



**Planning &
Infrastructure**



Mowbray Road Precinct Strategic Review Report

November 2011

DOCUMENT APPROVAL

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The Department of Planning and Infrastructure and Lane Cove Council would like to acknowledge the significant contribution to the Mowbray Road Strategic Review by JBA Planning Pty Ltd and SMEC Australia Pty Ltd.

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1. Executive Summary

The Department of Planning and Infrastructure (the Department) and Lane Cove Council (Council) have worked in partnership to prepare the Mowbray Road Precinct Strategic Review (the Strategic Review).

The Strategic Review has been undertaken in order to:

- Identify the opportunities and constraints to medium and high density residential development in the Mowbray Road Precinct (the Precinct);
- Examine the existing planning controls and determine the dwelling yield of the Precinct;
- Suggest, if necessary, alternative planning controls; and
- Identify any necessary infrastructure works;

Independent master planning (the Master Planning Study) and transport and traffic (the Traffic Study) studies were undertaken. These studies were supported by independent expert advice on bushfire, economic, and infrastructure issues and were conducted independent of Council and the Department. The Master Planning Study and Traffic Study have been used to inform this Strategic Review Report. A Project Control Group (PCG) comprising officers from Council and the Department was established to oversee the preparation of the Master Planning Study, the Traffic Study and the Strategic Review Report.

Overall, it was found that there are no major site conditions or constraints that would preclude the development of higher density housing within the majority of the Precinct. Bushfire risk was identified as the most significant environmental constraint and some lots have been identified as inappropriate for higher density housing. Increased traffic is expected within the Precinct however, it can be accommodated with the proposed upgrades to the road system.

After considering the factors that would constitute an opportunity or constraint to higher density residential development, the master planning consultant was asked to recommend an appropriate development scenario. The PCG supports the scenario arrived at by the consultant which involves the retention of the R4 High Density Residential (R4) zoning for the majority of the Precinct. The PCG supports a low density residential zone on lots that are significantly affected by bushfire or riparian constraints. Corresponding building height, floor space ratio, and other planning controls have also been recommended and are also supported by the PCG. Similarly, complementary local infrastructure upgrades have been recommended.

It is expected that the findings of the Strategic Review will inform the development of a planning proposal by Council. The Strategic Review Report will also be used to assist in development assessment within the Precinct.

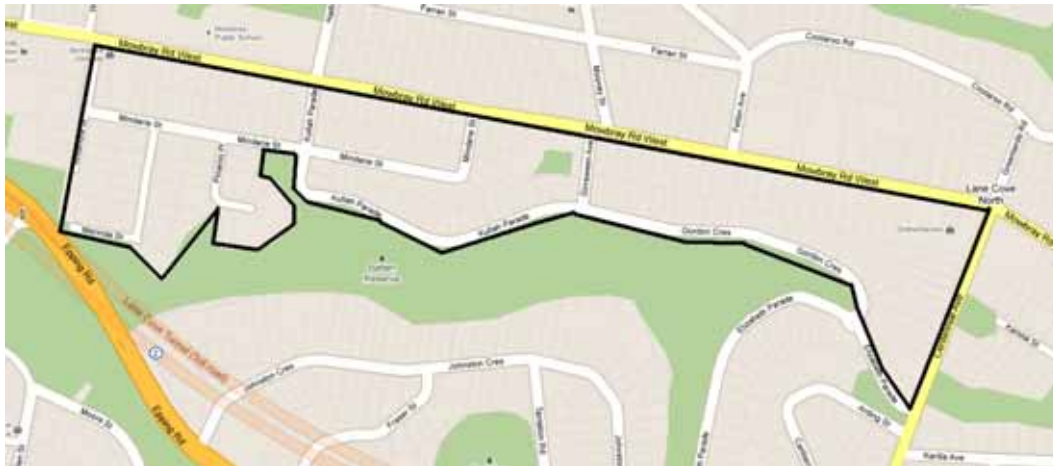
2. Introduction

Overview:

The Strategic Review has been undertaken in partnership by the Department and Council to provide a strategic direction for the future development of the the Precinct.

