic and environmental justification for the draft clause.

Please find attached GHD's comprehensive submission with regards to this important issue.

GHD is willing to discuss this proposal further. If you have any further questions please do not hesitate to contact the undersigned.

Sincerely
GHD Pty Ltd

Katrina Burbidge
Senior Planner
02 6650 5600



Wyong Shire Council
Draft Wyong Local Environmental Plan 2012
Submission to Clause 7.13 and Associated Maps

February 2013

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1. Introduction

1.1 Purpose of the Submission

This submission has been prepared in response to Council's public exhibition of the Draft Wyong Local Environmental Plan 2012 (draft LEP 2012).

This submission prepared by GHD on behalf of the Economic and Property Development Unit, Wyong Shire Council supports Clause 7.13 -Type 3 Airport with associated maps that identify the potential site for the Type 3 Airport. The Clause is presented below for your reference.

7.13 Type 3 Airport

- (1) *This clause applies to land shown as Airport Type 3 on the Wyong Local Environmental Plan 2012 Airport Type 3 Map.*
- (2) *The objective of this clause is to identify land that is identified as a potential site of a Type 3 Airport (limited service airport with a single runway of length of up to 2,600 metres).*
- (3) *In this clause: Type 3 Airport means land identified as Airport Type 3 on the Airport Type 3 Map.*

This submission provides a justification for the above Clause as well as supporting the preferred area in Wallarah based on findings from the *Joint Study on Aviation Capacity* in the Sydney Region published by the Federal and NSW Governments. This submission also provides support for the identification of a future Type 3 Airport in the Wyong Shire area based on social, environmental and economic opportunities.

1.2 Terms of Reference

The following submission has been prepared based on desktop assessment only. No field assessment has been undertaken.

GHD has prepared this submission on the basis of desktop information available which GHD has not independently verified or checked beyond the agreed scope of work. GHD does not accept liability in connection with such unverified information, including errors and omissions in the report which were caused by errors or omissions in that information.

Reflecting the high level nature of this submission, challenges and opportunities were identified based on past experience in similar projects and consultation as well as several local and state studies and reports. These are listed below for your terms of reference

- Joint Study on Aviation Capacity in the Sydney Region published by the Federal and NSW Governments, 2012.
- Technical Papers on the Joint Study on Aviation Capacity in the Sydney Region including Aviation Capacity Cost Benefit Economic Assessment.
- Draft Wyong Local Environmental Plan 2012.
- Warnervale Airport (Restrictions) Act 1996 No 57
- The Central Coast Regional Strategy 2006-31 (DoP, 2008)
- Central Coast Regional Strategy (CCRS) (DoP, 2008)
- Central Coast Regional Economic Development and Employment Strategy 2009 (REDES)

- Environmental Planning and Assessment Act 1979 No 203
- Wyong Shire , Draft Settlement Strategy 2012

1.3 Criteria for a Type 3 Airport

The following criteria for a Type 3 airport is based on the *Joint Study on Aviation Capacity* in the Sydney Region.

A Type 3 airport is defined as "limited service airport serving all RPT segments, accommodating a single shorter runway of up to 2,600 metres".

1.4 Warnervale Airfield

Warnervale airfield is located in Warnervale with access via Jack Grant Ave (off Sparks Road) Warnervale. The airfield is located approximately 10 km north of Wyong and 95 kms north of Sydney CBD. This airfield lies approximately 5 kms directly south of the preferred Type 3 Airport at Wallarah. It consists of an unlicensed general aviation airfield containing one runway which is 950 m long and a designated Runway 02/20. The Warnervale Aerodrome is situated within the Wyong Employment Zone (WEZ).

In December 1993, Council resolved to upgrade airport facilities by lengthening and widening the runway to 1800 metres and 150 metres respectively. The effect would be to raise the scale of the airport to a regional airport facility. A development application (DA 554/1993) for the runway was approved on 17th January 1994 and Council gained substantial commencement on this consent, with subsequent legal advice confirming commencement.

However, in 1996, State Parliament passed the *Warnervale Airport (Restrictions) Bill*, placing restrictions on future aircraft movements, the length and siting of the runway, and any expansion of airport operations.

In 2003, Council resolved not to continue with plans to expand the runway as it would not be viable to construct such a facility due to this legislation.

As stated in the *Joint Study on Aviation Capacity* the site is restricted for any future expansion in services by the Warnervale Aerodrome Restriction Act 1996. The Act restricted future aircraft movements, the length and siting of the runway, and any future expansion of airport operations.

