

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Rezoning Pathways Mailbox](#)
Subject: Webform submission from: Wallarah Road and Pacific Highway Kanwal
Date: Monday, 24 June 2024 2:55:38 PM
Attachments: [20240624---tfnsw-response---sapp---207-209-wallarah-road-kanwal.pdf](#)

Submitted on Mon, 24/06/2024 - 14:54

Submitted by: Anonymous

Submitted values are:

Submission Type

I am submitting on behalf of my organisation

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my name and personal contact details to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

Newcastle West, 2304

Please provide your view on the project

I am just providing comments

Submission file

[20240624---tfnsw-response---sapp---207-209-wallarah-road-kanwal.pdf](#) (504.69 KB)

Submission

Please see attached the Transport for NSW response letter.

I agree to the above statement

Yes

24 June 2024

File No: NTH24/00263/004

Department of Planning, Housing and Industry
Email: rezoningpathways@dpie.nsw.gov.au

Wallarah Road (MR509): State Assessed Planning Proposal (SAPP), Description of DA, Lot 1223 DP1004170 - 207-209 Wallarah Road Kanwal, Lots 14 & 15 DP23235 – 755-757 Pacific Highway Kanwal, Lot 1 DP518378 – 205 Wallarah Road Kanwal

I refer to the abovementioned State Assessed Planning Proposal currently on public exhibition concurrently with the Explanation of Intended Effect (EIE) which presents the proposed amendments to the *Central Coast Local Environmental Plan 2022* (Central Coast LEP 2022).

TfNSW key interests are the safety and efficiency of the transport network, the needs of our customers and the integration of land use and transport in accordance with the *Future Transport Strategy*.

Wallarah Road (MR509) and Pacific Highway (HW10) are classified State roads and Walker Avenue is a local road. Council is the roads authority for these roads and all other public roads in the area, in accordance with Section 7 of the *Roads Act 1993*.

Proposed amendment

TfNSW understands that the scoping proposal outlines the proposed amendment to the *Central Coast Local Environmental Plan 2022 (LEP)* to enable 71,580m² GFA of high-density residential (approximately 675 units) and 1,000m² GFA of commercial space.

TfNSW Response

TfNSW has reviewed the referred information and provides the following comments to assist the consent authority in making a determination:

1. Stage 1 of 575 dwellings & 1000m² GFA commercial development can proceed prior to any upgrade of the Pacific Highway/Wallarah Road/Sparks Road roundabout to traffic signals. The remaining 100 dwellings (to achieve the total of 675 dwellings) would be subject to the roundabout upgrade.

TfNSW understands the Department of Planning, Housing and Industry (DPHI) proposes a local provision to accompany the inclusion of the site on the Key Sites Map such that development beyond 575 dwellings & 1000m² GFA is unable to proceed unless the Pacific Highway/Wallarah Road/Sparks Road intersection is signalised.

TfNSW currently has no upgrade plans or funding for upgrade to the Pacific Highway/Wallarah Road/Sparks Road roundabout to traffic signals.

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2. It is acknowledged that a DCP was not included as part of the exhibition material. A site-specific Development Control Plan (DCP) is recommended to reflect the current masterplan in respect to the agreed road hierarchy and access points.
3. TfNSW has reviewed the modelling and strategic design for the additional leg on the Traffic Control Signals at Wallarah Road / Walker Avenue intersection and provides the attached feedback (Attachment A and B) for consideration by the applicant. It is recommended that the applicant reach out to TfNSW to resolve In Principal Acceptance of the strategic design prior to lodgement of any future DA.

Should you require further information please contact [REDACTED]
[REDACTED] on 1300 207 783 or by emailing development.north@transport.nsw.gov.au.

Yours faithfully

[REDACTED]

[REDACTED]

Attachments:

- Attachment A - TfNSW Modelling and Design Comments
- Attachment B- Modelling Comments Spreadsheet

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ATTACHMENT A - TfNSW Modelling and Design Comments

Transport for NSW

1. Modelling


Files reviewed: SIDRA files “22311-230301-Kanwal Model (675 Dwellings)” and “22311-230322-Kanwal Model (575 Dwellings)”.

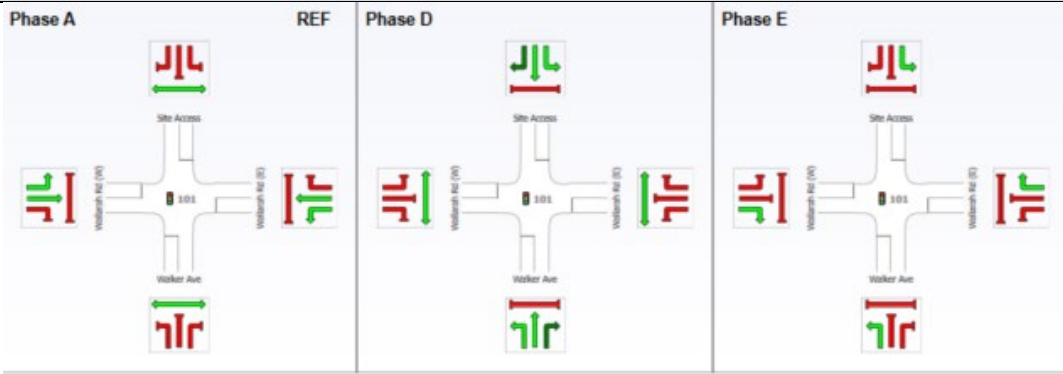
Reference is to be made to the attached spreadsheet “AAI - 00009591_Kanwal Caravan Park redevelopment_Operational Modelling comments”.

Item 6 on the feedback spreadsheet discusses the years that have been modelled. TfNSW will discuss this item with our modelling team and will provide further advice.

2. Traffic Control Signal Upgrade (Wallarrah Road/Walker Avenue)

Files reviewed: SIDRA files “22311-230301-Kanwal Model (675 Dwellings)” and “22311-230322-Kanwal Model (575 Dwellings)”.

No.	Item	Comments
2.1	Phasing	<p>The phasing used in the modelling reflects the current T intersection arrangement. Phasing is to be updated to reflect the additional intersection leg which would use a single diamond or double diamond arrangement to make the intersection run more efficiently and provide turn paths for the right turn movements. Example phasing is below:</p> <p>Double Diamond Phasing</p>  <p>Single Diamond Phasing</p>

No.	Item	Comments
		
	2.2	To accommodate this future phasing, 110-120 seconds will be required. It is noted that the site currently goes upwards of 100 seconds during peak times.

3. Design

File reviewed: Concept Design Drawing No. 22311CAD07 Rev A (Figures 1 – 5).

No.	Item	Comments
3.1	General Comment	<p>The design is to include standard information as per page 2 of Strategic design requirements for DA's - https://www.transport.nsw.gov.au/system/files/media/documents/2022/strategic-design-fact-sheet-02-2022.pdf</p> <p>Road long sections and typical sections are to be provided.</p>
3.2	Concept Design Figure 1	<p>The diverge rate for the through lane on Wallarah Road around the right turn bays should be calculated using 1m/s diverge rate at design speed as opposed to the 1.5m/s diverge rate that was used. Refer to Australian Guide to Road Design (ARDG) Part 4a Table 7.2.</p> <p>The radius 31m internal curve is below Austroads absolute minimum as per AGRD Part 3 Table 7.6 for the design or posted speed of the road. In the interest of road safety, through vehicles from Walker Avenue may approach this substandard radius too quickly after proceeding straight through the signals on a green or orange signal. It is also unclear of the sight available to drivers to negotiate this curve etc.</p>

No.	Item	Comments
		The right turn lane off Wallarah Road into the site should be consistent lane width and not transition from 3m to 3.5m around the curve.
		Consideration to be given to the largest design vehicle type and lane widths. The proposed travel lane width should not include the gutter/channel component of the Type SA kerbline. Refer TFNSW supplement TS 02642 to AGRD P3 section 4.2.5 which excludes lanes less than 3.5m.
		The length of the eastern right turn bay into site access 1 should be a minimum of 70m for the design speed. Refer to AGRD Part 4a Table 5.2 i.e. comfortable rate of deceleration to stop of 55m plus one design vehicle as recommended in section AGRD Part4a 5.2.2 point 1 , 2 and AGRD Part 4a Figure 7.16.
		The new median width on Wallarah Road at the TCS intersection is to be included.
		Pedestrian fencing should be installed on the eastern side of the intersection. Refer TFNSW supplement TS 02642 to AGRD Part 3 section table 4.15 with min. median with fence of 1.2m width.
		Consideration to be given to lining up the opposing right turn lanes (New TCS leg and Walker Ave) to discourage a driver from proceeding to go straight through the intersection.
		Ensure that the approach and departure tapers for the proposed indented bus bay are in line with AGRD Part 3 – 4.13.2 Urban (indented bus stop).
		Consideration is to be given to the requirement of splays on the proposed road reserve boundary for sight distance requirements to pedestrian / cyclists (not limited to) at the intersection.
		The new median width at the TCS intersection is to be stated on the designs.
		Consideration to be given to any conflicts with the existing power pole and TCS controller box on the proposed layout.

No.	Item	Comments
3.3	Concept Design Figures 2 and 3	All vehicle swept paths should be shown for design and check vehicles as per the Austroads Design Vehicles and Turning Path Templates (AP-G34-13). In particular, reference is to be made to section 4.1(7) and section 3.5 referring to tangential turns, and minimum turn radii.
3.4	Concept Design Figure 4	The maximum rate of deceleration has been used for the deceleration taper. Reasoning is requested why this has been used as opposed to the comfortable rate of deceleration at this location. Refer ARDG Part 4a Section 5.2.2 point 2.
3.5	Concept design Figure 5	All vehicle swept paths should be shown for design and check vehicles as per the Austroads Design Vehicles and Turning Path Templates (AP-G34-13). In particular, reference is to be made to section 4.1(7) and section 3.5 referring to tangential turns, and minimum turn radii.
		Consideration is to be given to the property boundary at the western intersection to obtain adequate footway verge adjacent deceleration lane.

ATTACHMENT B- Modelling Comments Spreadsheet

TfNSW Operational Transport Forecasting Team

Oasis Redevelopment Kanwal

Traffic Impact Assessment Report

TPPP

22 April, 2024

The following sections comprise a summary of the review comments from the TfNSW operational traffic modelling team for the 'Traffic Impact Assessment Report', prepared by TPPP for the 'Oasis Redevelopment Kanwal' project.

To provide clarity on the scale of issues identified, a categorisation approach to the review has been used based on the following three level criteria:

→ **Major** – issue needs addressing before using the model and will have an impact on model analysis and recommendations

→ **Medium** – issues are localised and are likely to result in a small variation of the model analysis and recommendations but should not impact on the decision process

→ **Minor** – issues are minor or remote to the main area of investigation and would not be expected to impact on the model analysis and should be considered for correction at subsequent updates

This approach ensures that the review has captured the likely impact of issues identified and prioritises them to help in formulating corrective actions. In isolation, medium or minor issues would not have considerable impacts on the modelling results, but combined they have the potential to impact the model outcomes

The modeller should consider whether the identified issues (including related issues) apply to other sections of the report and/or model rather than rely on descriptions provided to cover every issue.

The specific documents and traffic model(s) provided for the review are outlined in Table 1.

Table 1: Reviewed Materials

Material	File Description	Received date	File Name
SIDRA model	Future year model	17/04/2024	20240326 - Supporting Document - 20240322 SIDRA Files.zip
Report	Traffic Impact Assessment (V06)	17/04/2024	20240326 - Supporting Document - Traffic Impact Assessment (Mar 24).pdf

Table 2: A summary of the review comments

Item	Material	Section	Comment	Priority	Supporting Image	Modeller Response	Reviewer Response
1	Report	Table 1.1	There has been some previous confusion about the non-residential component of this development. Various reports have mentioned child care, supermarket, medical and retail, which all have different trip generation rates. To clarify, TPPP has said that the development's only non-residential component is "1000m2 GFA of commercial area". It has subsequently used the trip generation rate for Offices from TD 2013/04a (AM: 1.6 trips per 100m2 GFA; PM: 1.2 trips per 100m2 GFA) in Table 5.1. But nowhere is the word "Office" actually used in the report, which leaves the confusion unresolved. The proponent should state categorically that "Commercial" means "Office" for this proposal, not child care / medical / retail / supermarket.	Major			
2	Report	Sec 4.1.1, Sec 4.1.2 and Sec 7.2	Inconsistency in parking requirements. Table 4.1 DCP Parking Requirement specifies that 1,173 spaces are required in total. Table 4.2 Housing SEPP Parking Rates specifies that 629 residential spaces are required, plus the 25 spaces for Commercial = 654 spaces. But Sec 7.2 says that "A total of 862 parking spaces are required on-site based on DCP and Housing SEPP requirements".	Minor			
3	Report	Sec 5.1	It is noted that the existing traffic generation from the site has been based on the Seniors Housing rate. It would have been preferable to use actual counts rather than assumed trip rates.	Minor			
4	Report	Sec 5.2.1.1	The trip generation rate assumed for high density residential in regional areas (AM: 0.53 trips per dwelling; PM: 0.32 trips per dwelling; Saturday: 0.59 trips per dwelling) are acceptable. Note that the report incorrectly refers to these rates as "trips per hour" rather than "trips per dwelling".	Note			
5	Report	Sec 5.2.1.2	The trip generation rate assumed for independent living units has used the published rate for Seniors Housing (0.4 trips per dwelling). This is appropriate and acceptable.	Note			
6	Report / Model	Sec 5.4.1	Both opening year and opening year + 10 years should be modelled for analysing the impact to existing road network, not existing + 10years.	Major			
	Report	Sec 5.4.3	TfNSW Note: current modelling years are accepted. No further action required.	Minor			
	Report / Model	Sec 5.4.5.2 / Appendix D / Signal Phasing	Estimated background growth rate should be provided in report for analysis	Major			
8	Report / Model	Sec 5.4.5.2 / Appendix D / Signal Phasing	Filter right turn proposed to be allowed from Walker Ave and new site access in phase C. However, according to swept path shown in Appendix D, it may not have enough room for both right turning vehicles travelling at the same time which could be a safety concern.	Major			
9	Report / Model	Sec 5.4.5.2 / 5.6.6.2 / Signal Timing	Accordance with RTA Traffic Signals Design and RTA Traffic Signal Operation, nominal cycle time of 140sec should be applied for new signals.	Medium			
10	Report	Sec 5.5	This section discusses the Housing and Productivity Contribution (HPC), but does not specifically commit to any funding for the upgrade of the Wallarah Rd / Walker Ave upgrade to 4-way, that is necessitated by the development. The report assumes that the Pacific Hwy / Wallarah Rd roundabout will need to be signalised and has modelled this, but makes no mention of a possible contribution.	Note			
11	Report	Sec 7	It is noted that the Green Travel Plan is quite comprehensive, although it refers to changing the travel behaviour of "employees". The bulk of the trip generation from this proposal is from the residents, not the commercial employees. The Plan also mentions the provision of "small cafe/retail shop and communal space" within the site, which also has the potential to attract external trips. The Plan also refers to ongoing monitoring, but there is no indication of who is responsible for organising and funding this activity.	Minor			
12	Model	Parameter settings	HV PCU values for all models have been left at the default of 1.65 whereas the RMS modelling guidelines recommend increasing this value to 2.	Minor			



RFS



Department of Planning, Housing & Infrastructure (Parramatta)
Locked Bag 5022,
PARRAMATTA NSW 2124
Australia

Your reference: Strategic Bushfire Study - Kanwal
Our reference: SPI20240724000136

Date: Thursday 15 August 2024

Dear Sir/Madam,

Strategic Planning Instrument LEP Amendment – Exhibition

The proposal seeks to amend planning controls to allow for a master planned redevelopment to provide multiple apartment blocks, open space, and supporting retail uses.

A planning proposal was lodged with the Department on 14 September 2023. The Department has assessed the planning proposal and required the applicant to revise the planning proposal. The Department has received the updated proposal and prepared an Explanation of Intended Effects which outlines the proposed amendments to planning controls.

The objective of the Planning Proposal is to enable intensified urban and commercial development, including high-density residential development (approximately 800 residential units), supporting retail / commercial uses including a supermarket, cafes, shops and medical centre on the lower levels of the building(s) central to the site, and provision of new publicly accessible open space.

I refer to your correspondence dated 23/07/2024 inviting the NSW Rural Fire Service (NSW RFS) to comment on the above Strategic Planning document.

The NSW RFS has considered the information submitted and provides the following comments.

The proposal in conjunction with the Strategic Bushfire Study prepared by Bushfire Planning Australia dated 27 March 2024 appears to be generally acceptable in relation to the requirements established by Chapter 4 of *Planning for Bush Fire Protection 2019*. Future proposals on the site subsequent to the proposed LEP amendment should demonstrate compliance with the following provisions of *Planning for Bush Fire Protection 2019* (where applicable):

- Chapter 5 (Residential and Rural Residential Subdivisions),
- Chapter 6 (Special Fire Protection Purpose Developments),
- Chapter 7 (Residential Infill Development),
- Clause 8.2.2 (Multi Storey Residential Development), and;
- Clause 8.3 (Other non-Residential Development).

Postal address

NSW Rural Fire Service
Locked Bag 17
GRANVILLE NSW 2142

Street address

NSW Rural Fire Service
4 Murray Rose Ave
SYDNEY OLYMPIC PARK NSW 2127

T (02) 8741 5555
F (02) 8741 5550
www.rfs.nsw.gov.au



RFS

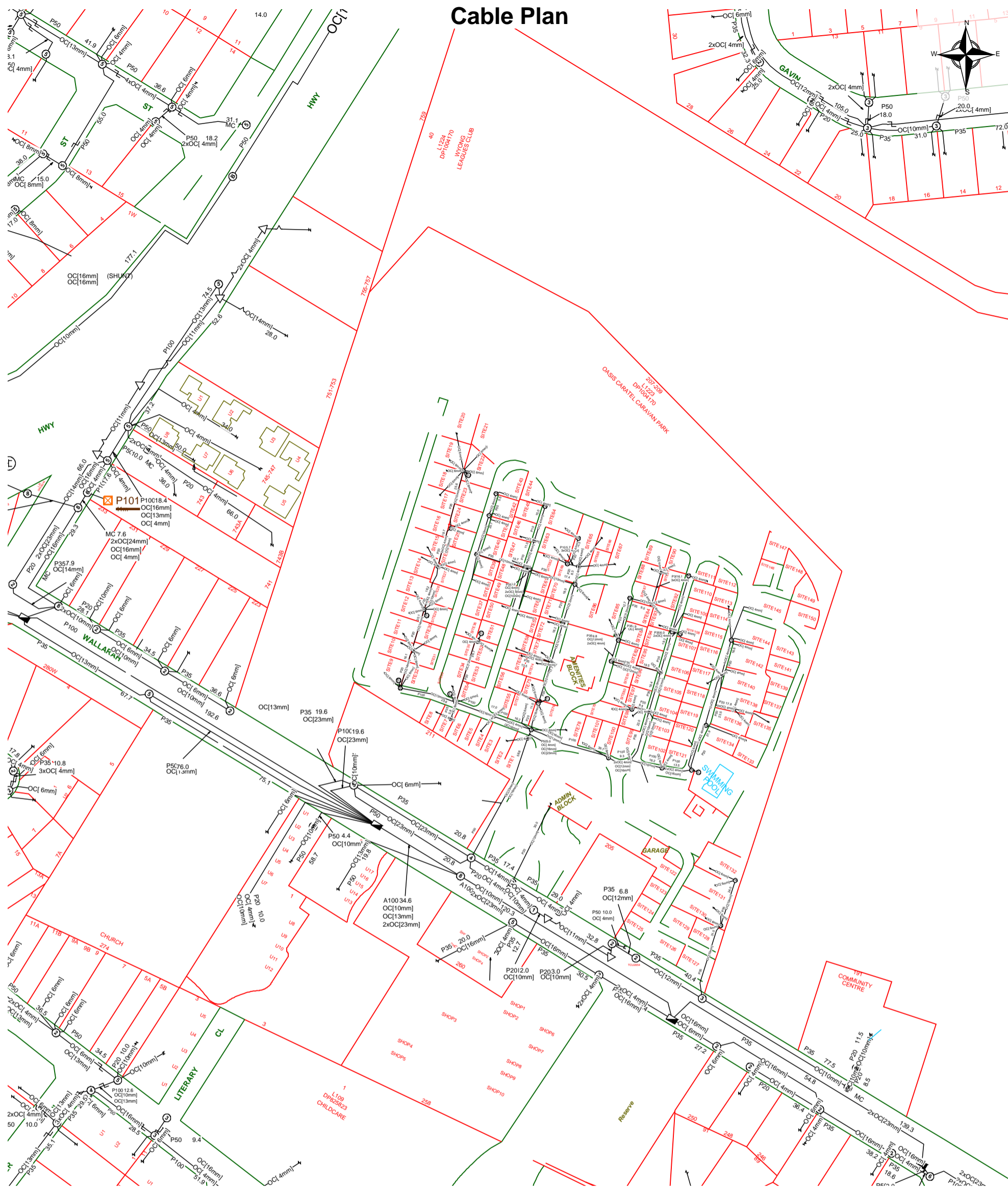


For any queries regarding this correspondence, please contact Bryce Pascoe on 1300 NSW RFS.

Yours sincerely,

[Redacted signature]

Cable Plan



Report Damage: <https://service.telstra.com.au/customer/general/forms/report-damage-to-telstra-equipment>
Ph - 13 22 03
Email - Telstra.Plans@team.telstra.com
Planned Services - ph 1800 653 935 (AEST bus hrs only) General Enquiries

TELSTRA CORPORATION LIMITED A.C.N. 051 775 556

Generated On 24/08/2022 09:14:15

Sequence Number: 215153976

CAUTION: Fibre optic and/ or major network present in plot area. Please read the Duty of Care and contact Telstra Plan Services should you require any assistance.

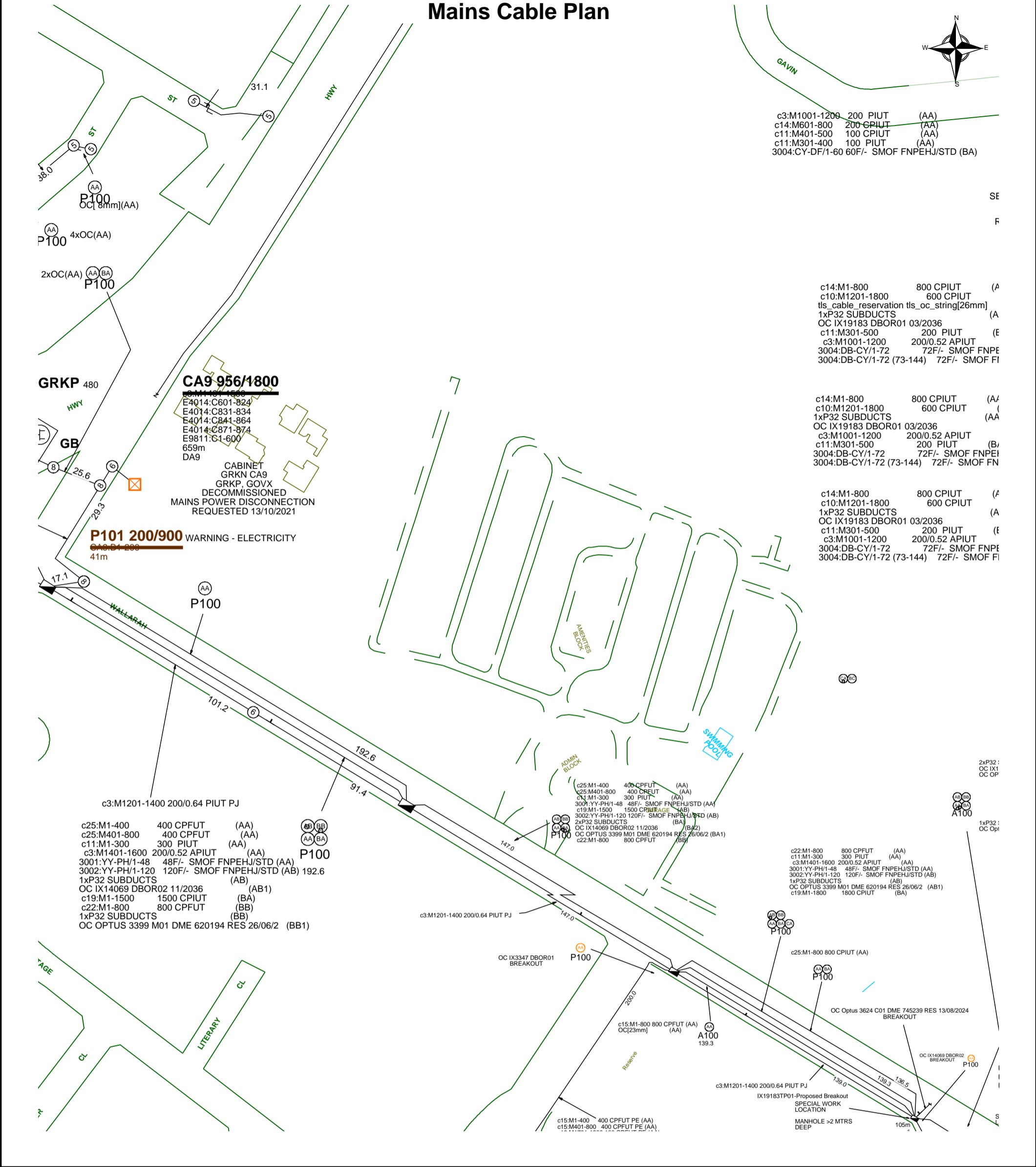
The above plan must be viewed in conjunction with the Mains Cable Plan on the following page


WARNING

Telstra plans and location information conform to Quality Level "D" of the Australian Standard AS 5488-Classification of Subsurface Utility Information. As such, Telstra supplied location information is indicative only. Spatial accuracy is not applicable to Quality Level D. Refer to AS 5488 for further details. The exact position of Telstra assets can only be validated by physically exposing it. Telstra does not warrant or hold out that its plans are accurate and accepts no responsibility for any inaccuracy. Further on site investigation is required to validate the exact location of Telstra plant prior to commencing construction work. A Certified Locating Organisation is an essential part of the process to validate the exact location of Telstra assets and to ensure the asset is protected during construction works.

See the Steps- Telstra Duty of Care that was provided in the email response.

Mains Cable Plan





Report Damage: <https://service.telstra.com.au/customer/general/forms/report-damage-to-telstra-equipment>

Ph - 13 22 03

Email - Telstra.Plans@team.telstra.com

Planned Services - ph 1800 653 935 (AEST bus hrs only) General Enquiries

Sequence Number: 215153976

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Telstra plans and location information conform to Quality Level "D" of the Australian Standard AS 5488-Classification of Subsurface Utility Information. As such, Telstra supplied location information is indicative only. Spatial accuracy is not applicable to Quality Level D. Refer to AS 5488 for further details. The exact position of Telstra assets can only be validated by physically exposing it. Telstra does not warrant or hold out that its plans are accurate and accepts no responsibility for any inaccuracy. Further on site investigation is required to validate the exact location of Telstra plant prior to commencing construction work. A Certified Locating Organisation is an essential part of the process to validate the exact location of Telstra assets and to ensure the asset is protected during construction works.

See the Steps- Telstra Duty of Care that was provided in the email response.

[REDACTED]

[REDACTED]

[REDACTED]

1. **Land Rezoning - Central River City SEPP - Rouse Hill and Grantham Farm - Blacktown City Council (C24/614):** The Department is satisfied that the proposed amendments will not adversely impact critical habitat, threatened species, populations or ecological communities, or their habitats.
2. **Land Rezoning - 207-209 Wallarah Road And 755-757 Pacific Highway – Kanwal (C24/616) -** The Department is satisfied that the proposed amendments will not adversely impact critical habitat, threatened species, populations or ecological communities, or their habitats.

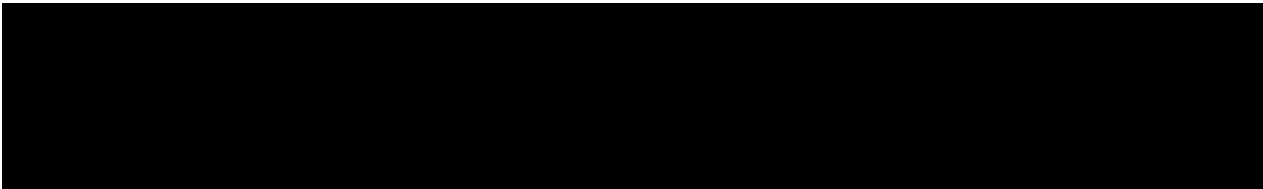

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]



Thank you for the opportunity to provide comment on the Wallarah Road and Pacific Highway, Kanwal planning proposal.

nbn Co can't comment on the merit of the planned proposal, however, should the proposal proceed, **nbn** stands ready to support the development with broadband digital connectivity requirements.

The Telecommunications in New Developments (TIND) Policy and Statutory Infrastructure Provider (SIP) Framework ensures all Australian's can access fast broadband services regardless of where they reside. At **nbn** we are committed to providing world class digital connectivity across the country and are committed to providing value to property developers, prospective residents and business owners. When it comes to newly developed properties, it is critically important that broadband network infrastructure and services are arranged by the property developer as part of the property development process. When these arrangements are not made, people and businesses may move into newly developed properties and find themselves without access to applicable broadband services, in effect they may end up being "digitally stranded" for months while network deployment is arranged.



Subject to the support of government, developers and industry, **nbn** could support the growing connectivity needs of homes and businesses by;

- extending **nbn**'s existing fibre footprint around the proposed area and delivering [Fibre to the Premises](#) (FTTP) to the proposed new development at Kanwal; and
- supporting smart place capability via [nbn Smart Places](#) which brings the power of the **nbn** fibre network to outdoor locations, the places where people are spending more of their time and wanting to enjoy the benefits of smart devices, applications and solutions.

Existing **nbn** assets located within and around the site may be impacted by the proposed redevelopment. **nbn** therefore recommends engaging **nbn**'s [relocation team](#) during the early design phase for asset relocation costs.

nbn Co has a strong track record when it comes to supporting connectivity needs of new developments in Australia. Our dedicated and experienced **nbn** New Developments team has delivered network access to more than 1.3 million new development premises nationwide.

We would welcome the opportunity to discuss our products, existing assets that may require relocation and new development process with the Department or with Vivacity Property when appropriate.



Your ref: J004041
Our ref: SF24/76241

[REDACTED]

[REDACTED]

Response re: Planning Proposal – Wallarah Road and Pacific Highway, Kanwal

I refer to your request for review of the planning proposal for Wallarah Road and Pacific Highway, Kanwal which received by Biodiversity Conservation and Science on 11 June 2024.

Biodiversity Conservation and Science (BCS) provides detailed comments in **Attachment A**. If you have any further questions about this issue, please contact our HCC Planning Team at huntercentralcoast@environment.nsw.gov.au

[REDACTED]

[REDACTED]

[REDACTED]

BCS Comments

Planning Proposal - Wallarah Road and Pacific Highway, Kanwal

1. Impacts on high environmental values should be avoided and buffered

The development is partly located on and is adjacent to areas mapped as important habitat for the swift parrot, biodiversity values mapping, a riparian zone and is adjacent to a C2 (Environmental Protection) zone. Impacts on these high environmental values (HEV) should be avoided.

It is best practice to buffer high environmental values from development impacts. The high environmental values along the northern boundary of the site should be retained and buffered by maintaining a corridor of 30 m of native vegetation.

Recommendation 1

High environmental values should be avoided and buffered from development impacts.

2. Impacts on areas mapped as swift parrot habitat should be assessed as potential Serious and Irreversible Impacts

The development is partly located on and is adjacent to swift parrot important habitat mapping. Under Part 4 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) Council is required to refuse to grant development consent if it is of the opinion that the proposal is likely to have a serious and irreversible impact on biodiversity values. For this reason BCS recommends any direct or indirect impacts on areas mapped as swift parrot important habitat are avoided.

Recommendation 2

Direct and indirect development impacts on areas of swift parrot Important Habitat should be avoided.

3. A Biodiversity Management Plan should be provided for the northern boundary, APZ and adjacent reserve

A Biodiversity Management Plan should be provided for the northern boundary area, asset protection zone (APZ) and adjacent reserve and should include measures to ensure that swift parrot habitat and connectivity for swift parrots and other threatened species is retained.

Canopy trees on the subject site should be retained wherever possible. Landscaping should include canopy trees using known feed trees for swift parrots.

Recommendation 3

A Biodiversity Management Plan should be prepared for the northern boundary, the APZ and the adjacent reserve which retains and increases the number of canopy trees for swift parrots.

4. Rainfall losses adopted for stormwater quantity modelling may be underestimating peak flows from the site.

Initial rainfall losses adopted in the Water Cycle and Stormwater Management Report (Northrop, 2023) are significantly higher than those used in Council's adopted Flood Study – the Porters Creek Flood Study Addendum 1 (Cardno, 2010). High rainfall losses will reduce surface runoff from the site, resulting in lower peak stormwater flow rates and volumes. Sensitivity testing should be undertaken to demonstrate the impact of rainfall losses on design flow rates and volumes.

Recommendation 4

Rainfall losses should be reviewed for consistency with those in Council's adopted Flood Study (Cardno, 2010). Conservative parameters should be adopted where uncertainty is present.

5. Stormwater quality modelling assumptions require clarification.

It is not clear from the MUSIC stormwater quality modelling documentation (Northrop, 2023) what land-use has been adopted for the existing site condition. Inappropriate simulation of existing site characteristics can result in higher baseline pollutant loads, meaning it is easier for the development to meet stormwater quality treatment targets.

The NSW MUSIC Modelling Guidelines (BMT WBM, 2015) recommend that where Gross Pollutant Traps (GPT's) are to be installed as end-of-line measures to remove gross pollutants and coarse sediments, treatment performance values as per Table 6-3 of the Guidelines should be adopted. If proprietary supplied data for the pollutant removal efficiency of GPT treatment nodes is to be relied upon, it must be certified by an independent source. Additional information should be provided to confirm the adopted pollutant removal efficiency of GPT devices.

Recommendation 5

The proponent should provide clarification regarding the adopted land-use for the existing site condition and the adopted pollutant removal efficiency of GPT devices in the stormwater quality modelling. Justification should be provided where adopted values are not in accordance with the NSW MUSIC Modelling Guidelines.

6. Existing catchment-scale flood modelling may not be suitable for informing bioretention basin design requirements.

Council's adopted flood information, as defined in the Porters Creek Flood Study Addendum 1 (Cardno, 2010), has been used to inform flood risk for the proposal.

The proposed bioretention basin encroaches into an identified floodway area at the rear of the site. The basin will need to be located, designed and constructed to withstand expected flood conditions.

Flooding at the rear of the site emanates from a densely vegetated waterway. The presence of dense vegetation can impact the accuracy of aerial elevation survey, which is a data input into the hydraulic model. Other hydraulic model factors, such as grid size and representation of local hydraulic controls (e.g. upstream sporting field amenities block) may be influencing modelled flood behaviour at the site. The existing flood model will require local refinement if it is intended to be used to inform detailed design of stormwater management infrastructure.

Recommendation 6

The bioretention basin will need to be located, designed and constructed to withstand expected flood conditions. The existing flood model will require local refinement if it is intended to be used to inform detailed design of stormwater management infrastructure.

7. Operation and maintenance requirements for bioretention basins require consideration.

Successful future performance of the bioretention basin is dependent on the implementation of an effective Operation and Maintenance Plan. If Council is to be responsible for ongoing maintenance, they should be involved in the approval of design and inspection during construction stages.

Additionally, the Water Cycle and Stormwater Management Report should identify and address any requirements relating to legal and / or practical access to basins, frequency of maintenance activities, specialist maintenance equipment and water quality monitoring / reporting.

Recommendation 7

Operation and maintenance arrangements for the bioretention basin should be agreed prior to approval of the proposal. If the proposal is approved, the proponent should prepare an Operation and Maintenance Plan for the basin.