2.1 Study Area

The Precinct is in Lane Cove, within the Lane Cove Local Government Area (LGA), bounded by Mowbray Road, Centennial Avenue, Batten Reserve and Willandra Street as shown on the map below.



Source: Google Maps 2011

2.2 Scope

The agreed scope of works for the Strategic Review included the following tasks:

- Identify the opportunities and constraints to medium and high density residential development in the Precinct. Consider constraints imposed by both the physical environment (such as bushfire risk) and the existing infrastructure, particularly the roads;
- Examine the existing LEP controls and determine the theoretical and practical / likely dwelling yield of the Precinct, taking into account any identified constraints;
- Suggest, if necessary, alternative LEP controls in a number of scenarios that reallocate the likely dwelling yield in the Precinct. The scenarios should be developed by Council, the Department and Housing NSW and be consistent with the government's planning policies. The scenarios should also consider the ability of residents to evacuate the Precinct in the event of a bushfire emergency;and
- Identify any necessary infrastructure works to which a Section 94 plan (or other funding arrangement) would apply under both the existing controls and any proposed alternative LEP control scenarios. In particular, suggest any upgrades to the existing roads and intersections necessary to service the likely future dwelling numbers in the Precinct.
- Recommend an appropriate planning outcome.

2.3 Background to the Strategic Review

Council's comprehensive LEP 2009 (the LEP 2009) was gazetted in February 2010. It included the rezoning of the Precinct to R4 . The rezoning was not supported by Council.

Council had sought to downzone the land within the Precinct owned by Housing NSW to a mix of R2 Low Density Residential (R2), R3 Medium Density Residential (R3) and R4 in response to submissions received during the second exhibition period of the LEP 2009 in June - July 2009.

The Department's rationale for deploying the R4 zone across the Precinct was based on its proximity to frequent bus services along Epping Road and Mowbray Road, as well as the employment opportunities and commercial services available at the Chatswood major centre. The R4 zoning also provided opportunities for increased housing supply and enabled Housing NSW to redevelop its existing housing stock, in line with Action C4.2 of the Metropolitan Strategy of 2005 (redevelop and regenerate Department of Housing stock).

At a meeting in December 2010, Council resolved to seek a down zoning of the Precinct and subsequently submitted a planning proposal to the Department (the Planning Proposal 2011) (refer to PP_2011_LANEC_001_00).

Six applications for residential flat buildings on sites within the Precinct have been received by Council following gazettal of the LEP 2009. These applications have been referred to the Joint Regional Planning Panel (JRPP) for determination. Council recommended refusal in each case.

On 22 November 2010, the NSW Rural Fire Service (RFS) advised Council that they were unable to assess the development applications in the Precinct as part of the JRPP process unless they were provided with an independent traffic report that calculated "the impact of each development on the road network ... based on the projected population of the rezoned area, not the population and usage numbers proposed with individual development applications".

Council wrote to the Director General of the Department on 2 December 2010 requesting that the traffic report for the Precinct requested by the RFS be prepared by the Department. Council also wrote to the JRPP on 7 December 2010 asking that they refer the RFS' issue to the Department's Project Delivery Unit (PDU) for resolution.

After consultation with the RFS and Council, the Department engaged Urbanhorizon to provide a report on the ability of existing road infrastructure within the Precinct to cater for vehicular movement during a bushfire based on the densities provided for in the LEP 2009. Urbanhorizon's final Lane Cove Bushfire Accessibility report dated March 2011 (the Urbanhorizon Report) was submitted to the JRPP on 10 March 2011. While the RFS endorsed the findings and recommendation of the Urbanhorizon Report, Council criticised it for not adequately addressing bushfire emergency evacuation concerns.

At a meeting between Council and the Department on 12 April 2011 it was agreed that the outcomes of the Urbanhorizon Report would be further developed by way of a strategic review of the Precinct. This would focus on the capacity and impact on the road network as a result of expected dwelling yields and identification of any necessary infrastructure works.