Due to this Act any further development beyond its current general aviation role is not possible. Therefore the airfield at Warnervale has been discounted as a possible Type 3.

1.5 Wallarah Type 3 Airport Area - Site Description

Walarah is located adjacent to the F3 Freeway (Sydney – Newcastle freeway) approximate 80 km north of Sydney.

The site is approximately 937 ha and is dissected by the F3 freeway. Approximate 386 ha lay within the Lake Macquarie LGA and 551 ha lay within the Wyong LGA (Figure 1.1).

The land is undulating with the majority of the roads located on ridge lines. No urban development exists within the area with only the occasional rural dwelling. Some areas of the site are heavily vegetated with Wallarah Creek located on the southern portion of the site. The site is located less than 2.5 km from Warnervale Railway Station.

Under the Draft LEP 2012 the following zones apply to the preferred land.

- RU1 Primary Production
- RU6 Transition zone
- SP2 Infrastructure

- IN1 General Industrial
- E2 Environmental Conservation

The site is located directly in and to the west of the Wyong Employment Zone (WEZ). The WEZ is 744 ha in size and includes the recently approved Warner Industrial Park.

The Joint Study on Aviation Capacity completed a broad scale analysis to identify the preferred sites for Type 3 airports. Wallarah was considered the preferred site for an airport in the Central Coast region.

Figure 1-1 Air Photo of Proposed Type 3 Airport Area under Clause 7.13 Draft LEP 2012



2. Joint Study for Aviation Capacity in the Sydney Region 2012

To address Sydney's future aviation needs, the Australian and NSW governments established the *Joint Study on Aviation Capacity for the Sydney Region* (Joint Study) in 2009 to develop an effective strategy for meeting the aviation capacity needs for the Sydney region now and into the future. The Joint Study, released in March 2012, not only identified projected demand beyond existing forecasts (up to 2060), but also examined and recommended solutions to Sydney's growing aviation requirements. Key among these was maximising the use of the current airport given the unique advantages it presents to the business and tourism sectors, improving the use of other existing aviation assets in the Sydney region, and selecting a site for a second Sydney Airport.

The two year Joint Study examined the short and long term aviation demand for the Sydney Region, including the ability of existing airports to meet it and options for increasing capacity. This included looking at solution for improving surface transport around Sydney (Kingsford – Smith) Airport.

The Joint Study noted that within the next five years, the location for a new airport site capable of handling large passenger aircraft will need to be determined and investment to commence. This is because demand for aviation services in the Sydney region will continue to grow and Sydney Airport will not be able to cater for projected aircraft movements in the medium and long term.

The Joint Study found there would be a large economic and social toll for NSW and the nation if a second airport is not built by 2030. For example Australia is forecast to forego \$6 billion in GDP by 2035, or \$34 billion in GDP by 2060. In 2060 alone, the annual estimate of foregone jobs is approximately 57,000 in NSW and 77,900 nationally.

As part of the study the government is considering options for either a 'Type 1' airport (a full service airport capable of handling a future parallel runway layout); or a 'Type 3' airport (a single runway airport) to act as a second Sydney airport.

Sites have been assessed based on proximity within 90 minutes travel time to Sydney; aviation development capacity; airspace conflicts with existing airports and flight paths; environment impacts; and proximity to growth centres.

Within the Central Coast locality, three sites (Peats Ridge, Somersby and Wallarah) were carried through to the short list of potential airport sites.

However, both Peats Ridge and Somersby were deemed unsuitable for Type 3 airport as the *"sites are considered to be operationally connected to Sydney (Kingsford-Smith) Airport and, as a result, their actual day-to-day capacity in terms of aircraft movements is likely to be seriously affected by the necessary interaction with Sydney (Kingsford-Smith) Airport"*.

In addition, in some circumstances when a southerly passes through these sites these airports would have to be restricted in capacity or even closed because the identified runway orientation would not allow aircraft movements.

The Wallarah site was rated as more suitable against 5 criteria and suitable against 2 criteria. The site received a suitable rating against Airspace interaction capacity due its geographic location in relation to Sydney Airport.

This submission supports the Joint study proposal for a Type 3 airport at Wallarah.

2.1 Wallarah Type 3 Airport - Site Area

2.1.1 Cross Boundary Issues

Within the Joint Study the Wallarah airport site covers a significant amount of urban land including the Warnervale Town Centre (B2 Zoning) and proposed North Warnervale Railway Station. The site received an unsuitable rating for its proximity to the urban development and considerable potential amenity impacts.

