

**REPORT BY CHAIRMAN
OUTCOMES COMMITTEE**

Meeting Date 13 September 2011

Item Number. 133

SUBJECT:

Issue: Planning Proposal – 46 Cobbett Street Wetherill Park – Rezone site from 2(a) Residential A to allow multi dwelling housing.
Premises: Lot 1 DP 1032608
46 Cobbett Street, Wetherill Park
Applicant: Brenex Pty Ltd
Mr Frank Carioti (Director)
Mr Roy Spagnolo (Director)
Owner: Dominico Bugge
Zoning: 2(a) Residential A

FILE NUMBER: qA133934

REPORT BY: Chris Shinn, Strategic Land Use Planner

RECOMMENDATION

That Council:

1. Inform the Department of Planning that it wishes to commence the Gateway process to amend the Fairfield Local Environmental Plan (LEP) 1994 to rezone Lot 1 DP 1032608 to 2(b) Residential B, in accordance with Option 2 of this report;
2. Consult with the RTA to determine whether they wish to include their site, part Lot 2 DP 637053, within the Planning Proposal and should the RTA wish to proceed, amend the planning proposal accordingly to reflect the additional lot.
3. Submit the Planning Proposal as shown in Attachment B to the Department of Planning pursuant to s.55 of the Environmental Planning and Assessment Act 1979.
4. Upon receipt of confirmation from the Department of Planning that the Planning Proposal can proceed and that the draft LEP and draft amendment to the Fairfield City Wide DCP for the subject site be publicly exhibited subject to any conditions or requirements imposed by the Department of Planning being satisfied.

Note: This report deals with a planning decision made in exercise of a function of Council under the EP&A Act and a division needs to be called.

SUPPORTING DOCUMENTS

AT-A	Planning Proposal - 46 Cobbett Street, Wetherill Park.	24 Pages
AT-B	Location Plan	1 Page
AT-C	Section 117 Ministerial Direction Review	3 Pages
AT-D	Consultation Strategy - Map of properties to be notified	1 Page

SUMMARY

Council is in receipt of a Planning Proposal (**Attachment A**) prepared by Mr Tony Polvere (*formally of EconomiaPDS, now CrosbyTextor*) on behalf of Brenex Pty Ltd to allow development of multi dwelling housing at Lot 1 DP 1032608 (otherwise known as 46 Cobbett Street, Wetherill Park).

BACKGROUND

The planning proposal was submitted to Council on 18 July 2011. The proposal intends to rezone the site (46 Cobbett Street) to allow multi dwelling housing. This would involve amending the Fairfield Local Environmental Plan (LEP) 1994 to rezone the site from 2(a) Residential A to either 2(a1) Residential A1 or 2(b) Residential B.

It is noted that Council has recently received the Section 65 Certificate for the draft comprehensive Fairfield LEP 2011 to allow Council to proceed with the exhibition of the draft Plan. The potential future zoning under the draft Plan and relevant development standards will also be discussed further in the report.

Existing Site

The site at 46 Cobbett Street, Wetherill Park has an area of 5,547 square metres. The site is an irregular shaped lot being 114 metres and 61 metres respectively at its widest points (See **Attachment B** for a Locality Plan).

The characteristics of the site are as follows:

- Site is located within the 2(a) Residential A zone
- Site currently contains a single storey dwelling and pool
- Site is directly adjacent to the Liverpool to Parramatta dedicated Bus Transit Way
- Two additional bus routes run along the Horsley Drive directly to the north of the site
- Located within 600m of Prairiewood Town Centre which contains retail, commercial, entertainment and medical services
- Located directly opposite Greenway Super Centre
- Located within 1,500m of Wetherill Park TAFE

- Located within 1,500m of Fairfield Hospital
- Located within 500m of three neighbourhood parks
- Adjacent to employment opportunities within the Wetherill Park Industrial area

Planning Proposal

The planning proposal seeks to rezone the site to a zone that would permit multi dwelling housing. Specifically the planning proposal identifies the site for affordable medium density housing, such as town house / villa development.

In order to achieve the applicants objective, the site would be required to be rezoned to either 2(a1) Residential A1 (medium density residential) or 2(b) Residential B (High Density Residential). The different density options / implications associated with the proposal are discussed in greater detail, further in the report.