Re: Submission on Planning Proposal at Wallarah Rd and Pacific Highway Kanwal



Thank you for the opportunity to review this planning proposal. Please find the response provided by Central Coast Local Health District below and in the following attachment.

Impact on Health Services

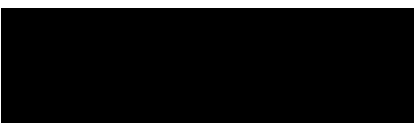
The proposed development includes 675 new dwellings and is a significant residential development. Given the number of new dwellings proposed, including independent living units for older adults, consideration would need to be given to the impact on Wyong Hospital and related health services in the Wyong area, including General Practice and Residential Aged Care Facilities.

Additionally, parts of the Central Coast community including the Wyong SA3 area have high levels of disadvantage as rated in the Australian Bureau of Statistics, Census of Population and Housing, Socio economic Indexes for Areas. Socioeconomic factors are key determinates of health, and healthcare utilisation. While Central Coast Local Health District supports additional affordable housing within the area, the proponent is encouraged to consider the impact of the proposed development on health services.

Aviation Impact Assessment

The proposed development is noted to be up to 12 storeys high. Potential impacts on helicopter flight paths should be assessed, including but not limited to Wyong Hospital. CCLHD anticipates that an Aviation Impact Statement will be completed at development application stage.

If further information is required, please contact Maya Smitran, Director Healthcare Improvement.



Appendix: Central Coast Public Health Unit Submission, Planning Proposal to amend Central Coast Local Environmental Plan 2022, at 205, 207-209 Wallarah Rd Kanwal and 755-757 Pacific Highway Kanwal

Contaminated land: The Preliminary Site Investigation Report (Douglas Partners August 2023) notes the presence of various contaminants of concern such as asbestos, and the possible presence of other contaminants. The report recommends additional intrusive investigation to assess possible contamination including soils, subsurface soils and groundwater. A site specific remediation action plan (RAP), and construction management plan to the satisfaction of the NSW Environment Protection Authority, are recommended addressing asbestos impacts and unintended finds.

We support the need for comprehensive site investigation to assess the risk to human health from contaminants of concern, and these recommendations.

Urban Heat Effects: the Landscape Planning Proposal Report seems to contain the only consideration of urban heat effects. This is constrained to the suggested use of light coloured building materials. Continued intensification of the built environment necessitates consideration of the resulting increased risk of urban heat effects. Given the extent to which buildings and other hard surfaces are proposed, further and effective consideration of urban heat effects, including identification of mitigation strategies is necessary.

Traffic generation and vehicle dependency: The Urban Design Review report (Urbis March 2024) expresses concern about traffic generation. We note the responses provided in the Traffic Impact Assessment (March 2024). The project should incorporate all appropriate measures to avoid and mitigate traffic impacts, to facilitate active transport and walkability and to reduce vehicle dependency.

Solar access, natural ventilation and overshadowing: The Urban Design Review report (Urbis March 2024) notes that some residential units will not achieve the natural ventilation requirements set out in the Apartment Design Guide (ADG). Concern about solar access to residential units, and communal open spaces including the public plaza, is also expressed. The report recommends '*a more rational layout could be investigated....to improve solar amenity*' (p7).

We support optimisation of natural ventilation and solar amenity so as to create pleasant and healthy living and recreation spaces. We also support the location of communal open spaces at ground level, with good solar access so as to encourage easy access and use by residents.

Design for families

We note this development represents a transition towards higher density living in the region. For apartment living to be considered as a desirable housing choice across the lifespan, the needs of families with children must be considered and prioritised in the design and planning of future higher density neighbourhoods and buildings. We suggest consideration be given to the guidance and principles outlined in the draft "Healthy Higher Density Living for Families with Children: Design Guide" (Western Sydney Centre for Population Health, 2023), including building configurations, family-friendly apartment layout, playable outdoor space, flexible community rooms and social lobbies and circulation zones.

Safety: The Urban Design Review report (Urbis March 2024) notes concerns about pedestrian safety and the opportunity for passive surveillance. Safe places are essential to encourage healthy lifestyles and the use of communal open spaces, and the design should address Crime Prevention Through Environmental Design principles.

The amended design responses and justification as described in the Urban Design Response report and the intent to resolve detailed design matters at the Development Application stage are noted (Hatch March 2024).

We request that conditions of consent be applied to ensure that the final design achieves best practice in relation to:

1. assessment and avoidance and mitigation of urban heat effects
2. optimising solar access and natural ventilation to residential units and all communal open spaces,, ensuring that the design responds to, and meets or exceeds, the relevant standards
3. minimising overshadowing effects within and beyond the site boundaries, ensuring that the design responds to, and meets or exceeds, the relevant standards
4. creating a safe environment that encourages active living and adopts Crime Prevention Through Environmental Design (CPTED) principles effectively
5. encouraging active living and reducing vehicle dependency

In relation to contaminated land, we request that conditions of consent be applied to ensure that further site investigation is undertaken to characterise and delineate contaminants, and that appropriate management strategies are developed for identified contaminants and any unintended finds, to the satisfaction of the relevant regulatory authority.



From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Rezoning Pathways Mailbox](#)
Subject: Webform submission from: Wallarah Road and Pacific Highway Kanwal
Date: Monday, 24 June 2024 1:14:18 PM
Attachments: [business-nsw-support-for-affordable-housing-at-oasis,-kanwal.pdf](#)

Submitted on Mon, 24/06/2024 - 13:13

Submitted by: Anonymous

Submitted values are:

Submission Type

I am submitting on behalf of my organisation

Name

First name

Scott

Last name

Goold

I would like my name and personal contact details to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

Tuggerah, Central Coast NSW

Please provide your view on the project

I support it

Submission file

[business-nsw-support-for-affordable-housing-at-oasis,-kanwal.pdf](#) (125.97 KB)

Submission

Support letter attached.

I agree to the above statement

Yes

BUSINESS WYONG

Key areas of support for this development include:

- The provision of 1.7 hectares of new public open space (over 30% of the site), including children's playground, dog exercises area and outdoor gym equipment.
- The contribution of the proponent to local and state infrastructure upgrades, including intersection upgrades and road widening to resolve the existing traffic issues along Wallarah Road. The proposed redevelopment is a catalyst for investment into much needed local and state infrastructure.
- The site has no real constraints and has avoided impacts to the environment such as the removal of local bushland. The redevelopment of infill housing in well serviced locations such as this project contributes to sustainable development and the conservation of the natural environment on the Central Coast by limiting the expansion of greenfield housing.
- The provision of new housing supply within an infill development to meet local housing targets. Particularly the development will address the current imbalance between greenfield and infill housing, and the supply of smaller apartment typologies for young people, and older downsizers.
- The site is well located at the major interchange of two key transit links, with proximity to services (IGA supermarket, Wyong Leagues, Wyong Hospital) and strategic centres.
- The provision of diverse and affordable housing, including the provision of 15% (102 apartments) of the development for affordable rental housing, and a further 30% (200 apartments) for seniors independent living units.
- The economic benefits including the provision of new jobs and housing for local workers.
- The provision of 1.7 hectares of new public open space (over 30% of the site), including children's playground, dog exercises area and outdoor gym equipment.
- The contribution of the proponent to local and state infrastructure upgrades, including intersection upgrades and road widening to resolve the existing traffic issues along Wallarah Road. The proposed redevelopment is a catalyst for investment into much needed local and state infrastructure.
- The proposed redevelopment is well-planned and promises to address several key needs within our local area. The proposal minimises negative impacts, while creating many public benefits to the local community of Kanwal.

Dept. Planning, Housing and Infrastructure

June 24, 2024

RE: Planning Proposal Oasis, Wallarah Rd and Pacific Highway Kanwal

Dear Planning Department,

As NSW's peak business organisation, Business NSW has almost 50,000 member businesses across NSW. We work with businesses spanning all industry sectors including small, medium, and large enterprises. Operating throughout a network in metropolitan and regional NSW, Business NSW represents the needs of business at a local, state, and federal level.

As the Business NSW Regional Director for the Central Coast I am writing to you in support of the Oasis project in Kanwal.

I was encouraged to see the project proposes 102 apartments designated for affordable housing and 200 for apartments for seniors independent living. Affordable housing is a key concern for Central Coast business owners. In the Quarter one 2024 Business NSW Business Conditions Survey, 57% of Central Coast businesses reported their number one barrier to attracting and retaining skilled workers was increased wage expectations. Their second highest barrier was cost of living with the third highest being insufficient housing supply. In the Quarter 2 survey, respondents identified Central Coast housing supply as the top priority area for government investment.

According to the SGS economics housing affordability index, Wyong is rated as unaffordable, meaning many essential workers and students are unable to afford to live close to their place of work or study. Your project location is in close proximity to Wyong hospital and major employment centres.

This essential worker and working student demographic would be suited to smaller one to two bedroom apartments, of which there is a severe shortage on the Central Coast.

The project's proximity to the hospital would also make it ideally suited for commercial high-tech medical suites to support the increase in face to face and tele-health consultations.

The provision of 1.7 hectares of new public open space (over 30% of the site), including children's playground, dog exercises area and outdoor gym equipment will also ensure the provision of much needed public amenity in the area.

The contribution of the proponent to local and state infrastructure upgrades, including intersection upgrades and road widening to resolve the existing traffic issues along Wallarah Road. The proposed redevelopment is a catalyst for investment into much needed local and state infrastructure and will promote job creation and business growth.

25 June 2024

Department of Planning, Housing and Infrastructure
c/- rezoningpathways@dpie.nsw.gov.au



Dear Sir/Madam,

Submission on State Assessed Planning Proposal - 207-209 Wallarah Road & 755-757 Pacific Highway Kanwal NSW 2259

Thank you for the opportunity to provide feedback on the public exhibition of the State Assessed Planning Proposal (SAPP) for Kanwal. Council staff have also provided earlier comments to the Department of Planning, Housing and Infrastructure (DPHI) during preliminary assessment of the proposal. Council notes receipt of the revised proposal that includes;

Urban and commercial development, including high-density residential development (approximately 675 residential units) and 1000m² of supporting commercial uses on the lower levels of the building fronting the site, and provision of new publicly accessible open space.

Consistent with our preliminary feedback, we consider the Planning Proposal inappropriate for the site, within the context of the Kanwal centre and surrounding regional growth area of Warnervale and results in a scale of development that is not supported by Council. Attached in Table 1 is a detailed response to the proposal and includes feedback from Council's technical staff.

In summary, Council's position on the planning proposal is as follows;

- The proposal is an overdevelopment of the site and leads to a development outcome which is disproportionate in scale for the locality and broader region.
- The proposed height and floor space ratio (FSR) development standards to be introduced into the *Central Coast Local Environmental Plan 2022* (CCLEP) will result in a development that is out of context with the established centre hierarchy of the local government area (LGA) and undermines these strategic growth areas. The proposal competes with established major regional centres of Wyong, Tuggerah, The Entrance and Toukley and does not benefit from suitable infrastructure and transport servicing for the proposed scale of development.
- The planning proposal is inconsistent with the strategic planning framework for the Central Coast including the *Coast Regional Plan 2041*, Council's Local Strategic Planning Statement, Local Housing Strategy and the statutory planning framework.
- The Planning Proposal will place unreasonable pressure on the local infrastructure servicing this site, particularly the road network, and will exacerbate the failure of the Sparks Road/Central Coast Highway Roundabout. Plans for the Walker Avenue and Wallarah Road intersection have not demonstrated compliance with AustRoads Guidelines. TfNSW does not have an immediate timeframe or funding for delivery of an upgraded intersection at either the Central Coast Highway or Walker Avenue. This existing intersection is currently failing the relevant service level



standard and the addition of approximately 675 new units will deliver a poor outcome to residents who reside on a key transit corridor for the northern part of our LGA.

- The site does not have a good public transport network and will be car dependent, adding to the traffic issues.
- The proposal will displace residents on site and does not provide a sufficient response to replace affordable housing which will be lost on the site. With the information provided in the documentation submitted, it has not been demonstrated that the affordable housing can be delivered at appropriate 'affordable' benchmark rates. MHE's and caravan parks are a diminishing land use category in our LGA and provide critical emergency/short term, low and lower income affordable housing. While the proponent has identified the legislative process for relocating these residents, Council considers the outcome unsuitable and that the proposed affordable housing will not result in a net delivery of affordable housing or provide low and lower income housing options that replace those currently available.
- The proponent has not included adequate assessment of the ecological impacts likely to occur on site nor adequate avoidance of biodiversity impacts in accordance with Section 6.4 of the BC Act.
- The Planning Proposal will need to be supported by a site specific DCP Chapter. The Planning Proposal does not seem to have included a DCP Chapter. Further consultation should be conducted with Council on what issues should be dealt with in this document.
- The proposed public open space areas are poorly connected to the surrounding locality. The public open space areas will present largely as 'private' recreation spaces and do not facilitate movement throughout Kanwal and connection to other open space areas/services in the vicinity of the site.

Council does not support the proposal in its current form and urges DHIE's assessment team to refuse the SAPP proposal and return it to the standard planning proposal process which could be facilitated by Council so that a development outcome which is more appropriate to the site and the local setting. The current proposal is of a size and scale which would be more appropriately located in a TOD SEPP site, rather than an out of centre site with relatively poor public transport. Council supports the delivery of diverse housing across the Central Coast but it needs to be of a scale that can be supported by local and state infrastructure, well located to local centres and supported by public transport.

Due to the expedited nature of the exhibition period and Ordinary Council meeting schedule, staff have prepared the submission for consideration by the Department. The submission will be reported to the Ordinary Council Meeting of 23 July 2024, and we will update DPHI with the outcome following this meeting.

Council's Comments

1. Traffic & Safety

Council notes that the Proponent has been involved in on-going discussions and design review with Transport for NSW (TfNSW) regarding the intersection design for the round-a-bout at Sparks Road and Central Coast Highway, and Walker Avenue and Wallarah Road. Council continues to raise concern regarding the existing failure of the Sparks Road/Central Coast Highway intersection and seeks the Departments involvement in the facilitation of an agreement between the Minister for Transport and Minister for Planning and Public Spaces to escalate funding and timing of the upgrade of these intersections.

Correspondence from TfNSW dated 21 February 2024 indicated that this agreement must be in place where the proposal relies on these roadworks being undertaken on the State Classified road. The Planning Proposal has been placed on public exhibition without a draft State Voluntary Planning Agreement (or equivalent) for consideration; it is recommended this is resolved prior to determination of the Planning Proposal.

The safe and efficient functioning of the classified road must be considered as part of the assessment of the planning proposal as the scale and supply of housing is contingent upon safe operation of both the intersections referenced earlier.

Sparks Road and Central Coast Highway is a key transit corridor for the northern portions of the LGA as reflected in the CCRP 2041. Warnervale Significant Growth Area is identified in the CCRP 2041 and located to the west of the site. The subject site is not nominated for strategic growth (as will be discussed following) and therefore cannot undermine the opportunities for growth for these strategic centres. The planning proposal is out of scale with the centres in this location, and undermines objective 4 of the CCRP 2041 that seeks '*An inter connected Central Coast without car-dependent communities*'. The subject site is not well serviced by public transport and the proponent has failed to demonstrate the performance outcomes of this objective as identified below,

1. Access is provided to housing, jobs and services by walking, cycling and public transport.
2. Urban areas and densities support the efficient and viable operation of public transport services.
3. Key transit corridors provide for the efficient movement of freight.
4. A robust digital infrastructure network to service business and social interaction.

The Proponent has submitted a concept design that does not demonstrate suitable green travel options, nor adequate connectivity and safe road crossings. This will impact on the overall layout of the internal road network

Council's Comments

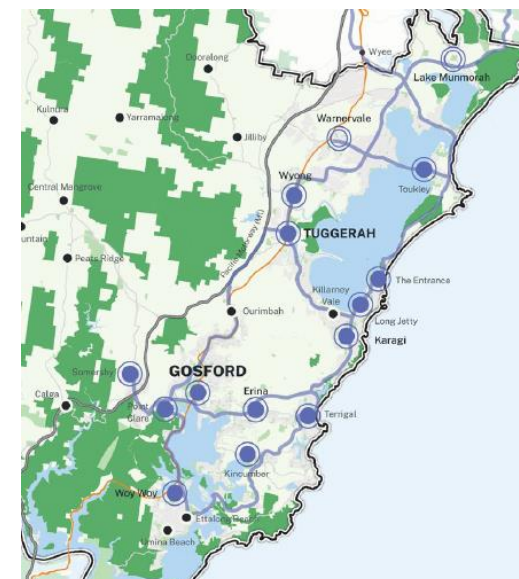
	<p>and site plan and therefore should be considered as part of the planning proposal assessment. Council's Manager Engineering Certification provides several points of error or non-compliance that require amendment. Similarly, Council's assessment of the project notes failures in the deceleration lane design, the intersection geometry with Walker Avenue, and internal bus bay design references to outdated Road Design guidelines. We therefore do not consider that the current concept plan before the Department adequately demonstrates that the site arrangement and layout can be supported.</p> <p><u>Conclusion & Recommendation</u></p> <ol style="list-style-type: none"> 1. The Minister for Transport and Minister for Planning and Public Spaces reach agreement for the efficient delivery of critical infrastructure. This agreement should be in place prior to the finalisation of the Planning Proposal. TfNSW's consideration of a staged delivery of the works prior to further funding and works is not supported by Council unless an agreement is in place of this kind. It is common planning practice for many sites during rezoning assessment with the Department to make suitable arrangements via a SVPA (or equivalent) to confirm the funding and timing of essential infrastructure works. 2. Council considers that this Proposal, without the above agreement in place, is inconsistent with Ministerial Direction 5.31(a),(b),(c) and could be argued to be prejudiced by the expedited nature of the SAPP pilot program.
2. Strategic Planning	<p><u>Inconsistent with the Strategic Planning Framework for Central Coast</u></p> <ul style="list-style-type: none"> • The scale and land use combination of the proposal undermines the strategic hierarchy of the CCRP 2041 and Council's LSPS centres framework. Growth areas surround this area and have clear strategic alignment with the CCRP 2041 and LSPS. By accepting the proposal at the scale proposed, this undermines the strategic direction of this northern precinct and impedes the efficiency of these documents. • The proposal is inconsistent with the CCRP 2041 15 minute neighbourhood that seeks; <ul style="list-style-type: none"> b) access to different attractions and everyday uses and services <u>via active and public transport networks</u> c) density of human activity to support neighbourhood uses and services, the application proposes a density consistent with the "Urban Core" that is to be located in a metropolitan city centre. The proposal provides for 127 dwellings per Ha including the C2 zoned land that is not developable (so true density is

Council's Comments

greater). The dwelling density far exceeds any strategic planning for this location and where permitted devalues the regional centres identified in the CCRP 2041.

To demonstrate the inconsistency of this proposal a comparison of heights across the LGA and identified regional centres is included. The subject proposal seeks introduction of a maximum height of 12 storey (42m). For comparative purposes, and for identified strategic centres,

- Toukley – 12m
- Warnervale (strategic centre) maximum 21m
- The Entrance mapped at 23 – 31m
- Wyong mapped at 23 – 25m



- The site fosters too great a dependency on car based transport and is not well located to public transport for the scale of development proposed. There is no certainty around supply of additional bus transit infrastructure to support the subject development.
- Pedestrian movement networks and active transport opportunities have not been well developed as part of this proposal to alleviate car dependency. The pedestrian networks identified do not connect to day to day services in the locality at the north, east and western extents.
- The housing mix is not sufficient to supply a diverse housing stock that is required by the CCRP 2041 and Local Housing Strategy, nor to meet the needs of the marketplace in the immediate vicinity of the site. The proposal is removing a significant site for lower and low income earners within an area identified with a high SEIFA index. This will not only displace the residents on site and reduce the stock of this type of housing available on the coast (for particularly vulnerable members of the community) but it is proposed to be replaced with an untested housing product, with limited diversity in its offering.
- Council supports the inclusion of affordable housing and independent living housing options that are proposed, however there needs to be greater variety in the housing typology delivered for this site with a heavier focus on small unit, co-living style accommodation.

Council's Comments

Economic Feasibility & Market Share

- The Economic assessment does not demonstrate the viability of the development for this market and the supply of larger unit accommodation does not address the housing needs for this location.
- In research released in response to the NSW Housing Reforms it was identified that units in Tuggerah and Wyong were largely unfeasible given the projected cost for development and potential house price in the market. Council is not convinced that the proposed affordable units can be delivered in the current market noting the existing rental benchmarks.
- The Economic feasibility report does not reference the full line supermarket proposed as part of the Warnervale Town Centre, for which a SEARs has been issued and Council participated in a pre-DA meeting.
- There is insufficient information to demonstrate suitable affordable housing inclusion in the development. The 15% is insufficient supply as it does not provide housing in addition to the displaced residents. The net supply should result in a 15% increase in overall supply given the extreme affordable housing crisis in the LGA. Affordable housing should not be time limited to 15 years and should be dedicated in perpetuity to a community housing provider.
- Social and Community Report is insufficient to adequately assess the social impacts. Crime statistics for this area need to be considered and overall CPTED principles incorporated into the concept design.
- Height and FSR bonus incentives should be (at worst case) consistent with SEPP Housing amendments identified by the Minister and capped at 30% of existing controls.
- Council's Architect raises similar concerns to the items identified by DPE Urban Design in relation to scale and bulk from the above ground car parking, poor open space and visual connections through the site, and overshadowing to proposed units.
- Deep soil areas are not well distributed across the site to achieve a landscaped setting and greater separation between buildings provided at ground floor level. With the primary open space area at the rear of the site, this does not promote active connection to other land uses within the locality and will ultimately be used as private recreation areas for the development rather than the broader community.
- Open space areas are insufficient to support the scale of development proposed, i.e. is not sufficient size to support future population. Open space areas are not conveniently located across the site for public use or visible to areas external to the site. The internal open space areas have poor solar amenity. Open space and communal open space should be more conveniently and evenly distributed across the site.

Council's Comments

	<p><u>Insufficient Community Resources and inadequate contribution planning in place</u></p> <ul style="list-style-type: none">• The Gorokan Contribution Plan does not allow for a development of this scale within this location as it falls outside of the strategic planning for the northern growth precinct. A revised Contribution Plan will need to be prepared by Council to ensure adequate nexus is drawn between the demand generated by this development and the projects to fund. This should include infrastructure servicing, open space and community facilities. There is no Planning Agreement proposed to be included with this Planning Proposal to manage additional impacts on local infrastructure and services. <p><u>Conclusion</u></p> <p>The Planning Proposal is not supported in the format submitted and requires for reduction in height and scale to demonstrate consistency with the strategic planning framework.</p>
3. Affordable Housing	<p>While Council is supportive of the introduction of 15% affordable housing via the introduction of an additional local provision in Part 7 of the CCLEP 2022, there is insufficient information demonstrating that the local provision can be provided in accordance with the NSW Guidelines for an Affordable Housing Contribution Scheme. The Proponent has not demonstrated that the affordable housing is viable, undertaken a housing needs assessment for the locality or developed a draft local provision.</p> <p>The Proponent is seeking a significant uplift to the site in both height and FSR which rightly demands affordable housing supply greater than 10%. Further, the proposed 15% should exclude the number of existing dwellings that are on site, so that the proposal results in a net increase of 15% affordable dwellings. Council's preference is for this housing to remain affordable housing in perpetuity as that is what is currently available for this site in the MHE.</p> <p>Council does not consider that the Department has sufficient information to finalise the assessment of the proposal due to the following;</p> <p><u>Documentation insufficiencies:</u></p>

Council's Comments

1. The proposed LEP local provision doesn't specify income eligibility limits, how the 'affordable housing' accommodation is to be managed, and conflicts with the SEPP Housing provisions that require affordable housing supply for a minimum of 15 years. Council would seek an in perpetuity arrangement for this site.
2. The proposal doesn't disclose the current rental rates (\$274 a week), nor demonstrated the viability of the affordable units within the context of the development. There will be a net loss of opportunities for emergency/short term and very low income earners with the removal of the caravan sites. The current site provides 100 long term and 45 short term sites. The proposed development will cater for 102 'affordable' dwellings. Resulting in a net loss of 43 affordable dwellings in this highly disadvantaged location. The surrounding areas of Toukley and Wyong have the highest and second highest rate of very low income earners, respectively. The proposal also makes no reference to the loss of short term rental accommodation and how this is proposed to be 'replaced' or addressed. This would typically be covered in the Social Impact Assessment that accompanies the development application, however at this stage of the assessment, it speaks to the viability of the proposal that is seeking zoning uplift and offers affordable housing supply as an incentive to enable this, rather than a detailed assessment of the impacts of the development.
3. Key worker accommodation is difficult to sustain alongside accommodation for low and very low income earners given the income disparity between these two groups. Key worker groups are better serviced by the broader housing mix and the proposed 15% should be targeted towards low and very low income groups. Council supports the intention of delivering greater key worker accommodation options in this location and agree that the locality supports significant demand for same. This hasn't translated in the proposal with smaller accommodation products like co-living, boarding house or dormitory accommodation options that suit these population groups, not proposed.
4. There is also no reference to the income eligibility limits for affordable housing as is provided in the SEPP Housing provisions and this needs to be incorporated into the proposed LEP local provision.

Impact on Existing Residents

The Resident Transition Plan should consider Short Term Leases and whether these are used for emergency/crisis accommodation. There is a limited supply of this type of accommodation on the Central Coast and losses can contribute to street homelessness. A Social Impact Assessment should have consideration for the displacement of very low income earners (likely a significant portion of the existing resident group) and those in crisis.

Council's Comments	
	<p>Transition should include pathways to secure housing to ensure that the redevelopment does not contribute to the escalating issue of homelessness in the LGA.</p> <p><u>Conclusion</u></p> <p>There is insufficient information in the existing package of documentation for the Department to finalise the assessment of the planning proposal to ensure appropriate delivery of affordable housing in accordance with the Guidelines and comparable to the SEPP Housing.</p>
4. Urban Design (Height and Scale)	<p><u>Urban Design</u></p> <ul style="list-style-type: none"> • The proposal is considered an overdevelopment of the site with no serious or valid planning justification. • The above ground parking is not supported and should generally be located below ground within the building footprint. • Communal open space should be at ground level with associated deep soil zones and significant landscaping. Apart from the northern open space, the communal open space areas interspersed throughout the site will have a limited solar amenity and therefore will have difficulty sustaining landscaping and wont promote activation of these spaces where they are unpleasant due to shadow. • There must be clear ground level physical and visual connections through the site connecting Wallarah Road and internal streets to the bushland on the north as shown in the attached drawing. • The 7 storey tower on the eastern boundary should be lowered further so it doesn't visually overpower and overshadow the adjoining public park. <p><u>Height of Building</u></p> <p>The Proponent seeks amendment to the CCLEP 2022 Height of Building Map to increase height from 12m to a range between 18m and 42m. Council is not supportive of the proposed height. An increased height could be supported where appropriate transition to the lot boundaries is demonstrated. This reduces the impact of;</p> <ul style="list-style-type: none"> • Broader regional view lines of the excessive heights proposed, and • Overshadowing to proposed developments and adjoining public domain. <p><u>Floor Space Ratio</u></p> <p>The Proponent seeks amendment to the CCLEP 2022 to the amend the floor space ratio map to increase the floor space ratio from 0.5:1 to 1.35:1. Council may be supportive of the proposed FSR where the masterplan</p>

Council's Comments	
	<p>demonstrates adequate open space areas are provided and separation to adjoining properties is enhanced with landscaping and deep soil planting areas.</p> <p><u>Site Specific Development Control Plan</u></p> <p>The Planning Proposal will need to be supported by a site specific DCP Chapter. The Planning Proposal does not seem to have included a DCP Chapter. Further consultation should be conducted with Council on what issues should be dealt with in this document.</p>
<p>5. Ecology</p>	<p><u>Ecological Overview</u></p> <ul style="list-style-type: none"> • The northern portion of the site is zoned C2 - Environmental Conservation and RE1 – Public Recreation. • Small areas contained within the 24 m rear setback are mapped on the NSW Biodiversity Values map and Swift Parrot Important Habitat Map. • A first order stream is located within the native vegetated area at the north of the site (Figure 1). • The SBDAR concludes that the native vegetation within the proposed impact area was found to be in highly to severely degraded condition, and no issues were raised in relation to the proposed development. • The proposal site supports native vegetation at the northern end of the site and isolated stands of native trees occur near the western boundary. <p>The proposal is supported by a Streamlined Biodiversity Development Assessment Report (SBDAR) (AEP, 28 August 2023) prepared in accordance with the Biodiversity Assessment Method (BAM) 2020 (Streamlined assessment module – small area).</p> <ul style="list-style-type: none"> • The SBDAR has identified the following biodiversity credits are required to offset the impacts of the proposal and include: <ul style="list-style-type: none"> ○ 2 ecosystem credits to offset impacts to PCT 4006-Northern Paperbark-Swamp Mahogany Saw-sedge Forest. This community is listed as an Endangered Ecological Community (EEC) - Swamp Sclerophyll Forest on Coastal Floodplains of the New South Wales North Coast, Sydney Basin and Southeast Corner Bioregions; and

Council's Comments

- 2 species credits to offset impacts to the Swift Parrot (*Lathamus discolor*) – a Serious and Irreversible Impacts (SAIL) species.
- A first order stream is mapped on the northern boundary of the site. The proposal dismissed this first order stream due to no water being visible at the time of survey. Despite this, it is mapped as a first order stream and may be ephemeral. The proposal does not provide adequate buffers in accordance with CCC DCP nor *Water Management Act* 2000. A minimum 10m buffer needs to be provided from the watercourse through the site and this area should be maintained as a Vegetated Riparian Zone.
- The SBDAR author is not an accredited BAM assessor under the BC Act (see page vii of the SBDAR). This is inconsistent with clause 1.3 of the BAM and s 6.12 of the BC Act. These two points have been upheld in the recent judgement of *746 Greendale Road Greendale Pty Ltd v Liverpool City Council* [2023] NSWLEC 1372 where Chilcott C considered that a BDAR not prepared by a person accredited under Section 6.10 of the BC Act is not a valid BDAR as required under the provisions of s 7.13(2) of the BC Act. Therefore, the current SBDAR can't be relied upon for the purposes of cl 7.13(2) of the BC Act.
- Objective 6 of the proposal includes aims to "conserve landscapes and environmentally sensitive areas", however, proposes to clear all land within the Lot, and plant 320 new trees. Clearing of land will remove any current conservation value of the land and the time it takes for 320 new trees to be planted and grow to support habitat will take from 20 to 150 years. Maintenance of trees on site would more readily achieve this Objective.
- Surveys for *Corunastylis* sp. Charmhaven, *Genoplesium insigne*, *Thelymitra adorata* and Giant Dragonfly conclude "the species does not occur on site and as such, will not be impacted by the proposed development". Flowering time of *G. insigne* is highly variable, is dependent on recent rainfall and is limited to about 2 weeks. Surveys are recommended to be conducted from September to early October. If not located, surveys are recommended again in mid-October to November. This survey was only conducted in August (not compliant with the BAM) and one survey in September. *T. adorata* is a sporadic flowerer with highly variable rates of emergence. It does not always flower every year and flowers may only open for a few hours a day and dependent on appropriate timing and weather. The Giant Dragonfly is highly mobile.

Council's Comments

Wording that states they were not observed at the time of the survey period, would more realistically state the situation. These species may be required to be surveyed again.

- The proposal needs to be supported by a Biodiversity Management Plan. Where not in conflict, it is recommended that Swift Parrot feed tree plantings are incorporated into the recreation zoned land/APZ and other landscaped areas.
- The proposal potentially triggers Serious and Irreversible Impacts (SII). Clause 6.7(2) of the *Biodiversity Conservation Regulation 2017* provide four principles in which an impact can be categorised as 'serious and irreversible'. Clause 6.7(2) is repeated below:

An impact is to be regarded as serious and irreversible if it is likely to contribute significantly to the risk of a threatened species or ecological community becoming extinct because—

- (a) it will cause a further decline of the species or ecological community that is currently observed, estimated, inferred or reasonably suspected to be in a rapid rate of decline, or*
- (b) it will further reduce the population size of the species or ecological community that is currently observed, estimated, inferred or reasonably suspected to have a very small population size, or*
- (c) it is an impact on the habitat of the species or ecological community that is currently observed, estimated, inferred or reasonably suspected to have a very limited geographic distribution, or*
- (d) the impacted species or ecological community is unlikely to respond to measures to improve its habitat and vegetation integrity and therefore its members are not replaceable.*
- While guidance material may be available from the Department of Planning and Environment on how SII should be identified, the guidance material cannot be inconsistent with Clause 6.7(2) as it is subordinate to a Regulation and has no jurisdictional power. Thus, where there is inconsistency between guidance material, including but not limited to the Biodiversity Assessment Method calculator and government published guidance, Clause 6.7(2) must take precedence. This approach is consistent with the landmark judgment of *Planners North v Ballina Shire Council* [2021] NSWLEC 120 where Preston CJ considered that Clause 6.7(2) was the principal tool to be used in determining if a threatened species or community was a SII candidate, rather than DPE guidance material.
- The BDAR includes minimal information on the potential for SII impacts, with the sole SII assessment being for the Swift Parrot, which is largely inadequate.

Council's Comments

- Given that threatened species habitat on the site will be affected by the development, the precautionary principle applies in that the consent authority cannot be certain that a SAI will not occur as the assessment has not been completed (see paragraph 54 of *746 Greendale Road Greendale Pty Ltd v Liverpool City Council* [2023] NSWLEC 1372).
- An assessment for the potential for SAI against the Swift Parrot has occurred in section 2.5.1 of the SBDAR. The SBDAR dismisses the likelihood of a SAI occurring against the Swift Parrot as the removal of 0.17 ha of mapped important habitat will be removed compared to 31.3 ha of mapped Important Habitat that occurs within 1500m of the Proposal Area (0.5% removal), and 672ha within 5km (0.03% removal).
- The assumption that the removal of 0.17 ha of mapped important habitat does not trigger a SAI is based on the following assumptions, which Council considers are incorrect:
 - Habitat suitability is uniform across all mapped Swift Parrot important habitat (31.3 ha within 1500 m and 672 ha 5km of the proposal area), when it is known that certain areas are more important than others.
 - Ignores that the mapped area is part of a large patch of important habitat, rather than a small remnant, which has greater value due to greater feed resources and the absence or lower abundance of the hyper aggressive Noisy Miner that often occurs in small patches.
 - The importance of the Northern Central Coast region for the Swift Parrot, where the species is regularly recorded by bird enthusiasts and multiple records exist within the vicinity of the proposal area (Figure 4 of the SBDAR).
- The assumption that the remnant native vegetation is highly to severely degraded and therefore, of poor value to biodiversity is also not supported. This assumption appears to mainly consider understorey attributes as dominated by exotic vegetation. However, threatened species such as the Swift Parrot almost exclusively use the canopy for foraging.
- Section 6.4 of the BC Act establishes a requirement to identify appropriate biodiversity conservation measures to offset or compensate for impacts on biodiversity values, only after steps are taken to avoid or minimise those impacts. The proposal does not demonstrate adequate avoidance of biodiversity impacts in accordance with Section 6.4 of the BC Act. The lack of avoidance of impacts on biodiversity values assessed in BDARs have been upheld in recent judgements of *IRM Property Group (No. 2) Pty Ltd v Blacktown City Council* [2021] NSWLEC 1306 (IRM), *Tomasic v Port Stephens Council* [2021] NSWLEC 56 (Tomasic) and *Planners North v Ballina Shire Council* [2021] NSWLEC 120 (Planners North), where it was concluded that proposals must 'sufficiently or firstly' take steps to avoid or minimise to biodiversity values.