The Warnervale town centre has been earmarked for considerable expansion and development through a master planning and strategic planning process. Developing an airport in the area identified in the Joint Study would interfere significantly with the development of this town.

In the draft LEP, Council amended the Joint Study location by extending it further north. However, approximately 386 ha now is located in the Lake Macquarie Local Government Area. Cross boundary co-ordination of major infrastructure such as a Type 3 airport produces significant challenges. The existence of regulatory, institutional, and legal obstacles are likely to constrain the development of a cross boundary infrastructure project. Establishing a Type 3 airport will require a clear local policy framework. Project management will need to minimize environmental impacts and be based on proper technical specifications with clear lines of oversight. Lake Macquarie LGA and Wyong LGA have differing legislative standards including environmental and DCP guidelines which will significantly impede the development of the Type 3 Airport.

The cross boundary development also may have differing utilities standards such as access roads and water. When the airport is operational, the management and maintenance will be difficult over an LGA boundary.

This submission therefore encourages Council to include only an area within the Wyong Shire for a Type 3 airport.

2.1.2 Wallarah Type 3 Airport – Airport Planning

The Type 3 airport proposed for the site includes one runway that is 2,600 m long and 45 m wide. This is suitable for the use of aircraft up to and including B737 and A320.

The study proposes a runway orientation of 17/35. The basis of this orientation is not known. It may be due to factors such as prevailing wind direction, topography or urban encroachment, or a combination of all of the above. The current Warnervale airport is aligned in the 02/20 direction while the runways at Williamtown and Richmond are aligned in the 12/30 and 10/28 directions respectively. There is some flexibility in the final alignment of the runway as the larger aircraft are more tolerant of crosswind.

The final runway length will be determined by the aircraft operating from the airport and their route structure. It is likely that for a domestic only airport this runway length can be reduced from the proposed 2600 m. It is noted that Ballina has a 1900 m runway and provides for A320 operations to Melbourne (a distance of approximately of 1300 km). A similar sized runway could allow for operations by large RPT (regular public transport) aircraft to Melbourne, Brisbane and Adelaide.

The study identifies 'a single runway airport capacity of 240,000 movements per year'. The number of people residing within the ANEF 20 for this number of movements is in the order of 3800. A reduced number of aircraft movements will reduce the size of the ANEF footprint and thus the number of people affected by noise and the amount of land allocated for particular purposes: a rule of thumb is halving of movements reduces the ANEF by 3. The Ballina airport has forecast 120,000 movements in 2020 which is probably more in line with Wyong's likely demand than the 240,000. The size and shape of the ANEF will also depend on the aircraft mix

and the type of operations. An airport used primarily for flying training (light aircraft) will have a significantly different foot print than one used primarily for RPT operations.

The location of aircraft flight tracks will be determined by the type of aircraft using the airport and the operations they are performing e.g. arrival, departure or circuits. Tracks may extend up to 7 - 8 kms from the runway along the extended runway centrelines and 2-3 km on either side of the runway. The airport will be located under Sydney controlled airspace and near the Williamtown airspace and so the location of approach and departure tracks may be influenced by these constraints. The areas impacted by aircraft noise (shown in the N70 charts) which will extend beyond the ANEF 20 contours will be determined by the number and type of aircraft operating and the location of the tracks. These contours should be reduced from those included in the study report as the number of aircraft movements will be smaller than those projected in the report.

3. Justification for Type 3 Airport at Wallarah

3.1 Strategic justification for the inclusion into the draft LEP

The draft Wyong LEP provides a statutory framework for planning in the Wyong LGA. The draft Wyong LEP 2012 provides residents a clear direction that explains what Council wishes to achieve in relation to development.

The LEP is an important land use planning tool to influence activities occurring on land within Wyong LGA. Through the inclusion of Clause 7.13 – Type 3 Airport into the LEP, Council is providing leadership to integrate and manage a preferred Type 3 airport location in a collaborative way between councils, state government and the community.

In addition, this area will be protected from the encroachment of development that may occur in the area such as mining operations. If development is allowed to encroach on the preferred site, this would potentially compromise the level of operation and the ability to accommodate growth in aviation activity.

3.2 Locality Attributes

As previously explained the Wallarah site was the preferred site within the Central Coast. Other sites identified include Somersby and Peats Ridge. However, both Peats Ridge and Somersby were deemed unsuitable for Type 3 airport as the *"sites are considered to be operationally connected to Sydney (Kingsford-Smith) Airport and, as a result, their actual day-to-day capacity in terms of aircraft movements is likely to be seriously affected by the necessary interaction with Sydney (Kingsford-Smith) Airport"*.