The Land and Environment Court (the Court) has since handed down decisions allowing the appeal of five of the refused applications for residential flat buildings on sites within the Precinct¹. In each instance the Court has noted that the current R4 zoning is the zoning

¹ Landmark Group Pty Ltd v Lane Cove Council [2011] NSWLEC 1245 (22 August 2011), Hinset Pty Ltd v Lane Cove Council [2011] NSWLEC 1248 (23 August 2011), Urban Link Pty Ltd v Lane Cove Council [2011] NSWLEC 1279 (27 September 2011), Landmark Group Pty Ltd v Lane Cove Council [2011] NSWLEC 1286 (30 September 2011) and Landmark Group Pty Ltd v Lane Cove Council [2011] NSWLEC 1303 (30 September 2011)

under which the applications are to be determined and there is no evidence that the LEP 2009 was not properly made.

3. Strategic Review Process

Overview:

A PCG consisting of Department and Council members was established to prepare and deliver the Strategic Review. The PCG was responsible for detailing the scope of the study, developing a program, preparing consultant briefs, coordinating consultants and drafting the Strategic Review.

3.1 Probity

A probity advisor was engaged by the PCG in order to avoid real or perceived conflicts of interest in respect of the Strategic Review.

The potential for perceived conflicts of interest existed as a result of the following circumstances:

- Council's position as a land owner in the Precinct;
- The Department's decision to await the findings, conclusions and recommendations of the Strategic Review before making any decision about whether to progress the Planning Proposal 2011; and.
- The likelihood that the Strategic Review would be used to inform future decisions on development applications by Council and the Sydney East Joint Regional Planning Panel.

The probity advisor provided advice on the governance structure and protocols adopted by the PCG in preparing the Strategic Review and audited its performance at the completion of the Strategic Review. The probity advisor's audit report is annexed as **Attachment 1**.

3.2 Expert Consultants

In order to provide the Department and Council with the information required to complete the Strategic Review, master planning and traffic consultants were engaged to prepare independent expert reports examining the development potential and infrastructure requirements of the Precinct.

The master planning consultant, JBA Planning Pty Ltd (JBA), was tasked with establishing the likely dwelling yield of the Precinct under different planning control scenarios after considering the various constraints. JBA was also commissioned to propose alternative LEP and DCP planning controls and Section 94 contributions, if necessary. The proposed controls were to account for opportunities and constraints and identify any necessary infrastructure. Any proposed planning control scenario also needed to be consistent with the government's policies and be financially viable. The Master Planning Study is annexed as **Attachment 2**.

The traffic consultant, SMEC Australia Pty Ltd (SMEC), was tasked with assessing the capacity of the road network in and around the Precinct in relation to the theoretical maximum yield as well as in the event of a bushfire emergency. SMEC was also commissioned to examine the general transport and traffic management required for the Precinct and to assist in identifying the infrastructure works that would be required to accommodate any increased traffic and transport management associated with an increased dwelling yield in the Precinct. The Traffic Study is annexed as **Attachment 3**.

3.3 Community Engagement

Interest in the Strategic Review process from the community was intense. A significant volume of correspondence was received by the Department and Council from residents, land

owners and developers within the Precinct in respect of the Planning Proposal 2011 and the Strategic Review.

The Department and Council kept the community informed of progress on the Strategic Review by way of regular updates to the Department's and Council's websites. However, the decision was made to not seek community comment on the Strategic Review prior to completion. Rather, it was agreed by the PCG that the Strategic Review would be treated as a technical strategic planning exercise, informed by the reports of independent experts. It was agreed that the community would be afforded the opportunity to comment on any future planning proposal that seeks to amend the zoning of the Precinct through the usual statutory exhibition process.