Council's Comments

	<ul style="list-style-type: none"> ○ Section 2 of the SBDAR discusses the 'potential' (p.39) for avoidance and minimisation but does not outline any avoidance or minimisation measures. ○ The Biodiversity Assessment Method (BAM) Stage 2 Operational Manual section 3.3 outlines that avoidance <u>must be demonstrated</u> and the BAM Manual 2020 includes the types of scenarios that should be considered. None of this occurs in the SBDAR. ○ The proposal site contains 0.66 ha of native vegetation and the SBDAR proposes to clear 100% of the native vegetation on the site including EECs. ○ The SBDAR proposes to clear all of the hollow-bearing trees on the site. ○ The proposal proposes to clear all of the mapped Important Habitat for the Swift Parrot on the site. ○ There is no avoidance of the riparian zone on the site. ○ The SBDAR does not propose any buffers to the C2 land adjacent to the site and has not assessed potential indirect impacts to the C2 land. ○ No alternate layouts that retain additional native vegetation or individual trees have been proposed or included in the SBDAR. ○ No Vegetation Management Plan or Biodiversity Management Plan has been prepared for the C2 lands adjacent to the site, nor is proposed to be developed. This means that edge effects on these areas as a result of clearing may increase and without vegetation restoration and management, may degrade over time. This is a jurisdictional issue where biodiversity credits for the uncertain impacts have not been proposed for retirement however if vegetation integrity in these areas decline as a result of the development, credits would be required.
6. Open Space	<p>The proposed open space areas are insufficient for the scale of development proposed. The resulting size of the 'pocket park' shown as 'Urban Green' on the Landscape Masterplan is undersized. This is being proposed with approximately 3 to 5 pieces of equipment with a small playspace envelope and it is heavily constrained. This is likely as a consequence of it fulfilling dual purposes as a play space and water management system. The design is not considered to be adequate for the function of the development for the following reasons;</p> <ul style="list-style-type: none"> • Constraints on two sides with the road and detention basin, with minimal setback. • Infrastructure connection to the basin will limit location of deep soil plantings and large trees to be established. • Poor separation from the road to improve public safety (user & vehicular conflict). • Poorly positioned to be suitable 'community' open space and not well located to serve local area.

Council's Comments	
	<ul style="list-style-type: none"> • Due to its size, the park will only cater for a single age group (say 2 to 6 years or 6 to 10 years) and therefore does not adequately cater for the future population of the development. • Insufficient unencumbered play spaces for informal play (i.e. to kick a ball or throw a frisbee etc) with immediate surveillance for the park making it difficult for families to enjoy the space across multiple age groups. • Communal open space areas provided above ground level limit opportunities for deep soil planting. <p>Public open space areas are irregular in shape, small in size, poor orientation, not evenly distributed, and have poor visual connection to the public domain.</p> <p>Open space area should be increased in size and greater connection to the local neighbourhoods provided. Generally landscaped areas should be increased in size and relocated to a more centralised position. The primary public park should be readily visible from Wallarah Road.</p> <p>Council would not agree to take ownership of the park in its current form and notes that the proponent intends to maintain long term management of these lands.</p>
7. Bushfire	<p>There is insufficient documentation provided to enable satisfactory consideration against Planning for Bushfire Protection Chapter 4, particularly Table 4.2.1. Council is unaware of any agency consultation undertaken with the NSW Rural Fire Service as part of this SAPP process. While the application ultimately will require concurrent assessment from the NSW Rural Fire Service as part of any future development application, concerns raised at rezoning speak to the viability of the scale of the proposal. As such, Council identifies the following concerns with the proposal;</p> <ul style="list-style-type: none"> • The bushfire hazard assessment report identifies the primary open space/landscaped area of the site to be burdened as an APZ, and it is unclear whether the concept landscape masterplan and tree plantings will achieve this standard. • It is unclear from the information submitted whether an adequate perimeter road is provided to Buildings A and C.

Council's Comments	
	<ul style="list-style-type: none"> Emergency evacuation and egress for the 675 proposed dwellings, including 200 Independent Living Units should be addressed as part of the Planning Proposal as this relates to vulnerable communities requiring assistance at the time of evacuation. <p>Where NSW Rural Fire Service provides agency comments in support of the proposal Council does not press this issue further.</p>
8. Water & Sewer Infrastructure	<p>Council identifies the following concerns with the proposal;</p> <ul style="list-style-type: none"> While Council's existing sewer network has capacity for the proposed development, this doesn't account for any capacity in the existing infrastructure that will be absorbed by the subject proposal that has not been forecasted in any of Council's maintenance, upgrade and on-going works programs particularly as it goes beyond the scale of development envisaged for this site. Due to the proposed scale development (proposed height), the proponent will be required to upgrade the existing 100mm AC water main with 200mm PVC pipe from the intersection of Wallarah Rd and Walker Ave to the extent of proposed entry and exist of the development site.
9. Insufficient information for assessment	<p>Council is unaware of any agency consultation undertaken with NSW Police. The subject site supports high crime data for this location, particularly associated with motor vehicle and assault related criminal activity. No assessment against the CPTED principles has been included in the assessment of the planning proposal.</p>



A community group working towards advocating all levels of Government to improve planning outcomes and achieve more environmentally sustainable, ecologically sound and liveable environments for our communities.

ccplanning2020@gmail.com

24 June 2024

NSW Planning
rezoningpathways@dpie.nsw.gov.au

Re: Submission on Planning Proposal – Mixed Use Development Lot 1223 DP 1004170, 207 to 209 Wallarah Rd Kanwal, Lot 14&15 DP 23235 755 to 757 Pacific Hwy KANWAL and Lot 1 DP 518378 205 Wallarah Rd Kanwal

Please accept this submission from the Central Coast Community Better Planning Group (**CCCBPG**) in response to the public exhibition of the Planning Proposal for the Mixed Use Development across the lots consisting of Lot 1223 DP 1004170, 207 to 209 Wallarah Rd Kanwal, Lot 14&15 DP 23235 755 to 757 Pacific Hwy KANWAL and Lot 1 DP 518378 205 Wallarah Rd Kanwal.

The CCCBPG is a group of individuals who have either expertise in, or a significant interest in, local planning matters on the Central Coast. Our members are recruited via an expression of interest process and we have representatives from each of the five wards of the Central Coast Local Government Area. The group meets weekly to discuss planning issues and collaborate on research, submissions and other relevant correspondence and action.

Reviewing the materials on exhibition we make the following submission.

1. General Comment

The applicant's statement to the effect that the site is "the last remaining large lot in single ownership in the area" is predicated on a very narrow view of what may constitute the "area". Many large lots exist between the site and the release areas around Warnervale and Wadalbah. All are suitable for large scale development of the type proposed in this application and therefore it is not necessary to rush to the conclusion that this is the last remaining opportunity in the North of the City to achieve greater housing choice for people or to achieve an increase in housing density.

The applicants claim in this regard must be considered overly exaggerated and should not be given great weight in assessment of the application.

Development of the site to a density above simply low yield residential land is supported but not to the height and density of the present proposal.

The buildings are of excessive height and will dominate the surrounding residential area.

In addition, the impact on the local road network is unacceptable without major infrastructure works and many of these are not envisaged in the near future.

Adequate land is available in or close to the identified development corridor to encourage higher residential densities and achieve the aims of the Central Coast Regional Plan, CC Local Strategic Planning Statement and State Government Planning Objectives.

This is demonstrated by applications already approved or under assessment in the Warnervale area which incorporate small lot development designed and intended to allow multi-family housing in buildings up to 3 stories in height.

The applicant has compared the proposal to the objectives of the Draft Greater Warnervale Structure Plan, but this is unreasonable given the distance of the site from the boundaries of the Structure Plan and the form of the intervening development.

There is no need to attempt to cram excessively high-density development on this site to the detriment of the surrounding residents.

2. Central Coast Strategic Plan

The development is outside the Development corridor identified in the Central Coast Strategic Plan. The northern end of the identified development corridor is centered on the urban release areas around Warnervale which offers a heavy rail link to Sydney and Newcastle and ready access to the M1 motorway.

The proposed site is 5 kilometers west of the desired development corridor and no direct bus service is available from Wallarah Rd to Warnervale. Any residents of the development who plan to commute would be required to travel by car to the M1 motorway or Warnervale Station along the already congested Sparks Road by car. The alternative would be public transport or car to Wyong railway station which is 7.5 kilometers away and involves approximately 20 minutes travel.

Such a situation will compound the traffic problems already identified around the site. Land is readily available for higher density land use close to the Warnervale development corridor and transport routes without the need to place high density unsympathetic development such as that proposed in areas less suitable.

3. Open Space

It is noted that the applications Community and social needs Assessment (figure 5.2) identified a number of areas as available open space. Review of the plan indicates that a number of the areas identified as “public open space” are in fact drainage reserves and therefore totally unsuitable for any form of public recreation.

In reality open space in the area is limited and would require residents to use some form of transport to access it as pedestrian access would be a long walk.

4. Height and Floor Space Ratio

For several kilometers around the site no development has a height greater than 2 stories with the exception of a single building at Wyong Hospital which is 1.5 kilometers away. The building at the hospital is set back from the road some 300 meters well into the centre of the site and much this building is well below the road level of the Pacific Highway which is the site frontage. This building is therefore not clearly visible from surrounding areas and does not present as a large and bulky structure. The whole of the area is therefore low rise residential in scale.

The development outlined in the present proposal is on land at the top of a ridge, located very close to the surrounding road network and will be highly visible from both east and west approaches as well as the site frontage to Wallarah Road.

Additionally, the building presents a very long 4 story façades close to Wallarah Road, and taller elements set further back are still highly visible on the skyline. The combined effect will be a complex which is in stark contrast to the surrounding built environment and cannot be considered in any way in keeping with its surroundings.

In an attempt to justify the buildings bulk and scale the applicant in their Urban Design Response submission date March 2024 has attempted to compare the bulk and scale of developments adjoining parks such as Central Coast Leagues Club, Sharks Leagues Club and DPHI's Macquarie Park Master Plan with this project. This is a totally unreasonable comparison as the developments quoted are sited in already largely built-up areas with other large surrounding structures. As noted earlier in this submission this is not the case in Kanwal where development is low scale and likely to remain that way for the foreseeable future. The development proposed will be out of context with its surroundings.

The facade to Wallarah Road should be reduced to a maximum of two stories, stepping back to a maximum of 10 stories in the centre of the site. No building over 10 stories or 32m should be permitted.

Any elements taller than 2 stories should be sited a minimum of 50meters from Wallarah Road to foreshorten the outline and reduce the impression of the overall bulk. The taller section should be in the centre of the site 75 to 100m from the road frontage.

The two 4 story buildings fronting Wallarah Road should be reduced to two stories and the eight-story element of the building identified as F in the Urban Study reduced to 6 stories to ensure the development shows a well stepped form and is in keeping with the surroundings low rise environment.

This would have an additional benefit of reducing FSR to approximately 1.2:1 and be more in keeping with the residential nature of Kanwal. Additionally, unit numbers should be reduced to a maximum of 550 to achieve the lowered profiles. This has the added benefit of reducing the traffic impact caused by the proposal.

5. Traffic - Road Network

This group fully endorses the findings and recommendations of the Peer Review traffic assessment undertaken by ARC Traffic and Transport in March 2024. The recommendations and conclusions of this study must be implemented in full.

In addition, there should be a deceleration, left turn lane provided east bound to the new fourth leg of the signalized intersection at Walker Avenue. The traffic study review showed clearly that queuing will occur on Wallarah Road approaching the Walker Avenue intersection for east bound traffic in the PM peak and that this queuing will extend back to the Pacific Highway and Wallarah Road intersection with impact on that intersection.

To allow left turn from the nearside lane at Walker Ave immediately following turns in and out from the same lane to the existing service station will in effect reduce this section of Wallarah Road to single lane flow of traffic with significant interruption. This is totally unacceptable. Space exists across the frontage of the site to allow construction of a deceleration turn lane and this should be required. The applicant has already acknowledged the impact of vehicle deceleration on Wallarah Road by incorporating a deceleration lane to the left turn service vehicle access. The same principle should be applied to the signalized intersection at Walker Avenue.

The applicant currently proposes to stage the development to await upgrade of the Pacific Highway and Wallarah Road intersection. The staging will reduce the development by 100 units until intersection works are complete. This reduction is considered grossly inadequate, and the number of units deferred should

be in the order of twice that or 200 units as the intersection works are by no means certain and the impact of this development on the intersection will be significant even with the reduction proposed.

6. Environmental Impact

It is noted that a strip of native vegetation exists along the rear of the site which acts as a buffer to adjoining residential development to the north. It is accepted that this vegetation is degraded but it still retains some environmental value. The vegetation should therefore be fenced from the proposed development to preserve it as much as possible. This could be incorporated as a condition of development consent.

Conclusions

The following changes should be made to the Planning Proposal to amend the Central Coast LEP 2022.

- 1 Building heights should be reduced to a maximum of 34m on any part of the site.
- 2 Buildings fronting Wallarah Road should be reduced to a maximum of 2 to three stories with the building identified as “F” having taller elements up to a maximum of 6 stories set back a minimum of 50 m from the Wallarah Road frontage.
- 3 The overall number of units reduced to a maximum of 550.
- 4 The overall height of any building on the site being 10 stories and any building more than 6 stories or 34m in height being set back from Wallarah Road a minimum of 75m.
- 5 FSR being reduced to a maximum 1.2:1
- 6 All recommendations of the **Peer Review traffic assessment undertaken by ARC Traffic and Transport in March 2024 being implemented in full.**
- 7 A deceleration/left turn lane being provided to for east bound traffic at the proposed intersection at Walker Avenue.



From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Rezoning Pathways Mailbox](#)
Subject: Webform submission from: Wallarah Road and Pacific Highway Kanwal
Date: Monday, 24 June 2024 10:40:50 AM

Submitted on Mon, 24/06/2024 - 10:40

Submitted by: Anonymous

Submitted values are:

Submission Type

I am submitting on behalf of my organisation

Name

First name

john r

Last name

minto

I would like my name and personal contact details to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

Mirrabooka

Please provide your view on the project

I object to it

Submission

This submission is made on behalf of the proprietors of strata plan no 37270 Kanwal Village Center. We have no issue with the residential component of the proposal, as most of the customer visits generated from it to our center will be pedestrian and not generate extra car parking in our center. We do take issue with the proposed 1000 meters of commercial space proposed ,as the closest car parking to it will be from our center across the road . To prevent overloading of our carparking we request that the commercial space be reduced to 500 square meters and that permitted uses be limited to those that do not produce high motor vehicle visits and exclude uses such as fast food and convenience stores. There is an existing Seven Eleven convenience store located within the proposed site area.

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Rezoning Pathways Mailbox](#)
Subject: Webform submission from: Wallarah Road and Pacific Highway Kanwal
Date: Thursday, 13 June 2024 6:56:52 PM

Submitted on Thu, 13/06/2024 - 18:56

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my name and personal contact details to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

Woongarra 2259

Please provide your view on the project

I object to it

Submission

Dear Planning Officer/Committee,

I am writing to formally object to the planning application for the proposed development, specifically concerning the construction of 675 new homes and the increase in building height up to 12 storeys. My objections are based on several considerations which I believe have not been adequately addressed in the submission.

1. 675 new homes

1.1 Undue strain on existing infrastructure

The proposal to construct 675 new homes will place an incredible strain on the existing local infrastructure. This includes schools, healthcare facilities, childcare centres and public transport (or lack of), which are currently operating at or over capacity. The submitted plans do not provide sufficient evidence of planned upgrades to these critical services to accommodate the significant increase in population.

1.2 Traffic Congestion and Safety

The addition of 675 new homes will inevitably lead to a substantial increase in traffic. The current road network is not designed to handle such a high volume of traffic, leading to potential congestion and increased risk of accidents. The planning submission traffic impact assessment does not adequately address this.

2. Increasing the building height up to 12 Storeys

2.1 Visual Impact and Character of the Area

The proposal to increase the building height up to 12 storeys is inconsistent with the existing character and visual appearance of the surrounding area, which predominantly consists of low to mid-rise buildings. Such a significant increase in height would result in an incongruous development that would dominate the local skyline, leading to a detrimental impact on the visual amenity and character of the neighbourhood.

2.2 Community Objections and Local Plan Compliance

The proposed height increase does not align with the local development plan, which emphasizes the preservation of the existing character and scale of the area. Furthermore, there is significant community opposition to this aspect of the proposal, reflecting concerns about the negative impacts this development will cause.

Conclusion

In light of the above points, I strongly urge the planning committee to reduce the number of homes to an amount that will not place undue strain on existing infrastructure. The alternative would be the construction of supporting infrastructure such as increased public transport, wider roads and more healthcare and childcare facilities - which is outside the remit of this planned development.

I also propose reducing the planned building height to a maximum of 4 storeys to be in-keeping with the surrounding area. I request that the developer be required to submit revised plans that address these concerns comprehensively.

Despite these objections, I am not against the site being developed, we would just like to see a lot more common sense and consideration used for the site and strain placed on existing infrastructure. It is well known that the Central Coast has been dealing with the consequences of a sharp increase in population over the last few years and this would only exacerbate current issues.

Thank you for considering my objections.

[REDACTED]

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Rezoning Pathways Mailbox](#)
Subject: Webform submission from: Wallarah Road and Pacific Highway Kanwal
Date: Thursday, 13 June 2024 9:47:56 PM

Submitted on Thu, 13/06/2024 - 21:47

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Alizah

Last name

O'Rourke

I would like my name and personal contact details to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

Lake haven 2263

Please provide your view on the project

I object to it

Submission

Road is already congested, this will cause worse delays in not only peak hour but normal hours. 2 lanes and one is for straight and turning is not enough to manage the traffic as it is now.

Also where will the people go that live in the caravan park? Are they just going to be on the streets? This is a very large building to go in. What's the point ?

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Rezoning Pathways Mailbox](#)
Subject: Webform submission from: Wallarah Road and Pacific Highway Kanwal
Date: Friday, 14 June 2024 7:49:20 AM

Submitted on Fri, 14/06/2024 - 07:49

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Kim

Last name

Thompson

I would like my name and personal contact details to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

Kanwal 2259

Please provide your view on the project

I object to it

Submission

I am a resident of the area and drive daily in this area. The infrastructure would not support this influx of homes. Roundabout at Pacific Hwy and Sparks Rd is a nightmare. Only the other night pedestrian knocked down. There is no highrise in area, it will become a slum area. Apartments should remain near train stations not in a normal housing neighbourhood. The residents of caravan park have been there for years and would not be able to afford apartments. Most people that move to this end of Central Coast want a home with a backyard and space to park multiple cars. How can they do this in apartments. Medical systems are already pressed in area so such an influx would not help those of us who are already getting support from medical services that are below average.

No support for this development we already have many new housing estates being built around the area. Keep the area homes not highrise

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Rezoning Pathways Mailbox](#)
Subject: Webform submission from: Wallarah Road and Pacific Highway Kanwal
Date: Friday, 14 June 2024 11:14:55 AM

Submitted on Fri, 14/06/2024 - 11:14

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my name and personal contact details to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

GOROKAN

Please provide your view on the project

I object to it

Submission

I have 3 main concerns regarding this development.

1. The proposed building height is too high. I'm happy for development in my local area and understand the need for affordable housing. However, how affordable are units going to be in a 42m tall building with both lake and ocean views? I'd rather see a higher percentage of affordable housing built there, and keep the building height to what the current maximum is.
2. Traffic on Wallarah Road is already heavy during the day with the current amount of residents and houses around. A quick drive around local streets especially when the football is on at Morry Breen Oval, the streets are already jam packed with cars and trailers.

3.. Public transport in the area is not up to the task of such an influx of residents. Yes, there is public transport, but it's only buses and from my experience you either have to change buses once or twice to get to you destination and if you want to connect with a train at Wyong, quite often you'll be waiting longer for a train since the bus usually arrives 5 mins after the train has departed. This is especially evident if you're trying to get a bus and connecting train north towards Newcastle. Even though Warnervale Station is closer to this development, hardly any buses run directly from Wallarah Road to Warnervale Station. Surely a development of this magnitude would benefit more being closer to the rail corridor where people can walk to catch a train to either Newcastle or Gosford/Sydney.

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Rezoning Pathways Mailbox](#)
Subject: Webform submission from: Wallarah Road and Pacific Highway Kanwal
Date: Friday, 14 June 2024 12:57:57 PM

Submitted on Fri, 14/06/2024 - 12:57

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my name and personal contact details to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

Lake Haven

Please provide your view on the project

I object to it

Submission

We only have 1 shopping centre that services all the 7 area's has there been any subbmission for another some where in the area? and no parks or green spaces

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Rezoning Pathways Mailbox](#)
Subject: Webform submission from: Wallarah Road and Pacific Highway Kanwal
Date: Friday, 14 June 2024 9:26:00 PM

Submitted on Fri, 14/06/2024 - 21:25

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Rhonda

Last name

Williams

I would like my name and personal contact details to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

Gosford 2250

Please provide your view on the project

I object to it

Submission

I object to this proposed development. The area contains C2 land, threatened species and flora fauna. Which must remain untouched and protected.

I wish to see this area remain as pristine as it is now and not home to high rise apartments.

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Rezoning Pathways Mailbox](#)
Subject: Webform submission from: Wallarah Road and Pacific Highway Kanwal
Date: Saturday, 15 June 2024 12:00:26 PM

Submitted on Sat, 15/06/2024 - 12:00

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Steven

Last name

Tagg

I would like my name and personal contact details to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

Toukley 2263

Please provide your view on the project

I object to it

Submission

I object to this monstrous sub decision/ rezoning, We have 1960's infrastructure we cannot handle a proposition of this size as council / NSW gov do NOT. Have the additional \$400 million required to upgrade infrastructure to 2025 onwards specifications....

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Rezoning Pathways Mailbox](#)
Subject: Webform submission from: Wallarah Road and Pacific Highway Kanwal
Date: Saturday, 15 June 2024 2:01:39 PM

Submitted on Sat, 15/06/2024 - 14:01

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my name and personal contact details to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

2287

Please provide your view on the project

I object to it

Submission

I travel around the area on a regular basis and support that more traffic will only impact on our already congested roads at certain times of the day.

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Rezoning Pathways Mailbox](#)
Subject: Webform submission from: Wallarah Road and Pacific Highway Kanwal
Date: Thursday, 13 June 2024 4:43:52 PM

Submitted on Thu, 13/06/2024 - 16:43

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Michael

Last name

Huthnance

I would like my name and personal contact details to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

Hamlyn Terrace 2259

Please provide your view on the project

I object to it

Submission

There is a substantial amount of new housing estates being built in the area

We are lacking infrastructure as it is without adding this monstrosity

The roundabout just down the road can not support the current traffic conditions we have now

This development will also increase the crime rate which we do not want in these areas

Build it elsewhere and not here in Kanwal

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Rezoning Pathways Mailbox](#)
Subject: Webform submission from: Wallarah Road and Pacific Highway Kanwal
Date: Saturday, 15 June 2024 2:05:55 PM

Submitted on Sat, 15/06/2024 - 14:05

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my name and personal contact details to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

Wyongah NSW 2259

Please provide your view on the project

I object to it

Submission

If that goes ahead I will sell up and get out of here, not just me , but have a look at how many people has sold there house in the area since that announcement I came from Sydney 8 yrs ago for a quiet life, and no traffic bumper to bumper I thought the Central Coast look after seniors apparently not

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Rezoning Pathways Mailbox](#)
Subject: Webform submission from: Wallarah Road and Pacific Highway Kanwal
Date: Wednesday, 19 June 2024 9:43:47 AM
Attachments: [REDACTED]

Submitted on Wed, 19/06/2024 - 09:42

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Neil

Last name

Bevege

I would like my name and personal contact details to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

KANWAL

Please provide your view on the project

I support it

Submission file

[REDACTED]

Submission

Please consider the attached file.

Thank you

Neil Bevege

I agree to the above statement

Yes

Wallarrah Road and Pacific Highway Kanwal. 207-209 Wallarah Road And 755-757 Pacific Highway

To the responsible Minister and Head of Department.

Whilst I support in principle the above proposal, there are aspects of the proposal as it currently stands that cause me concern.

1. Consideration must be given to the expansion of Kanwal Public School which is in walking distance from Oasis. The school already has some demountable classrooms and will need additional new buildings to accommodate the increase in student population coming from the Oasis development.
2. In discussing the proposal recently on local ABC radio the Minister for The Central Coast, David Harris, stated that the Pacific Highway / Sparks Rd / Wallarah Rd intersection will have to be upgraded. This is an opportune time to remove the roundabout and install traffic lights, as was done at the Pacific Highway / Wyong Rd intersection. In doing this, consideration should be given to accommodating a wider Sparks Rd that will eventually be taking heavier traffic once the Pacific Highway extension to the north at Watanobbi is implemented.
3. The maps in the planning proposal suggest that Oasis residents can walk to Lakehaven shops along the Pacific Highway. This can only be possible if concrete paths are constructed along the proposed route. At present there is no pedestrian access infrastructure in place along this route.
4. The plan shows only a single entry and exit point from the site, at the current intersection of Wallarah Rd and Walker Avenue.

It has long been recognized that such a limited choke point is highly dangerous in times of an emergency. Consideration must be given to allocating some of the site's land to construction of additional entry and exit roads to the Pacific Highway and to Lakehaven Drive.

Westbound traffic along Wallarah Rd that wants to make a right hand turn into Oasis at Walker Avenue, especially at peak hours, will potentially cause traffic build up back through the Wallarah Rd / Lakehaven Drive intersection unless alternate entry and exit roads to Oasis are constructed.

To give effect to this it will be necessary to use some of the land at the northern end of the site and also to acquire a land corridor from Wyong Rugby Leagues Club.

5. The Wallarah Rd four lane carriageway, from the Pacific Highway to Lakehaven Drive is incapable of handling the increased traffic that will be generated by the site. This section must be widened to six lanes and the roundabout at Lakehaven Drive / Wallarah Rd intersection must be redesigned to accommodate the traffic volume.
6. Consideration must be given to inclusion in the development and associated public infrastructure, to redesigning the entry and exit for the Kanwal Village Shopping Centre. The current traffic volumes in Walker Avenue make this a fraught exercise at the best of times. The increase in traffic volumes along Walker Avenue, to and from Oasis, will make vehicle access into and from Kanwal Village shops a highly congested and contested operation.
7. At 675 units / apartments the proposed development is probably too large for the existing site and supporting infrastructure. A further reduction to 450 to 500 units would appear to make sense and would still meet the objectives of increasing the state's housing stock.
8. Walker Avenue today operates at capacity at peak times, particularly in the afternoons from school pick up time till close to five pm. This is due to many drivers choosing to use our street as a safe alternative to negotiating the Pacific Highway / Sparks Rd roundabout. As a resident of Walker Avenue I am finding it increasingly difficult to exit our property due to the high traffic volumes. The Oasis plan as it stands will only add to this problem and reinforces the case for other entry and exit roads to the Oasis site be included in the development.

I ask that my concerns be seriously considered.

Sincerely

Neil Bevege

[REDACTED]

Kanwal

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Rezoning Pathways Mailbox](#)
Subject: Webform submission from: Wallarah Road and Pacific Highway Kanwal
Date: Thursday, 20 June 2024 2:59:43 PM
Attachments: [REDACTED]

Submitted on Thu, 20/06/2024 - 14:56

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Mark

Last name

Caves

I would like my name and personal contact details to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

Kanwal, 2259

Please provide your view on the project

I object to it

Submission file

[REDACTED]

Submission

Please find attached Kanwal IGA Submission Development Proposal 20 207-209 Wallarah Road and 755 & 757 Pacific Highway

I agree to the above statement

Yes

Kanwal IGA Submission Development Proposal 205 207-209 Wallarah Road and 755 & 757 Pacific Highway Kanwal

This submission has been prepared by the owners of Kanwal IGA, Chris Coleman and Mark Caves. The Kanwal Shopping Village, a recognised Neighbourhood Centre will be at significant risk of being substantially degraded if the proposal before the NSW Planning Department grants a rezoning that includes 1000m² of commercial space. This submission documents several reasons to support this view and asserts there should be no commercial space as part of this rezoning proposal.

Have the developers made the case for a commercial rezoning as part of this development?

The proponents attempt to establish that existing supply of convenience retail is significantly undersupplied to service the proposed development.

The EIA in the current proposal states

3.1 Trade area definition

A trade area is defined as the geographic area for which a centre generates the majority of its turnover and visitation. The extent of a trade area is driven by a range of accessibility and convenience factors including:

- Centre attraction relative to the competition, including tenancy mix, car parking and co-location with higher order facilities and/or services. The key factors that determine the strength and attraction of any convenience centre are primarily the scale and composition of the centre, in particular anchors, car parking, including access and ease of use and ambience and presentation of the centre.*
- The surrounding competitive framework and existing supply. While the strength and appeal of a centre directly impact its ability to extract market share, the proximity and attraction of competitive uses impact the extent of a centre's trade area. In essence, all being equal, consumers naturally gravitate to the most convenient option.*
- Road networks and traffic flows. The available road network, public transport service and journey to work patterns all affect centre access and impact a centre's convenience and relative attractiveness.*
- Natural and man-made physical boundaries such as rivers, rail, freeways etc. Significant physical barriers often act to delineate a trade area boundary. Evidence indicates that the more difficult a barrier to negotiate, the larger the decrease in customer patronage and market share is experienced.*

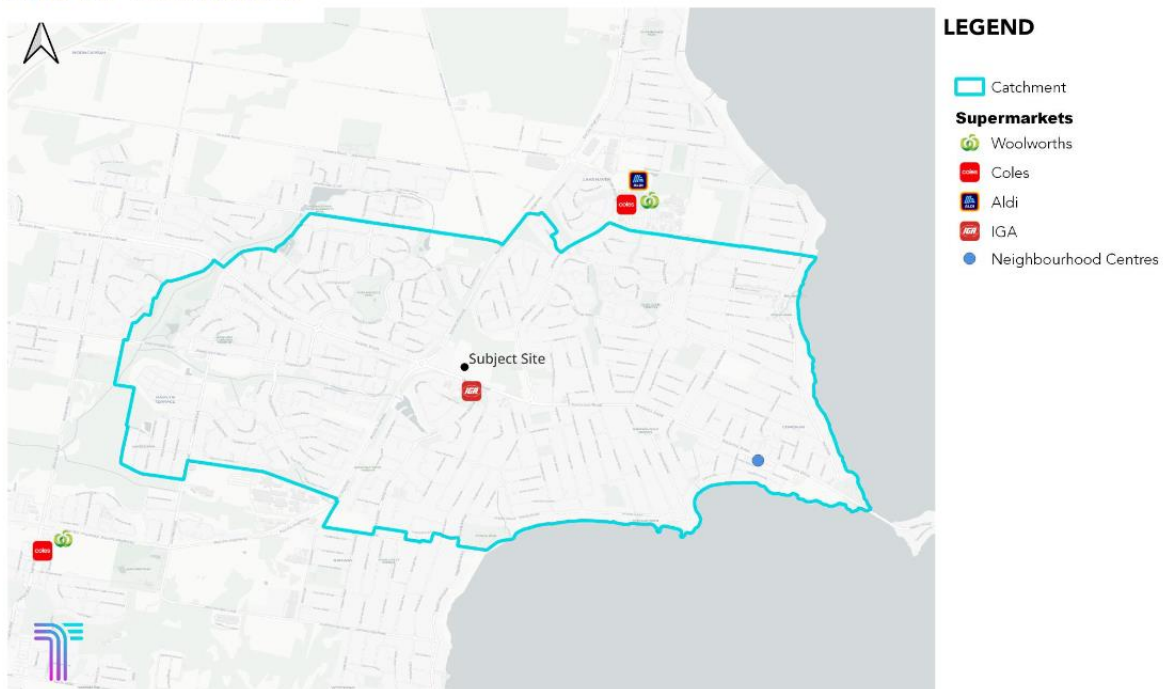
A single catchment has been defined for the subject site, which reflects the relatively small scale, convenience focused role and function for potential retail uses onsite.

The catchment area represents that area that the retail uses onsite are expected to derive the majority of demand. This area includes the suburbs of Kanwal (north of Craigie Avenue), Gorokan, and Hamlyn Terrace. The catchment extends approximately 1.2km to the north and south of the site and 2.0km to the east and west of the site.

Residents and workers throughout the defined catchment area will benefit from the high level convenience and accessibility that the subject site will provide, with frontage to Wallarah Road and close proximity to the Pacific Highway. The planned commercial centre onsite, in combination with existing convenience scaled retail uses opposite the subject site, is expected to provide for the day-to-day convenience retail needs of local residents and workers.

Figure 3.1 illustrates the defined catchment area in which retail uses on the subject site will derive the majority of their demand.

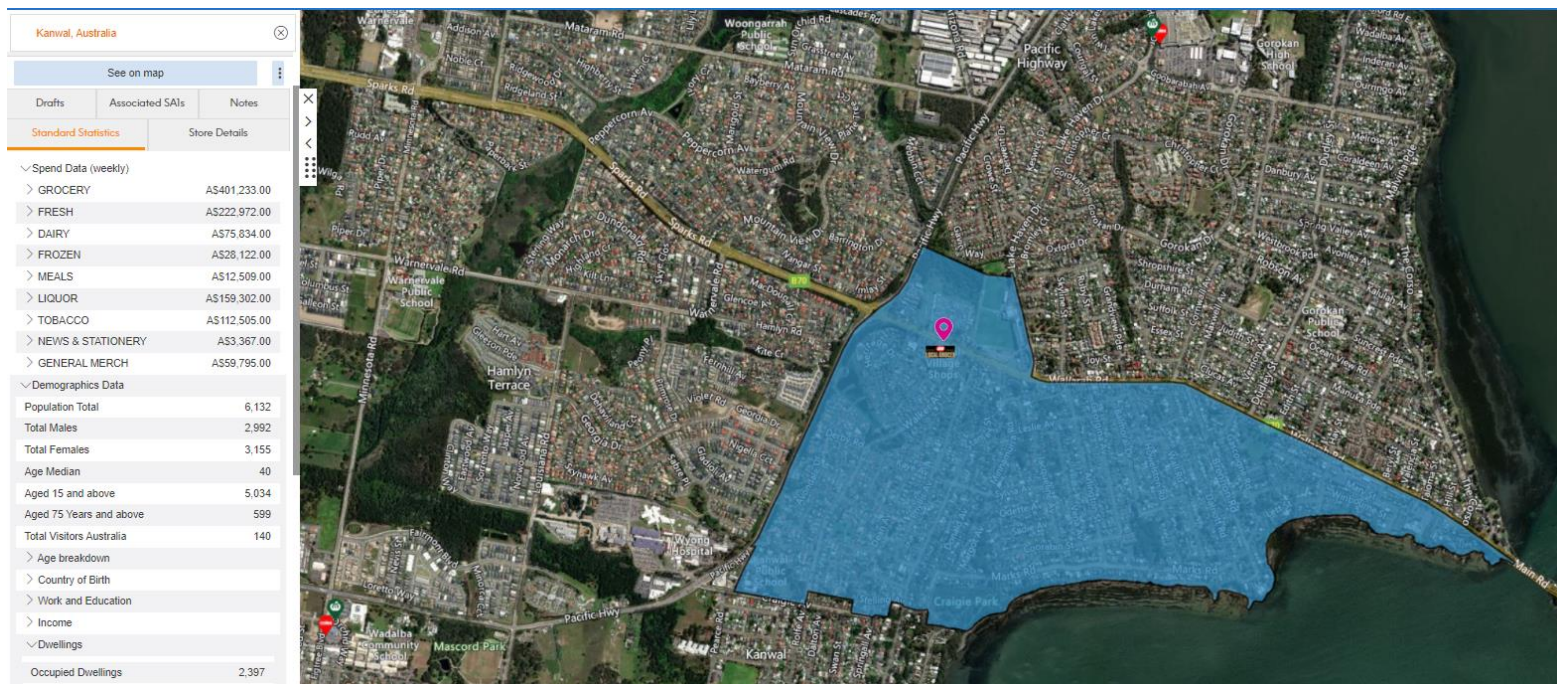
Figure 3.1 Main trade area



It is important to break down this analysis to understand how the EIA is based around a false premise.