In reference to the amended area (not Joint Study area) there will be very little property acquisitions with only several owners within this area, significantly reducing negotiation time and costs.

The Joint Study identified that a 2.6m runway was able to be located within the proposed site. As the site attributes are suitable for this type of runway it will be possible to have a at least 30 to 40 movements per hour.

The site has significant advantage in relation to its location, strategically situated between the urban centres of Sydney and the Hunter Valley/Newcastle. This provides businesses the capacity to access these markets, especially the professional markets within the Sydney metropolitan area along with the industries associated with the Hunter Valley mining and agricultural industries. The site is also located less than 14 kms from Tuggerah which is identified as a regional centre in the Central Coast Regional Strategy. In addition while the close proximity to Warnervale town centre may cause amenity issues, its proximity may also provide economic and social opportunities for the town centre.

3.3 Accessibility

In terms of existing access facilities the Joint Study site is located less than 2.5 kms from an existing railway station at Warnervale. It was estimated that the Wallarah transport upgrade for a Type 3 airport would be the lowest compared to the Central Coast and Newcastle sites. In addition the Wallarah Site is adjacent to the F3 freeway allowing greater access to the site.

3.4 Social Impacts and Opportunities

The area's popularity continues to grow with migration from Sydney, and an extra 70,000 residents are expected to move into the region in the coming two decades, raising the Shire's population to 220,000 by 2031.

Beyond its immediate economic footprint, a Type 3 airport will play an important social role in connecting individuals, families and communities with the rest of the country and indeed the world. A Type 3 airport at Wallarah will also provide vital services to the Wyong community, including the facilitation of mail and times sensitive freight deliveries, Care Flight, bush taxis, and the transfer of workers to employment centres and job sites.

The following summarises the social opportunities a Type 3 airport will provide.

- The project will enable employment growth in socio-economically disadvantaged communities in Wyong. This employment growth is likely to be a mix of semi-skilled and skilled positions, potentially improving local employment opportunities for residents.
- The creation of new public spaces in the form of small parks and shared paths could provide for additional opportunities for the existing community to meet and strengthen existing networks.
- The project will likely improve pedestrian and cycling connectivity. This is known to have significant health and social benefits.
- Likely to be improved public transport particularly train and bus services from the proposed development to nearby areas with potentially increased frequency. This will increase accessibility to certain groups within the population including the elderly and young.
- The proposed airport may provide training facilities and precincts for high-tech jobs in aviation to ensure the continued and sustainable development of a skilled workforce for the industry.
- Airports play a central role in logistics networks. This has become more important in light of the increasing employment focus of the Wyong economy.

While it is acknowledged there will also be some negative impacts including a loss of amenity, the broader positive social opportunities outweigh them.

3.5 Economic Impacts and Opportunities

The proposed site of Wallarah in the Wyong Shire on the Central Coast for a Type 3 airport provides a good opportunity to address Sydney's aviation capacity constraints, as well as providing Wyong Shire with a number of positive economic impacts.

3.5.1 Relieving Sydney's aviation congestion

A Central Coast Type 3 airport would be used by low cost carriers and/or major airlines relocating some of their Sydney Airport services, providing primarily 'point to point' services on intermediate length domestic and potentially international routes. The Joint Study report suggests that up to 33 million passengers per year might be accommodated, in 240,000 aircraft movements. This compares with 36 million passengers and 290,000 aircraft movements at Sydney Airport in 2011-12.

Although not as large as a Type 1 airport, a Type 3 airport would be adequate in relieving Sydney's aviation congestion, subject to the airport proving sufficiently accessible from Sydney (an issue not addressed by the Joint Study report). Greater distance from Sydney compared

with other potential sites may limit market demand and the capacity to relieve Sydney region air congestion.

However this aside, relieving the congestion would result in more trips being taken, trips that otherwise would not have gone ahead. Costs to the economy of air service delays would also be reduced, as would those costs stemming from the number of passengers who currently have to alter their preferred flight times. It would also allow more tourists to visit the Sydney region (and Australia), resulting in additional tourism revenue for the economy. In addition there would be an increase in the quantity of freight that would be able to be transported with the greater number of flights.