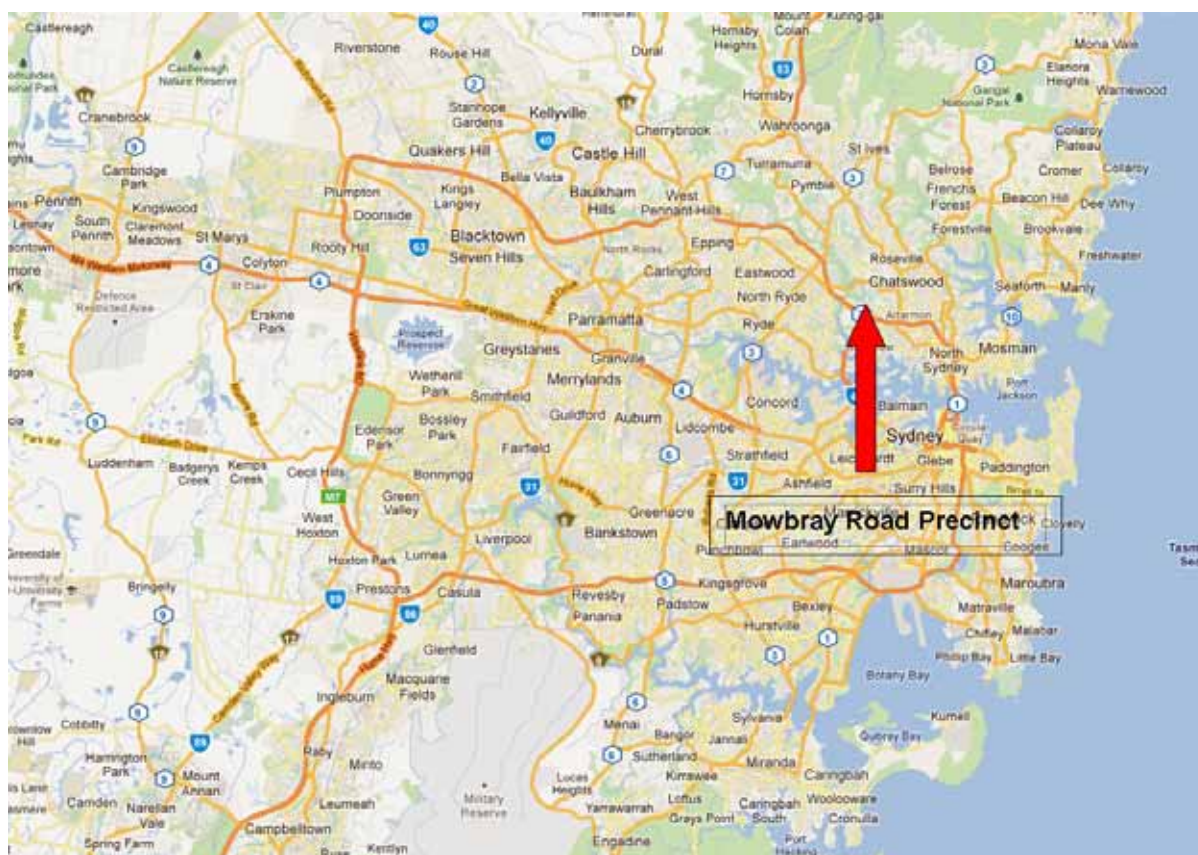
4. Strategic Planning Framework

Overview:

The Metropolitan Plan for Sydney 2036 and the Draft Inner North Subregional Strategy are the two key strategic planning documents that set the strategic planning context for the Precinct. These documents will also be considered in light of the Lane Cove Council area Community Profile prepared by “id” on behalf of Council.

4.1 Mowbray Road Precinct in the Sydney Metropolitan Context

The Precinct is located about 9km from the Sydney CBD and 3km from Chatswood CBD. The Precinct is served by buses on Epping Road and Mowbray Road but is not located within close proximity to a train station. The Precinct is located within Sydney’s job rich “Global Economic Corridor” stretching from North Ryde through the Sydney CBD and down to the Sydney International Airport.



Source: Google Maps 2011

4.2 NSW 2021: A Plan to Make NSW Number One

NSW 2021: A Plan to make NSW number one (NSW 2021) is the government’s strategic business plan, which sets the priorities for action by the government. One of the principal goals of the plan is to place downward pressure on the cost of living.