Included below is a map of the actual trading area for the neighbourhood centre based on an analysis of customer shopping patterns that currently frequent the centre. This data was collected from interviews with customers over many weeks, supplemented with years of local retail knowledge, we know who our customers are and where they live.

The actual trade area conforms with the natural barriers represented by Wallarah Road and the Pacific Highway. It is important to note how dramatically different this area is to the one presented in the EIA document. Our defined trading area reflects all the aspects that the EIA defines as being present in a trading area, which it then curiously ignores when it defines its proposed trading area.



The trading area is defined in the mapped area (blue). Data provided by Metcash Ltd Planning department (supplier for IGA supermarkets)

Spend data across all categories total \$1.076m per week. Average NSW Total Supermarkets take 68% of this spend = \$620,281 per week (excluding liquor).

IGA benchmarks show potential for Neighbourhood convenience offers to support around 20% of the catchment sales, where a competitor is more than 2klm from the catchment. It should be noted that the southern end of the catchment identified below, is 1.9klm or closer to the Woolworths Wadalba with its convenient parking.

Thus 20% of \$620,281 is \$124,056 per week which is very reflective of our actual weekly sales currently experienced by the existing IGA.

The proposed additional spend in the catchment by way of the Oasis Development would be as follows;

- Proposed 675 apartments x estimated 2 persons per household = 1,350 population

- Utilising the same dollar spend as the existing catchment is $\$620,281/6,132 = \101 spend pp
- Total additional weekly spend $1,350 \times \$101 = \$136,497$
- 20% of additional weekly spend = $\$27,299$

Therefore, the total weekly spend after the new development would be $\$124,056 + \$27,299 = \$151,355$

The current configuration of the IGA has a capacity to service at least \$210,000 sales per week, well within what is possible under the increase in population.

The actual data demonstrates that the existing centre captures the present convenience trade well and will easily accommodate the additional trade expected when the new development is complete.

The EIA was compelled to include such a large unrealistic trade area to make the case that the trade area is underserved by the present convenience trade. For the proposed commercial zoning to be successful the new centre would indeed have to draw on this extended area and the increased traffic that goes along with that to be commercially viable and it would rely heavily on the need to capture a significant percentage turnover of the existing IGA, Bottle Shop and Fruit and Vegetable market located in the neighbourhood centre.

If commercial zoning were permitted as described by the developer what would that look like?

The developer proposes in the EIA the following;

It is highlighted that the reduced commercial centre is planned to predominantly comprise commercial uses (i.e. office) with the potential for some small-scale provision of retail (i.e. shop) uses onsite. While the planned retail uses have now been reduced, this report has produced an assessment of retail and centre-based needs so as to respond to questions raised in the peer review prepared by SGS Economics and Planning.

The developer contends that the predominant use would be offices and perhaps a small retail offer, wanting us to imagine a lovely mixed of office, café, artisanal bakery all within a groovy modern European ascetic. The actual commercial reality would be somewhat different. In a post pandemic environment, the provision of more office space in this locality is a ludicrous proposition as is the provision of small-scale independent retail.

The provision of a 1000m² of retail attached to a large apartment development is very much aimed at a Woolworths Metro retail offer. The floor plan used as an example in this proposal would not be delivered in practice. Developers of proposals such as this are interested in 25-year leases for the entire 1000m² to a ASX listed company and all the valuation and capitalisation advantages that that would confer. There are many examples of Woolworths targeting smaller convenience sites associated with higher density, Woolworths Metro, Newcastle East, is just a recent example, providing a good example of a 1000m² retail offer.

There should be no weight placed on an office/retail lite proposal here, if rezoned this 1000m2 is an ideal site for a Woolworths Metro which includes supermarket, liquor and café. They are the ultimate neighbourhood centre killer.

The existing centre would and must be degraded by such a development.

What effect would an additional 1000m2 commercial space on this site do to the local traffic?

It is well documented in the Peer Review Traffic Management analysis of the plethora of problems facing the local community with the proposal not only with the addition of 675 apartments but especially with a commercial component. The proponent uses office use, traffic estimates, instead of retail, to try and mitigate the effects of additional traffic movements. This cannot be allowed to stand as the siting of the commercial in this proposal on Wallarah road is ideal for the supermarket offer described.

It is important to note that much of the traffic that will flow into the new commercial development will come at the expense of traffic that currently flows into the existing centres carpark from Walker Avenue (thus currently avoiding Wallarah road) so considerable increased traffic will flow into Wallarah Road and Walker Avenue intersection, adding to the current traffic congestion. There is no plan on how this will be limited into an already overcapacity intersection. The developers own trade area map includes Hamlyn Terrace which will add traffic coming from the Pacific Highway roundabout, again diverting traffic into an overcapacity intersection.

Of course, we concede that there is a demonstrable need for additional housing particularly affordable housing in this area so traffic issues will come with the housing, but the developer has not demonstrated any need for additional commercial space which will only add significantly to traffic which will confer no net gains for the local community or its amenity.

This area is a traffic constrained site that will not have any improvement for the foreseeable future so it should be incumbent to limit the amount of traffic generated by this site and limit the development to essential benefits, that is housing, then to add commercial space when it already exists immediately opposite the development.

If there is a 1000m2 supermarket at this site what is the impact on the existing neighbourhood centre?

The EIA states;

The planned commercial centre is expected to result in a redistribution of demand, predominantly from those higher order centres located outside of the catchment. This 'clawing back' of demand is in recognition of a more appropriate scale and mix of local convenience retail uses.

The potential training (sic) impacts on existing and planned centres are therefore expected to be limited and well within acceptable limits. It is acknowledged that there is existing supply opposite the subject site, however, impacts on this centre are also expected to be within acceptable limits as retail uses at the subject site are expected to address the undersupply

of convenience retail uses rather than replicate, and therefore compete with, the existing retail uses at Kanwal Village

Further, any trading impacts as a result of the planned retail uses at the subject site are expected to be offset by ongoing growth in retail expenditure and demand within the catchment. Retail demand is forecast to grow at a rate of 382sqm per annum and as such, any trading impacts are expected to be largely or entirely offset within three years.

When the Wadalba Woolworths opened 7 years ago, which is 3km distant, the IGA supermarket experienced a 18% decline in sales in the first 12 months, which was almost fatal to our business, but we were able to rebuild sales over the next 4 years, this obviously included the pandemic which saw a very favourable trading environment for convenience retail unlikely to be repeated. However, rent, wages and all other costs rose regardless so we experienced a significant drop in net profit over this time.

The expansion of online home deliveries by the major supermarket chains over the last 3 years has again seen a decline in our rate of growth with no new net sales in the last 2 years. The gain in online grocery sales highlight the changing nature of shopping and indicates that the need for additional floorspace of commercial new developments is not what was historically needed, and casts even more doubt on the fanciful “Retail Demand forecasts” used by the developers.

As we are the major retailer in the centre and a draw in many respects for other shops, our business fortunes often will determine that of other retailers in the centre.

Metcash limited (our grocery supplier) estimate that in their experience if a 1000m² Woolworths Metro was in the proposed location the IGA supermarket will lose at least 60% of its turnover, this estimate is based upon what has been experienced by other IGA Supermarkets faced with similar competition (Woolgoolga IGA experienced a 60% reduction in turnover after a Woolworths opened within 100m, the IGA closed after 3 months). If the existing IGA experienced anything greater than a 20% drop in turnover, it would close. The turnover impacts on the Bottle Shop we would estimate to be similar, and their business would become marginal, the Fruit and vegetable market would be affected by about 30%.

The effect on the centre would be to dramatically reduce number of customer visits, endanger the viability of other businesses and limit reinvestment potential as tenants and owners alike would be reluctant to invest in marginal businesses.

What would be the outcome for the local community and the existing neighbourhood centre if the commercial zoning is not approved?

No additional traffic pressures due to commercial purposes in already overcapacity intersections.

Confidence for local retailers to reinvest in their businesses in anticipation of incremental additional sales which they have the existing capacity to service.

Residents of the apartments would have to walk an additional 50 metres to have access to an existing thriving centre with a full range of services, but also have the option to use the existing small convenience offer in the 7Eleven service station adjacent to the proposed development.

The strengthening of a neighbourhood centre ideally placed to service the needs of its existing community and to accommodate the needs of new residents to come.

Conclusion

The proposed commercial aspect of this development is looking to solve a problem that doesn't exist and if approved will lead to various negative outcomes.

- It will cause traffic chaos in the local area, decreasing amenity for existing residents and those occupying the new apartments. Measures proposed and the timing of the implementation to address these issues in a traffic constrained site are vague and possibly impossible to address adequately.
- It confers no additional advantages to existing residents or those to come.
- It adds no new services and is only a duplication of already existing services that are well able to cater for the increased forecast population after the new apartment development is completed
- Degrades and fractures an existing cohesive local centre

We understand in development proposals such as this, there is a planning imperative to have mixed use zoning to enhance amenity for residents and that planners are in fact seeking to help create new and vibrant communities because the previous uses were often industrial or greenfield spaces.

However, in this situation, the existing neighbourhood centre is an integral part of the community where people meet, chat, shop and congregate, that has developed over decades and the new development needs to be integrated into this community, not be held apart as an enclave, holding itself aloof from the community, of which it should be a vibrant member.

Planning decisions should not lead to contextual discontinuity, but actively aim to promote community and where possible strengthen, not fragment already existing centres, particularly neighbourhood centres always under threat from large unsympathetic developments.

It is hard to think of a more perverse outcome for this community that would unfold if the commercial zoning were approved, due to the existing centre's ideal location, it is literally on its doorstep and it is actively and enthusiastically supported by the existing residents in the caravan park and would be by the residents of the new apartments. (which we hope will include the existing residents).

The proponents of the commercial aspects of this development have simply failed to demonstrate how the provision of commercial zoning provides benefits to the local community, when in fact there is ample evidence that it will lead to the degradation and disintegration of a much-loved community asset.

We are grateful for the opportunity to contribute to the planning process with this submission for such a large and significant development in our local community.

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Rezoning Pathways Mailbox](#)
Subject: Webform submission from: Wallarah Road and Pacific Highway Kanwal
Date: Friday, 21 June 2024 4:12:12 AM
Attachments: [REDACTED]

Submitted on Fri, 21/06/2024 - 04:06

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my name and personal contact details to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

KANWAL

Please provide your view on the project

I object to it

Submission file

[REDACTED]

Submission

I am a permanent resident/home owner, at [REDACTED]
My husband and I purchased our home in March of 2001, 23 years ago. We were living in the Penrith area prior to buying here. My husband had lived in a park community years earlier, so he suggested we find a home, on the Central Coast. We settled on this home, here [REDACTED], and love it, and the area.
Devastatingly, my husband has since passed away due to a very aggressive cancer. This gives my home a lot more sentimental value. Losing him was like losing my own life too. This was to be "OUR forever" home, now it is MY forever home. It means EVERYTHING to me, it is all I have.

I have my doctors, dentist, hair dresser, club memberships, a Chemist and other professional services in this area, some with whom I have been with for over 20 years. Also, with my very small business, I have clients in this area and they are part of my livelihood, and very important to me. I have 2 adult children, including a grandchild, living close, along with year long friendships. The shops across the road are so handy and in walking distance.

The thought of this development terrifies me. I am terrified of losing my home and this community. I have absolutely NO options of where to go or take my home.

As mentioned previously, I have a very small business. Even with this, I am a very low income earner, not bringing in much, and receive minimal assistance from Centrelink.

I live from week to week and have no back up finances.

There is no way I could afford to buy another home or live out in the open community and certainly do not have MINIMUM of \$300,00 to buy another place, in another village/park.

In a rental property in the general community there is always the worry that the home owner will want to sell up or live in the home and as a result, and I would have to find another place. This is not a problem living in this park. Also I could not afford the extra amenities costs. I have been through some terrible things since losing my husband, so my home is my only SAFE HAVEN. Living in a community like this makes me feel safer as I am still alone. In my street we all look out for each other. If we don't see someone for a while, out of the ordinary, we check up on them. This development is said to improve on housing, but in the process, taking OUR homes from us, both Owners and Rentals. I am sure there are many properties and ground space out there, just waiting to be utilized, that do not cause anyone to lose their homes. Not only will this development cause so much extra traffic on an already choking road, how will First Responders, i.e. Ambulances, Police, Fire Engines, be able to wrestle their way through all the extra traffic generated? It is the only main road leading out to the beaches. How will the hospital, local Dr's, and so many other services be able to cope with such a huge influx of people? Waiting lists are already so long. Building on this space will cause havoc for this already, busy area, the local residents and small/family businesses at Kanwal shops, and look totally out of place for this area. Mostly, I cannot think about these proposed plans because my mental state can't really take it. My anxiety, emotions, and depression go through the roof. My health is slowly deteriorating too. I have shed so many tears. For me, to lose my home, and this community, is to LOSE EVERYTHING! It scares me every time we receive any notices etc about the proposal. To my knowledge there are no parks or communities with vacancies for us to relocate to any where in this area. My husband wanted us to purchase this kind of home and living because he said if any thing should ever happen to him, at least I would be able to afford this, as apposed to a home in the outside community. He will be so disappointed and upset to know this is happening to me and our home. PLEASE have a heart for myself and all these people and find another venue.

I agree to the above statement

Yes

I am a permanent resident/home owner, [REDACTED]. My husband and I purchased our home in March of 2001, 23 years ago. We were living in the Penrith area prior to buying here. My husband had lived in a park community years earlier, so he suggested we find a home, on the Central Coast. We settled on this home, here [REDACTED], and love it, and the area.

Devastatingly, my husband has since passed away due to a very aggressive cancer. This gives my home a lot more sentimental value. Losing him was like losing my own life too. This was to be "OUR forever" home, now it is MY forever home. It means EVERYTHING to me, it is all I have.

I have my doctors, dentist, hair dresser, club memberships, a Chemist and other professional services in this area, some with whom I have been with for over 20 years. Also, with my very small business, I have clients in this area and they are part of my livelihood, and very important to me. I have 2 adult children, including a grandchild, living close, along with year long friendships. The shops across the road are so handy and in walking distance.

The thought of this development terrifies me. I am terrified of losing my home and this community. I have absolutely NO options of where to go or take my home.

As mentioned previously, I have a very small business. Even with this, I am a very low income earner, not bringing in much, and receive minimal assistance from Centrelink. I live from week to week and have no back up finances.

There is no way I could afford to buy another home or live out in the open community and certainly do not have MINIMUM of \$300,00 to buy another place, in another village/park. In a rental property in the general community there is always the worry that the home owner will want to sell up or live in the home and as a result, and I would have to find another place. This is not a problem living in this park. Also I could not afford the extra amenities costs.

I have been through some terrible things since losing my husband, so my home is my only SAFE HAVEN. Living in a community like this makes me feel safer as I am still alone. In my street we all look out for each other. If we don't see someone for a while, out of the ordinary, we check up on them.

This development is said to improve on housing, but in the process, taking OUR homes from us, both Owners and Rentals. I am sure there are many properties and ground space out there, just waiting to be utilised, that do not cause anyone to lose their homes. Not only will this development cause so much extra traffic on an already choking road, how will First Responders, i.e. Ambulances, Police, Fire Engines, be able to wrestle their way through all the extra traffic generated? It is the only main road leading out to the beaches.

How will the hospital, local Dr's, and so many other services be able to cope with such a huge influx of people? Waiting lists are already so long. Building on this space will cause havoc for this already, busy area, the local residents and small/family businesses at Kanwal shops, and look totally out of place for this area.

Mostly, I cannot think about these proposed plans because my mental state can't really take it. My anxiety, emotions, and depression go through the roof. My health is slowly deteriorating too. I have shed so many tears. For me, to lose my home, and this community, is to LOSE EVERYTHING!

It scares me every time we receive any notices etc about the proposal. To my knowledge there are no parks or communities with vacancies for us to relocate to any where in this area.

My husband wanted us to purchase this kind of home and living because he said if any thing should ever happen to him, at least I would be able to afford this, as apposed to a home in the outside community. He will be so disappointed and upset to know this is happening to me and our home.

PLEASE have a heart for myself and all these people and find another venue.

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Rezoning Pathways Mailbox](#)
Subject: Webform submission from: Wallarah Road and Pacific Highway Kanwal
Date: Friday, 21 June 2024 1:32:59 PM
Attachments: [REDACTED]

Submitted on Fri, 21/06/2024 - 13:31

Submitted by: Anonymous

Submitted values are:

Submission Type

I am submitting on behalf of my organisation

Name

First name

Maddy

Last name

Neely

I would like my name and personal contact details to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

2250

Please provide your view on the project

I support it

Submission file

[REDACTED]

Submission

Submission attached

I agree to the above statement

Yes

Background

Pacific Link Housing Limited (PLH) is the Central Coast's only locally based Tier One community housing provider - operating in the Central Coast, Lake Macquarie and Hunter regions of NSW, for 40 years. We manage over 1300 dwellings across six local government areas, co-ordinate wrap-around support services for the vulnerable people that we house in partnership with our network of local partners and offer a range of capacity-building and community development initiatives that enhance tenant wellbeing and opportunity.

In recognition of the critical lack of affordable housing supply in our region, we develop new high quality affordable homes – approx. 180 in the last 7 years, with an additional 100 properties in the development pipeline. In recent years, leveraging investment of our own equity, we have been awarded over \$26million in government grants and co-contributions, and raised over \$11million in debt finance to support these efforts. Our completed and planned developments total around \$80m of investment in local communities and economies.

We are deeply embedded and highly respected in our local communities, with a reputation for delivering quality affordable homes that meets the needs of communities, and providing person centred tenancy services and support to the people we house. We are a recognised industry leader and have received multiple awards from the housing industry for our development projects and tenant programs.

Operating at the coal face of housing need, PLH continuously advocates, and invests in evidenced-based research, to inform Local, State and Commonwealth government and other stakeholders on the continuing under-supply of social and affordable rental housing for people on very low and low incomes. We provide submissions on housing matters and support our local councils as they develop strategies and policies to facilitate and encourage private sector engagement in the development of new affordable rental housing supply.

Key2 Realty <https://www.key2realty.com.au/affordable-housing>

Key2 Realty Pty Ltd (Key2) was formed in 2018 as a profit for purpose social enterprise and wholly owned subsidiary of Pacific Link Housing (PLH). Key2 specialise in affordable and market rental housing management, managing privately owned investment properties on behalf of individuals and build-to-rent developers. As a social enterprise, Key2 provides the same high level of service as a traditional real estate business, while creating social and community value. The profits from Key2 Realty are used to support programs that provide capacity building and community development programs from PLH tenants and communities. These programs focus on building tools for self-efficacy and independence, facilitating employment and education goals, and fostering strong and cohesive communities.

Key2 is in the process of registering as a Tier 3 community housing provider (CHP) under the National Regulatory System for Community Housing (NRSCH). The State Environmental Planning Policy (Housing) 2021 requires that (unless a public authority or government agency is undertaking the development), a CHP must manage the affordable housing portion of a project. Further, Councils approving developments that include affordable housing are required to report details to the NRSCH regulator to allow for ongoing monitoring. Property

management of affordable rental housing is required to be conducted according to NSW Ministerial Guidelines on Affordable Housing that include income eligibility assessments.

Key2 Realty is a founding member of the Property with Purpose Network which is comprised of social enterprise real estate agencies owned by community housing providers.

Development Project Commitments

Within the documents on public exhibition for the Oasis Kanwal planning proposal, Pacific Link Housing (PLH) notes the following:

- **Community and Social Needs Study dated March 2024** sets out the local population characteristics and population growth forecasts:

Unit configuration with predominately 1 bedroom (14%) and 2 bedroom (76%)	PLH supports the mix that matches to significant housing demand in the area for smaller households. In our own developments PLH builds exclusively studios, one- and two-bedroom units.
Resident Transition Plan – engagement with residents and relocation plan and collaboration with CHP.	PLH would encourage early assessment of existing residents' eligibility for social or affordable housing to allow for planning the transition to temporary housing. As noted in the report <i>it is vital to the success of the proposed development that Land Lease SPV carefully and respectfully considers the transition of the existing tenants of the caravan park.</i>

- **Statement of Intent on Affordable Housing** by Vivacity (Land Lease SPV)

Commitment to inclusion of affordable rental housing of 15% (estimated 102 units)	<p>PLH supports the target of 15% to add to supply of much needed affordable rental housing.</p> <p>The unmet need for social and affordable rental housing on the Central Coast is currently estimated as 12,169 households. This is calculated by comparing the demand for housing as measured by levels of homelessness and housing stress after allowing for existing social and community housing stock. 47.8% of Commonwealth Rent Assistance recipients living in the Central Coast region (13,658 people) are in rental stress, compared with the NSW average of 39.2%.</p> <p>Central Coast Council's 2019 Affordable Housing Strategy set targets of 21,200 new Affordable rentals and 10,300 new Affordable to buy housing by 2036 (total 31,500). The Central Coast Housing Strategy (draft 2023) projects that, with undersupply and projected population growth an additional 1,630 dwellings pa are needed. Figures from DPE show that total housing completions for FY2021-2022 were 1,169. This is 20% below previous five years' financial average of 1,504 pa and well short of targets and what is needed.</p>
Affordable units will be spread throughout the community and mixed in with regular housing	PLH supports this design approach and utilises this type of integrated tenure planning in our own developments that include social, affordable and market rate rental housing.

The affordable units will be indistinguishable from the privately owned apartments within the community	PLH supports this commitment and makes no distinction in design and finishes between units in our developments, based on proposed tenure type.
Proximity to Wyong Hospital and demand for housing for essential workers in health care	PLH has worked with local health departments to assist in sourcing affordable housing and concurs that there is significant unmet demand in the Central Coast region.
Affordable apartments will be managed under a private agency or registered CHP appointed by Vivacity	PLH in discussions with developer for Key2 Realty to be engaged as NRSCH-registered community housing provider.
The affordable units will remain in Vivacity's ownership and will be used for affordable housing for a minimum period as stipulated in the Housing SEPP.	PLH recommends that a transition/divestment plan be developed in light of previous experience where, at the end of rental affordability schemes, residents are required to relocate.
Vivacity (at its discretion) may also consider alternative proposals from CHPs to divest a portion of the affordable units.	Any acquisition by CHPs of divested affordable rental units at the end of the rental affordability scheme would be contingent on available sources of finance or government subsidy.

Submission Comments

Pacific Link Housing (PLH) supports the planning proposal for the redevelopment at the former Oasis Caravan Park in Kanwal. The project represents a significant opportunity for our community, minimises negative impacts, while creating many public benefits to the local community of Kanwal. Our key areas of support for this development include:

- The site has no real constraints and has avoided impacts to the environment such as the removal of local bushland. The redevelopment of infill housing in well serviced locations such as this project contributes to sustainable development and the conservation of the natural environment on the Central Coast by limiting the expansion of greenfield housing. This aligns with PLH's approach to redevelop well-located, infill housing, where possible.
- The provision of new housing supply within an infill development to meet local housing targets. Particularly the development will address the current imbalance between greenfield and infill housing, and the supply of smaller apartment typologies for young people, and older downsizers. This aligns with PLH's research of housing need and declining household sizes.
- The site is well located at the major interchange of two key transit links, with proximity to services (IGA supermarket, Wyong Leagues, Wyong Hospital) and strategic centres. PLH notes that access to transport and services meets NSW government's key strategic objectives for new housing, particularly for affordable rental housing.
- The provision of diverse and affordable housing, including the provision of 15% (102 apartments) of the development for affordable rental housing, and a further 30% (200 apartments) for seniors independent living units.
- The economic benefits including the provision of new jobs and housing for local workers.
- The provision of 1.7 hectares of new public open space (over 30% of the site), including children's playground, dog exercises area and outdoor gym equipment.
- The contribution of the proponent to local and state infrastructure upgrades, including intersection upgrades and road widening to resolve the existing traffic issues along Wallarah Road. The proposed redevelopment is a catalyst for investment into much needed local and state infrastructure.

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Rezoning Pathways Mailbox](#)
Subject: Webform submission from: Wallarah Road and Pacific Highway Kanwal
Date: Monday, 24 June 2024 12:25:03 PM
Attachments: [REDACTED]

Submitted on Mon, 24/06/2024 - 12:16

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my name and personal contact details to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

Gilmore 2905

Please provide your view on the project

I object to it

Submission file

[REDACTED]

Submission

I object to the development on the grounds that it doesn't adequately meet social, infrastructure, environmental and physical standards.

The reasoning detail is outlined in the attached document titled Oasis Development Final Submission.

I agree to the above statement

Yes

To whom it may concern,

I am submitting an objection to the development proposal at Oasis Village Caravan Park at 207-209 Wallarah Road and 755- 757 Pacific Highway, Kanwal.

The application to change the zoning and redevelop this property doesn't adequately meet social, infrastructure, environmental and physical standards. It seems it is merely being pushed through to meet a general statewide target and generate developer profit without considerations of its current and unique circumstance, particularly that of its permanent residents.

Rezoning:

The developers justify this proposal claiming the Oasis caravan park 'has reached the end of its 'functional life' '.

The park currently functions as a permanent home to over 30 permanent residents – it provides them emotional and physical safety, a secure home and a valuable community. They bought into the park with the intention of gaining themselves the dignity of a permanent home and living there until the end of their natural lives. In some cases, this was the only opportunity for them to get something to hand down to their children.

A more accurate description and reality is that the park's facilities have deliberately not been maintained properly or modernised by its owners for some years in a bid to decrease its 'functional life'.

The need for this type of accommodation hasn't evaporated; the caravan park has been deliberately neglected by various owners and devalued so it is a less attractive option to live in and developers can justify its demise for the purpose of realising future profits. There are spaces for 100 permanent residents and 45 temporary ones, yet the park is not occupied at capacity.

Tactics by owners over the years have included:

- placing secondhand substandard leaky caravans on site which have attracted less desirable residents and created a poor reputation for the park
- residents have been bullied under the previous owners in attempt to cause them to vacate the park
- cutting down of mature trees even when residents have objected

Had appropriate investment been made regarding maintenance over the past couple of decades, this park should be thriving, sought after and at capacity. As has been identified, there is a large need for accommodation in the area.

Socially:

The project should not proceed unless first and foremost consideration is given to the emotional/ physical safety and displacement of the current tenants/ homeowners in a development that is justifying itself as an effort to relieve the issue of a shortage of housing and homelessness.

These people are being given a double whammy with this proposal:

- to rezone what should continue to be a secure living arrangement that they have invested in as a permanent home, then
- a major redevelopment of that same space.

The permanent residents here are some of the most vulnerable in Australian society; many elderly, approaching retirement and/ or suffering from mental and physical health conditions that make it difficult for them to find/ maintain well paid work afforded to many others in society. Their circumstances have found them seeking residence and investing in this caravan park as a means of avoiding homelessness and creating security and certainty for their lives which should be commended, not punished. They have no back up plan nor the means to create one. As such they need an iron clad plan for their security if anything were to change.

These people are covered by the Residential (Land Lease) Communities Act 2013 and any change of zoning should not disadvantage the protections they receive under that legislation.

From the proposed 675 residential dwellings, 15 per cent of them (102 dwellings) have been promised to low socioeconomic groups and 200 for independent living.

Vivacity has stated, "None of the 37 permanent residents who currently live at Oasis will be forcibly evicted or made homeless if the proposed redevelopment is approved by the NSW Minister for Planning".

How is this going to work in real terms? Currently residents are largely in the dark about how they would afford new living arrangements at market cost and at market rent if they were to live in a standard 'home' not in a caravan park. The suggestion that merely paying the cost of their current modest dwellings which has no land value is laughable in the current environment: it will just render them homeless in a very short space of time.

Without a very sound, trauma-informed transition and satisfactory compensation plan containing new equivalent living arrangements for the 37 permanent residents, the rezoning should not occur and this development should never be permitted to proceed.

The situation presents a rather unequal playing field and not a circumstance foreseen adequately to be covered as presumably was the intention of the law. This law is inadequate in addressing this unique circumstance where, in this instance, very cheap residences around \$50K and under with no land ownership, will be proliferated into a large complex of more than 4.5 times the quantity of residences, some rumoured to fetch an estimated \$800K including a share of land ownership.

Instead, should this proposal be successful, it would be reasonable that permanent residents guaranteed by the operator a more generous compensation than a 'minimum requirement' on moral and humane grounds, so as they do not, ironically, become part of the local homeless population that the development in part proposes to solve by:

- Payment for their current home as proposed/ required
- All costs associated with moving dwellings for them and their pets, including any period of storage of goods and/or interim accommodation (and meal allowance if accommodation does not include a kitchen) should the project go over time or not be able to house them / no other accommodation is found immediately for any reason.
- A lifelong offer (equivalent time to what they purchased) of one of the newly constructed dwellings for rent, or equivalent cost, to what they are paying now, capped at yearly cpi increases, until the permanent resident no longer requires the dwelling or a move to an independent living unit down the track (ie exempt them from being subject to any adversity caused by the proposed 10 year guarantee cap of affordable housing before it can go on the open market is inappropriate as many of these people already suffer from illness/ injury and may be retired/ approaching retirement and unlikely to improve their financial circumstances in that time, so that is just kicking the can of homelessness down the road

until then). Any shortfall with market rent to be negotiated separately between government and developer.

- Alternatively, if a permanent resident does not wish to live at the site again (the trauma of multiple moves may be a factor, for example, or the time between being forced out of existing residence until occupation is too long) then the government needs to be obligated to find an equivalent solution for all residents.
- Offered first choices of the dwellings available (garden on ground floor or other)
- Reimbursement for any counselling, or other medical costs, associated with the emotional or physical distress of such a project being undertaken should be met.

A robust and regular program of appropriate trauma-informed communication around these changes needs to occur in a timely and truthful manner throughout any process of proposed and actual change. Vulnerable residents need to be given the maximum time that is practicable to adjust and process even the smallest plan changes and alleviate the distress caused by uncertainty.

- How long would it take from removing residents from their current housing until alternative accommodation is built?
- What arrangements to safeguard these residents will be made if construction goes 'wrong', takes longer or the developers lose capacity to complete it and they are expecting to move into it?

Infrastructure:

Surrounding infrastructure in the Kanwal area is currently not fit for a projected increase of 1000 or more residents. This desperately needs addressing.

This plan needs a firm timeline and realistic costings before a development with 675 new dwellings and 1000 metres squared of commercial space is approved.

- Roads and vehicles: Such a density increase will no doubt increase the amount of vehicles using the roads by a rough estimate of about 1000 plus resident vehicles, plus visiting traffic for both commercial and social purposes. To be viable suitable and considerable upgrade to surrounding roads, which already suffer intolerable congestion in peak periods, needs to be undertaken. This is well documented.
Residents have also expressed concerns about the safety of the traffic in this area.
- Public transport, including school buses: Have adequate plans been made to adequately meet the increased needs to support an increase in population density?
- Schools: Proximity to schools is noted but are these schools able to take up an increase in students that may move to the proposed development?
- Hospitals and medical: Do local hospitals and medical facilities have capacity to service an increase in population density, particularly as much of this development is targeted at people likely to have higher medical needs than the general population through affordable rentals or independent living? What are the plans to meet this increase in capacity?
- Electricity: this location is subject to frequent blackouts.

Environmental:

Currently there are concerns about rare species of tree (Applegum), the protected swift parrot and the animal corridor adjoining the property.

Proper environmental studies need to demonstrate that the impact to this rare species will be negligible and that adequate care is taken to preserve this. It is not clear where the proposed clearing of land and replanting adequately meets environmental standards.

Physical:

The visual impact of a potentially 12-storey building in an area where that hasn't occurred previously must be considered in the context of suburban character to ensure it isn't an eyesore. Once one such building is approved it sets a precedent for similar buildings to seek approval. The reasoning behind a lack of high, multi-storey buildings in this area is unlikely not confined to aesthetics. The merits of this approach must be further questioned as the area is in a mining subsidence zone where the land is unstable and prone to sink holes. Buildings developed on subsidence are commonly prone to:

- cracks in foundations, walls, and ceilings,
- separation of chimneys, porches, and steps
- broken water, sewer, and gas lines

It needs to be kept in mind the recent very public debacles in Sydney regarding buildings in Homebush (Opal Towers) and Alexandria (Mascot Towers) which have been inhabitable for a number of years now. They are by no means the only examples of poorly conceived housing projects that have become nightmares. The situation is insanely costly both in time and financially for councils, building companies and property owners to fix.

<https://www.afr.com/property/residential/30-nsw-apartment-blocks-hit-with-serious-defect-orders-20230706-p5dm8l>

<https://www.afr.com/wealth/personal-finance/more-blocks-in-danger-of-mascot-towers-style-evacuations-20230704-p5dlmq>

- What safeguards are being put in place to ensure the integrity of the construction in such an environment and how will this site comply with mine subsidence guidelines and best construction practice?
- What happens to residents if delays to construction occur as a result of this development?
- What happens to residents if the current dwellings are destroyed through construction fault?
- Has adequate funding been allowed in the development budget to include these costs?
- What if the builder goes into receivership due to such delays (or any reason), what protections and arrangement would the residents have?
- If damages not covered by mine subsidence insurance occur, such as losses caused by earthquake, landslides, volcanic eruptions, collapse of storm sewer drains, or active mining – who covers the insurance and damage?

A misstep in this direction would be counterproductive in providing an increased amount of housing and an increase in homelessness if it turns out to be unfit for habitation, particularly if it was avoidable.

In Summary:

It would be pertinent to look at the original gazettement of this land and why it was granted for its current use.

The Oasis caravan park hasn't reached the end of its functional life; it is merely a long stay caravan park in which a series of owners have neglected its facilities over the past two decades. The Oasis caravan park currently provides a community and secure, permanent housing to its residents: the need for the park to serve as a low cost alternative housing has not evaporated.

The proposed transformation instead has romanticised its adherence to the principles of logical infill, making efficient use of urban space and revitalising the area with a contemporary, sustainable

development, conveniently overlooking the reality facing 37 permanent and numerous temporary residents.

In 2006 a proposal for development was rejected and little effort made into keeping the caravan park in line with changing and community 'standards' occurred in the interim until now. The current residents should not be punished for their life circumstances. Many have made a sound choice to invest in a permanent residence, which should be commended.

There is no compelling reason for rezoning. There is however compelling reason to examine the state of facilities and its neglect. Consideration instead should be given to upgrading the park, perhaps increasing its density and capacity to provide low cost housing as part of this upgrade. Continuing the current usage would seem a more logical approach in line with the physicality of the land situated which is unstable and mine-affected.

However, if the event the submission is approved, it is paramount that the transition to future housing meets the needs of its vulnerable residents in a way that is emotionally/physically safe and provides an equivalent housing solution to what they invested in is found.

For the record, I am not, and never have been, a resident of the park but have on more than one occasion visited the park, met several residents, the previous owners and acted as an advocate for one of the permanent residents at times. This particular resident is overwhelmed from the uncertainty and as a result is now experiencing a worsening of emotional and physical health symptoms due to the extreme distress this situation is causing. I imagine this person's reaction is not an island in this subset of vulnerable people.

Thank you.

07/06/2024

I am writing to you in regard to the proposal for units to be built at Oasis Caravan Park that has been submitted to the State Planning Department under a pilot scheme announced last December to fast track for development.

I purchased my relocatable home in January 2018 as my 'forever' home because it was something I could afford and was most suitable for my requirements. I have been able to settle into a quiet area with all the local necessities needed as I age.

Since that time my husband passed away in October 2022 and I am now on my own, however, I have felt safe and secure and surrounded by friendly, helpful and caring neighbours – until now!

I am extremely worried at what the future may hold as I don't have the finances to move into one of the more up market parks as do none of the other permanent residents I'm sure. It seems that what has been forgotten is the fact that we then will become part of the problem and join the homeless. At the age of 77 the thought of being homeless is terrifying.

It appears that those who wish to build these multi storey buildings have no regard for the people who already live here and we've been told we are not included in receiving any of the 15% low rent units. Also Kanwal is not a suburb that multi storey units would fit with-we have very few two storey homes in the area.