3.5.2 The Benefit of Choosing Wallarah

The Wallarah site has some distinct benefits over other proposed Sydney region airports which help it stand out as a preferred option, including relative to those others proposed on the Central Coast. Firstly, the Wallarah site provides excellent connections to Sydney. The site is positioned closely to the Sydney-Newcastle Freeway (Pacific Highway) and also Doyalson Link Road and the old Pacific Highway. These connections mean that there are quite low transport upgrade costs for this site, with an estimated cost of \$70 million (for a Type 3 airport) according to the Joint Study report. This is less than the estimated \$80 million for Somersby and \$260 million for Peats Ridge, both of which were potential Central Coast options in the Joint Study. The transport upgrade cost looks even better when compared with all of the other proposed regional airports outside of the Central Coast, with the next lowest being \$190 million at the Badgerys Creek site in Nepean.

Walarah also has a very favourable earthworks platform comparative cost of the Central Coast options, \$180 million¹ compared to \$430 million at Somersby and \$410 million at Peats Ridge. An additional benefit is that the site is not in close proximity to any strategic growth centres, such as North-West Sydney and South-West Sydney.

The major reason Wallarah is considered more suitable in the Joint Study report than the other Central Coast sites however is its limited airspace relationship with Sydney Airport. Operationally, while airspace capacity management with RAAF Base Williamstown would need attention, there is no compromise for Wallarah with Sydney Airport. However for both Somersby and Peats Ridge, aircraft movements would be impacted by the interaction with Sydney Airport.

A further benefit is that a Central Coast airport would appear not to be covered by the sale agreement for Kingsford Smith Airport (KSA), under which the owners of Kingsford Smith Airport have right of first refusal until 2032 over any airport within 100km of KSA. This means that the Council would be free to negotiate from the outset with all potential airport owners rather than only with the owners of KSA. From a policy perspective, this may be seen to have competition advantages.

Relatedly here, while Wallarah's distance from Sydney is something of a disadvantage in market size terms, proximity to the Newcastle region, where future airport growth is also constrained, is a market positive.

¹ Costs may be different if the Wallarah location is amended

3.5.3 Benefits to the Central Coast region

Employment

A Type 3 airport at Wallarah would result in significant new employment for the region, particularly taking account of ancillary activities in areas including tourism, transport, freight, warehousing and retail. Notably, the economic contribution of airport precinct activities in Australia has been estimated at more than four times that of the operational core of runway infrastructure, terminals, safety and security activities (Deloitte Access Economics 2012). The Joint Study phase 4 assessment of Wallarah includes a business park and future development area, and it is likely that other business agglomeration in and around the airport will also take hold which will boost economic activity in the region and provide further opportunities for employment.

Additional employment will assist the Central Coast to achieve its goal of creating local jobs, helping reduce commuting out of the region for those already there. This can potentially alter the age profile of the region, which has an above average concentration of people aged 55 plus and help reduce an unemployment rate of 6.2% (September quarter 2012) which exceeds the national and state averages of 5.2% and 5.1% respectively (DEEWR 2012).

Tourism and transport

A Type 3 airport would result in benefits for Wyong and for the Central Coast through improved accessibility both by air and land.

The airport would increase the level of tourism for the Wyong and Central Coast region, as those flying into the region have the opportunity to explore the surrounds, regardless of whether their prime destination is the Sydney region or beyond.

The region would also benefit from the enhanced transport links as a result of the airport. Although already effective, further transport upgrades which increase the connectivity for Wyong and Central Coast residents is a benefit for those travelling to and from Sydney. The upgrades may attract further residents to the area, including a younger working demographic and increase the population growth rate in the region.

3.5.4 Potential issues

Despite the advantages of Wallarah as a site for a Type 3 airport, the Joint Study gives the site a rapid benefit cost ratio of 0.5 (where 1.0 or above is consistent with a decision to proceed) and a net present value of -\$0.8 billion. The low benefit cost ratio is explained by the costs associated with dealing with the noise impacts on the community around the airport and the purchasing of properties within a certain radius of the airport.

Out of all of the proposed sites for a Type 3 airport, the Joint Study Wallarah site contains:

- *the greater population residing in the area in which property must be legally purchased (estimated 500 allotments), and*
- *the greater population residing in the area in which homes must be retrofitted to mitigate noise.*

Walarah also has significant additional capital costs associated with infrastructure realignment, including power realignment and closure of Somersby, Mangrove and Mountain airfields. It should be noted that Councils amended Wallarah site contains significant less properties requiring acquisition.

It is a matter for investigation whether a smaller airport configuration, together with a shorter runway and possibly different runway alignment, might significantly reduce the noise and social impact of a Wallarah airport, while also meeting Sydney region aviation needs.