The government intends to work towards this goal by increasing the supply of land for housing and encouraging more affordable housing stock that is appropriate for people’s needs. The government also intends to continue to set dwelling targets for local councils and partner with local councils to ensure that the targets for housing and employment growth are reflected in relevant planning proposals and in environmental planning instruments.

4.3 Metropolitan Plan for Sydney 2036

Sydney's population is growing and it is predicted that 770,000 new homes will need to be built by 2036 to accommodate the growing population. The Metropolitan Plan for Sydney 2036 (the Metropolitan Plan) sets out the broad policy settings for managing Sydney's long term growth. The Metropolitan Plan has several broad aims that are of particular relevance to the precinct including:

- Increasing the proportion of homes within 30 minutes by public transport of a Major Centre to ensure jobs are located closer to home.
- Building at least 70% of new homes in the existing urban area.
- Enabling residential growth in areas served by existing or planned public transport.

The Metropolitan Plan was released late in 2010; after notification of the LEP 2009. The dwelling target for the Inner North Subregion under the Metropolitan Plan is 47% higher than that under the 2005 Metropolitan Strategy. The target under the 2005 Metropolitan Strategy for the Inner North Subregion was for 30,000 additional dwellings by 2031; which has risen to 44,000 additional dwellings by 2036 under the Metropolitan Plan. If the dwelling targets are portioned between the local government areas in the Inner North Subregion (consisting of North Sydney, Ryde, Willoughby, Mosman, Hunters Hill, and Lane Cove) on the same basis as in the draft in the Inner North Subregional Strategy, Council's new additional dwelling target to 2036 will be in the order of 5,700.

Under the Metropolitan Plan, high density residential development is appropriate in town centres and larger centres. The Precinct currently only contains a neighbourhood centre, which is a smaller lower-order centre. Neighbourhood centres contain one or a small cluster of shops and services and between 150 - 900 dwellings. In accordance with the Metropolitan Plan, where high density residential development is proposed outside the walking catchment of an existing centre, a new centre may be created with additional services and amenities. Under the current R4 zoning, the existing centre has the potential to be expanded as neighbourhood shops are permissible in the Precinct.

4.4 Draft Inner North Subregional Strategy

The Draft Inner North Subregional Strategy also has several aims and policy settings that are relevant to the Precinct including:

- Providing a mix of housing;
- Improving the affordability of housing;
- Redeveloping and regenerating Housing NSW stock; and.
- Enabling communities to 'age in place'.

Analysis of the ABS Census 2006 figures conducted by id on behalf of Council has found that Lane Cove has a smaller percentage of 18 to 24 year olds and a larger proportion of people in older age groups (i.e. 60+), compared to the Sydney average. The analysis also reveals a smaller proportion of family households and a larger proportion of lone person households, compared to the Sydney average. This is reflected in the variety of the existing dwelling stock across the Council area. These factors also indicate demand for a variety of housing types in Lane Cove, which is consistent with the aims of the Draft Inner North Subregional Strategy. A variety of housing types also enables older people to 'downsize' and remain in their communities.

Improving the affordability of housing is another aim of the strategy. Analysis of the monthly housing loan repayments of households in the Council area compared to the Sydney Statistical Division shows that there was a larger proportion of households paying high mortgage repayments (i.e. \$2,000 per month or more) and a smaller proportion of

households with low mortgage repayments (i.e. less than \$950 per month). Similarly, analysis of the weekly housing rental payments of households in the Council area compared to the Sydney Statistical Division shows that there was a larger proportion of households paying high rental payments (i.e. \$450 per week or more) but a smaller proportion of households with low rental payments (i.e. less than \$140 per week). LEPs can contribute to making housing more affordable by providing for a variety of housing types including smaller apartments and medium density dwellings. Other planning policies can also contribute to the provision of affordable housing. The Department is currently developing a new Affordable Housing Choice SEPP to replace the existing Affordable Rental Housing SEPP.

Housing NSW is a significant land owner in the Precinct and has previously indicated that it intends to redevelop its holdings with a mixture of private and public stock. Redevelopment of the Housing NSW sites would enable public housing dwellings to better match the needs of the tenants and would also provide more opportunities for an increased number of private dwellings in the Precinct. It is anticipated that Housing NSW will be consulted as part of any future planning proposal.