Since all of the new homes have been built on Sparks Road their traffic funnels through onto the Pacific Highway and Wallarah Road making getting in and out of the park already a nightmare. Another 600 or 700 cars added to the current traffic would be insane.

The park has improved over time and there are a lot more relocatable homes here than used to be. I am sure there are more unused areas around where these units could be built without disturbing the current population in our park or at least a number of new cabins could be added to allow for more rentals.

Sincerely

[REDACTED]

[REDACTED]

Wallarrah Road and Pacific Highway Kanwal : Submission #4823

Submission navigation links for Planning proposals

- [◀ Previous submission](#)
- [Next submission ▶](#)

Submission information

Submission Number: 4823

Submission ID: 459646

Submission UUID: 817cb319-3c55-4449-8ba4-928fa2e33ec2

Submission URI: </ppr/under-exhibition/wallarrah-road-and-pacific-highway-kanwal>

Created: Sun, 02/06/2024 - 14:35

Completed: Sun, 02/06/2024 - 14:35

Changed: Sun, 02/06/2024 - 14:35

Remote IP address: [REDACTED]

Submitted by: [Anonymous](#)

Language: English

Is draft: No

Webform: [Planning proposals](#)

Submitted to: [Wallarrah Road and Pacific Highway Kanwal](#)

[Delete submission](#)

CasetypePublicSubmission

SubmissionTypeI am making a personal submission

TitleMr

First nameGraham

Last nameDouglas

Name WithheldNo

Email [REDACTED]

Suburb/TownWoongarra

Do you have any Political Donations to report?No

Submission In reference to the planning proposal at Oasis Van Park.

My family and I have lived in this area for over 20 years, close to the Sparks Rd, Pacific Hwy, Wallarrah Rd roundabout and have witnessed a rapid decline in the flow of the road network, especially over the last 5 years. Obviously, the proposed packing in of over a thousand residents to this area will dramatically increase the reduction of flow. The noise that is now generated by the current traffic is becoming intolerable, the speed limit is too high allowing certain individuals to use the roundabout as a

launching pad for high speed takeoffs after exiting the roundabout, so, the addition of more and more residents will only exacerbate this issue.

Another issue for the area is the total lack of additional shopping centres, that was promised 2 decades ago with the now defunct Warnervale town centre, all we see is small pokey houses being added, and thats it. This also applies to Public High Schools, the Primary Schools have increased, but these children will be going to High Schools eventually.

In regard to roads, any additional improvements have piecemeal at best, the area is becoming choked, in fact this applies to the whole Central Coast. The place is becoming a dumping ground for people with little to no proper planning, which leads me back to the Oasis proposal. As a lifelong resident of the Central Coast I have witnessed to slow degradation of the areas and simply a place to make profit for ignorant developers with zero community sensibilities.

I am vehemently against this current proposal unless the additional works, that is Figure 5.7, Concept Design of the traffic assessment are undertaken. Which is the Sparks Rd. Pacific Hwy, Wallarah Rd roundabout. This must include sound walls along the upgraded Sparks Rd area and the lowering of relative speed limits. so as to stop this dangerous race track approach by certain motorists. In fact the area from the roundabout, along Sparks Rd back to Minnesota Rd should already be 4 lanes.

In regards to being a pedestrian, it is impossible to cross these roads. It is incredibly dangerous and makes a mockery to safely walk within this rubbish 15 min neighbourhood idea.

At least the Sparks Rd and Pacific Hwy areas have ample room to make improvements, Wallarah Rd is a tight corridor and adding another entry point at the Walker Rd intersection will be appalling. Even now the traffic blocks back to the Pacific Hwy because of the light sequence and only 2 lanes either direction, one of which allows right turns into Walker Av. Please add the proposed turning lane into Walker Av to allow the existing 2 lanes to flow.

I could go on about how this area is being slowly destroyed through development without infrastructure, but will ask this, please don't go cheap on this and get this road plan right before adding the additional dwellings, otherwise life here will be appalling.

Thank you.

Submission attachment{Empty}

I agree to the privacy statement.Yes

confirmation[webform:handler:submission:completed:Status]

- [◀ Previous submission](#)

Submission information

Submission Number: 4902

Submission ID: 461416

Submission UUID: 7c7754d8-eda8-4c68-887a-7bc131cf8013

Submission URI: </ppr/under-exhibition/wallarah-road-and-pacific-highway-kanwal>

Created: Tue, 11/06/2024 - 08:03

Completed: Tue, 11/06/2024 - 08:03

Changed: Tue, 11/06/2024 - 08:03

Remote IP address: [REDACTED]

Submitted by: [Anonymous](#)

Language: English

Is draft: No

Webform: [Planning proposals](#)

Submitted to: [Wallarah Road and Pacific Highway Kanwal](#)

[Delete submission](#)

CasetypePublicSubmission

SubmissionTypeI am making a personal submission

TitleMr

First name [REDACTED]

Last name [REDACTED]

Name WithheldYes

Email [REDACTED]

Suburb/TownKanwal

Do you have any Political Donations to report?No

Submission

[REDACTED]

[REDACTED]

With the current rental crisis that we are currently in, I cannot afford to be in another property and unfortunately I have no older family left to turn to for help with accommodation.

My only family I have left is in the current area I am living, [REDACTED]

[REDACTED]

[REDACTED]

I appreciate you taking the time to read this email [REDACTED]

[REDACTED].

Submission attachment{Empty}

I agree to the privacy statement.Yes

confirmation[webform:handler:submission:completed:Status]

{Empty}

• [◀ Previous submission](#)

• [Next submission ▶](#)

Submission information

Submission Number: 4873

Submission ID: 461226

Submission UUID: 0585201a-7089-4589-8e27-dac78d753518

Submission URI: </ppr/under-exhibition/wallarah-road-and-pacific-highway-kanwal>

Created: Mon, 10/06/2024 - 12:38

Completed: Mon, 10/06/2024 - 12:38

Changed: Mon, 10/06/2024 - 12:38

Remote IP address: [REDACTED]

Submitted by: [Anonymous](#)

Language: English

Is draft: No

Webform: [Planning proposals](#)

Submitted to: [Wallarah Road and Pacific Highway Kanwal](#)

[Delete submission](#)

CasetypePublicSubmission

SubmissionTypeI am making a personal submission

TitleMr

First nameSTEPHEN

Last nameLOBB

Name WithheldNo

Email [REDACTED]

Suburb/TownKanwal

Do you have any Political Donations to report?No

SubmissionAs a Building and Construction Carpenter with over 40 years' experience, I am writing to formally object to the planning application for the proposed development, specifically concerning the construction of 675 new homes and the increase in building height up to 12 storeys. My objections are based on several considerations which I believe have not been adequately addressed in the submission.

1. 675 new homes

1.1 Undue strain on existing infrastructure

The proposal to construct 675 new homes will place an incredible strain on the existing local failing infrastructure. This includes schools, healthcare facilities, childcare centres and public transport (or lack of), which are currently operating at or over capacity. The submitted plans do not provide sufficient evidence of planned

upgrades to these critical services to accommodate the significant increase in population. As a resident of the Central Coast for over 60yrs Infrastructure has always been a big issue where council is happy to give open slather to developers but has never kept Infrastructure up to the standard required, e.g. road traffic volume and road quality conditions, sewer, water.

1.2 Traffic Congestion and Safety

The addition of 675 new homes will inevitably lead to a substantial increase in traffic. The current road network is not designed to handle such a high volume of traffic, leading to potential congestion and increased risk of accidents. The planning submission traffic impact assessment does not adequately address this. Any investigation would have shown that current morning peak hours is road congestion is at a standstill in both directions on Wallarah rd and Walker Avenue and even poorer congestion in afternoon/ evening peak with traffic coming from the freeway backed up along Sparks Road to Wallarah road. I have witnessed several car accidents near the Seven11 service station on Wallarah road opposite the Kanwal village where frustrated drivers try merging, in one case I watched a Ute tipped on its side trying to merge and now we have red light speed cameras recently installed to try and help this. My reading of the plans indicates that over 600 vehicles will access and egress this development from the Wallarah road and Walker Avenue lights this will result in absolute traffic cagous and increased accidents and every increasing frustrated road users!

2. Increasing the building height up to 12 Storeys

2.1 Visual Impact and Character of the Area

The proposal to increase the building height up to 12 storeys is inconsistent with the existing character and visual appearance of the surrounding area, which predominantly consists of low to mid-rise buildings. Such a significant increase in height would result in an incongruous development that would dominate the local skyline, leading to a detrimental impact on the visual amenity and character of the neighborhood.

2.2 Community Objections and Local Plan Compliance

The proposed height increase does not align with the local development plan, which emphasizes the preservation of the existing character and scale of the area. Furthermore, there is significant community opposition to this aspect of the proposal, reflecting concerns about the negative impacts this development will cause.

Conclusion

In light of the above points, I strongly urge the planning committee to reduce the number of homes to an amount that will not place undue strain on existing

infrastructure. The alternative would be the construction of supporting infrastructure such as increased public transport, wider roads and more healthcare and childcare facilities - which is outside the remit of this planned development.

I also propose reducing the planned building height to a maximum of 4 storeys (LEP Building Height to the current maximum of 12 meters) to be in-keeping with the surrounding area. I request that the developer be required to submit revised plans that address these concerns comprehensively.

Despite these objections, I am not against the site being developed, we would just like to see a lot more common sense and consideration used for the site and strain placed on existing infrastructure. It is well known that the Central Coast has been dealing with the consequences of a sharp increase in population over the last few years and this would only exacerbate current issues.

Thank you for considering my objections.

Stephen Lobb.

Submission attachment{Empty}

I agree to the privacy statement.Yes

confirmation[webform:handler:submission:completed:Status]

{Empty}

The **View** page displays a submission's general information and data. [Watch video](#)

Submission navigation links for Planning proposals

- [< Previous submission](#)
- [Next submission >](#)

Submission information

Submission Number: 4871

Submission ID: 461191

Submission UUID: 9ece8f21-e47c-4717-abbb-0cfabb4c85f8

Submission URI: </ppr/under-exhibition/wallarah-road-and-pacific-highway-kanwal?sfnsn=mo&mibextid=VhDh1V>

Created: Mon, 10/06/2024 - 10:42

Completed: Mon, 10/06/2024 - 10:42

Changed: Mon, 10/06/2024 - 10:42

Remote IP address: [REDACTED]

Submitted by: [Anonymous](#)

Language: English

Is draft: No

Webform: [Planning proposals](#)

Submitted to: [Wallarah Road and Pacific Highway Kanwal](#)

Delete submission

CasetypePublicSubmission

SubmissionTypeI am making a personal submission

TitleMrs

First name [REDACTED]

Last name [REDACTED]

Name WithheldYes

Email [REDACTED]

Suburb/Town2259

Do you have any Political Donations to report?No

SubmissionWe moved up the coast for a bit of a quieter life it seems they are putting more and more houses in sparks rd annd now they want wallarah rd to have even more, the roads and infrastructure don't cope now let alone if there is 600 more housing

There is not enough shopping centres and the schools aren't coping

So it a big no way from me

Submission attachment{Empty}

I agree to the privacy statement.Yes
confirmation[webform:handler:submission:completed:Status]
{Empty}

Primary tabs

- [View](#)(active tab)
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Secondary tabs

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- [Table](#)
- [Plain text](#)
- [Data \(YAML\)](#)

The **View** page displays a submission's general information and data. [Watch video](#)

Submission navigation links for Planning proposals

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Submission information

Submission Number: 4858

Submission ID: 460981

Submission UUID: 59e4a4fa-6e00-4850-9bf5-bde411ca30ff

Submission URI: </ppr/under-exhibition/wallarrah-road-and-pacific-highway-kanwal>

Created: Fri, 07/06/2024 - 16:33

Completed: Fri, 07/06/2024 - 16:33

Changed: Fri, 07/06/2024 - 16:33

Remote IP address: [REDACTED]

Submitted by: [Anonymous](#)

Language: English

Is draft: No

Webform: [Planning proposals](#)

Submitted to: [Wallarrah Road and Pacific Highway Kanwal](#)

[Delete submission](#)

CasetypePublicSubmission

SubmissionTypeI am making a personal submission

Title{Empty}

First name{Empty}

Last name{Empty}

Name WithheldNo

Email

Suburb/TownKanwal

Do you have any Political Donations to report?No

SubmissionPoint one; if the report has identified the Wallarah road roundabout is at capacity, how can this proposal go forward until that intersection is upgraded ? We all know it won't happen.

Point two; the Walker avenue intersection, opposed to what is said in the report, is at capacity during peak times, apart from the fact the timing of the lights for right turns into Walker avenue are far too short.

Point three; please inform the community exactly what affordable housing means.....another new name for housing commission.....and putting them all together in high rise buildings was a massive failure across NSW....Redfern was the most obvious.

Submission attachment{Empty}

I agree to the privacy statement.Yes

confirmation[webform:handler:submission:completed:Status]

{Empty}

Wallarah Road and Pacific Highway Kanwal : Submission #4863

Submission information

Submission Number: 4863

Submission ID: 461056

Submission UUID: f229884c-006b-4f14-82ef-f67ab80d079a

Submission URI: </ppr/under-exhibition/wallarah-road-and-pacific-highway-kanwal>

Created: Sat, 08/06/2024 - 17:12

Completed: Sat, 08/06/2024 - 17:12

Changed: Sat, 08/06/2024 - 17:12

Remote IP address: [REDACTED]

Submitted by: [Anonymous](#)

Language: English

Is draft: No

Webform: [Planning proposals](#)

Submitted to: [Wallarah Road and Pacific Highway Kanwal](#)

[Delete submission](#)

CasetypePublicSubmission

SubmissionTypeI am making a personal submission

TitleMr

First nameAndrew

Last nameCampbell

Name WithheldNo

Email [REDACTED]

Suburb/TownWallarah

Do you have any Political Donations to report?No

SubmissionWhat a disgrace, making people homeless to make way for more homes.

Money grab by the developer and the LGA. Kanwal's infrastructure is not capable of handling an additional 1000 cars a day. Councillors alike should be ashamed

Submission attachment{Empty}

I agree to the privacy statement.Yes

confirmation[webform:handler:submission:completed:Status]

{Empty}

Wallarrah Road and Pacific Highway Kanwal : Submission #4865

Submission information

Submission Number: 4865

Submission ID: 461071

Submission UUID: bf574e01-01db-4ac4-8d9d-5875e64ceef2

Submission URI: </ppr/under-exhibition/wallarrah-road-and-pacific-highway-kanwal>

Created: Sat, 08/06/2024 - 18:29

Completed: Sat, 08/06/2024 - 18:29

Changed: Sat, 08/06/2024 - 18:29

Remote IP address: [REDACTED]

Submitted by: [Anonymous](#)

Language: English

Is draft: No

Webform: [Planning proposals](#)

Submitted to: [Wallarrah Road and Pacific Highway Kanwal](#)

[Delete submission](#)

CasetypePublicSubmission

SubmissionTypeI am making a personal submission

TitleDuke of wales

First name [REDACTED]

Last name [REDACTED]

Name WithheldYes

Email [REDACTED]

Suburb/TownKanwal

Do you have any Political Donations to report?No

Submission

To whom it may concern, [REDACTED]

[REDACTED] which is the proposed development site, thus I am familiar with the surrounding areas? Firstly I formerly reject the proposal for the development of the proposed site 205-209 Wallarrah road Kanwal including its adjoining side road Pacific Highway, my reasons being [REDACTED]



[REDACTED]

he fact that part of the sale terms were that the new owners agreed to keep the property devoted to a village occupancy and appropriately renamed the park Wyong village despite it still being listed as oasis in official correspondence received via Australia Post and from the NSW government with their official insignia on the correspondence and the fact it involves a company referred to as vivacity whom two of their main corporate entities acknowledge they are former employees of "lend lease" which is the entity formed by members of the "delemege" group which split due to internal conflict by its founding members, [REDACTED]

[REDACTED]

ut more importantly in regards to the roadways infrastructure of the area and surrounding suburbs, regardless of which direction you take or which arterial or main thoroughfare taken you will encounter a single lane bridge any way you try to exit Kanwal to arrive at either San Remo, Toukley or Tuggerah with the only unabridged exit being sparks Rd which the entrance is opposite the entrance to Wallarah Rd across a roundabout which only has two other directional option on the Pacific Highway north of which will be bridged before San Remo and south is bridged at Wyong and before entering Tuggerah main arterial thorough fare which cannot be widened due to its proximity to a rail corridor, also if Wallarah Rd is taken it is bridged at nd seperated Gorokan from Toukley and from the start of main Rd and arterial thorough fare which begins at the end of Wallarah Rd which is approx 1klm from the entrance to wallarah Rd roundabout juncture of Pacific Highway and sparks Rd which are dual carriage ways only for limited lengths prior to becoming single lane residential high pedestrian zoned roads except sparks Rd which only leads to the motorway directionally and leads back into the same residential zones that are bridged off unless the motorway is taken which south only brings you first exit into Tuggerah which means you are bridged at either Wyong or the entrance which if crossed bridges you at San Remo or Toukley which are all main arterial thorough fares and high pedestrian zoned single lane roadways which even if the bridges could be widened at great expense, it would be pointless due to the residential

infrastructure before and after each bridging which would require the purchase of every curbed residence to be acquired in order to capacitated and allow for the roads to be made dual carriageways but even this would not solve the bottlenecks that naturally occur on the thoroughfares arterially and already at certain times of the day become majorly congested and reduced to crawling speed despite their being no incident causing the delay it is simply due to the land layout and Durban design planning, so introducing possibly 675 more cars directly located in the hub of this roadway infrastructure and keeping in mind it could possibly introduce 1350 more vehicles to the location and yes I acknowledge it could be less than the first figure but it is not arguable anyway as the existing roadways are already failing with the CURRENT vehicle statistics utilising these roadways infrastructure so to add more in the numbers this proposal could lead to and the concentration of the amount of vehicles in this particular focal point not only suggests negligent planning on the developers behalf but also on any authority that approves the development and wreaks of corruption of which I am one person who knows we're to locate the evidence to prove councils involvement with individuals cooperating with criminal entities and would absolutely devastate any willing to challenge me in court and I'm prepared to take it to that level

but more realistically the infrastructure can't handle it and I think the corrupt parties involved

happy to take you to supreme court

Submission attachment{Empty}

I agree to the privacy statement. Yes

confirmation[webform:handler:submission:completed:Status]

{Empty}

Submission 4867

Submission information

Submission Number: 4867

Submission ID: 461126

Submission UUID: cf2480b1-919a-47d4-bc78-2d867a00bc98

Submission URI: </ppr/under-exhibition/wallarah-road-and-pacific-highway-kanwal>

Created: Sun, 09/06/2024 - 11:30

Completed: Sun, 09/06/2024 - 11:30

Changed: Sun, 09/06/2024 - 11:30

Remote IP address: [REDACTED]

Submitted by: [Anonymous](#)

Language: English

Is draft: No

Webform: [Planning proposals](#)

Submitted to: [Wallarah Road and Pacific Highway Kanwal](#)

Delete submission

CasetypePublicSubmission

SubmissionTypeI am making a personal submission

Title [REDACTED]

First name [REDACTED]

Last name [REDACTED]

Name WithheldYes

Email [REDACTED]

Suburb/TownWYONGAH

Do you have any Political Donations to report?No

SubmissionI am a local resident and a social worker. From a social justice perspective, whilst it is acknowledged we desperately need affordable housing, the fact that current residents of the site will by necessity be removed from their homes - and are in numbers greater than the 15% affordable units proposed - seems ludicrous when our area has MANY other sites for development.

Added to this concerning factor we do not have the local infrastructure to support 1200 additional residents. Currently people new to the area are unable to find new doctors and the new urgent care clinic at Lake Haven already has an average of 4 hours waiting time.

Additionally as a local resident who uses Wallarah Rd and the Pacific Highway on a

daily basis, the increase to traffic is of great concern. As it is now, the roundabout is too busy, and the pacific highway regularly ends up in a gridlock around Charmhaven/San Remo. A similar situation exists at the other end of the highway towards Wyong.

Relevant or not, the proposed building will also be an eyesore compared to the surrounding area which is generally low rise.

In summary both as a local resident and as a social worker i hold grave concerns for the wellbeing of current residents of the site, safety on the roads of local residents, and the negative impact of 1200 new residents in an area that does not have the infrastructure to support a development such as this. Considering the vast number of vacant lots on the Central Coast, it is an absolute mystery as to why this proposal has progressed to this stage with so many potential negative effects on local residents.

Submission attachment{Empty}

I agree to the privacy statement.Yes

confirmation[webform:handler:submission:completed:Status]

{Empty}

Wallarrah Road and Pacific Highway Kanwal : Submission #4852

Primary tabs

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- [Data \(YAML\)](#)

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Submission navigation links for Planning proposals

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Submission information

Submission Number: 4852

Submission ID: 460901

Submission UUID: 2d49545f-2fd8-451f-bbf8-a806d5804163

Submission URI: </ppr/under-exhibition/wallarrah-road-and-pacific-highway-kanwal>

Created: Fri, 07/06/2024 - 12:32

Completed: Fri, 07/06/2024 - 12:32

Changed: Fri, 07/06/2024 - 12:32

Remote IP address: [REDACTED]

Submitted by: [Anonymous](#)

Language: English

Is draft: No

Webform: [Planning proposals](#)

Submitted to: [Wallarrah Road and Pacific Highway Kanwal](#)

[Delete submission](#)

CasetypePublicSubmission

SubmissionTypeI am making a personal submission

TitleMrs

First nameChristine

Last nameMcgrath

Name WithheldNo

Email

Suburb/TownKanwal

Do you have any Political Donations to report?No

SubmissionHi iam objecting to this proposal because of the traffic congestion & there is no infrastructure for such a massive plan eg: buses, parking, shops. The Football field & Leagues Club will be impacted also. Wallarah Rd is bad enough now without adding anymore dramas. WHAT A NIGHTMARE.

Submission attachment{Empty}

I agree to the privacy statement.Yes

confirmation[webform:handler:submission:completed:Status]

{Empty}

Submission information

Submission Number: 4850

Submission ID: 460836

Submission UUID: 5e636aab-394b-4b6b-8c1d-2f8db05bc308

Submission URI: </ppr/under-exhibition/wallarah-road-and-pacific-highway-kanwal>

Created: Thu, 06/06/2024 - 22:08

Completed: Thu, 06/06/2024 - 22:08

Changed: Thu, 06/06/2024 - 22:08

Remote IP address: [REDACTED]

Submitted by: [Anonymous](#)

Language: English

Is draft: No

Webform: [Planning proposals](#)

Submitted to: [Wallarah Road and Pacific Highway Kanwal](#)

[Delete submission](#)

CasetypePublicSubmission

SubmissionTypeI am making a personal submission

TitleMr

First name [REDACTED]

Last name [REDACTED]

Name WithheldYes

Email [REDACTED]

Suburb/Town2263

Do you have any Political Donations to report?No

SubmissionIgnore all the NIMBYs, the central coast needs proposals like this. As long as investment is also made into improving public transport and road infrastructure ie better buses and New Warnervale station.

Submission attachment{Empty}

I agree to the privacy statement.Yes

confirmation[webform:handler:submission:completed:Status]

{Empty}

Wallarrah Road and Pacific Highway Kanwal : Submission #4849

Primary tabs

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Secondary tabs

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Submission navigation links for Planning proposals

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Submission information

Submission Number: 4849

Submission ID: 460816

Submission UUID: d261c94d-768c-4c08-87bc-baa496e4f6fd

Submission URI: </ppr/under-exhibition/wallarrah-road-and-pacific-highway-kanwal>

Created: Thu, 06/06/2024 - 20:55

Completed: Thu, 06/06/2024 - 20:55

Changed: Thu, 06/06/2024 - 20:55

Remote IP address: [REDACTED]

Submitted by: [Anonymous](#)

Language: English

Is draft: No

Webform: [Planning proposals](#)

Submitted to: [Wallarrah Road and Pacific Highway Kanwal](#)

[Delete submission](#)

CasetypePublicSubmission

SubmissionTypeI am making a personal submission

TitleMs

First nameROSA

Last nameArbolino

Name WithheldNo

Email

Suburb/Town2259

Do you have any Political Donations to report?No

SubmissionWallarah Road is the main thoroughfare from the M1 to Norah Head and without prior infrastructure upgrades this proposed development would create significant increase of traffic congestion on an at times already congested Wallarah Rd.

This would severely impact people living in the area or using Wallarah Rd daily for travel to school, work etc.

I fully understand the need for additional housing but a development of this magnitude should be located closer to train stations so residents are in close proximity to public transport and would not need to add to traffic congestion.

I hope the NSW planning department give serious consideration to the impact this development would have on the existing infrastructure and the life of local residents and scrap this proposal.

Regards,

Rosa Arbolino

Submission attachment{Empty}

I agree to the privacy statement.Yes

confirmation[webform:handler:submission:completed:Status]

{Empty}

Wallarrah Road and Pacific Highway Kanwal : Submission #4843

Primary tabs

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Secondary tabs

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Submission navigation links for Planning proposals

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Submission information

Submission Number: 4843

Submission ID: 460546

Submission UUID: 65142850-2726-416d-a9ff-14bec2f26913

Submission URI: </ppr/under-exhibition/wallarrah-road-and-pacific-highway-kanwal>

Created: Wed, 05/06/2024 - 21:25

Completed: Wed, 05/06/2024 - 21:25

Changed: Wed, 05/06/2024 - 21:25

Remote IP address: [REDACTED]

Submitted by: [Anonymous](#)

Language: English

Is draft: No

Webform: [Planning proposals](#)

Submitted to: [Wallarrah Road and Pacific Highway Kanwal](#)

[Delete submission](#)

CasetypePublicSubmission

SubmissionTypeI am making a personal submission

Title{Empty}

First nameColleen

Last nameKing

Name WithheldNo

Email

Suburb/Town2259

Do you have any Political Donations to report?No

SubmissionI am a 35-year-long resident of this area and have great concerns for our community if this project at Kanwal goes ahead. These proposed 675 apartments will create a huge influx of people and vehicles into a very poorly designed site that does not have the proper infrastructure to deal with such excess. This will create major congestion on Wallarah Road, the main link to all neighboring suburbs. Traffic times will double. There will be more accidents particularly at the entry/exit point of these high-rises creating road blockages. In general, Ambulance wait-time will be doubled, if not tripled because of excess traffic. School pickups times will increase, creating more family stress.

Has the Extra garbage trucks required to service so many residents been considered?Beach and lakes access will be difficult, with bumper to bumper traffic with no parking at end of the journey. This will create absolute chaos for commuters from the M1 to Norah Head and all adjoining suburbs who depend on one main arterial road to travel to and from home. This disproportionate housing project does nothing to support existing local residents and in fact will be detrimental to all concerned, and sadly will change our northern Central Coast irreparably.

Submission attachment{Empty}

I agree to the privacy statement.Yes

confirmation[webform:handler:submission:completed:Status]

{Empty}

Wallarrah Road and Pacific Highway Kanwal : Submission #4841

Primary tabs

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Secondary tabs

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Submission navigation links for Planning proposals

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Submission information

Submission Number: 4841

Submission ID: 460536

Submission UUID: ea5b6018-2dd0-457e-a13e-cdc53505d993

Submission URI: </ppr/under-exhibition/wallarrah-road-and-pacific-highway-kanwal>

Created: Wed, 05/06/2024 - 20:39

Completed: Wed, 05/06/2024 - 20:39

Changed: Wed, 05/06/2024 - 20:39

Remote IP address: [REDACTED]

Submitted by: [Anonymous](#)

Language: English

Is draft: No

Webform: [Planning proposals](#)

Submitted to: [Wallarrah Road and Pacific Highway Kanwal](#)

[Delete submission](#)

CasetypePublicSubmission

SubmissionTypeI am making a personal submission

Title [REDACTED]

First name [REDACTED]

Last name [REDACTED]

Name WithheldYes

Email [REDACTED]

Suburb/TownGorokan

Do you have any Political Donations to report?No

SubmissionFor anyone following this absurd planned development proposal, please see below the objection I plan on submitting. Am sharing this in case anyone else wishes to make a submission objecting to the proposal. Pictured: the planned 675 home development with max 12 storeys/44.9m high buildings.

[https://www.planningportal.nsw.gov.au/ppr/under-exhibition/wallarah-road-and-pacific-highway-](https://www.planningportal.nsw.gov.au/ppr/under-exhibition/wallarah-road-and-pacific-highway-kanwal?fbclid=IwZXh0bgNhZW0CMTEAAR2Zke27lzzQEVz9GB3XCIXHsz4ikf5Rkd5teuKISxMKipSHF42sHA7aD5U_aem_ATFQPp49KmwX6k1FfXig1ka8w9XAMmc_YFUmK4TljGGbl4OW0Oo-top0GF2WQrSoEDXPxcrMQsd7oAV-0WDyvj2F)

[kanwal?fbclid=IwZXh0bgNhZW0CMTEAAR2Zke27lzzQEVz9GB3XCIXHsz4ikf5Rkd5teuKISxMKipSHF42sHA7aD5U_aem_ATFQPp49KmwX6k1FfXig1ka8w9XAMmc_YFUmK4TljGGbl4OW0Oo-top0GF2WQrSoEDXPxcrMQsd7oAV-0WDyvj2F](https://www.planningportal.nsw.gov.au/ppr/under-exhibition/wallarah-road-and-pacific-highway-kanwal?fbclid=IwZXh0bgNhZW0CMTEAAR2Zke27lzzQEVz9GB3XCIXHsz4ikf5Rkd5teuKISxMKipSHF42sHA7aD5U_aem_ATFQPp49KmwX6k1FfXig1ka8w9XAMmc_YFUmK4TljGGbl4OW0Oo-top0GF2WQrSoEDXPxcrMQsd7oAV-0WDyvj2F)

Dear Planning Officer/Committee,

I am writing to formally object to the planning application for the proposed development, specifically concerning the construction of 675 new homes and the increase in building height up to 12 storeys. My objections are based on several considerations which I believe have not been adequately addressed in the submission.

1. 675 new homes

1.1 Undue strain on existing infrastructure

The proposal to construct 675 new homes will place an incredible strain on the existing local infrastructure. This includes schools, healthcare facilities, childcare centres and public transport (or lack of), which are currently operating at or over capacity. The submitted plans do not provide sufficient evidence of planned upgrades to these critical services to accommodate the significant increase in population.

1.2 Traffic Congestion and Safety

The addition of 675 new homes will inevitably lead to a substantial increase in traffic. The current road network is not designed to handle such a high volume of traffic, leading to potential congestion and increased risk of accidents. The planning submission traffic impact assessment does not adequately address this.

2. Increasing the building height up to 12 Storeys

2.1 Visual Impact and Character of the Area

The proposal to increase the building height up to 12 storeys is inconsistent with the existing character and visual appearance of the surrounding area, which

predominantly consists of low to mid-rise buildings. Such a significant increase in height would result in an incongruous development that would dominate the local skyline, leading to a detrimental impact on the visual amenity and character of the neighborhood.

2.2 Community Objections and Local Plan Compliance

The proposed height increase does not align with the local development plan, which emphasizes the preservation of the existing character and scale of the area. Furthermore, there is significant community opposition to this aspect of the proposal, reflecting concerns about the negative impacts this development will cause.

Conclusion

In light of the above points, I strongly urge the planning committee to reduce the number of homes to an amount that will not place undue strain on existing infrastructure. The alternative would be the construction of supporting infrastructure such as increased public transport, wider roads and more healthcare and childcare facilities - which is outside the remit of this planned development.

I also propose reducing the planned building height to a maximum of 4 storeys to be in-keeping with the surrounding area. I request that the developer be required to submit revised plans that address these concerns comprehensively.

Despite these objections, I am not against the site being developed, we would just like to see a lot more common sense and consideration used for the site and strain placed on existing infrastructure. It is well known that the Central Coast has been dealing with the consequences of a sharp increase in population over the last few years and this would only exacerbate current issues.

Thank you for considering my objections.

Yours sincerely,



Submission attachment{Empty}

I agree to the privacy statement.Yes

confirmation[webform:handler:submission:completed:Status]

{Empty}

Submission navigation links for Planning proposals

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Submission information

Submission Number: 4831

Submission ID: 459991

Submission UUID: 81a5d87a-feaf-435d-a5f0-8c3120c245b5

Submission URI: </ppr/under-exhibition/wallarrah-road-and-pacific-highway-kanwal>

Created: Mon, 03/06/2024 - 19:14

Completed: Mon, 03/06/2024 - 19:14

Changed: Mon, 03/06/2024 - 19:14

Remote IP address: [REDACTED]

Submitted by: [Anonymous](#)

Language: English

Is draft: No

Webform: [Planning proposals](#)

Submitted to: [Wallarrah Road and Pacific Highway Kanwal](#)

[Delete submission](#)

CasetypePublicSubmission

SubmissionTypeI am making a personal submission

Title [REDACTED]

First name [REDACTED]

Last name [REDACTED]

Name WithheldYes

Email [REDACTED]

Suburb/Town2263

Do you have any Political Donations to report?No

SubmissionThis is an appalling error in planning. Any person who has physically driven on that part of Wallarrah Rd will understand that it is not mathematically possible to sustain an increase of cars of that magnitude. The road is tiny, and is already heavily congested from traffic flowing off the freeway.

We all agree that we need housing, but there are huge acreages of land out the back

of Johns Rd Wadalba.

These units will tower over everything else for hundreds of kilometres. They will look like a ridiculous eyesore. Our area is medium density housing, not Gold Coast monoliths.

Only 10% of these units are allocated as affordable, so they wont even help ease the current crisis. This is greed on the part of developers who are not interested in paying their share of infrastructure costs.

Submission attachment{Empty}

I agree to the privacy statement.Yes

confirmation[webform:handler:submission:completed:Status]

{Empty}

Wallarrah Road and Pacific Highway Kanwal : Submission #4835

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Submission navigation links for Planning proposals

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Submission information

Submission Number: 4835

Submission ID: 460196

Submission UUID: 77bba13b-4240-462a-b4e6-78a7818d0468

Submission URI: </ppr/under-exhibition/wallarrah-road-and-pacific-highway-kanwal>

Created: Tue, 04/06/2024 - 14:51

Completed: Tue, 04/06/2024 - 14:51

Changed: Tue, 04/06/2024 - 14:51

Remote IP address: [REDACTED]

Submitted by: [Anonymous](#)

Language: English

Is draft: No

Webform: [Planning proposals](#)

Submitted to: [Wallarrah Road and Pacific Highway Kanwal](#)

[Delete submission](#)

CasetypePublicSubmission

SubmissionTypeI am making a personal submission

Title [REDACTED]

First name [REDACTED]

Last name [REDACTED]

Name WithheldYes

Email

Suburb/TownGorokan

Do you have any Political Donations to report?No

SubmissionWe do not have the resources or infrastructure in our 2263 for this new housing development

Its nightmare already with one road sparks road wallarah road kanwal gorokan

Our public health department is already stretched

I 100% Am against this proposal

Take it out in outer regional areas like parkes tamworth not were we cannot handle this

All my colleagues friends family also appose this proposal

Affordable housing will only increase crime rate

You must appose this move it to another area not squeeze it in wallarah road its
lusacrice

If you are local you'll understand

Come and drive to abd from work everyday and try make doctors appointment in
2263 area and see what its like

You must not proceed with this kanwal wallarah road development

Thankyou

Submission attachment{Empty}

I agree to the privacy statement.Yes

confirmation[webform:handler:submission:completed:Status]

{Empty}

Wallarrah Road and Pacific Highway Kanwal : Submission #4836

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- [Data \(YAML\)](#)

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Submission navigation links for Planning proposals

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Submission information

Submission Number: 4836

Submission ID: 460241

Submission UUID: dafe57f2-10f6-4bbd-9f2b-088621e2afed

Submission URI: </ppr/under-exhibition/wallarrah-road-and-pacific-highway-kanwal>

Created: Tue, 04/06/2024 - 15:47

Completed: Tue, 04/06/2024 - 15:47

Changed: Tue, 04/06/2024 - 15:47

Remote IP address: [REDACTED]

Submitted by: [Anonymous](#)

Language: English

Is draft: No

Webform: [Planning proposals](#)

Submitted to: [Wallarrah Road and Pacific Highway Kanwal](#)

[Delete submission](#)

CasetypePublicSubmission

SubmissionTypeI am making a personal submission

TitleMs

First nameJannet

Last nameBrown

Name WithheldNo

Email [REDACTED]

Suburb/TownGorokan

Do you have any Political Donations to report?No

SubmissionDear Planning Officer/Committee,

I am writing to formally oppose to the planning application for the proposed development in Wallarah Road, concerning the construction of 675 new homes and the building height of up to 12 storeys. My objections are based on several considerations which I believe have not been adequately addressed in the submission.