Additional Proposal

It has become apparent during the assessment that there is a part of the adjoining road reservation (See *Figure 1.* below) that does not appear to be required for road purposes. In terms of the orderly development of land it would be ideal if the surplus RTA land would be redeveloped in conjunction with the subject site. Council should encourage the land owner and the RTA to enter into an arrangement to allow the land to be developed efficiently.

Therefore, in addition to the proposal pertaining to the privately owned site at 46 Cobbett Street, Wetherill Park, it is recommended Council consider inclusion of the RTA owned site directly to the north-west at 1184 The Horsley Drive, Wetherill Park (part Lot 2 DP 637053) as part of the proposal, to ensure a holistic approach to the rezoning.

However, whether this land is included would depend on the results of consultation with the RTA to determine whether the land is surplus to their requirements and whether the RTA would be interested in including the site as part of this planning proposal to potentially rezone to allow a higher density residential.

It is suggested that Council withhold from submitting the Planning Proposal to the DoP&I, for a maximum 4 weeks or until comment is received from the RTA, so that the planning proposal can reflect the expanded site, if they have no objections.

Council should also write to the land owner encouraging them to enter into discussions with the RTA to determine whether an integrated development can be pursued.

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Figure 1.

Density Options

The table below (*Table 1.*) identifies the maximum number of dwellings that the two sites could potentially achieve under residential development controls provided in the Fairfield City Wide DCP 2006, Fairfield LEP 1994 and draft comprehensive Fairfield LEP 2011.

Zone	Planning Controls	Maximum No. Dwellings (Applicants Site)	Maximum No. Dwellings (Applicants Site + RTA Land)
2 (a1) / R3 Medium Density Residential	LEP 1994 & Fairfield City Wide DCP 2006	22	29
2 (b) High Density Residential	LEP 1994 & Fairfield City Wide DCP 2006	44	59
R4 High Density Residential	Draft LEP 2011 and draft City Wide DCP 2011	110	149

Table 1.

It is noted that the above density options are a maximum density calculation and they do not take into account the design constraints of the site. When all the DCP controls are applied the maximum density may not be achieved in all cases.

ASSESSMENT

Traffic Engineering Comments

As part of the review, the planning proposal was referred to Council's Traffic Engineering Branch for comment.

Medium Density Residential Option

The expected amount of peak hour traffic generated by a proposed medium density development would be approximately 15 trips and is considered insignificant. The potential impact of this option on the surrounding road network is minimal.

High Density Residential (FLEP 1994) Option

The expected amount of peak hour traffic generated by a proposed high density rezoning under the current Fairfield LEP 1994 would be approximately 18 – 22 trips and is considered insignificant. The potential impact of this on the surrounding road network is minimal.

High Density Residential (draft FLEP 2011) Option

The expected amount of peak hour traffic generated by a proposed high density rezoning under the draft Fairfield LEP 2011 would be approximately 44 – 55 trips and is still considered insignificant. The potential impact of this scale of high density residential development on the surrounding road network is also identified as minimal.

There is not enough development information provided to consider any other traffic issues at this stage. The only other issue that may be relevant at this stage is access to the site. However, with the site benefiting from two street access points, this would assist in dispersing the already minimal impact for a medium / high density residential development.

There are no traffic related objections to the proposal.

Strategic Planning Assessment

As part of the review, an assessment of the strategic planning issues was undertaken.

Sydney Metropolitan Strategy 2036 / Draft West Central Sub Regional Strategy

The Metro Strategy and the draft West Central Sub-Regional Strategy identify residential dwelling targets for each Sub-Region and Local Government Area (LGA).

The West Central Sub-Region (which consists of Parramatta, Holroyd, Bankstown, Auburn and Fairfield) has been set a dwelling target of 96,000 additional dwellings by the Metro Strategy 2036, which are intended to be accommodated by 2036. The Metro Strategy

does not break down the dwelling target to Local Government Areas; these are located within the draft Sub-Regional Strategies.

The draft West Central Sub-Regional Strategy sets Fairfield City a target of 24,000 additional dwellings, which equates to approximately 25% of the sub regional target. The Sub-Regional Strategy is, at this stage, still in draft form and it is unknown as to when the Strategy will be revised and finalised. However, it is unlikely that the dwelling targets for Fairfield City will change dramatically, considering the LGA does not contain any 'new release' residential areas.

The Metro Strategy and draft West Central Sub Regional Strategy both recognise the opportunity for increased residential density around town centres and strategic transport corridors (such as the Liverpool to Parramatta dedicated Bus Transit Way). However, at this stage Council has not undertaken a residential development strategy for the western half of the City, and as such, the overall strategic direction for higher residential densities in this area is unknown.