3.6 Environmental Impacts and Opportunities

The site has very little major development constraints as viewed on a broad scale basis, especially compared to other areas identified in the Joint Study. An analysis of the site from information available concludes the following environmental opportunities.

- The site is not affected by Acid Sulfate Soils according to the Draft LEP 2012
- There are no identified heritage items listed under the Draft LEP 2012
- The site does not contain any SEPP 14 Wetlands.
- The site is not affected by coastal hazards or a foreshore building line.

However there may be several environmental impacts in which will need further investigations. This includes the following.

- Wallarah site is partially affected by mine subsidence. Further investigation will need to be undertaken to understand the extent of the mine subsidence in the area.
- A small amount of the area is flood prone land around the Wallarah Creek. However, this is not a major constraint.
- The Joint Study states that there may be a possible conflict with the Sydney to Newcastle gas and oil pipeline. However, further investigation would be needed to determine if this is correct.

In addition to the above the *Draft Settlement Strategy* (2012) outlines potential Ecological Communities within the Wyong Shire. EEC's are a Matter of National Environmental Significance under the assessment and approval provision for the *Environmental Protection and Biodiversity Conservation ACT 1999* (EPBC ACT). Within the site area the following EEC's could potentially be found according to Draft Settlement Strategy (2012)

- River-Flat Eucalypt Forest on Coastal Floodplains of the NSW North Coast, Sydney Basin and South East Corner Bioregions.
- Swamp Sclerophyll Forest on Coastal Floodplains of the NSW North Coast, Sydney Basin and South East Corner Bioregions.

Clearing native and exotic vegetation (land clearing) would be the project's major direct impact on biodiversity in the study area. Clearing native vegetation is known to affect threatened species of flora and fauna and is recognised as a key threatening process under Environment Protection and Biodiversity Conservation Act 1999.

Further flora and fauna studies need to be undertaken to determine the direct and indirect impacts of the proposed site.

4. Draft Wyong LEP 2012

4.1 Written Instrument - Clause 7.13

Discussions above clearly justify the need to plan for an airport and the inclusion of Clause 7.13 in the draft LEP is wholly supported. However, Clause 7.13 is not an action clause and only identifies the subject land. There is no requirement that any development application that is submitted within the subject area needs to consider the proposed airport use. If inappropriate development is allowed to be located within the potential site, then it may not be able to proceed and the ability of Wyong LGA to accommodate growth in aviation activity will be compromised. It is therefore important Council include the following sub clause.

(4) Before determining a development application for any development within land shown as Type 3 Airport, the consent authority must consider the likely impact of the development on a future airport.

4.2 LEP Mapping

As discussed in section 2.1 the potential Type 3 locality as exhibited does have concerns such as cross boundary complications and airport planning issues. In the future it is likely that the recommended site for the Type 3 airport at Wallarah will need to be rectified so it is wholly within the Wyong LGA. Although further work is required it is important that the existing area be retained until a modified area can be identified.

5. Conclusion

Appropriate land use planning around airports as proposed in the draft Wyong LEP 2012 must be adopted to protect its potential future operation from inappropriate development or land use conflicts. If development is allowed to encroach on the potential sites, then the level of operation will be compromised and the ability to accommodate growth in aviation activity will be compromised. Allowing development to impede such a scarce asset as an airport site has the potential to cost local, State and Commonwealth Governments significantly if major new infrastructure is required.

The long term aviation needs of Wyong as well as the Central Coast region needs to be met by permitting efficient use of airport infrastructure. The site area for the Type 3 airport at Wallarah will need to be rectified so the area is wholly within the Wyong LGA. Although further work is required it is important that the existing area be retained until a modified area can be identified. Retaining Clause 7.13 is strongly supported and it is recommended that it be strengthened to provide greater protection to an important future community asset.

This project does provide its challenges in terms of environmental issues as well as infrastructure funding, however, development of an airport will provide additional commerce, allowing vast growth in trade, tourism, economic development, and prosperity for the region as well as improving connectivity for both leisure and business. Wyong must be congratulated for its strategic planning in such an important regional issue.

6. References

Deloitte Access Economics 2012, *Connecting Australia: The economic and social contribution of Australia's airports*, Report to the Australian Airports Association, May.

Department of Education, Employment and Workplace Relations 2012, *Small Area Labour Markets Australia September Quarter 2012*.

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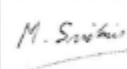
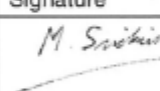
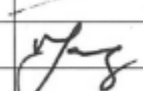
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