1. 675 new homes

1.1 Undue strain on existing infrastructure

The proposal to construct 675 new homes will place an incredible strain on the existing local infrastructure. This includes schools, healthcare facilities, childcare centres and public transport (or lack of), which are currently operating at or over capacity. The submitted plans do not provide sufficient evidence of planned upgrades to these critical services to accommodate the significant increase in population.

1.2 Traffic Congestion and Safety

The addition of 675 new homes will inevitably lead to a substantial increase in traffic. The current road network is not designed to handle such a high volume of traffic, leading to potential congestion and increased risk of accidents. The planning submission traffic impact assessment does not adequately address this.

2. Increasing the building height up to 12 Storeys

2.1 Visual Impact and Character of the Area

The proposal to increase the building height up to 12 storeys is inconsistent with the existing character and visual appearance of the surrounding area, which predominantly consists of low to mid-rise buildings. Such a significant increase in height would result in an incongruous development that would dominate the local skyline, leading to a detrimental impact on the visual amenity and character of the neighborhood.

2.2 Community Objections and Local Plan Compliance

The proposed height increase does not align with the local development plan, which emphasizes the preservation of the existing character and scale of the area. Furthermore, there is significant community opposition to this aspect of the proposal, reflecting concerns about the negative impacts this development will

cause.

Conclusion

In light of the above points, I strongly urge the planning committee to reduce the number of homes to an amount that will not place undue strain on existing infrastructure. The alternative would be the construction of supporting infrastructure such as increased public transport, wider roads and more healthcare and childcare facilities - which is outside the remit of this planned development.

I also propose reducing the planned building height to a maximum of 4 storeys to be in-keeping with the surrounding area. I request that the developer be required to submit revised plans that address these concerns comprehensively.

Despite these objections, I am not against the site being developed, we would just like to see a lot more common sense and consideration used for the site and strain placed on existing infrastructure. It is well known that the Central Coast has been dealing with the consequences of a sharp increase in population over the last few years and this would only exacerbate current issues.

Thank you for considering my objections.

Yours sincerely, Jannet Brown

Submission attachment{Empty}

I agree to the privacy statement.Yes

confirmation[webform:handler:submission:completed:Status]

{Empty}

Wallarrah Road and Pacific Highway Kanwal : Submission #4839

Primary tabs

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Submission information

Submission Number: 4839

Submission ID: 460406

Submission UUID: bbd9f0ed-044c-44bc-86a5-a122330606f4

Submission URI: </ppr/under-exhibition/wallarrah-road-and-pacific-highway-kanwal>

Created: Wed, 05/06/2024 - 11:13

Completed: Wed, 05/06/2024 - 11:13

Changed: Wed, 05/06/2024 - 11:13

Remote IP address: [REDACTED]

Submitted by: [Anonymous](#)

Language: English

Is draft: No

Webform: [Planning proposals](#)

Submitted to: [Wallarrah Road and Pacific Highway Kanwal](#)

[Delete submission](#)

CasetypePublicSubmission

SubmissionTypeI am making a personal submission

TitleMs

First nameNadine

Last nameBrown

Name WithheldNo

Email [REDACTED]

Suburb/Town2263

Do you have any Political Donations to report?No

Submission

I am writing to formally object to the planning application for the proposed development, specifically concerning the construction of 675 new homes and the increase in building height up to 12 storeys. My objections are based on several considerations which I believe have not been adequately addressed in the submission.

1. 675 new homes

1.1 Undue strain on existing infrastructure

The proposal to construct of a further 675 new homes will place an incredible strain on the existing local infrastructure, which is already strained due to continued developments on the Coast. This lack of infrastructure includes schools, healthcare facilities, childcare centres and public transport, which are currently operating at or over capacity. The submitted plans do not provide sufficient evidence of planned upgrades to these critical services to accommodate the significant increase in population.

1.2 Traffic Congestion and Safety

The addition of 675 new homes will inevitably lead to a substantial increase in traffic. I live on Wallarah Road and it is not an unusual occurrence for the road to look more like a carpark. The current road network is not designed to handle such a high volume of traffic, leading to potential congestion and increased risk of accidents. The planning submission traffic impact assessment does not adequately address this.

2. Increasing the building height up to 12 Storeys

2.1 Visual Impact and Character of the Area

The proposal to increase the building height up to 12 storeys is inconsistent with the existing character and visual appearance of the surrounding area, which predominantly consists of low to mid-rise buildings. Such a significant increase in height would result in an incongruous development that would dominate the local skyline, leading to a detrimental impact on the visual amenity and character of the neighborhood. I feel this would open it up for other developers to do the same, again not the character I want for our area.

2.2 Community Objections and Local Plan Compliance

The proposed height increase does not align with the local development plan, which emphasizes the preservation of the existing character and scale of the area.

Furthermore, there is significant community opposition to this aspect of the proposal, reflecting concerns about the negative impacts this development will cause.

Conclusion

In light of the above points, I strongly urge the planning committee to reduce the number of homes to an amount that will not place undue strain on existing infrastructure. The alternative would be the construction of supporting infrastructure such as increased public transport, wider roads and more healthcare and childcare facilities - which is outside the remit of this planned development.

I also propose reducing the planned building height to a maximum of 4 storeys to be in-keeping with the surrounding area. I request that the developer be required to submit revised plans that address these concerns comprehensively.

Despite these objections, I am not against the site being developed, understanding there is a housing crisis but would just like to see a lot more common sense and consideration used for the site and strain placed on existing infrastructure. It is well known that the Central Coast has been dealing with the consequences of a sharp increase in population over the last few years and this would only exacerbate current issues.

Thank you for considering my objections.

Yours sincerely,

Nadine

Submission attachment{Empty}

I agree to the privacy statement.Yes

confirmation[webform:handler:submission:completed:Status]

{Empty}

Wallarrah Road and Pacific Highway Kanwal : Submission #4840

Primary tabs

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Submission information

Submission Number: 4840

Submission ID: 460521

Submission UUID: 42c6ab00-2ecc-44b9-be84-87b031656fd8

Submission URI: </ppr/under-exhibition/wallarrah-road-and-pacific-highway-kanwal>

Created: Wed, 05/06/2024 - 16:21

Completed: Wed, 05/06/2024 - 16:21

Changed: Wed, 05/06/2024 - 16:21

Remote IP address: [REDACTED]

Submitted by: [Anonymous](#)

Language: English

Is draft: No

Webform: [Planning proposals](#)

Submitted to: [Wallarrah Road and Pacific Highway Kanwal](#)

[Delete submission](#)

CasetypePublicSubmission

SubmissionTypeI am making a personal submission

TitleMr

First nameJames

Last nameFitzgerald

Name WithheldNo

Email [REDACTED]

Suburb/TownKanwal

Do you have any Political Donations to report?No

SubmissionI'm heavily opposed to this site becoming housing for the following reasons:

- Wallarah Road will not be able to handle such an increase of traffic even with expansions/upgrades to the Pacific Highway and Spark Road as you will move the problem elsewhere into the surrounding areas with Wadalba, Wyong, Toukley and Charmhaven already struggling on key roadways this will increase the travel time between key areas you have indicated in your 15 minute city plan as important (throwing out your travel time calculations). To add to this issue, the nearest public transport hub currently is Lake Haven Shopping Centre bus stops which is a 27 minute walk from Wyong Leagues Club and whilst buses would be nearby it would still be a similar wait for the bus to get you to there before then proceeding to where you actually want to go. With any new bus stop being added into the vicinity creating it's own traffic problem

All calculations provided don't consider what 600+ people do to the current system being covered only by the promise of road upgrades (to be done at a further date). The Roads not considered that will be directly impacted by the increase of population in this area are Lake Haven Drive at both Wallarah Road end and Pacific Highway end, Gorokan Drive, Goobarabah Avenue, Walker Avenue and Craigie Avenue.

The Roads indirectly impacted by the increase of population in the area are Dudley Street, Lakeview Avenue, The Corso, Main Road Toukley, Chelmsford Road, Moala Parade, Jetty Avenue, Panorama Avenue, Johns Road, Wahroonga Road, Louisiana Road and Minnesota Road.

- The proposed road system has the area in a giant cul-de-sac with both entry points reliant on Wallarah Road and a single exit point focused on what is an already busy T intersection (please see my comment above on the roads effected by this pressure).

- The planned intersection to allow the housing estate to exit is already missing a key problem for that already exists for the current T intersection with traffic often wanting to come into Walker Avenue with no left only lane for West bound traffic entry and a small right hand turn lane for East bound traffic entry. This will will not solve backups that currently exist before adding the extra pressure and traffic from the housing expansion.

- In Figure 14 (Social Infrastructure) Page 37 of the main PDF map, shows many amenities nearby. However there is missing context to some of these. Kanwal Village Shopping Centre cannot support any more people than what it already does with

parking a mess and whilst walking distance is close it would put more pressure on already busy roadways (unless a walkway overpass or tunnel was built). Surrounding Schools are full and the area is already in demand for another Public High School with both Gorokan High School and Wadalba being at capacity and the Primary Schools in a similar situation despite Porters Creek Public School's recent completion. There is also Child Care Centres nearby to the site but again they are full, if such a housing development was to be approved Child Care, Schools and Shopping in the immediate area would be further densified (only supporting nearby houses) leaving surrounding areas that are further away lacking in such amenities.

- The current fields Morry Breen Fields aren't public fields, these are run by Wyong Leagues Club. Your interactions with the site in Appendix 4 with walkways through these are not possible (and if they are) they would decrease the professionalism of the sports clubs using them with people treating them as dog parks, walking ways and going where ever they want. It's a closed venue and to be used by the groups that have hired them. Changing this and creating insecure fields that can be used by anyone will increase vandalism of these amenities.

Looking at the sites current/surrounding usage the land in question should be turned into something sporting related as to lessen regular traffic to the site (only periodic traffic surges compared to the current plan) and to support infrastructure that is already there.

There are better options for this that would be within range of your 15 minute city plans that are seemingly being overlooked:

- Upgrade Tuggerah Straight buildings into Commercial and Residential towers, this would also give you the opportunity to move, upgrade, update and expand Tuggerah's industrial area to Lake Road and Church Road. Whilst needing minimal road upgrades and all housing would be near to the train station and Westfield Tuggerah.

- Placing a similar housing expansion on the current Baker Park and Wyong Pool areas, instead having the sports venues currently on this site moved to the site in question next to Wyong Leagues Club.

Whilst Baker Park is an important venue for the sports these sports also deserve a better location to hold their sports. Currently Baker Park doesn't have Cricket and Football overlapping well with the turf wicket making most of the matches take place away from the stand on the ground, the ground floods easily and has poor quality amenities. Swimming would be better suited to being in a sporting hub which could be provided at the site in question. Netball is unable to expand or provide any seating for matches to be watched. Whilst parking for all of these are frantic if one of these sports overlaps with another. Doing this would allow a free upgrade to these

sport's amenities whilst opening up housing within 15 minutes of the train station a key transport hub and clustering sports together that already work together and have overlap.

- Mingara have been looking at getting rid of the regional athletics centre. Have them build the housing there and have the regional athletics centre moved to the site in question next to Wyong Leagues Club would allow centralisation of sporting areas as well as guaranteeing a high level athletics facility is available on the Coast.

- Constructing/moving Warnervale Station to the planned location at Woongarah Drive and have the housing expansion to take place on either side of the rails on Bruce Crescent, Woongarah Drive and Hakone Road. Building this infrastructure here would allow to make targeted use of the immediate surrounding land compared to the current Warnervale Station that already is developed around.

Connecting Hakone Road into this area would allow traffic to flow through Hakone Road into the planned roadway expansion at Charmhaven lessening the pressure on the Pacific Highway and Sparks Road to travel Northbound and Eastbound.

Any current reliance on the old Warnervale station could easily be substituted by a Bus Hub connecting the area to the new Warnervale Station or Wyong Station.

- Finishing the Link Road between the Pacific Highway Wyong to Albert Warner Road (Sparks Road) and housing along the surrounding areas. With the housing developments around the new Porter's Creek Primary School there is a need for key road infrastructure in this area supplying this housing area with an easy way to get to the M1 and to Wyong rather than flooding the currently overwhelmed Minnesota Road and Pacific Highway intersection whilst providing more housing opportunities along this Link Road.

- This one is a bit optimistic, Upgrade / expand / turn Pacific Highway to two lane one way roads through Wyong to Tuggerah with current two way one lane road becoming the Northbound road, the rail bridge becoming a connecting road between the two one ways and the Southbound road being built from the Wyong Golf Course Carpark through till Howarth Street and then turning that into a Southbound one way building a bridge over Wyong River from there and then continuing till you get to Creek Avenue and into Bryant Drive.

The current 2 lane road through Tuggerah Straight would be turned into 1 local two way road for shops access and a direct one way road Northbound attaching to the current road bridge over Wyong River.

Doing such a thing would connect areas like North and South Tacoma into key infrastructure and allow for possible housing expansion in both areas as well as along the new Southbound road that goes into Creek Avenue and Bryant Drive.

Submission attachment{Empty}

I agree to the privacy statement.Yes

Submission navigation links for Planning proposals

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Submission information

Submission Number: 4829

Submission ID: 459926

Submission UUID: d25888f1-ed2b-457b-bc57-cda85327786a

Submission URI: </ppr/under-exhibition/wallarah-road-and-pacific-highway-kanwal>

Created: Mon, 03/06/2024 - 15:50

Completed: Mon, 03/06/2024 - 15:50

Changed: Mon, 03/06/2024 - 15:50

Remote IP address: [REDACTED]

Submitted by: [Anonymous](#)

Language: English

Is draft: No

Webform: [Planning proposals](#)

Submitted to: [Wallarah Road and Pacific Highway Kanwal](#)

[Delete submission](#)

CasetypePublicSubmission

SubmissionTypeI am making a personal submission

TitleMrs

First nameKristy

Last nameHayden

Name WithheldNo

Email [REDACTED]

Suburb/TownKanwal

Do you have any Political Donations to report?No

Submission

This proposal is totally out of scale in the local area. Wallarah Rd is already struggling with the influx of new developments to the area. Local public schools including Gorokan high, Kanwal public, wadalba high are all over capacity and this will add extra demand.

The area does not need all these extra residents, however if we this does become a

reality then the state government needs to greatly improve the capacity of the pacific hwy and Wallarah Rd. Also need to increase the capacity for schools in the area and increase hospital facilities.

Submission attachment{Empty}

I agree to the privacy statement.Yes

confirmation[webform:handler:submission:completed:Status]

Wallarrah Road and Pacific Highway Kanwal : Submission #4827

• [< Previous submission](#)

• [Next submission >](#)

Submission information

Submission Number: 4827

Submission ID: 459906

Submission UUID: 6021953e-3bb0-4bc7-a530-8f49f3a71fac

Submission URI: </ppr/under-exhibition/wallarrah-road-and-pacific-highway-kanwal>

Created: Mon, 03/06/2024 - 15:01

Completed: Mon, 03/06/2024 - 15:01

Changed: Mon, 03/06/2024 - 15:01

Remote IP address: [REDACTED]

Submitted by: [Anonymous](#)

Language: English

Is draft: No

Webform: [Planning proposals](#)

Submitted to: [Wallarrah Road and Pacific Highway Kanwal](#)

[Delete submission](#)

CasetypePublicSubmission

SubmissionTypeI am making a personal submission

TitleMiss

First nameKim

Last nameThompson

Name WithheldNo

Email [REDACTED]

Suburb/TownKanwal

Do you have any Political Donations to report?No

SubmissionI moved to Kanwal in 2021 from Port Macquarie. In the area there is a lot of new development and has been since 2020. Many of the homes are double garage but majority of homes have more than 2 cars, in many cases it is like driving dodgem cars as roads are narrow. My street Wahroonga Road as it meets Pacific hiway is in a terrible state and at times given sports on at sports grounds it is deadly. Then with the retirement homes driving up Pearce Road Kanwal is another nightmare due to workers parking. The roundabout at Sparks Road, Pacific Highway and Wallarrah Road is a nightmare at most times. Drivers use of blinkers and dual lanes is a nightmare to add dense dwellings at this location is suicide. Surely there is a much more suitable location. Medical facilities are also a major issue in area, no bulk billing and availability

for new clients difficult yet we want to add such dense housing to area.

Crime is another concern. We have seen an increase in grafitti and car stealing. This sort of housing will add to this.

Currently in the north end of CC there is very limited dense housing and i feel such in this area is going to see a decline in area and very disappointing.

Submission attachment{Empty}

I agree to the privacy statement.Yes

confirmation[webform:handler:submission:completed:Status]

Wallarrah Road and Pacific Highway Kanwal : Submission #4824

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Submission information

Submission Number: 4824

Submission ID: 459656

Submission UUID: f21648c5-ea42-4a36-b86a-30283bae3e40

Submission URI: </ppr/under-exhibition/wallarrah-road-and-pacific-highway-kanwal>

Created: Sun, 02/06/2024 - 15:28

Completed: Sun, 02/06/2024 - 15:28

Changed: Sun, 02/06/2024 - 15:28

Remote IP address: [REDACTED]

Submitted by: [Anonymous](#)

Language: English

Is draft: No

Webform: [Planning proposals](#)

Submitted to: [Wallarrah Road and Pacific Highway Kanwal](#)

[Delete submission](#)

CasetypePublicSubmission

SubmissionTypeI am making a personal submission

Title [REDACTED]

First name [REDACTED]

Last name{Empty}

Name WithheldYes

Email [REDACTED]

Suburb/TownKanwal

Do you have any Political Donations to report?No

SubmissionAs a local resident I strongly object to the proposal for 675 new homes on the existing Oasis caravan park site. My main objection is in relation to the traffic chaos it will cause. The traffic in peak hours is already a problem at the roundabout of Sparks road and Pacific Highway as well as the intersection of Wallarrah road and Walker Ave. There is already limited car spaces in Kanwal shopping centre and getting in and out of that area is a real problem. The same problem exists at Lakehaven centre.

What we need to do is take traffic away from this area not add to it. Not only that I understand that there is already a long waiting time to get into local child care centres.

The ideal location in my mind for any proposed new housing development for now and the future would be where the new Warnervale railway station was supposed to be going. Access from Bruce crescent off Sparks road , plenty of vacant land and on the door of railway line and close proximity to M1 freeway. There is also a new industrial area in the vicinity.

We need to spread the load a bit not drop all in one spot this is when more issues are created . Which could increase crime in the area.

Submission attachment{Empty}

I agree to the privacy statement.Yes

confirmation[webform:handler:submission:completed:Status]

To: DPE PSVC Central Coast Mailbox <CentralCoast@planning.nsw.gov.au>
Subject: Kanwal caravan park redevelopment

I just watched Central Coast news regarding the redevelopment of Kanwal caravan park. I cannot believe that Central Coast Council will approve this. Wallarah Road cannot cope now!

Placing this number of people on a narrow and already busy road would affect all areas across the community. The roundabout that heads out to the highway would not cope.

Someone from council needs to actually come out to this location and watch during peak hour.

PLEASE use common sense on this subject. This is not a viable project.

Sent from my iPad

[REDACTED]

To:

[REDACTED]

[DPE Rezoning Pathways Mailbox](#)

Subject:

Kanwal development

Date:

Wednesday, 19 June 2024 2:29:40 PM

The development at kanwal is disgusting. It does not fit in with existing areas. The amount of extra cars at that intersection would devastate the traffic flow. The infrastructure will not handle a development of this size. Leave it as a van park and let them put in more mobile homes that are cheaper

To: [REDACTED]
Cc: [DPE PSVC Central Coast Mailbox](#)
[DPE Rezoning Pathways Mailbox](#)
Subject: My response to proposal at KANWAL. D 16195303
Date: Monday, 24 June 2024 8:25:02 PM

Re: Proposal to change zoning and amend planning controls.
KANWAL Oasis Caravan Park
207-209 Wallarah Rd and
755-757 Pacific Hwy Kanwal

I have tried to submit my response via NSW Planning Portal with no success and therefore am using email to try and submit my response by email.

I object to this redevelopment application proposal to amend planning controls to enable increase of height restriction from 12 metres (currently).

The very idea of allowing buildings to up to 55 metres and for high density dwellings is completely inappropriate in this area.

My objections are based on traffic flow implications as well as water sewerage and flooding implications from increased runoff into nearby Tuggarah and Budgewoi Lakes.

Thank you

[REDACTED]
Resident
Davistown 2251

Sent from my iPhone

██████

To:

██████████

[DPE Rezoning Pathways Mailbox](#)

Subject:

Oasis caravan park development

Date:

Monday, 24 June 2024 8:24:58 PM

To whom it may concern

I strongly oppose this development.

Before you suggest these developments perhaps you need to come and look at the actual existing infrastructure and roads in this area.

Where will they work?

So many people have moved up here and the place is bursting at the seams.

I agree development must occur but this is not the place for it.

Regards

██████

[REDACTED]

To:

[REDACTED]

[DPE Rezoning Pathways Mailbox](#)

Subject:

Objection to wallarah road development oasis caravan Park

Date:

Monday, 24 June 2024 8:18:57 PM

Dear sir

I would like to object to the above development. This is not the right place for it.

Having lived here all my life i see this area getting very congested with no improvement to infrastructure.

Where are these people going to work? Ive heard this will be a 15 minute city. It will take 15 mins to get to out of the access road! I use to be able to drive to wyong station in 15 mins from gorokan to commute to sydney now it takes 25 mins on a good day.

I understand people need to live somewhere but closer to gosford would be more appropriate or further north up near morisset near a transport hub.

Regards

[REDACTED]

[REDACTED]

To: [DPE Rezoning Pathways Mailbox](#); [David Harris](#)
Subject: Opposing the Oasis Kanwal Development
Date: Saturday, 22 June 2024 6:57:48 AM

Dear [REDACTED] Minister for the Central Coast

requesting this be forward to the Minister for the Environment and the Minister for Planning

4 main things make me object to this Development of Oasis Caravan park Kanwal . All the people who are living there will be told to leave. There are 30 permanent residents so they can not resell their property so this is their loss there

life being thrown to the wind supper sad all the non permanent residents will be told to leave as well. They will all need new places to stay we are speaking about people being thrown to the street basically

in the middle of the worst economic times Australia has had in the last 40 years which is pure savagery.

There is a section of land c2 zone c2 – environmental conservation of which they want to remove all the trees from the non C2 zoned area and then use all the land right up to the C2 zoned area, of which there is suppose to be a 20 meter buffer either side of C2 it is possible within this area Angophora inopina — Charmhaven Apple Listed as Vulnerable (Date effective 16-Jul-2000) this is the last area they are, there

are patches of them the last forest of them is in this area there are squirrel gilders Wallum frontlet within 1.5 kilometres a swift parrot was found I will add a link and the storm of the swift parrot at the end. So this

is the environmental side of things.

Then there's traffic 2 people per unit a car each that's 1200 (1350 if every unit has 2 people with a car each) 1200 give or take thinking that some units will have more people and people being people having children

they will want cars and this can easily have the potential 4000 cars for the future. The traffic in this area backs up from the pacific highway all the time as it is Kanwal is like a bottle neck with lights. Roundabout at either

ends of this section of Wallarah Road right in the middle of this is the Caravan park, Lake Haven Drive roundabout and the Pacific highway for the record you either use the lights to turn into to go to shops or the wider community

of Kanwal or you go straight ahead to the Pacific Highway this rounder about the major hub of the whole community to get the freeway for Lake Haven Charmhaven San Remo Gorokan Toukley Noraville Norah Head you either

are going to the Hospital and the wider area of Wyong on Pacific highway or to Sparks Road the major access to the Motorway or you can go to Lake Haven shops Charmhaven the Northern sections of Central Coast coming back

the other way past the Vets and other peoples houses from the roundabout, basically a one way road to the lights, you turn left or go straight into the shops of which i explained you go to the community of Kanwal or the Shopping

Centre at Kanwal if you were a residence of this development you would

need to go up to the road about at Lake Haven Drive ,go around the roundabout to come back to the Traffic lights and then go down the road past the Caravan park / development again on the other side and then go to the Pacific Highway honestly they would need to change the street with that many cars coming out of this development.

The traffic is a known nightmare and a known issue as is right now in the area accidents all the time, they needed there own red light camera put in there because of the issues of the street. The Pacific highway is non stop accidents all the time Trucking companies shipping goods up and down this road and day to day traffic is a major issues. They want to do this is pretty insane this would be the average citizens argument against this. The Traffic underline.

The Traffic They would have to force the state to pay for so much road up grades this would be in the multi millions maybe touching billions just for them all. The residence directly or in directly would be effected this is 12 stories in mine subsidence land the tallest building anywhere in this region in mine subsidence land Wallarah Road is know in other areas for sink holes 12 stories is a lot of weight I will add a map of mine subsidence area right on the border where te Caravan park is a big red dot the red dot is right on this very area they want to build along this street just magically collapses right in the middle of the road, you can see them in areas where it has been filled and reused this happens all the time I have seen it with my own eyes twice .

Mine subsidence map can be found here


<https://www.nsw.gov.au/sites/default/files/2021-12/swansea-north-entrance-mine-subsidence-district-map-PP5212.pdf>

This structure you would see this for miles and miles it would stick up like nobodies business this is semi rural area being developed with kangaroos hopping around in the background not to far away from this we are over developed with

no infrastructure we have new housing estates nonstop encroaching on habitat This would cause traffic problems for Lake Haven Kanwal Gorokan Hamlyn Terrace Woongarra

As I mention kangaroos and other wildlife like the Squirrel gliders are found in this area 1 .5 km away the Swift Parrot in 2019 was found in this bushland area the story about the swift parrot and photos of the swift parrot can be found here

Where does nature go when we have finished developing where is the red line within this area we have threat species endangered species and critically endangered animals and plant life

 link for another campaign I am running 1 . 5 km away in Charmhaven all information on both can be found here

Save the Oasis Caravan Park Kanwal

<https://www.facebook.com/groups/872443348040170>

Save The A Track Charmhaven

<https://www.facebook.com/groups/826025038993414/>

Where does nature go when we have finished developing where is the

red line within this area we have threat species endangered species and critically endangered plant life all details of wild life can be found here I play to get in touch with the peoples who job it is to protect these species as well

Email from caregiver

Swift Parrot images of Swift Parrot included found 2019 swift parrot is the one that was found injured 2019 on border of the A track Charmhaven its is now an educational and genetic specimen in the CSIRO in Canberra

The Swift Parrot was brought to me by a Wyong Shire council worker. I mistook it for a musk lorikeet at first. It was cold. I didn't keep a record of the date sadly, I recall the worker being rugged up....but with unseasonal weather it may not have been winter nor autumn. I believe it was around March of 2018. It was found on the ground at the council depot at Charmhaven, Chelmsford Rd. It was being attacked by magpies.

He... had no idea of its sex actually, was suffering multiple lacerations all over especially the face.

I was shocked to discover upon examination that the poor darling was missing its right wing entirely. This mishap was not fresh. The old wound having healed completely and neatly. This incredible animal had been surviving in my opinion at least 8months with one wing. Possibly it may have been an escapee from another carer. It is simply inconceivable that he had been surviving on his own unassisted.

Swiftly settled into rehab life at our home refuge. He was housed on his own in a room with a collection of lorikeets, cocktails and conures, canaries etc.

His facial head, neck and shoulder lacerations took some time to heal and for feather growth to occur.

Some 2-3 months after coming in, he started looking different to a musk, or any other variety of lorikeet.

That's when it dawned on me, my battered bird was unexpectedly indeed a swift parrot.

He was uninterested in a buddy. His call of the wild remained till he died around August 2020. He was staring out the windows when he wasn't hanging snuggled in a soft blanket.

Whenever an opportunity for escape presented he seized it. Once I found him behind the waterfall by the pool.

He liked me but was never really tame. He tolerated me for gain. He loved strawberry jam the most. Lorikeet powder was a hit too. I kept up fresh gum and callistemon and casuarina constantly with whatever else I could find. Seeds were ok but not his favourite. Loved to feast on grasses as well...grazed on fruit, red grapes favourite.

When he came out for free ranging time he spent ages flapping his good wing stretching, grooming, but only felt confident to bathe whilst in the safety of his cage. He preferred to cram into a small bath rather

than to luxuriate in a bigger model.

He was probably the quietest resident in our bird room, having a melodious, similar to a Rosella call, which was not raucous. Its volume only increasing as an agitated warning whenever a peewee or magpie came anywhere within his view or hearing.

For 2 years and two months I estimate till May 2020 we cared for the little parrot. I recall he did not accept the missing wing and attempted flight for about a year before resigning himself to just hanging on tight with his claws and flapping like mad... without an almighty leap to accompany that.

[REDACTED]

[REDACTED]

[REDACTED]

To:

[DPE Rezoning Pathways Mailbox](#)

Subject:

Pacific hwy kanwal development

Date:

Friday, 28 June 2024 9:57:51 AM

Gday

Got told this is the contact details for the pacific hwy kanwal development to write in opposing it.

If not where do I go

Kanwal is mostly one story houses and a few 2 stories. The roads and infrastructure can not handle this monstrous over development of the area. Lack of work, schools space, doctors, hospital facilities, sewer, water and over crowding of the roads will be horrid. Just the building of it will cause chaos. Lots here work nights so to have the noise of construction going on for years will affect the health of these people. The people who live there will get nothing and be forced to move out.

At the moment to go from kanwal shops to the 2nd round about on sparks road (about 2k) can take over 20 minutes most mornings.

This is not what this area requires. It would be more beneficial being a retirement village, over 50s, etc.

[REDACTED]

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Rezoning Pathways Mailbox](#)
Subject: Webform submission from: Wallarah Road and Pacific Highway Kanwal
Date: Saturday, 15 June 2024 7:01:25 PM

Submitted on Sat, 15/06/2024 - 19:01

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my name and personal contact details to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

2259

Please provide your view on the project

I object to it

Submission

Not on the coast

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Rezoning Pathways Mailbox](#)
Subject: Webform submission from: Wallarah Road and Pacific Highway Kanwal
Date: Sunday, 16 June 2024 9:01:54 AM

Submitted on Sun, 16/06/2024 - 09:01

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

████

Last name

████████

I would like my name and personal contact details to remain confidential

Yes

Info

Email

████████████████████

Suburb/Town & Postcode

2263

Please provide your view on the project

I object to it

Submission

Terrible idea. Traffic gets bad there as it is.

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Rezoning Pathways Mailbox](#)
Subject: Webform submission from: Wallarah Road and Pacific Highway Kanwal
Date: Sunday, 16 June 2024 3:17:59 PM

Submitted on Sun, 16/06/2024 - 15:17

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Lowanna

Last name

Russell

I would like my name and personal contact details to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

Gorokan

Please provide your view on the project

I support it

Submission

I support the proposed development. The Central Coast is in dire need of not only housing, but industrial development. I believe the proposed submitted will stimulate economic growth and provide more spaces for community members to engage with each other.

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Rezoning Pathways Mailbox](#)
Subject: Webform submission from: Wallarah Road and Pacific Highway Kanwal
Date: Sunday, 16 June 2024 3:53:01 PM

Submitted on Sun, 16/06/2024 - 15:39

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my name and personal contact details to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

Kanwal 2259

Please provide your view on the project

I object to it

Submission

[REDACTED] concerned about being homeless. [REDACTED] and are in our 70+. Our only income is our pension as a couple. WE would not be able to pay private rent. also my wife has health issues .we dont need extra stress in our lives. This planning should be stopped. for the sake of the people in the park. we will all be homeless.

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Rezoning Pathways Mailbox](#)
Subject: Webform submission from: Wallarah Road and Pacific Highway Kanwal
Date: Wednesday, 19 June 2024 10:30:04 AM

Submitted on Wed, 19/06/2024 - 10:29

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my name and personal contact details to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

Kanwal

Please provide your view on the project

I am just providing comments

Submission

I am for creating new, affordable dwellings but disagree on 12 stories building in the area; they would not conform with the surroundings.

As the plan is to have stores on lower floors to compete with Lake Haven & Tuggerah shopping centers, is there a provision for sufficient parking for future clients?

Walarah Road is already a very busy road with access to Pacific Hwy and Pacific Motorway through a roundabout; the addition of 675 cars (counting only 1 per flat) would create a nightmare during peak time.

On the other side of Wallatrah Road, a much smaller roundabout gives access to Lake Haven Drive leading to Lake Haven Shopping Centre will see increase of the traffic congestion.

The proposed development allowing two direct access to Lake Haven Drive will also see cars travelling on Walker Street, use these as a shortcut creating traffic on narrow streets of the development.

Please consider my comments to make adjustments so your proposal would benefit occupants of new dwelling as well as current residents.
Regards,

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Rezoning Pathways Mailbox](#)
Subject: Webform submission from: Wallarah Road and Pacific Highway Kanwal
Date: Wednesday, 19 June 2024 7:34:02 PM

Submitted on Wed, 19/06/2024 - 19:33

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

██████

Last name

██████

I would like my name and personal contact details to remain confidential

Yes

Info

Email

██

Suburb/Town & Postcode

Kanwal

Please provide your view on the project

I object to it

Submission

The proposed development at 205 WALLARAH ROAD, KANWAL, NSW, 2259 will adversely affect the quality of life and amenity of nearby residents in suburbs of Kanwal, Gorokan and Lakehaven for multiple reasons and the therefore the scale of the development should be reduced by at least 60%.

Reasons for objection include:

- The height of the development is not in keeping with the surrounding areas, there are not any buildings exceeding 4 stories in height or above the height of a tall eucalyptus tree, not event the nearby Leagues club.
- The development will adversely affect traffic on Wallarah Road. This road has reached capacity, existing from a time prior to development of the local area the road was originally single lane each way and in the immediate vicinity has been changed to dual lanes each way with the shoulders and carparks removed. This is also demonstrated

because the beyond the roundabouts at either end the road returns to single lane to Gorokan and Warnervale in the most part.

- Additional traffic without shoulders or cycle lanes increases the risk to cyclists and pedestrians.
- The fences in the centre of Wallarah road demonstrate the pedestrian dangers, with recorded death of pedestrians in the area.
- The red light and speed camera record multiple daily infringements of road rules and demonstrate the existing dangers and therefore increased traffic will increase the already existing dangers.
- Kanwal's Walker Avenue is a local residential area that already has significant traffic that will be adversely affected by the addition of another 600 residences due to the development, as those residents and those from surrounding areas try and avoid the congestion generated by the development and make Minimurra Rd and Walker Avenue "rat runs" for traffic.
- A Walker Avenue "rat run" will increase danger to the adjacent Kanwal Public School.
- The Kanwal and Gorokan Public schools do not have capacity to accommodate an influx of new students from the development, built last century the schools already have students using demountable classrooms.
- The lead in to the driveway of Kanwal Village shops is not long enough to accommodate increased traffic loads, with the turning lanes reaching capacity and backing up through the Wallarah Road intersection.
- 4 to 14 storey apartment buildings for 600 new residences are not in keeping with the single and dual residence land lots with single and dual story homes in the surrounding areas. therefore is too great a change and will adversely affect the local amenity of existing residents in surrounding areas.