Comment: As part of Council's original submission to the Draft West Central Sub-Regional Strategy in March 2008, preliminary work was undertaken to determine what sort of additional residential dwelling capacity the area around the larger centres of Prairiewood and Bonnyrigg (including the dedicated Bus Transit Way) could accommodate. It was identified that a maximum capacity of approximately 4,468 additional dwellings would be able to be accommodated on sites adjoining the Prairiewood Town Centre, but this would need to be the subject of an additional detailed review as part of a residential development strategy for the western half of the City to determine how much of the capacity would be realised.

Draft Fairfield Residential Development Strategy (RDS)

A draft Fairfield Residential Development Strategy (RDS) was undertaken for the eastern half of the City to identify where the most appropriate areas were to accommodate the additional dwelling target identified within the draft West Central Sub-Regional Strategy. The draft Fairfield RDS for the eastern half of the City focused on six centres. These included Fairfield, Cabramatta, Canley Vale, Canley Heights, Fairfield Heights and Villawood, which all have access to regular public transport, retail, commercial, medical and entertainment services.

The draft Fairfield RDS identifies the framework for accommodating the additional dwellings for the entire City. It has been identified that 60% of the dwellings (i.e. 14,400) would be accommodated within the eastern half of the City and 40% of the dwellings (i.e. 9,600) would be accommodated within the western half of the City. It was envisaged that approximately 3,840 of this target would be low density residential (single houses) and approximately 5,760 would be medium and high density residential (town houses and apartments) within the western half of the City.

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As discussed, a Residential Development Strategy has not been undertaken for the western half of the City at this stage. A further study will be undertaken to review the opportunities within the western half of the City.

Comment 1: Firstly, the strategic direction for western areas is unknown at this stage without a Residential Development Strategy to guide development. However, the risk with not proceeding with the proposal is the loss of future development opportunities for high density residential on this site. Currently the applicant can (with Council consent) subdivide the site under Council's current controls for 450sq.m lots. This would only achieve a small number of lots and would not be an appropriate outcome considering the sites proximity to the Transit Way and Prairiewood Town Centre.

Comment 2: The second strategic issue is that rezoning this site may set a precedent for other land owners to request their sites to be rezoned. However, a general review has been undertaken of sites along the dedicated Bus Transit Way and there are not many sites with the opportunities that a site of this size has. The review has identified that there are approximately 10 large sites located along the Bus Transit Way. Of these approximately 3 are within close proximity to both a town centre and the dedicated Bus Transit Way. So the likelihood of receiving further applications that can be justified to this extent is low.

Comment 3: The third strategic issue with rezoning this site is that if Council resolves to proceed with the current application and rezones the site to medium density residential, future opportunities for higher residential densities which would take advantage of the location adjacent to the Transit Way may be lost. As a result, there are a number of additional options to rezone the site including, to high density residential or high density residential with a minimum dwelling yield control. The minimum dwelling yield would ensure that a higher form of residential density is developed on the site. However, if this option is pursued then further market and amenity issues would need to be reviewed to ensure that the identified density is appropriate, achievable and the impact of adjoining dwellings is managed.

Fairfield LEP 1994 / Draft Comprehensive Fairfield LEP 2011

As identified above, the current zoning of the site under the Fairfield LEP 1994 is 2(a) Residential A (or Low Density Residential). Under the draft Fairfield LEP 2011, the zoning of the site is proposed to be R2 Low Density Residential.

However, if the planning proposal proceeds, the future zoning and development controls under the draft comprehensive Fairfield LEP 2011 would need to be identified.

It is noted that there is no change to development standards for the 2(a) (R2 Low Density) and 2(a1) (R3 Medium Density) Residential zones when transferred to the comprehensive Fairfield LEP 2011.

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However, the 2(b) Residential (R4 High Density) Residential zone will have revised development standards. The controls will allow a development (if the site meets the minimum lot depth and width requirements) to be built up to 6 storeys with an FSR of up to 2:1, as long as car parking, open space, setbacks and other requirements are able to be met. These controls would be assessed under the development application process.

The comparison table (*Table 2.*) below identifies the existing and proposed zoning and development standards.