4.5 Planning Legislation

There are a number of legislative frameworks which apply to the Precinct. The relevant parts of the following acts are briefly summarised below:

- Environmental Planning and Assessment Act 1979 (NSW) (the EPA Act).

The EPA Act is the principal statute which governs the development of land in NSW. It sets out the way in which SEPPs, LEPs and DCPs can be made and amended, and also establishes the framework for development assessment;

- Threatened Species Conservation Act 1995 (NSW) (the TSC Act);

The TSC Act identifies and protects threatened species, populations and ecological communities that are endangered, vulnerable or presumed to be extinct;

- Rural Fires Act 1997 (NSW) (the RF Act);

The RF Act addresses the development of bush fire prone land; and.

- Environment Protection and Biodiversity Conservation Act 1999 (Cth) (the EPBC Act).

The EPBC Act requires assessment and approval for development that will or is likely to have a significant impact on a 'matter of national environmental significance'.

Further discussion of the relevant legislation is included in Chapter 2 of the Master Planning Study.

5. Constraints and Opportunities

Overview:

This chapter considers the constraints to, and opportunities for, higher density residential development within the precinct. For a detailed discussion of the existing site conditions, see Section 3 of the Master Planning Study.

5.1 Bushfire

Bushfire risk is the most significant environmental constraint in the Precinct. This chapter of the Strategic Review Report considers how bushfire risk will affect the development potential of the Precinct. The most appropriate planning controls for bushfire affected areas are considered in Chapter 6 – Development Scenarios, and issues associated with evacuation in the event of a bushfire are considered in Chapter 7 – Transport and Traffic.

Certain lots in the southern portion of the Precinct are affected by asset protection zone (APZ) requirements. APZs are an area surrounding a development that is managed to reduce the bush fire hazard to an acceptable level. APZs consist of an area that is maintained to minimal fuel loads so that a fire path is not created between the hazard and the building. The Master Planning Study has identified appropriate APZs for the Precinct, indicated in Figure 23. The APZs vary according to slope, vegetation, and building construction level. Some lots are considered to be undevelopable, due to the extent to which the lots are affected by the APZ. These lots are indicated in Figure 24 of the Master Planning Study.

The Master Planning Study includes the Lane Cove Council Bushfire Prone Land Map at Figure 22. This map indicates that the majority of the Precinct is classified as “Vegetation Buffer 100m and 30m”. The Precinct is adjoined to the south by Batten Reserve, which is classified as “Vegetation Category 1”. The map does not display or rank hazard, threat or risk. It simply shows where bushland occurs and identifies land within a potential impact buffer. Land that is identified on the map requires a bushfire assessment when it is the subject of a development application.

The majority of lots in the Precinct are unaffected by the APZ. Some are partially affected by the APZ and are still considered to have the potential for redevelopment. Figure 24 also illustrates those lots that are not constrained by the APZ.

5.2 Flora and Fauna

The Master Planning Study indicates that it is unlikely that flora and fauna affectations will preclude the redevelopment of any lots within the Precinct. The Master Planning Study notes the likely presence of Turpentine-Ironbark Margin Forest in the eastern side of the Precinct, which is classified as an endangered ecological community (EEC). Figure 20 in the Master Planning Study illustrates the ecological communities in the precinct and the surrounding area, including Batten Reserve. The presence of an EEC is not sufficient reason to warrant down zoning of the affected area. However, the presence of an EEC is relevant, particularly at the development application stage. Planning legislation requires the consent authority to consider the impact of a proposed development on an EEC during development assessment.

5.3 Riparian Corridor

The Master Planning Study identifies one lot in the south eastern corner of the Precinct that is undevelopable due to a riparian constraint. The remainder of the Precinct is not constrained by riparian corridor issues. Water management legislation requires a core riparian zone of 20-40 metres and a 10 metre vegetated buffer. The Master Planning Study

concludes that this requirement would most likely preclude the development of land at 15 Centennial Avenue. This lot is identified in Figure 19 of the Master Planning Study.