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Rezoning Pathways Mailbox](#)
Subject: Webform submission from: Wallarah Road and Pacific Highway Kanwal
Date: Wednesday, 19 June 2024 8:28:08 PM

Submitted on Wed, 19/06/2024 - 20:27

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my name and personal contact details to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

Buff Point, 2262

Please provide your view on the project

I support it

Submission

I support this development as the land is already largely cleared and as per the environmental report, what surrounding vegetation remains is largely exotic and in poor condition, with no threatened species being observed.

I am devastated to see developments in the area being approved while threatened species are utilising on the site. The current housing crises is having a detrimental impact on the biodiversity of the central coast. We can no longer continue to expand outwards without having a detrimental effect on the environment. Its good to see developers thinking about going upwards and utlising land better by having apartment complexes like the one that's proposed. If this can boost the numbers of housing targets and save some high value bush land else where in the locality, I support it.

I would like to see the developer or council lock away some high value land as an initiative to get the community on board with this development. Purchase some bushland nearby and lock it away as a wildlife corridor or stewardship site to keep the central coast as a nature rich region that draws so many tourists and people who want to live here for this reason. There is biodiversity rich land all over the central coast that could be saved and should be saved. I am all for development of poor quality land, if high biodiversity value land is kept as a result.

In terms of the residents, they deserve to be looked after and promised homes either at the new development or close by. I know people are stressed about the current living arrangements there, they should be dealt with by the developer in the highest regard if this development goes ahead.

Please upgrade the roads effectively to account for the increase in traffic that will surely come. We also need infrastructure improvements to the area to accommodate for this. More doctors, better public transport and improvements to surrounding necessary services.

It would be good to see part of this development dedicated to shops, doctors and more necessary services to increase the overall well being of the area and those who live there.

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Rezoning Pathways Mailbox](#)
Subject: Webform submission from: Wallarah Road and Pacific Highway Kanwal
Date: Wednesday, 19 June 2024 10:01:06 PM

Submitted on Wed, 19/06/2024 - 22:00

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Ms Annmaree Hloda

Last name

Hloda

I would like my name and personal contact details to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

Gorokan, NSW, 2263

Please provide your view on the project

I object to it

Submission

I wish to voice my objection to the proposed Housing and infrastructure at 205,207-209 Wallarah Road and 755-757 Pacific Highway Kanwal.

I have lived in Gorokan for the past 16 years and have worked at Wyong Hospital as a Registered Nurse for over ten years.. While working at the hospital, I have seen a substantial increase in individuals moving into the area, with more housing estates opening up. Our hospital could not cope with patient demand, and therefore extensions to the hospital were needed and built. However, after reading your letter about the planning proposal for further development, there will be even more demand for a health system that is already overworked. Is our hospital going to be extended again to cater to the influx of these residents once these new homes are built. We do not have the infrastructure (roads) or the resources(nurses, GP's) for approximately a thousand more residents. The majority of GPs have closed their books and not excepting any more patients.

It does state in the letter that there will be 675 new homes. While watching the news it was mentioned that a 12 storey apartment block will be built to house some of these people, is that true? it was not written in the letter, if so, the community will already know about this the same way I do.

If this proposal goes ahead, existing infrastructure needs to be improved, and a major increase in resources needs to be implemented.

Annmaree Hloda
Registered Nurse

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Rezoning Pathways Mailbox](#)
Subject: Webform submission from: Wallarah Road and Pacific Highway Kanwal
Date: Thursday, 20 June 2024 9:44:54 AM

Submitted on Thu, 20/06/2024 - 09:44

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my name and personal contact details to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

Kanwal

Please provide your view on the project

I object to it

Submission

I object to this development.

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Rezoning Pathways Mailbox](#)
Subject: Webform submission from: Wallarah Road and Pacific Highway Kanwal
Date: Thursday, 20 June 2024 9:46:05 AM

Submitted on Thu, 20/06/2024 - 09:45

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my name and personal contact details to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

Kanwal

Please provide your view on the project

I object to it

Submission

I object to this development.

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Rezoning Pathways Mailbox](#)
Subject: Webform submission from: Wallarah Road and Pacific Highway Kanwal
Date: Thursday, 20 June 2024 6:09:43 PM

Submitted on Thu, 20/06/2024 - 18:09

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my name and personal contact details to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

2259

Please provide your view on the project

I object to it

Submission

I am concerned about the [REDACTED] site of the property.

[REDACTED]

[REDACTED] My parents moved here bought their home to retire to, knowing that as they aged, their quality of life and lifestyle and security needs were met. BEING IN CLOSE PROXIMITY TO ESSENTIAL SERVICES AS THEY AGED WAS THEIR NUMBER 1 PRIORITY.

This site/ home property met all of their requirements

I moved here as a tenant in a rental property to care for them as they aged..

They both have age related illnesses, mobility issues, vision issues. Whilst they both remain somewhat independant I am concerned about the impact all of this is having an on their health. At 85yrs and 84yrs old respectively, [REDACTED]

[REDACTED]
the possibility of being isolated from essential services is going to be taken away or they have to look for somewhere else to [REDACTED], affecting their emotional security, health and well-being.

[REDACTED]
please please do not let this impact their lives at this age.
[REDACTED]

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Rezoning Pathways Mailbox](#)
Subject: Webform submission from: Wallarah Road and Pacific Highway Kanwal
Date: Friday, 21 June 2024 3:09:58 PM

Submitted on Fri, 21/06/2024 - 15:09

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my name and personal contact details to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

Kanwal

Please provide your view on the project

I object to it

Submission

I have lived in the area for 20 years and worked with disadvantage people for many years. Some of them living at the Oasis caravan park. It's their home and there's not enough alternative Housing to relocate these people who are involved in very low socio, economic living circumstances until there is more stock to rehome them the Oasis caravan park should remain a place for them to be housed enough of the greedy corporate grab involved in peoples lives.

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Rezoning Pathways Mailbox](#)
Subject: Webform submission from: Wallarah Road and Pacific Highway Kanwal
Date: Friday, 21 June 2024 3:29:39 PM

Submitted on Fri, 21/06/2024 - 15:29

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my name and personal contact details to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

2444

Please provide your view on the project

I object to it

Submission

I object to this proposal as I frequently use this caravan park and it would be a shame for the caravanning community to loose this park to a housing development that could easily be put somewhere else rather than the takeover of this park and shutting down a good business for greed.

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Rezoning Pathways Mailbox](#)
Subject: Webform submission from: Wallarah Road and Pacific Highway Kanwal
Date: Friday, 21 June 2024 4:29:43 PM

Submitted on Fri, 21/06/2024 - 16:29

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Paul

Last name

Drummond

I would like my name and personal contact details to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

Kanwal

Please provide your view on the project

I object to it

Submission

I have lived at oasis caravan park fed 2000 and my children grew up their and was the last home for my mother before she passed as I was her caregiver it's close to my daughters and grandchildren and it's convenient with Kanwal shops I would like it to stay as it is

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Rezoning Pathways Mailbox](#)
Subject: Webform submission from: Wallarah Road and Pacific Highway Kanwal
Date: Friday, 21 June 2024 9:10:45 PM

Submitted on Fri, 21/06/2024 - 21:10

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Colleen

Last name

King

I would like my name and personal contact details to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

2259

Please provide your view on the project

I object to it

Submission

No proper public consultation

No infrastructure to accommodate such a huge influx of people and vehicles

Will create bottlenecks and traffic jams on every arterial road for kilometers adding 39-60 minutes to every ones commute.

Services and Hospitals will be severely overrun

Ambulance Fire & Police wait times will be increased to dangerous levels

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Rezoning Pathways Mailbox](#)
Subject: Webform submission from: Wallarah Road and Pacific Highway Kanwal
Date: Tuesday, 18 June 2024 2:44:15 PM

Submitted on Tue, 18/06/2024 - 14:43

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

████

Last name

████████

I would like my name and personal contact details to remain confidential

Yes

Info

Email

██

Suburb/Town & Postcode

2261

Please provide your view on the project

I object to it

Submission

I have to object to this because it's all about Global control.

Just like China's communist regime.

Next will be the Digital currency and they'll control all of us.

Don't let this happen to our beloved country.

████████████████

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Rezoning Pathways Mailbox](#)
Subject: Webform submission from: Wallarah Road and Pacific Highway Kanwal
Date: Saturday, 22 June 2024 8:48:48 AM

Submitted on Sat, 22/06/2024 - 08:48

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Gregg

Last name

Gibbons

I would like my name and personal contact details to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

2261

Please provide your view on the project

I support it

Submission

This development will be a great addition to the northern end of the Central Coast. It will bring both financial and economic benefits to the area.

The only downside I foresee is that the social housing is limited to only 15%.

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Rezoning Pathways Mailbox](#)
Subject: Webform submission from: Wallarah Road and Pacific Highway Kanwal
Date: Saturday, 22 June 2024 9:31:34 AM

Submitted on Sat, 22/06/2024 - 09:31

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my name and personal contact details to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

Noraville 2263

Please provide your view on the project

I object to it

Submission

Will have negative effects on the community and place more pressure on inadequate road infrastructure

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Rezoning Pathways Mailbox](#)
Subject: Webform submission from: Wallarah Road and Pacific Highway Kanwal
Date: Saturday, 22 June 2024 10:20:47 AM

Submitted on Sat, 22/06/2024 - 10:20

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my name and personal contact details to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

Gorokan

Please provide your view on the project

I object to it

Submission

I object to the proposal because it will create havoc for residents of the area. It will cause further traffic congestion in an already choked up area.

There are plenty of areas that you could use for this kind of building that would be better. The local infrastructure will not cope. Try somewhere like Canton Beach instead.

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Rezoning Pathways Mailbox](#)
Subject: Webform submission from: Wallarah Road and Pacific Highway Kanwal
Date: Saturday, 22 June 2024 10:45:11 AM

Submitted on Sat, 22/06/2024 - 10:44

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my name and personal contact details to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

Toukley 2263

Please provide your view on the project

I object to it

Submission

I have lived in Toukley for 46 years, and drive to Wyong regularly eg several times a week using the Pacific Highway roundabout at Kanwal, to then drive to and from home. I don't believe this very large housing complex should be built in the proposed area opposite Kanwal shopping centre.

Traffic is extremely heavy around school start and finish times, and also around the 5pm time period when people are returning from their day at work or similar. Traffic which could be heading east, west, north or south, making it a very busy intersection as it stands now.

Traffic travelling east from the roundabout is very hectic, with cars changing lanes as they approach the traffic lights to avoid being held up in the right hand lane when a lot of vehicles want to turn right to enter the Kanwal residential area behind the shops, or to actually go to that shopping centre, directly next to the lights.

I certainly object to the size, it needs to be reduced dramatically in order to prevent

congestion and further accidents on the road.



I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Rezoning Pathways Mailbox](#)
Subject: Webform submission from: Wallarah Road and Pacific Highway Kanwal
Date: Saturday, 22 June 2024 11:10:35 AM

Submitted on Sat, 22/06/2024 - 11:10

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my name and personal contact details to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

Gorokan 2263

Please provide your view on the project

I object to it

Submission

Despite being revised, the proposed development is totally out of keeping with the surrounding area. Firstly, the height of the development will be overpowering given the fact there are NO structures of that height in the Kanwal/Gorokan area. Secondly, and of far greater concern, is the lack of infrastructure to accommodate such an influx of people and traffic.. Local residents already have a daily battle just to exit side streets and enter Wallarah road. Although the site has been chosen, in part, for access to public transport, most residents prefer to use their own transport as the public service is limited and has many 'black spots' that have no, or limited, public transport. Thirdly, the state of the roads in the Kanwal/ Gorokan area, which are already disintegrating and filled with potholes, will deteriorate further. Although Wyong Hospital is close to the proposed development, it struggles now to meet the needs of the current local community and would not be able to cope with the increase of people housed in such a massive complex. Many local doctor surgeries have closed their books, so finding a doctor will be difficult. Jobs are scarce in

the local area. Always have been. Finally, the Government's push to "ease the housing crisis" while making people homeless makes a mockery of the whole situation. Where are the current residents going to live? Even if they are offered an apartment when the development is finished, where will they go in the meantime? How will they be able to afford the inevitable increase in rent? How will they ever be able to own their own home again? A development such as this would be better suited in an area that already has high rise buildings and infrastructure ready to take the increase in population and traffic. It should also be in an area that does not require people to be displaced from their homes.

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Rezoning Pathways Mailbox](#)
Subject: Webform submission from: Wallarah Road and Pacific Highway Kanwal
Date: Saturday, 22 June 2024 11:11:34 AM

Submitted on Sat, 22/06/2024 - 11:11

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my name and personal contact details to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

Norah Head 2263

Please provide your view on the project

I object to it

Submission

I am against the proposal to have the planned development of the units in the proposed area strictly because of the fact it is being planned in the wrong area due to more traffic flow in an already busy road and will cause more traffic congestion as it already is.

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Rezoning Pathways Mailbox](#)
Subject: Webform submission from: Wallarah Road and Pacific Highway Kanwal
Date: Saturday, 22 June 2024 12:09:45 PM

Submitted on Sat, 22/06/2024 - 12:09

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my name and personal contact details to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

2263

Please provide your view on the project

I object to it

Submission

Object to due lack of infrastructure around sparks road / Wallarah road

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Rezoning Pathways Mailbox](#)
Subject: Webform submission from: Wallarah Road and Pacific Highway Kanwal
Date: Saturday, 22 June 2024 1:20:04 PM

Submitted on Sat, 22/06/2024 - 13:19

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my name and personal contact details to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

Kanwal 2259

Please provide your view on the project

I object to it

Submission

[REDACTED] I object to the heights of the buildings [REDACTED]

The major problem is the road system which is already under pressure will not cope with the extra traffic. Peak hour on Wallarah road is a nightmare from the roundabout at Sparks road all the way in both directions. We have trouble exiting our service road to get onto the Pacific Highway and Wallarah road in peak hour now. How will it manage with all those extra cars exiting the development.

[REDACTED] not near a train station and the buses only come every hour out of peak hour so if the residents don't have a car it will take them a long time to get to Wyong and Tuggerah. Existing new developments in Hameln Terrace and along Sparks road have tripled the traffic already. No new shopping centres have been built so everyone has to travel to shop. Our local shops are tiny and there are NO doctors taking new patients so where are all these new residents going to shop or see a doctor?

The north of the Central coast has been ignored for infrastructure and now you going to put 600 approx units behind us with suburban road structure, no train station, no large shopping centre , no doctors and of course demolish some more of our bush land . All adds up to an environmental disaster that will affect not only the surrounding houses but also the people crammed into the units with no where to go. Reduce the amount of buildings and the heights of them. They will stick out and be seen for miles..

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Rezoning Pathways Mailbox](#)
Subject: Webform submission from: Wallarah Road and Pacific Highway Kanwal
Date: Saturday, 22 June 2024 2:13:06 PM

Submitted on Sat, 22/06/2024 - 14:12

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

David

Last name

Roll

I would like my name and personal contact details to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

Woongarra 2259

Please provide your view on the project

I object to it

Submission

You've got to be kidding! The local infrastructure here struggles already as it is. [REDACTED]

[REDACTED] adding 675 odd new dwellings in a spot like this a great idea?

Oh wait, [REDACTED]. Affordable Housing. Right

For who? ♀. Not your average person with todays living costs

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Rezoning Pathways Mailbox](#)
Subject: Webform submission from: Wallarah Road and Pacific Highway Kanwal
Date: Saturday, 22 June 2024 2:41:35 PM

Submitted on Sat, 22/06/2024 - 14:41

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my name and personal contact details to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

Lakehaven 2263

Please provide your view on the project

I object to it

Submission

This development would be adding enormous pressure to already beyond capacity infrastructure and services. This area cannot sustain a development of this size in this area.

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Rezoning Pathways Mailbox](#)
Subject: Webform submission from: Wallarah Road and Pacific Highway Kanwal
Date: Saturday, 22 June 2024 3:32:52 PM

Submitted on Sat, 22/06/2024 - 15:32

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my name and personal contact details to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

2263

Please provide your view on the project

I object to it

Submission

Traffic there gets bad enough as it is without adding more wood on the fire.

Granted there needs housing to be organised but in an area where infrastructure can be added.

Plus adding housing commission there potentially could create slums like certain areas in [REDACTED]. Which we don't want in our Alice of paradise.

Even people who live in the Kanwal area hate the idea.

Having cheap housing mixed with standard housing creates problems within the owners and tenants. The owners think why did I pay so much for mine and they didn't when there isn't much difference.

The tennants will think why am I paying so much for rent yet they are paying 1/4 what I am for the same thing. Which then complaints are made to real estates about it. Plus there's a huge problem with price gouging and charging high rents simply because they can.

Open up land around wyee or around that area is a much better idea.

Also the current tenants in the park. Where do they go. And I've seen a few for sale there already. What happens if a divorced 80yo man uses what little money he got on it so he has somewhere to live. Then be told sorry, you have to leave. What then.

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Rezoning Pathways Mailbox](#)
Subject: Webform submission from: Wallarah Road and Pacific Highway Kanwal
Date: Monday, 17 June 2024 8:08:38 PM

Submitted on Mon, 17/06/2024 - 20:08

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my name and personal contact details to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

2261

Please provide your view on the project

I support it

Submission

I support this

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Rezoning Pathways Mailbox](#)
Subject: Webform submission from: Wallarah Road and Pacific Highway Kanwal
Date: Saturday, 22 June 2024 4:40:19 PM

Submitted on Sat, 22/06/2024 - 16:39

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my name and personal contact details to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

KANWAL 2259

Please provide your view on the project

I object to it

Submission

[REDACTED] I hereby OBJECT And Am FULLY AGAINST the proposal of development at 207-209 Wallarah road Kanwal 2259 NSW.

[REDACTED] we have only 1 month to research and readAll the AMENDED PROPOSALS. HOW MANY ATTEMPTS DO THEY GET TO HAVE ? WOW THEY HAD 9 MONTHS.

BUT SOME OF THE REPORTS GO WAY BACK TO APRIL 2022 NOVEMBER 2022 BEFORE THE PILOT PLAN WAS EVEN CREATED ...VERY DODGY.

[REDACTED]
is a LAND LEASE COMMUNITY 99 Years-LIFE CONTRACT . SO NEVER TO MOVE AGAIN !

[REDACTED]

things close

MORE ETC
 [REDACTED]
 [REDACTED]

the Oasis park are a Community in itself. look out for each other and help each other . some don't have an email address.their mobile phones are for phone calls and or texting If this place was developed who would look out for them ? . This is their home. We have worked hard to get here and stay here. gone through bad treatment from previous management and owners letting it ruin down .

can't afford to lose any of those and we shouldn't have too !.

A man here had a heart attack because he is stressed as to where he will go and his home etc plus we have a man dying of cancer. [REDACTED] who will help him and where will he go? Another is on kidney dialysis again what happens to this person's life home etc some homeowners have been here for 32 years others just recently came in 2-3 years a mixture of ages and a one in their 30,

In The Act 2013 THE RESIDENTIAL (LEASE) COMMUNITIES ACT 2013 the developers have to find the homeowners of oasis park a place and move [REDACTED] cost to them for everything .

THE DEVELOPERS...THEY HAVE THE MONEY AND PLS BE DECENT TO [REDACTED] THE HOMEOWNERS OF OASIS CARAVAN PARK (when this park was bought (November 2020 management took over in February 2021) The Homeowners had meeting with management and ask if the new owners had any plans for developments in this park would be happening . The Homeowners were told NO .So the homeowners were lied to .(as when I was Trying to read ALL The amended proposals, some of the reports were done in April 2022.August 2022 and November 2022 and some in 2023....for the whole park not just 1 side

So The Owners-and management were not honest and or upfront .

*** *. the park only found out about the proposal of a possible development from an article in the paper ***** and that's when everyone started asking questions and then a meeting was organized and held. WE All had some many questions that they could not or would not answer . They said they would find out the answers and get back to us .

I still would like to know.... that the units possibly going in would be owned or rented ?.

Will there be a cap on the rental fees? due to high cost of living and rent increases . plus this is meant for affordable lowcomes.

If sold, how much for r..as again meant for affordable low incomes who decides who lives there ? who- what are the demographics they will be aiming these units to?

PLS NOTE that there are NOT many parks left that have 365 days permanent. Most are 180 days of holiday. tourist. I have called and emailed some and they will not take our homes into their blocks for our homes to go on to as they would rather us buy one in their parks as well as there are no empty sites

. ***** With this Proposal of Development it's under a PILOT PLAN via the previous government scott morrison The PILOT PLAN Was meant to be for "affordable housing for low incomes " SO IS IT STILL FOR THEM ?AS...675 units * Only 100 units for low income. Will it be under CPI ? clapped rent? due to high living costs and hard to find rentals as everything keeps going up..* Only 200 units for ILP... will they rent or will they own ?.*and what happens to the other 375 units ? Will they be rented ? or Will they be sold ? and who too?.How small are these units? Will people be like animals in cages ?

***** IT STATES::" the proposal includes the provision of 102 units of affordable housing for 10 years ". *****

THIS IS ONLY FOR 10 YEARS WHY ? AND WHAT HAPPENS AFTERWARDS TO THE UNITS AND TO THE PEOPLE THERE ?.

so this development housing is not long term only short term how does that help as this development is meant to be for affordable housing or has that now been forgotten about and greed has taken its place

Plus this company is sneaky, they only use the PILOT PLAN to get what they want .. they don't care about the people and or the area !..

This company, VIVACITY {which also has an investment and or connection to lakehaven shopping centre} they have bought other caravan places on the Central coast and got rid of those people, THE MOST VULNERABLE PEOPLE , which is WHO this pilot plan is meant to be helping ! VIVACITY bought at waldlba John's road it's Now been built as a luxury over 50s .. it was a caravan park plus vivacity bought a caravan park at Tuggerawong plus at Lake Munmorah.. this vivacity is cornering the markets and it frightens me think of ALL that coming population and traffic !

WHERE HAVE all these people gone to as there is a housing crisis and where will they go none of the above is to help out low incomes you have families working that can't afford things you have single parents that are battling,

In one of vivacity reports it states that of the catchment (around the proposed development)

page 16/47 17% of catchment are single parents of households compared to 11% for Newcastle + Australia .

also table 3.2 . page 19/47 population projects they have 3 thousand a year but table shows 3 thousand 2021-2026... which is it ? plus they only talk about population from 2021 where are charts for population growths for 2000, 2010 ? 2020 The central coast off Sparks road (has a huge population growth,,, population explosion way too much too soon that the roads infrastructure couldn't keep up and now there is a huge problem with traffic and width of roads you can't make 2 roads and then it goes into 1 . that doesn't not solve the problems...only creates more problems also development has been on going on sparks road from the m1 all the way to everywhere down to hue hue rds so there's all that traffic and population to come and the roads at the new bit around hue hue is one way that won't be enough in a couple of months let alone years to come and they last bit of Rural land has now been demolished all the trees and scrubs where all the wild life lived now have nothing the kangaroos and eating the grass in people front yards there been lots of picture s the foxes are coming down looking for homes and food the birds have lost their homes .

When I moved to the central coast from Sydney in 2000 sparks road was country. Each side had beautiful rural countryside with cows on its road winding around ALL THE ANIMALS HABITATS HAVE GONE .. humans have now ruined that. I moved to the coast to get away from Sydney 's overwhelming population . it's the awful roads, the ugly monstrosity of units.

I/ we don't want sydney up here we moved from Sydney to get away from it
KANWAL IS A COASTAL AREA ITS NOT SUITABLE FOR BIG MONSTROSITY OF UNITS . they will be 6 storeys high, you'll see the units for ever in the distance you see them as they on a hill .the units will distract and block from the natural beauty of what the central coast is about . plus we here have had our population explosion already its over populated now and again the roads cant cope with it now et alone what might come hue hue rds . sparks rd and now possible wallarah rd and kanwal to much for the coast For example, possible 675 units 2 cars per site living there and or visiting $675 \times 2 = 1350$ extra cars alone coming in and out onto Wallarah Rd . sadly now AT peaks times now you are in and can see traffic all the way back sparks rd heading back to the m1...its a bottleneck traffic lights wont fix the problem as extra 1350 cars plus more to come from sparks rd development and hue hue rds development is the problem . also in the vivacity proposal... states that there is a private hospital and the main Hospital . where as there is No Private hospital anymore

and our 1 hospital can't cope now let alone with the population possibly to come . and we have schools x 3 which are full and are All over flowing

Kanwal is a coastal area .it's a zone only for general urban it'sNEVER been zoned for units and there are extremely good reasons for that .

plus we don't want it zoned for commercial use and more over development we don't want it rezoned ! We already have a great community of local shops at Kanwal village .

in OASIS CARAVAN PARK . There is an apple gum tree. It's very rare there is also a swamp which comes into part of the park , part of the grass is also park of the swamp..as there is rain run off from top of inside the park and it runs down collect all the vitamins and minerals from the ground and soil; into the grass swamp which then goes into the bushland where also is Porters Creek with trees . bushes and that environment is what makes it survive ; it's a huge ecologist system . you can't touch it or take away or add to it . it won't work .

plus I'm extremely concerned that ... chemicals might somehow end up down there and or .pesticides and herbicides.

humans have already destroyed Sparks rd it's All been bulldozed down and NO homes for all the wildlife .

WE at Oasis Caravan Park have plovers here . which are a protected species . They are ground nesters ! . there are swift parrots and probably more to come ?

and in the proposed proposal

has pretty pictures but not realistic lol it's about #4 basin and surrounds , #5 parkland and #6 community open spaces... there is all the grass area which is part of the swamp, which nurtures that whole ecogolist environment area .

also nowhere in the proposed proposal from vivacity does it state and or where and if they have a " : assembly emergency evacuation area " .it can't be inside the grounds and not enough safe exit routes plus of the population can't be contained in that area so has to be outside but all there is roads outside so where is a quick but safe place to assemble and evacuate to ?

and the fact that it's not stated and or shown in the proposed prosaal is unprofessional and lacks safety and attention to detail and concern or responsibility . So what else is missing then ? there is

no plan of the units that have been shown .

Also the owners of this PP development bought 207-209 wallarah rd kanwal 2259 and 205 was brought supposley later bought by someone . and in the 1st proposal 205 was never stated as the reports have 207-209 however second proposal it includes number 205 from time to time in some of the reports but not all of them and boundaries are including house 205 .. this is very sneaky. refer to vivacity :Think Economics" SCOPE : has 47 pages but states 207-209 as the address . this oasis caravan park companies have tried to re develop but have never been successful due to all the above reasons and also it's a mine subsidiaries plus as a pilot plan it by passes council at 1st ...where as in the pass the council has declined any proposed development refer 2006

So why is it even considered for development now ?.

also its on a main road (wallarah rd) and there will also be a car wash right next to 7-11 which is also on the main road(wallarah rd) to many things on this road already

During this, I have bought UP very real and valid concerns and questions about this proposed proposal development .

I found a better place for this kind of development which iis off the main rd but close to a main road won't be so noisy it has 3 exits as 3 exit roads actually more but developers can bui;ld and create a proper road to have 2 lanes each way 2 way lanes / plus a development for correct affordable housing for low incomes . plus a hospital could be built at one end and a school at the other end ? and a proper development in the middle ,

it's on WAHROONGA RD number 66 its huge but only has 1 house with 4 bed rooms ***** BUT ITS FOR SALE ***** NO ONE LOSES THEIR HOMES OR GETS KICK OUT OF ***** AND OTHERS GET HOMES WITH .CAPPED RENT a win win solution.

BECAUSE AT OASIS CARAVAN PARK YES YOU HAVE HOMEOWNERS BUT ALSO THERE ARE RENTERS THERE THAT HAVE RECENTLY MOVED IN AS MORE CABINS WERE BOUGHT IN TO HOUSE THEM AS THERE IS A SHORTAGE OF AFFORDABLE HOUSING A GOOD RENT AS EVERYTHING KEEPS GOING UP.

SO I ASK WHERE DO ALL THE RENTERS GO? AS WELL AS HOMEOWNERS SO THERE IS ABOUT 360 TO 400 PEOPLE THERE ALL UP GIVE OR TAKE AS U MIGHT HAVE A MUM WITH 5 KIDS PART HAS THEM PART TIME FOR EXAMPLE . OR AS THE PLACES THE CABINS ARE VERY SMALL MIGHT GET TO SQUISHY SO THEY HAVE TO MOVE OUT TO FIND A BETTER OR BIGGER PLACE .

SO THIS DOESN'T MAKE SENSE.... KICK OUT 300 TO 400 HUNDRED PEOPLE and WHERE DO THEY GO AND LIVE ? PLUS EVERYONE GETS UPROOTED AGAIN FOR 675 UNITS !!!!!!!

where as it all can be built on Wahroonga rd without anyone having to move and the porters creek and surrounding area stay safe and intact. and the wildlife can grow .

This has taken me forever to do with my anxiety however I did it , unfortunately it's not in a more formatted organized structure ,

however I'M HOPING I'VE INCLUDED EVERYTHING .

so to make it clear I'm against this development

[REDACTED]

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Rezoning Pathways Mailbox](#)
Subject: Webform submission from: Wallarah Road and Pacific Highway Kanwal
Date: Saturday, 22 June 2024 6:40:20 PM

Submitted on Sat, 22/06/2024 - 18:40

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

william.

Last name

mccorriston

I would like my name and personal contact details to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

wyong 2259

Please provide your view on the project

I object to it

Submission

[REDACTED] the previous owners were told they could not develop for numerous reasons. over a 20 year period. this proposal has nothing to do with affordable housing, this is a private development using loopholes in the fast track pilot scheme from last December by state gov. we don,t need flats or any more shops. until this is finalized we can not sell our privately owned homes. we are just able to get in and out of the park at the moment due to over development and traffic jams. its a beautiful old park and one of the last bits of country side left in the kanwal area. the outer lying areas of the shire are ripe for development.

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Rezoning Pathways Mailbox](#)
Subject: Webform submission from: Wallarah Road and Pacific Highway Kanwal
Date: Sunday, 23 June 2024 8:08:26 AM

Submitted on Sun, 23/06/2024 - 08:08

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my name and personal contact details to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

Gorokan 2263

Please provide your view on the project

I object to it

Submission

The infrastructure does not support such massive influx of people. Not to mention u are taking away people's homes!!!

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Rezoning Pathways Mailbox](#)
Subject: Webform submission from: Wallarah Road and Pacific Highway Kanwal
Date: Sunday, 23 June 2024 8:33:09 AM

Submitted on Sun, 23/06/2024 - 08:32

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

PETER

Last name

ROBINSON

I would like my name and personal contact details to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

KANWAL

Please provide your view on the project

I object to it

Submission

I CAN'T BELIEVE THAT IN AN AREA WITH NO HIGH RISE BUILDINGS THE GOVERNMENT AND COUNCIL WANT TO HAVE 12 STOREY APARTMENTS, THIS IS A COMPLETE OVER-KILL FOR THIS AREA, I UNDERSTAND THE NEED FOR HOUSING, BUT NOT 12 STOREYS WITH A POSSIBLE INCREASE OF OVER 2000 OCCUPANTS AND POSSIBLE 1000 OR MORE MOTOR VEHICLES TRYING TO ACCESS THIS AREA. BEING UNITS, WHICH WILL PROBABLY ONLY ALLOW FOR ONE CAR SPACE, AND AS MOST FAMILIES THESE DAYS HAVE TWO VEHICLES, WHERE ARE THEY GOING TO PARK THESE VEHICLES, OBVIOUSLY ACROSS THE ROAD IN THE LOCAL SHOPPING CAR PARK WHICH WILL LEAVE NO WHERE FOR LOCALS TO PARK TO SEE DOCTORS, CHEMIST OR TO GO SHOPPING.

UNFORTUNATELY THIS IS A PROBLEM CREATED BY OUR CURRENT GOVERNMENT WHO HAVE NO IDEA AND JUST WANT TO DUMP THEIR

CREATED ISSUES ON NOT ONLY THIS AREA, BUT OTHERS AS WELL..

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Rezoning Pathways Mailbox](#)
Subject: Webform submission from: Wallarah Road and Pacific Highway Kanwal
Date: Sunday, 23 June 2024 9:57:58 AM

Submitted on Sun, 23/06/2024 - 09:57

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my name and personal contact details to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

2263

Please provide your view on the project

I object to it

Submission

I am objecting on the grounds of social impact, environmental impact, lack of adequate surrounding infrastructure & the physicality of the project.

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Rezoning Pathways Mailbox](#)
Subject: Webform submission from: Wallarah Road and Pacific Highway Kanwal
Date: Sunday, 23 June 2024 11:06:56 AM

Submitted on Sun, 23/06/2024 - 11:06

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Stephen

Last name

Lucas

I would like my name and personal contact details to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

2263

Please provide your view on the project

I object to it

Submission

I have nothing against progress, but the roads cannot take the traffic load and there is no way to up grade through toukley.

Warnervale area have hundreds of house getting built with no infrastructure in place, this will add to even more congestion and drain on services.

There is going to be big wait time on ambulances fire brigade police hospitals which could cost lives.

There are not enough parking at the shopping centres or at our local beaches. There is a shortage on car parks at connecting train stations.

This 800 Unit proposal should be reconsidered to an area closer to a Railway Stn not where there is limited access to transport.

I object strongly as a resident of this area. I drive for a living and this will add more stress

and inconvenience to my working day.

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Rezoning Pathways Mailbox](#)
Subject: Webform submission from: Wallarah Road and Pacific Highway Kanwal
Date: Sunday, 23 June 2024 12:04:26 PM

Submitted on Sun, 23/06/2024 - 12:04

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my name and personal contact details to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

Kanwal

Please provide your view on the project

I object to it

Submission

I'm writing to you in regard of the proposal for up to 675 units at Kanwal's Oasis Caravan Park that has been submitted to the State Planning Department under a pilot scheme announced last December to fast track for development.

[REDACTED]

Knowing no one would buy here now knowing this Development projects are being put forward to the planning minister. Also due to the park managers telling potential buyers that the park will be bulldozed by 2027 (Seems to me that a civil action maybe warranted if you've already made up your mind or does Vivacity have a glass ball and knows what the outcome already is ? to be giving out that sort of information? Wish I had a glass ball to know what curb I'll be thrown to if this gets passed.

I was told that we would have to give up our homes to make way for 675 units to house homeless people on the coast. What about the 450 people who live here? that will become homeless due to this redevelopment if it gets approved.

When purchasing here, my partner and I thought about the cost of living, and this was a good choice for our retirement. The population of ageing residents of the permanent residents that own a home here is a major factor and residency allows for our retention of our independence in self-supported living.

And with that our age and health capabilities if forced removal will have disastrous results mentally, financially and adversely affect our diminishing health.

How would the hospital cope with more people on the coast?

Vivacity say it's just a caravan park, but it is more than a caravan park — every home is someone's castle." and it hasn't been a caravan park for years Vivacity made it a village. (Wyong Village)

With this Proposal it is intended to demolish our home and then the existing proposal with structures of 10 – 12 story units and associated landscaping which I feel is not appropriate for this area of Kanwal.

Also, I don't feel that Wallarah Road and the Pacific Highway could cope with the infrastructure of this number of units and people. As Wallarah Road would have to become redeveloped as well cope with cars turning onto this site with 675 units would come with at least 2 cars to each unit if couples move in together.

We have a variety of wildlife here at the park with the reserve down the back with grass and bush land and there is also Porters catchment area running through the park as well, if this redevelopment is to take 5 years to do once the land is bulldozed where would the wildlife go?

Including 21 Variety of birds, Green Frogs, Rabbits, Possums, Foxes along the endangered species that live here?

It would take years for the 350 trees they plan on replanting once the units are built. I feel it would be environmentally unfit for a high raised development here. It's out of character for multiple storey units to be built in Kanwal.

In September 2022 a similar proposal was put forward and it was quashed, and we are hoping that there would be more suitable uninhabited areas up for development so this proposal can be quashed as well as any others that Vivacity submit towards the state for approval in the future.

Why would the Minister for housing want to see 450 people that live here to become homeless when there is land in Charmhaven that is uninhabited?