Fairfield LEP 1994 Zone	FLEP 1994 / Fairfield City Wide DCP 2006 Height	FLEP 1994 / Fairfield City Wide DCP 2006 FSR	Maximum No. Dwellings	Draft Fairfield LEP 2011 Zone	Draft Fairfield LEP 2011 Height	Draft Fairfield LEP 2011 FSR	Maximum No. Dwellings
2 (a) Residential A	9 metres	0.45:1	12	R2 Low Density Residential	9 metres	0.45:1	12
2 (a1) Residential A1	9 metres	0.45:1 (0.55:1 if basement car parking provided)	22	R3 Medium Density Residential	9 metres	0.45:1 (0.55:1 if basement car parking provided)	22
2 (b) Residential B	16 metres (up to 4 storeys)	0.8:1	44	R4 High Density Residential	Up to 20 metres (up to 6 storeys)	Up to 2:1	110

Table 2.

The development standards with respect to the R4 High Density Residential (as discussed in the table above) are appropriate for the eastern half of the City where these types of development are common.

However, within the western half of the City there are different opportunities and constraints.

The key issue with a high density residential development in the western half of the City is the overall scale of development and ensuring appropriate measures are in place to maintain adjoining residential dwelling amenity.

As can be seen in *Table 2* above, a residential flat building development under current planning controls would permit a development up to 16 metres or 4 storeys and an FSR of up to 0.8:1. This scale of development may be appropriate for the site and location, however, under planning controls within the draft comprehensive Fairfield LEP 2011, a residential flat building development in the R4 High Density Residential zone can potentially achieve a maximum height of 20 metres or 6 storeys and maximum FSR of 2:1 depending on site constraints. This may cause some issues with the adjoining single residential dwellings to the east and south and cause some angst amongst the residents.

Accordingly, if Council wishes to proceed with the high density residential option for the site, it would be suggested that site specific controls be included in the Fairfield City Wide DCP – Chapter 7 Residential Flat Buildings to restrict the height of buildings within proximity to the adjoining residential.

It is suggested that the site specific height controls for the site would be included within the Fairfield City Wide DCP – Chapter 7 Residential Flat Buildings; as follows:

7.17 Site Specific Controls – 46 Cobbett Street & 1184 The Horsley Drive, Wetherill Park

Objectives

- (a) To ensure that development of the site will maintain the amenity and privacy of the adjoining residential dwellings.*
- (b) To ensure that the adjoining residential dwellings receive an appropriate amount of solar access.*

Controls

- (a) For the first 20 metres of a development from eastern boundary, the maximum height of a building should not exceed 9 metres or 2 storeys.*
- (b) For the next 20 metres of a development from the eastern boundary, the maximum height of a building should not exceed 13 metres or 3 storeys.*
- (c) For the remainder of the site adjoining the Bus Transit Way and The Horsley Drive, the maximum height of the site should not exceed 20 metres or 6 storeys.*

It should be noted that once the site specific height controls are included in the Fairfield City Wide DCP, they would then be required to be included within Height of Building Map in the comprehensive Fairfield LEP 2011.

Due to the site being quite large, an overall FSR of 2:1 is still appropriate. Preliminary urban design review has identified that even with the proposed height restrictions, and FSR of 2:1 can still be achieved. The floor space ratio would also be included within the Floor Space Ratio Map in the comprehensive Fairfield LEP 2011.

Consistency with applicable Ministerial Directions

Gateway Planning Proposals are required to consider the Department of Planning and Infrastructure Section 117 Ministerial Directions.

The Planning Proposal discusses a number of relevant Directions provided by the Department of Planning and Infrastructure, with the key considerations being:

- Direction 3.1 – Residential Zones
- Direction 3.4 – Integrated Land Use and Transport
- Direction 5.2 – Sydney Drinking Water Catchment
- Direction 6.3 – Site Specific provisions
- Direction 7.1 – Metropolitan Planning

A review of all Section 117 Directions was also undertaken by Council officers to ensure overall consistency.

The proposal is consistent with all relevant State and Regional planning policies. The detailed Section 117 Direction review can be seen in **Attachment C**.

Other Issues

Flooding: The site is not identified as being within flood prone land or identified as containing an overland flow path.

Acid Sulfate Soils: The site is not identified as being affected by acid sulfate soils nor is it within 500 metres of acid sulfate soils.

Land Contamination: The site is not on known contaminated land. The Fairfield City Wide DCP Chapter 3 (3.1.2 Land Contamination) contains requirements which need to be followed at the time a development application is submitted to Council.