5.4 Road Conditions and Public Transport Network

This section considers the public transport that services the Precinct and the condition of the existing road network. The capacity of the road network to service the existing and projected levels of traffic are considered in Chapter 7 – Transport and Traffic.

The Precinct is served by public and private bus networks. Bus services link the Precinct with: Sydney CBD; Chatswood; Epping; Ryde; and Sydney Olympic Park. All land within the Precinct is within 400 metres walking distance of a bus stop. The western and eastern ends of the Precinct are serviced by multiple bus routes. Table 7 in the Master Planning Study details the various bus services operating in the AM and PM peak hours. The existing public transport network provides access to surrounding centres and does not constrain the redevelopment of the Precinct.

The Master Planning Study indicates that the overall road conditions do not preclude the redevelopment of the site for higher density housing. The condition of the roads is described as generally fair with some localised defects and faults. Over time, repairs and upgrades will be necessary to cater for additional traffic.

5.5 Existing Development and Feasibility of Redevelopment

The Master Planning Study provides a summary of existing development in the Precinct. The Precinct currently contains a mix of dwelling houses and apartments and has an average lot size of 630 sqm. There are 387 dwellings in the Precinct; 203 apartments with the remainder dwelling houses. The Master Planning Study estimates that approximately 110 of the dwellings are owned by Housing NSW. The Precinct also contains two small retail shops and two small open space areas.

Existing development does not constrain the redevelopment of the majority of the Precinct. However, it is noted that the existing residential flat buildings in the north eastern corner of the Precinct are unlikely to be redeveloped due to the strata title ownership of the buildings and the lack of increased development potential as an incentive to redevelop. The financial feasibility of redevelopment in the Precinct was investigated as part of the Master Planning Study. It was found that redevelopment for residential flat buildings would be financially viable.

5.6 Other Considerations

The Master Planning Study also considered a range of other factors that could potentially impact development potential of the Precinct. It was determined that the following factors would not constrain redevelopment:

- Topography / gradients;
- Geotechnical factors;
- European and Aboriginal Heritage;
- Utility services; and
- Flooding and stormwater management.

The above matters can be further investigated at the development assessment stage. For a detailed discussion of these considerations refer to Section 3 of the Master Planning Study.

6. Development Scenarios

Overview:

The Master Planning Study analyses three development scenarios for the Precinct:

- The LEP 2009;
- The Planning Proposal 2011; and.
- JBA's Recommended Scenario.

A comparative summary of the three scenarios follows.

6.1 Planning Controls

Residential Zoning		
LEP 2009	▪ R4.	 KEY - Study Area - R4 High Density Residential - R3 Medium Density Residential - R2 Low Density Residential - E2 Environmental Conservation - E4 Environmental Living - RE1 Public Recreation - SP2 Infrastructure
Planning Proposal 2011	▪ Predominantly low density housing - Environmental Living E4 (E4) (close to bush) R2 on Mowbray Road. ▪ R3 and R4 to remain on pre-2010 areas, plus R3 on 1-15 Centennial Avenue.	 KEY - Study Area - R4 High Density Residential - R3 Medium Density Residential - R2 Low Density Residential - E2 Environmental Conservation - E4 Environmental Living - RE1 Public Recreation - SP2 Infrastructure
JBA's Recommended Scenario	▪ Predominantly R4. ▪ Some R2 over APZ and riparian areas, including 15 Centennial Avenue. ▪ Public Recreation RE1 areas reconfigured.	 KEY - Study Area - R4 High Density Residential - R3 Medium Density Residential - R2 Low Density Residential - E2 Environmental Conservation - E4 Environmental Living - RE1 Public Recreation - SP2 Infrastructure