I highly request that this multi-story monstrosity to be rejected and that the minister of housing is going to make 450 people homeless to make way for already homeless to live in Pacific Link housing on the coast.

I feel this is appalling on the minister's behalf.

my partner and I thought about the cost of living when we brought here for our retirement we were told land lease was for life.

We have gone through so many of these sorts of proposals and they have all been quashed for good reasoning by previous owners.

My partner and i have become brain dead stressed and mentally unwell with the amount of times we have had to fight to keep our home that we worked hard to get back when interest rates were at 17.5% we struggled hard and i don't want to lose our home for greedy developers from Sydney.

The park was well maintained by previous owners over the past 3 years vivacity run it down to get this passed

Please take into consideration the following regarding the 5ha of land here
C2 Zoning - Environmental - the infrastructure of the roads traffic congestion and safety -
Massive over development in Kanwal already (Sparks Road)
Porters Creek Catchment flood zone
Mental Health of the Elderly that live here
No where for us elderly to relocate to or could afford to do so.
Poor communication to those who own their own homes here from vivacity
Duty of Care of the elderly
Dereliction of Duty

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Rezoning Pathways Mailbox](#)
Subject: Webform submission from: Wallarah Road and Pacific Highway Kanwal
Date: Sunday, 23 June 2024 1:17:22 PM

Submitted on Sun, 23/06/2024 - 13:17

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my name and personal contact details to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

Kanwal 2259

Please provide your view on the project

I object to it

Submission

[REDACTED] this proposal has given me great anxiety my partner of 30 yrs is no longer with me I work 8hrs a day I'm in the middle of renovating not sure if I should continue or not I'm close to work and I would not be able to afford to rent the government is kicking us out because we need more housing but where are the people who live here going to go defeats the purpose I have been through this before [REDACTED] and I thought my life would less stressful please consider not going through this as it effects so many of us

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Rezoning Pathways Mailbox](#)
Subject: Webform submission from: Wallarah Road and Pacific Highway Kanwal
Date: Sunday, 23 June 2024 3:07:25 PM

Submitted on Sun, 23/06/2024 - 15:07

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Jodi

Last name

Brown

I would like my name and personal contact details to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

Noraville 2263

Please provide your view on the project

I object to it

Submission

I strongly object to this proposal of 800 units consisting of several multilevel high-rise buildings.

This is a completely unsuitable location for such an eye sore of a development. It will not fit in aesthetically in this area.

More importantly, and of major concern, is how it will detrimentally effect the traffic in this area and on this road particularly. It is already a nightmare to travel on this section of the road leading up to the traffic lights here. If this proposal goes ahead, it will be a disaster traffic wise. Especially since there will be only one entry and exit onto Wallarah Road!

What a ridiculous proposal. It's inviting traffic accidents to happen and quite frankly I am

astounded that it is even being considered!

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Rezoning Pathways Mailbox](#)
Subject: Webform submission from: Wallarah Road and Pacific Highway Kanwal
Date: Sunday, 23 June 2024 5:49:41 PM

Submitted on Sun, 23/06/2024 - 17:49

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Warren

Last name

Welham

I would like my name and personal contact details to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

Lakehaven 2263

Please provide your view on the project

I support it

Submission

Supportive of the old caravan park that has reached end of life being replaced by modern housing stock and associated community facilities.

Urge that the intersection of Wallarah Rd, Pacific Hwy and Sparks Rd be upgraded to signals as a matter of priority. Also urge that the Lakehaven Dr, Pacific Hwy round-a-bout near Bunnings also be examined for upgrade as part of the contributions for this development.

Local bus stops that are being used by students to access local schools should have shelters installed as part of this proposal.

It would be ideal if one of the pools that appear on the proposal could be available for wider public use as aquatic facilities are lacking in this area.

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Rezoning Pathways Mailbox](#)
Subject: Webform submission from: Wallarah Road and Pacific Highway Kanwal
Date: Saturday, 22 June 2024 4:36:50 PM

Submitted on Sat, 22/06/2024 - 16:36

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my name and personal contact details to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

Gorokan

Please provide your view on the project

I object to it

Submission

I object to the proposed unit development project because there is no infrastructure for a development that large. The roads around the area cannot handle the traffic at the moment so it will be a massive traffic jam every day. Sparks road needs to be two lanes to the freeway and the road going past the kanwal shops will have to have the right turn lane deleted so that there is two lanes going past the development

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Rezoning Pathways Mailbox](#)
Subject: Webform submission from: Wallarah Road and Pacific Highway Kanwal
Date: Sunday, 23 June 2024 6:49:32 PM

Submitted on Sun, 23/06/2024 - 18:49

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my name and personal contact details to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

Rathmines 2283

Please provide your view on the project

I object to it

Submission

To whom it may concern

I am greatly concerned with the current proposal for this construction

Even though I do not live in the area, I do sometimes travel for work to this area and this will impact myself

My concern is that the roads and infrastructure have not been upgraded to appropriately deal with such congestion that is going to be increased on the current roads. It quite frankly will be a nightmare to try and drive around this area. Not to mention, ambulances on their way to the nearby Wyong hospital that need to be able to navigate through such congestion.

I truly hope that mine and others concerns are taken seriously on this matter and not brushed aside

[REDACTED]

[REDACTED]

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Rezoning Pathways Mailbox](#)
Subject: Webform submission from: Wallarah Road and Pacific Highway Kanwal
Date: Sunday, 23 June 2024 9:40:14 PM

Submitted on Sun, 23/06/2024 - 21:39

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my name and personal contact details to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

Wyong North 2259

Please provide your view on the project

I object to it

Submission

As a ratepayer living with close proximity to this proposed sites at Wallerawang Rd. Kanwal I make objections to this development going ahead.

*The area is already congested by heavy traffic.

* The roads and broads are not developed to take this amount of housing

* Bringing this amount of housing into one congested point with little infrastructure and supporting services is ludicrous.

* there is little to no services for social activities and dense housing brings social problems for youth with little chance of employment and schooling.

* There are social problems already in the area with

youth , pushing people into dense housing only causes more concerns for a heavily populated area.

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Rezoning Pathways Mailbox](#)
Subject: Webform submission from: Wallarah Road and Pacific Highway Kanwal
Date: Monday, 24 June 2024 7:31:24 AM

Submitted on Mon, 24/06/2024 - 07:31

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my name and personal contact details to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

warnervale 2259

Please provide your view on the project

I object to it

Submission

The central coast is being over developed already with the medium density housing going on around the north end of the coast which is destroying the area.

This development will be even worse with a massive increase in population in such a small area with no infrastructure transport / recreation or employment in place.

Add to that the existing tenants on this site have also been totally disregarded in the process.

You are already destroying the community on the central coast & this will just add to the social disfunction you have created, this is a ghetto in the making just to satisfy corporate greed.

The community must be put first not developers.

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Rezoning Pathways Mailbox](#)
Subject: Webform submission from: Wallarah Road and Pacific Highway Kanwal
Date: Monday, 24 June 2024 8:32:06 AM

Submitted on Mon, 24/06/2024 - 08:30

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my name and personal contact details to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

NArara 2250

Please provide your view on the project

I object to it

Submission

The size and scale of this proposed development is not in keeping with the buildings in the local area.

Already Wallarah road and the Pacific Highway are at capacity and without extensive roadworks to allow for increased traffic the area will become unlivable.

Stop this madness and allow the area to grow in a natural way so that buildings that don't fit in with the current landscape are not allowed to be built.

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Rezoning Pathways Mailbox](#)
Subject: Webform submission from: Wallarah Road and Pacific Highway Kanwal
Date: Monday, 24 June 2024 1:14:18 PM

Submitted on Mon, 24/06/2024 - 13:14

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my name and personal contact details to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

Gorokan 2263

Please provide your view on the project

I object to it

Submission

I object to this development for the following reasons

1. Currently the Oasis Caravan Park is home to residents, some of whom have been there for 20 years. Whilst there is supposedly going to be units to rent there is no way these residents could afford to pay market rent or even reduced rent. Once again, already disadvantaged people will be more disadvantaged and the wealthy developers will be the only ones who win.

2. This part of Kanwal is a very busy traffic thoroughfare and if the proposed 675 unit development goes ahead there is likely to be an additional 1200 cars will be on the road. There is no infrastructure to support this development. Sparks Road, which leads to the Pacific Highway from the M1, is already overcrowded and struggles to cope with the already busy traffic. Wallarah Road which goes from the Pacific Highway to Toukley and

further east, experiences heavy traffic delays in peak times so adding more traffic will make things worse.

3. The Northern end of the Central coast is littered with old mines. Subsidence maps show that this development will be sitting on or near an old mine and will never cope with the weight of a 12 storey building. The caravan park is just not suitable for the type of development proposed.

4. There are endangered species of wildlife and trees on this site. We just can't keep knocking down environments to build unwanted developments. We should be saving these precious environments not destroying them. We need to look at the future and what we need to protect. We need to protect this place.

5. The proposal has a shopping precinct underneath the units. We already have a shopping centre over the road that is well used by the locals and is often very busy. What happens to those shops and the people who own them. We like this centre and don't want to see it go.

Finally, I understand that we have a housing shortage but this development is not the answer.

If governments are serious about addressing this shortage they should stop selling property to overseas buyers. These houses are often left empty and only used during peak holiday times if at all.

Getting rid of negative gearing for more than one property would also alleviate the lack of suitable homes for people to buy.

Additionally, I understand that some people will never be able to afford to buy their own home, suitable government housing is needed across the Central Coast but it needs to be in the right areas with access to Public Transport and this development has a limited bus service and a fair distance to the closest Train Station.

I strongly object to this proposed development.

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Rezoning Pathways Mailbox](#)
Subject: Webform submission from: Wallarah Road and Pacific Highway Kanwal
Date: Monday, 24 June 2024 1:35:25 PM

Submitted on Mon, 24/06/2024 - 13:35

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Colleen

Last name

King

I would like my name and personal contact details to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

2259

Please provide your view on the project

I object to it

Submission

This disproportionate housing project is not welcome in our community. This is developer greed over the best interests of the community. We have not had the proper consultation therefore the majority of residents have not had an opportunity to object. Please consider moving this to a more appropriate area, where traffic will not be bottlenecked for miles.

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Rezoning Pathways Mailbox](#)
Subject: Webform submission from: Wallarah Road and Pacific Highway Kanwal
Date: Monday, 24 June 2024 3:02:56 PM

Submitted on Mon, 24/06/2024 - 15:02

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my name and personal contact details to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

2261

Please provide your view on the project

I object to it

Submission

I strongly object to the current rezoning proposal on the following grounds:

- i. over development / out of character with surrounding residential area
- ii. intensification of private car use
- iii. environmental issues

Reasons:

- i.. Over development

the rezoning proposal presents a massive intensification of density ..

-from single / two storey development to 12 storeys
- from ~50 houses / Ha to ~125 houses / Ha

the proposal is out of character with surrounding development

the proposal is out of character with any development on the Central Coast North of The Entrance

I understand the need for .. and raise no objections to .. affordable housing [proposal includes 15 per cent affordable housing for ten years, (102 apartments)] and smaller units [proposal includes 30 per cent (200 units) of Independent Living Units.]

ii. Intensification of private car use

My understanding is that SAPP accelerate development proposals require proximity to transport.

The site of the proposal is adjacent to two major single -lane roads and a large two-lane roundabout .. known by locals to be already significantly inadequate with major congestion at peak usage times.

It is on a bus route .. but nowhere near the railway station.

I'm aware there's a small local shopping centre across the main road .. and that LakeHaven Shopping Centre is about an 800m walk.

Given the target occupancy, I doubt most residents would walk to LakeHaven and carry home groceries .. not are many likely to do that by bus.

The proposal will inevitably lead to intensified use of private vehicles with entry to and from already busy roads.

iii. Environmental issues

I acknowledge that the current caravan park is already cleared land; however this proposal clears further environmental zones land (including for an APZ). I do not believe the current assessment of environmental impacts is comprehensive or adequate.

Extensive clearing, building, roadways, pathways and landscaping will have a significant adverse impact on the flora and fauna in the relatively intact current bushland.

The intensity, scale and bulk of the proposed development is totally out of character with existing surrounding development and, being along a main road, will be highly visible.

This has already been recognised by the Department already requiring significant modifications to the original proposal (reduced height, reduced number of units, reduced commercial component)

For the above reasons, I urge the Department to refuse the proposed rezoning proposal.

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Rezoning Pathways Mailbox](#)
Subject: Webform submission from: Wallarah Road and Pacific Highway Kanwal
Date: Monday, 24 June 2024 4:23:28 PM
Attachments: [REDACTED]

Submitted on Mon, 24/06/2024 - 16:20

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Allen

Last name

Smith

I would like my name and personal contact details to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

Kanwal 2262

Please provide your view on the project

I object to it

Submission file

[REDACTED]

Submission

See attached document!

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Rezoning Pathways Mailbox](#)
Subject: Webform submission from: Wallarah Road and Pacific Highway Kanwal
Date: Monday, 17 June 2024 7:46:49 PM

Submitted on Mon, 17/06/2024 - 19:46

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my name and personal contact details to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

2259

Please provide your view on the project

I object to it

Submission

No!! Environmentally damaging and harmful to our ecosystem. And the local communities are going to suffer as a consequence.

There are too many reasons that this proposal should NOT go ahead.

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Rezoning Pathways Mailbox](#)
Subject: Webform submission from: Wallarah Road and Pacific Highway Kanwal
Date: Monday, 17 June 2024 10:33:11 AM

Submitted on Mon, 17/06/2024 - 10:32

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my name and personal contact details to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

Mardi

Please provide your view on the project

I object to it

Submission

Concerns. 1. Reality of affordable, comparable housing for current residents.
2. Number of residents that will be added to what is already a dangerous traffic zone being so close to the major roundabout and lights. This area already has too many road incidents often caused by congestion and risk taking to attempt improved traffic flow.
3. Height of building is extreme and dramatically exceeds current limits in this locality and I do have some concerns of longevity based on closeness to lake and ground water levels being quite inconsistent. I have previously lived in the area for decades and know that the ground does have substantial movement affecting dwellings. Cracked walls etc.
4. Current levels of population already stressing local area amenities, and not just immediately in front of proposed site. Going from an apparent 50 dwellings per hectare to 125 dwellings per hectare is too big a leap.
5. Too many people, too quickly in this region will add too much strain on essential services such as water (already being upgraded), not just in usual weather times but in

drought as well.

I would hope a more reasonable approach could be taken, for sustainability of not just the environmental flora and fauna, but sustainability of reasonable living conditions and character of the Central Coast. This includes mental health benefits of current residents at the current address but also in the greater region. You cannot keep cramming extra people into smaller locations without something giving. That is basically collapsing to some degree.

Allowing for some compromise, although I truly hate to say it, I believe 4 stories is the maximum suitable height for this immediate region. This still allows for an increase in density I believe. Minimises the extra impact on local and more divergent traffic and stress on general infrastructure. And is more in keeping with the nature of the Central Coast and the benefits of less congestion than some other places.

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Rezoning Pathways Mailbox](#)
Subject: Webform submission from: Wallarah Road and Pacific Highway Kanwal
Date: Monday, 17 June 2024 8:16:44 AM

Submitted on Mon, 17/06/2024 - 08:16

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

██████

Last name

██████████

I would like my name and personal contact details to remain confidential

Yes

Info

Email

██

Suburb/Town & Postcode

Kanwal & 2259

Submission

As a resident of Kanwal, I appreciate the unique charm of our suburb and understand its needs. The proposal to add 675 new units aims to address the growing housing demand while preserving our community's character and livability. This development will provide diverse housing options, benefiting families, young professionals, and retirees.

Kanwal's population is increasing, and the current housing market can't keep up. By adding these new units, we can ease the housing shortage and support the community's growth and economic vitality.

By providing these housing options, enhancing local infrastructure, and promoting economic growth, this project represents a significant step forward for our suburb.

As long as existing tenants can find new accommodation and traffic concerns are addressed, I support this project.

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Rezoning Pathways Mailbox](#)
Subject: Webform submission from: Wallarah Road and Pacific Highway Kanwal
Date: Sunday, 23 June 2024 5:51:06 PM

Submitted on Sun, 23/06/2024 - 17:50

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my name and personal contact details to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

Gosford2250

Please provide your view on the project

I object to it

Submission

No infrastructure for this over size project

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Rezoning Pathways Mailbox](#)
Subject: Webform submission from: Wallarah Road and Pacific Highway Kanwal
Date: Wednesday, 19 June 2024 9:43:47 AM
Attachments: [REDACTED]

Submitted on Wed, 19/06/2024 - 09:42

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Neil

Last name

Bevege

I would like my name and personal contact details to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

KANWAL

Please provide your view on the project

I support it

Submission file

[REDACTED]

Submission

Please consider the attached file.

Thank you

Neil Bevege

I agree to the above statement

Yes

10th June 2024

RECEIVED
20 JUN 2024

Department of Planning, Housing and Infrastructure

Precinct Planning and Assessments

Level 4, 6 Stewart Avenue, Newcastle West, NSW 2302

Oasis Residential Committee on behalf of the Permanent Residents who are not computer savvy and the Elderly and those suffering with Terminal Illness who live here

205-207 Wallarah Road

KANWAL NSW 2259

BY:

Planning proposals

Under Exhibition

Walarah Road and Pacific Highway Kanwal

Central Coast

Site Size: approximately 5ha

Dwellings: approximately 675, of which approximately 15% is proposed to be affordable housing

Proposal: The site is currently a private caravan site. The proposal seeks to amend planning controls to allow for a master planned redevelopment to provide multiple apartment blocks, open space, and supporting retail uses.

A planning proposal was lodged with the Department on 14 September 2023. The Department has assessed the planning proposal and required the applicant to revise the planning proposal. The Department has received the updated proposal and prepared a Discussion Paper which outlines the proposed amendments to planning controls.

Proposal For Wyong Village AKA Oasis Caratel Caravan Park
Land Lease SPV Trustee for Oasis Unit Trust Oasis Caravan Park
207 Wallarah Road KANWAL NSW 2259

Attention: [REDACTED] Principal Planner

Dear Mr [REDACTED]

My name is [REDACTED] I am from [REDACTED] At the Oasis Park I am head of Oasis Residential Committee along with [REDACTED] and we have been asked by the following permanent residents to write a submission on their behalf. Due to their age and no capacity to use a computer to write a submission. We also have the terminal Ill that live here who are in no state to write a submission Please take all 26 names as 1 submission each.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

I am writing on behalf of 26 of the 35 permanent residents at the Oasis Park. We are all formally objecting to the planning application for the proposed development specifically the concern of the 675 multiple apartments / housing units and the height of the homes intended to be 10- 12 storeys for this 5ha land that we all have our own homes on that some of us have lived here for 24+ years.

Firstly, I'd like you to know a little bit about us the permanent residents who brought our homes here which we all refer to our little castle. We are a community of people who look after each other. The elderly, the disabled, and those of us who are terminally ill with Cancer and are on Kidney Dialysis Machines.

We have done nothing wrong we are good people who mainly keep to ourselves in our little community we call home. We are all friends who meet once a month to BBQ together on the land we call home and to just meet up to know we are all safe and getting through the heart aches of what this American Based Company is doing to us all. This has been a very stressful time for us.

Firstly, we were never told about the company's plans for redevelopment back when they purchased the land in February 2021. We were actually told by the site manager [REDACTED] that nothing will change. Giving us all peace of mind. In the last 2 ½ years they have put in a proposal for more cabins which we do not object to and now this monstrosity of units that will force us to leave.

They have put our site fee's up from \$127.40 to \$147.00 which is only meant to go up with the current CPI every 3 years of around \$2.50-\$5.00 Not \$20.00 Like they have done back in February 2024 Along with the price of our electricity. We have no choice to go with our own Electricity provider we just have to believe they are charging us correctly

Because we don't want to lose our homes, we all just pay the increases because they have the upper hand over all our lives. They got away with it because we don't want to lose our homes.

The previous owners were honest, Always informing us of what's going on in the park. Vivacity not so honest.

We all own our homes that we purchased long before Vivacity purchased the site that we live in. We all pay a site fee to them, and we are all good with never being in arrears. We all have a Land Lease agreement that is for our natural life of us owning our homes.

1. NO WHERE FOR THE ELDERLY TO RELOCATE TO

Most owners are pensioners 55-80 years of age that brought here 20-30 year ago as land lease retirement homes for over 55 years of age and told it would be for life.

Vivacity Land Lease SPV Trustee for Oasis Unit Trust Oasis Caravan Park AKA Wyong Village brought 3 years ago and are already trying to develop the park and put us all out on the street. Including 120 rental Cabins and 35 residential owners. Vivacity really should have dereliction of duty and a duty of care for the elderly that live here. This Proposal has affected and put a strain on all the residents Mental Health. Along with residents who have terminal illnesses living here. We cannot sell even if we wanted to as no one would buy if they knew the amount of proposals Vivacity has tried to get past in the last 2 years. This latest one seems a bit sneaky by passing our local council and doing a fast-track proposal directly through [REDACTED] office in Sydney. Now we have been informed it is through Department of Planning, Housing and Infrastructure Precinct Planning and Assessments Level 4, 6 Stewart Avenue, Newcastle West, NSW 2302. We all would like this submission to be rejected and not be approved.

When purchasing along with all the other permanent residents we all thought about the cost of living and buying here was a good choice for our retirement. The population of aging residents is a major factor, and the residency allows for our retention of our independence in self-supported living.

Also, along with that the age and health capabilities of the residents. This forced removal will have disastrous results MENTALLY, FINANCIALLY and AFFECTING DIMINISHING HEALTH of our elderly Residences.

2. COMPENSATION

The payout figure would be at the value of the home. All homes are around 30-40 years old. There is no way this would buy a new dwelling in a new land lease community. The pay out figure would not be in line with the current market today. Making that a win for the owners of the park Vivacity and then leaving the residents homeless. Most are on the pension their security is gone. Public housing wait list is around 20+ years.

3. WORST HOUSING CRISIS IN NSW HISTORY

This is why the proposal was put forward for affordable housing. 360 people including children put on the street to build to house 675 units. What is the logic in this. We average 360 people renting with rent assistance in the cabins in the park. The permanent residents pay \$147.00 per week site fee's that's why we live here because it's a land lease community and its affordable living for us.

4. EVIROMENTAL

The previous owners K&L Properties Pty Ltd where here for 15 years owned and managed, they tried to develop the land several times and the DA was refused by Wyong Shire Council due to the creek that runs through the park being part of the Porters Creek Wet Land Eco System Level

6 environment risk and the land deemed swamp and flood plan. We are also in a mind subsidence district Ref PP5212 unstable land.

4.1 We have a variety of wildlife here at the park with the reserve down the back with grass and bushland and there is also Porter's catchment area running through the park as well, if this redevelopment is to take 5 years to do once the land is bulldozed where would the wildlife go?

Including 21 Variety of birds, Green Frogs, Rabbits, Possums, Foxes along the endangered species that live here?

It would take years for the 350 trees they plan on replanting once the units are built. We feel it would be environmentally unfit for a high raised development here. We have apple gum trees here it would be heart wrenching to see them cut down for new development in the area

It's out of character for multiple storey units to be built in Kanwal.

5. LOCAL COMMUNITY

According to Vivacity's Town Planer he says that its general knowledge by the local community saying that the park is past its operational life. Recently on the local community board online most knew nothing about the proposal or that the Village / Park still exists. or that it was still running in the area. The infrastructure of the Kanwal, Gorokan, Toukley area has one main arterial road (Wallarah Road) it cannot cope already with the traffic let alone another 675 units. The Community and shop owners do not want 10-12 storey high buildings in this area, we do not need any more retail shops in Kanwal we have enough that we use daily already. Massive over development already in Kanwal 20,000 - 30,000 houses being built along Hue Hue Road and Sparks Road maybe they could use some of those houses for affordable housing.

6. NSW TOWNSHIP PLANNING ARE BEING ABUSED

The Landlord Vivacity is applying for a rezoning for 675 units and shopping centre at Oasis caravan park also known as Wyong village. As part of the application Vivacity is seeking a 30% floor space and height increase where only 15% of the proposal is for affordable housing.

The NSW Governments policy is meant to increase low-cost housing

In this case 100's of residents will be thrown on the streets Not only the permanent residents but also those that rent here that do not own their homes to enable a much larger development with no social housing. Rather 101 affordable units which none of the residents of the oasis park could afford.

We would like the Minister for planning to stop the rezoning and should.

7. UNDUE STRAIN ON EXISTING INFRASTRUCTURE

The proposal to construction of 675 new homes / apartments will place an incredible strain on the existing local infrastructure. This includes schools, healthcare facilities,

childcare centres and public transport which we believe is currently operating at or over capacity now. The submitted plans do not provide sufficient evidence of planned upgrades to these critical services to accommodate the significant increase in population.

8. TRAFFIC CONGESTION AND SAFETY

The addition of 675 new homes / apartments will lead to a substantial increase in traffic. The current road network is not designed to handle such a high volume of traffic, leading to potential congestion and increased risk of accidents. The planning submission traffic impact assessment does not adequately address this. Also there has already been 4 deaths out the front of the park children being hit by cars including one of the old residents son who no longer live here. With a memorial taking up half of the telegraph pole across from the park.

9. VISUAL IMPACT OF THE AREA

The proposal to increase the building height up to 12 storeys is inconsistent with the existing character and visual appearance of the surrounding area, which predominantly consists of low to mid-rise buildings. No higher than 3 storeys Such a significant increase in height would result in an incongruous development that would dominate the local skyline, leading to a detrimental impact on the visual amenity and character on the neighbourhood.

10. CONCCLUSION

Please take into consideration the following

- The Environment
- Mental Health of the Elderly that live here.
- People made homeless to house already homeless people through Pacific Link
- Infrastructure Roads
- No where for us elderly to relocate to or could afford to do so.
- Poor communication to those who own their own homes here
- Duty of Care of the elderly
- Dereliction of Duty

- Massive over development in Kanwal already (Sparks Road)

With this Proposal it is intended to demolish our homes and then the existing proposal with structures of 10 – 12 story units / apartments and associated landscaping which we feel is not appropriate for this area of Kanwal.

Also, we don't feel that Wallarah Road and the Pacific Highway could cope with the infrastructure of this number of units and people. As Wallarah Road would have to become redeveloped as well cope with cars turning onto this site with 675 units would come with at least 2 cars to each unit if couples move in together.

We would like the development of this proposal to be quashed as well as any others that are submitted towards the state for approval in the future. Like all proposals to the minister over the last 25 years deeming the land never to be developed or rezoned 2006 due to Porters Creek flooding and the danger signs that were erected in 2006 for the sink holes on the park if you would like photo's please let us know? There is no stormwater drainage on this site even though they put in water pits the water goes no where it just sits in the pit until it dries up.

Why would the Minister for housing want to see 350 people that live here to become homeless when there is uninhabited land elsewhere.

None of us here understand why you would want to make 350 people homeless to make way for already homeless to live in Pacific Link housing on the coast. Which was said to us on the 14 November 2023 by Land Lease SPV Trustee and their town planner.

We were Not informed by Lendlease SPV until 14th November 23 about Development Proposal No plans of these units shown to us when asked (Seeking Legal Advise On This) We had to find out by a newspaper reporter [REDACTED]. The one that leaked about the proposal last year on her Coastal Watch website.

Kind regards

[REDACTED]

Unit 54 / 207 Wallarah Road

KANWAL NSW 2259

[REDACTED]

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Rezoning Pathways Mailbox](#)
Subject: Webform submission from: Wallarah Road and Pacific Highway Kanwal
Date: Monday, 24 June 2024 4:23:28 PM
Attachments: [REDACTED]

Submitted on Mon, 24/06/2024 - 16:20

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Allen

Last name

Smith

I would like my name and personal contact details to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

Kanwal 2262

Please provide your view on the project

I object to it

Submission file

[REDACTED]

Submission

See attached document!

I agree to the above statement

Yes

23rd June 2024

Department of Planning, Housing and Infrastructure

NSW Government

Re.: Wallarah Road and Pacific Highway,

Kanwal.

I am opposed to the proposed development at the above address due to the issues I will put forth below:

1. I have rented all my life, never being able to afford to buy!
2. In 2021, after looking at many houses in local residential parks, I only had enough available funds [Inheritance from the passing of my mum in 2020] to buy a suitable house with manageable fees, here in the Oasis Caratel Caravan Park, believing it would be my forever home! [which was my mum's wish!]
3. In 2023, I purchased a partially renovated home in the park [Inheritance from the passing of my brother], that suited me better & was going to sell my original home. I was going to finish the renovations & spruce up the existing home, when the proposal had come to light & was unable to find a buyer, with the current situation in place. Therefore, I have been unable to finish the renovations on both homes, due to the lack of funds from the sale of my original home!
4. I purchased my home here to be close to my family!
5. Looking at what is available currently, I haven't found anything suitable with the option of being bought out!
6. I don't believe there would be any vacant lots to be relocated to, in other residential parks near here!
7. Why should I be displaced for a project that doesn't suit the area of Kanwal!
8. This should have been looked at when the development of Warnervale Town Centre [which was purportedly to help cover the housing situation] was in progress, where it is closer to the train station & the M1 for those that have to travel for work to Sydney or Newcastle areas! [It's been done in many suburbs in Sydney near train stations!]
9. This will substantially increase the already slow traffic flow through the area, not only at peak times but also non-peak times, causing frustration for all residents that live here in the area!

10. The local Shopping Centre's have limited parking available, where at times, it is difficult to find a parking spot. My daughter, [who lives in Kanwal] & has small children, where it has been nearly impossible to get a car space for those with prams at the local Shopping Centre's!
11. This proposal will mainly cater for people [most with children] who are still working & can afford to purchase or rent a unit, not retirees or pensioners on a limited income!
12. I am aware there is a housing crisis, but should it come to displacing vulnerable people who quite rightly are just trying to live, where they are comfortable in their later years!

Sincerely,

[REDACTED]

[REDACTED] [REDACTED]

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Rezoning Pathways Mailbox](#)
Subject: Webform submission from: Wallarah Road and Pacific Highway Kanwal
Date: Thursday, 13 June 2024 6:56:52 PM

Submitted on Thu, 13/06/2024 - 18:56

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my name and personal contact details to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

Woongarra 2259

Please provide your view on the project

I object to it

Submission

Dear Planning Officer/Committee,

I am writing to formally object to the planning application for the proposed development, specifically concerning the construction of 675 new homes and the increase in building height up to 12 storeys. My objections are based on several considerations which I believe have not been adequately addressed in the submission.

1. 675 new homes

1.1 Undue strain on existing infrastructure

The proposal to construct 675 new homes will place an incredible strain on the existing local infrastructure. This includes schools, healthcare facilities, childcare centres and public transport (or lack of), which are currently operating at or over capacity. The submitted plans do not provide sufficient evidence of planned upgrades to these critical services to accommodate the significant increase in population.

1.2 Traffic Congestion and Safety

The addition of 675 new homes will inevitably lead to a substantial increase in traffic. The current road network is not designed to handle such a high volume of traffic, leading to potential congestion and increased risk of accidents. The planning submission traffic impact assessment does not adequately address this.

2. Increasing the building height up to 12 Storeys

2.1 Visual Impact and Character of the Area

The proposal to increase the building height up to 12 storeys is inconsistent with the existing character and visual appearance of the surrounding area, which predominantly consists of low to mid-rise buildings. Such a significant increase in height would result in an incongruous development that would dominate the local skyline, leading to a detrimental impact on the visual amenity and character of the neighbourhood.

2.2 Community Objections and Local Plan Compliance

The proposed height increase does not align with the local development plan, which emphasizes the preservation of the existing character and scale of the area. Furthermore, there is significant community opposition to this aspect of the proposal, reflecting concerns about the negative impacts this development will cause.

Conclusion

In light of the above points, I strongly urge the planning committee to reduce the number of homes to an amount that will not place undue strain on existing infrastructure. The alternative would be the construction of supporting infrastructure such as increased public transport, wider roads and more healthcare and childcare facilities - which is outside the remit of this planned development.

I also propose reducing the planned building height to a maximum of 4 storeys to be in-keeping with the surrounding area. I request that the developer be required to submit revised plans that address these concerns comprehensively.

Despite these objections, I am not against the site being developed, we would just like to see a lot more common sense and consideration used for the site and strain placed on existing infrastructure. It is well known that the Central Coast has been dealing with the consequences of a sharp increase in population over the last few years and this would only exacerbate current issues.

Thank you for considering my objections.

[REDACTED]

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Rezoning Pathways Mailbox](#)
Subject: Webform submission from: Wallarah Road and Pacific Highway Kanwal
Date: Thursday, 13 June 2024 9:47:56 PM

Submitted on Thu, 13/06/2024 - 21:47

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Alizah

Last name

O'Rourke

I would like my name and personal contact details to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

Lake haven 2263

Please provide your view on the project

I object to it

Submission

Road is already congested, this will cause worse delays in not only peak hour but normal hours. 2 lanes and one is for straight and turning is not enough to manage the traffic as it is now.

Also where will the people go that live in the caravan park? Are they just going to be on the streets? This is a very large building to go in. What's the point ?

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Rezoning Pathways Mailbox](#)
Subject: Webform submission from: Wallarah Road and Pacific Highway Kanwal
Date: Friday, 14 June 2024 7:49:20 AM

Submitted on Fri, 14/06/2024 - 07:49

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

Kim

Last name

Thompson

I would like my name and personal contact details to remain confidential

No

Info

Email

[REDACTED]

Suburb/Town & Postcode

Kanwal 2259

Please provide your view on the project

I object to it

Submission

I am a resident of the area and drive daily in this area. The infrastructure would not support this influx of homes. Roundabout at Pacific Hwy and Sparks Rd is a nightmare. Only the other night pedestrian knocked down. There is no highrise in area, it will become a slum area. Apartments should remain near train stations not in a normal housing neighbourhood. The residents of caravan park have been there for years and would not be able to afford apartments. Most people that move to this end of Central Coast want a home with a backyard and space to park multiple cars. How can they do this in apartments. Medical systems are already pressed in area so such an influx would not help those of us who are already getting support from medical services that are below average.

No support for this development we already have many new housing estates being built around the area. Keep the area homes not highrise

I agree to the above statement

Yes

From: [Planning Portal - Department of Planning and Environment](#)
To: [DPE PS ePlanning Exhibitions Mailbox](#)
Cc: [DPE Rezoning Pathways Mailbox](#)
Subject: Webform submission from: Wallarah Road and Pacific Highway Kanwal
Date: Friday, 14 June 2024 11:14:55 AM

Submitted on Fri, 14/06/2024 - 11:14

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

Name

First name

[REDACTED]

Last name

[REDACTED]

I would like my name and personal contact details to remain confidential

Yes

Info

Email

[REDACTED]

Suburb/Town & Postcode

GOROKAN

Please provide your view on the project

I object to it

Submission

I have 3 main concerns regarding this development.

1. The proposed building height is too high. I'm happy for development in my local area and understand the need for affordable housing. However, how affordable are units going to be in a 42m tall building with both lake and ocean views? I'd rather see a higher percentage of affordable housing built there, and keep the building height to what the current maximum is.
2. Traffic on Wallarah Road is already heavy during the day with the current amount of residents and houses around. A quick drive around local streets especially when the football is on at Morry Breen Oval, the streets are already jam packed with cars and trailers.

3.. Public transport in the area is not up to the task of such an influx of residents. Yes, there is public transport, but it's only buses and from my experience you either have to change buses once or twice to get to you destination and if you want to connect with a train at Wyong, quite often you'll be waiting longer for a train since the bus usually arrives 5 mins after the train has departed. This is especially evident if you're trying to get a bus and connecting train north towards Newcastle. Even though Warnervale Station is closer to this development, hardly any buses run directly from Wallarah Road to Warnervale Station. Surely a development of this magnitude would benefit more being closer to the rail corridor where people can walk to catch a train to either Newcastle or Gosford/Sydney.

I agree to the above statement

Yes