Threatened Species: The site has not been identified to contain any significant flora or fauna on any of Council's biodiversity strategies or maps.

OPTIONS AVAILABLE TO COUNCIL

As a result of reviewing the Planning Proposal in association with the relevant strategies and studies, Council have the following options available in moving forward.

Option 1 – Support the Planning Proposal and Rezone the site to Medium Density Residential

Option 1 is to proceed with the planning proposal to rezone the site to 2(a1) Residential A1 to allow for medium density residential, such as town house and villa development.

The issues with this option are:

- As with all residential rezoning options in the western half of the City, there is no current residential development strategy guiding the future residential zoning;
- Allowing medium density residential (i.e. town house / villas) to be developed on the site may sterilise the site for higher densities if the second stage of the Fairfield Residential Development Strategy identifies that high density residential development is appropriate;
- Rezoning a residential site in the western half of the City will set a precedent for other applicants within the western half of the City, and may receive more applications for rezoning within the western half of the City. However, there are few sites (approximately three) which have the same opportunities as this site, therefore the risk is reasonably low;

- The site would almost certainly be identified for higher residential density under a Residential Development Strategy for the Western half of the City. What is uncertain is to what scale the density would be.

The benefits of this option are:

- Rezoning to medium density will more than likely result in short term development and economic input into the City;
- As part of Council's submission to the draft West Central Sub-Regional Strategy, preliminary analysis was undertaken to identify where the additional 24,000 dwellings should be located within the City. For the purposes of the preliminary review, the area was identified to accommodate higher forms of residential density;
- The draft Fairfield RDS identifies that approximately 40% of additional dwellings to be accommodated should be located within the western half of the City, with 5,670 of these dwellings to be medium and high density residential, to support the Bus Transit Way.

This option allows the site to be developed to medium density. This may allow short term development within the area, however, medium density may sterilise the site without giving the site any opportunity to achieve higher residential density.

If the site were to be rezoned to 2(a1) Residential A1, it would ultimately be zoned R3 Medium Density Residential under the draft comprehensive Fairfield LEP 2011.

Option 2 – Support the Planning Proposal and Rezone the site to High Density Residential

Option 2 is to proceed with the planning proposal, however proceed with the proposal to rezone the site to 2(b) Residential B to allow for high density residential, such as apartment development.

The key issues with this option are:

- As noted above, with all residential rezoning options in the western half of the City, there is no current residential development strategy guiding the future residential zoning;
- Rezoning a residential site in the western half of the City will set a precedent for other applicants within the Western half of the City, and may receive more applications for rezoning residential land within the western half of the City;
- High density residential (i.e. apartments) may not be viable at this stage and the site may be developed for medium density residential anyway;
- Potential community angst at high density adjacent to their low density residential dwellings;

- A site specific DCP would be required for a high density residential density to ensure the amenity of adjoining residential dwellings is maintained.

The benefits of this option are:

- Both medium (town house) and high (apartments) density residential developments are a permissible use under this zone;
- This option lets the market play its role in determining what type of residential development is most appropriate and viable;
- If the market indicated that only townhouse development was viable, the applicant could still develop this housing form despite the height and FSR being higher than would be required for this type of development;
- The potential to sterilise the site as a medium density residential option is less compared to Option 1, as the developer has the option on how to develop the site to high density residential;
- Rezoning to high density may still result in short term development and economic input into the City;
- Encouraging higher density development adjacent to the dedicated Bus Transit Way and meets Sub-Regional Strategy targets by locating higher density residential along strategic bus corridors;
- The draft Fairfield RDS identifies that approximately 40% of additional dwellings to be accommodated should be located within the western half of the City, with 5,670 of these dwellings to be medium and high density residential;
- Inclusion of controls within the Fairfield City Wide DCP will ensure that the impact of any potential residential flat building development on adjoining owners will be minimised.

This Option is the preferred option as Council would be letting the market play its role in determining what type of residential development is most appropriate as both medium density (townhouse/villa) and high density (apartment) development is permissible within this zone. This option would also potentially increase bus patronage on the Bus Transit Way and assist Council in achieving its residential dwelling target.

If the site were to be rezoned to 2(b) Residential B, it would ultimately be zoned R4 High Density Residential under the draft comprehensive Fairfield LEP 2011.

Option 3 – Support the Planning Proposal and Rezone the site to High Density Residential plus include Minimum Dwelling Density provisions

Option 3, like Option 2, involves rezoning the site to high density residential. However this option also includes minimum residential dwelling density controls which will ensure that high density residential development (i.e. apartments) would be developed on the site.

The issues with this option are:

- The site may not be developed until that scale of development is economically viable;
- If this occurs, no short term economic input into the local economy;
- Complex development standards would be required and would involve further discussion with the DoP&I as there are only a few examples of this type of control within NSW;
- The site may be subdivided under the current planning controls and the potential for future higher density residential development would be lost;
- Potential community angst at high density adjacent to their low density residential dwellings.

The benefits of this option are:

- Ensuring that the site is developed to its high density potential;
- Encouraging higher density development adjacent to the dedicated Bus Transit Way and meets Sub-Regional Strategy targets by locating higher density residential along strategic bus corridors;
- The draft Fairfield RDS identifies that approximately 40% of additional dwellings to be accommodated should be located within the western half of the City, with 5,670 of these dwellings to be medium and high density residential;
- A site specific DCP would be required for a high density residential density to ensure the amenity of adjoining residential dwellings is maintained.

This option identifies that the need to support higher density residential dwellings adjacent to the dedicated Bus Transit Way and that the high density residential should be maximised. However, detailed discussion with the DoP&I would be required, in addition to no short term economic benefit to the local economy.

If the site were to be rezoned to 2(b) Residential B, it would ultimately be zoned R4 High Density Residential under the draft comprehensive Fairfield LEP 2011.

Option 4 – Not support the Planning Proposal to rezone the site

Option 4 is for Council to not support the planning proposal to rezone the site to a higher form of residential density. This option takes into consideration that a second stage of the Fairfield Residential Development Strategy is not yet complete; in addition to rezoning the site would set a precedent for future applicants.

The issues with this option are:

- The site may be subdivided under the current planning controls and the potential for future higher density residential development would be lost.

The benefits of this option are:

- The future residential density within the western half of the City will be reviewed as a whole, as part of the second stage of the Residential Development Strategy;
- No precedent set.

CONSULTATION STRATEGY

A rezoning of 46 Cobbett Street whether for higher density residential should be advertised broadly. The recommended strategy is follows:

1. Newspaper advertising as legislatively required.
2. Letters to owners and or occupiers of properties within an approximate 300 metre radius of 46 Cobbett Street, Wetherill Park (See **Attachment D** for map of properties proposed to be consulted).
3. Consultation with the RTA regarding the site directly to the north of 46 Cobbett Street.

RECOMMENDATION

Given that there are a small number of large sites remaining along the T-Way, the subject sites proximity to the dedicated Bus Transit Way, proximity to the Prairiewood Town Centre and other services / facilities; it is recommended to proceed with Option 2 as identified above.

This option will assist Council in achieving its residential dwelling target as identified by the West Central Sub-Regional Strategy. The draft Fairfield RDS identifies that approximately 40% of additional dwellings to be accommodated should be located within the western half of the City, with 5,670 of these dwellings to be medium and high density residential. Rezoning this site would assist Council in achieving this target.

Option 2 also allows the property market to dictate what form of higher residential density will be most viable for the site. In that way it facilitates a wider range of housing styles which depending on market factors may or may not be pursued. It also discourages the land owner from sub-dividing the land under the current planning controls and achieving a less than appropriate strategic planning outcome.

In addition, it is recommend to include the RTA owned site at 1184 The Horsley Drive, Wetherill Park (part Lot 2 DP 637053) as part of the proposal, to ensure a holistic approach to the rezoning.

Accordingly, consultation with the RTA would determine whether the land is surplus to their requirements and whether the RTA would be interested in including the site as part of this planning proposal to potentially rezone to allow a higher density residential.

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It is suggested that Council withhold from submitting the Planning Proposal to the DoP&I, for a maximum 4 weeks or until comment is received from the RTA, so that the planning proposal can reflect the expanded site.

Should the RTA confirm that they wish to include their site within the proposal; the Planning Proposal would be amended to include their site. Should the RTA identify that they do not wish to include their site, it is recommended to proceed with the Planning Proposal in its original form, in Option 2.

Chris Shinn
Strategic Land Use Planner

Authorisation
Manager Strategic Land Use Planning
Executive Manager Environmental Standards

Outcomes Committee - 13 September 2011

File Name: **OUT130911_26**

***** END OF ITEM 133 *****