Floor space ratio		
LEP 2009	FSR 2.1:1 throughout the R4 zone.	 KEY - Study Area 2.1:1
Planning Proposal 2011	- FSR 0.5:1 for the R2 zone. - FSR 0.7:1 for the R3 zone. - FSR 0.8:1 for the R4 zone. These FSRs match those for other R2, R3 and R4 zones throughout the LGA.	 KEY - Study Area 0.5:1 0.7:1 0.8:1
JBA's Recommended Scenario	- FSR 0.5:1 for the R2 zone. - Predominantly FSR 1.6:1, for the R4 zone from Centennial Avenue to Hatfield Street. - FSR 1.8:1 for the Mindarie Street West R4 area – Hatfield Street to Willandra Street.	 KEY - Study Area 0.5:1 1.6:1 1.8:1

Height		
LEP 2009		
Planning Proposal 2011	9.5 metres for the R2 zone. 9.5 metres for the R3 zone. 12 metres for the R4 zone (existing older-style walk up flats). These heights match those for other R2, R3 and R4 zones throughout the LGA.	
JBA's Recommended Scenario	- Height 9.5 metres for the R2 zone. - Predominant height 14.5 metres for the R4 zone from Centennial Avenue to Hatfield Street. This increase from the current 12 metres is aimed to minimise excavation to achieve the 4 storey limit. 17.5 metres for the Mindarie Street West R4 zone – Hatfield Street to	

	Willandra Street. This increase from 12 metres allows for the 5 storey limit. The 4 and 5 storey limitations will be restated in Part C of the Lane Cove Development Control Plan 2010 (DCP 2010). This will also require that the 5th storey be recessed (i.e. maximum 50% of the area of the floor below and set back generally 3 metres from the facade).	
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6.2 Dwelling Yield

Development Scenarios				
	Theoretical Maximum Development Under LEP 2009 ⁽¹⁾	Achievable Maximum Development Under LEP 2009 ⁽²⁾	Planning Proposal 2011	JBA's Recommended Scenario
Potential dwelling yield (from net developable area), including proposed development applications	2,350	1,212	281	1,151
Approved development applications as at 31 October 2011	In above	244	244	244
Existing dwellings retained	120	194	296	183
Total dwelling yield ⁽³⁾	2,470	1,650	820	1,578
Net dwelling increase ⁽⁴⁾	2,350	1,263	434	1,197
Total population	4,199	2,870	1,580	2,732

Notes:

- (1) Potential if height variation permitted under LEP clause 4.6 and development constraints not considered.
- (2) Considers the factors that will constrain development such as achievable FSR and APZ requirements.
- (3) Rounded in the Master Planning Study to 1,580.
- (4) "Net increase" is for calculation of the residential target for the Metropolitan Strategy - the dwellings growth, factoring in demolitions in the developable area. It is rounded in the Master Planning Study to 1,200.

6.3 Financial Viability

LEP 2009	Planning Proposal 2011	JBA's Recommended Scenario
Subject to planning studies.	Subject to planning studies.	- JBA has been advised by Davis & Langdon Pty Ltd (Davis & Langdon) that evidence suggests a strong market demand for new residential flat development within the Lane Cove area and that the majority of projects currently being considered within the Precinct should be sold within 6-12 months of completion. - Reinforce the corner of Mowbray Road West and Willandra Street as a local neighbourhood centre that can provide an increased range of local retail uses.

6.4 Infrastructure

LEP 2009	Planning Proposal 2011	JBA's Recommended Scenario
- Standard Section 94 generic contributions for traffic, drainage, community facilities etc. across the municipality. - Subject to planning studies.	Standard Section 94 generic contributions for traffic, drainage, community facilities etc. across the municipality.	- Standard Section 94 generic contributions for traffic, drainage, community facilities etc. across the municipality. - Upgraded intersection of Mowbray Road West and Hatfield Street to a signalised intersection. Subject to detailed design, this may include some land acquisition. - Upgraded existing pedestrian connection between Merinda Street and Epping Road, including lighting, signage and improved

		footpaths. ▪ Upgraded and realigned pedestrian connection between Mindarie Street and Kullah Parade. ▪ Potential new pedestrian connection between Mowbray Road West and Gordon Crescent. ▪ Upgraded stormwater outlets to Batten Reserve to control stormwater discharging into the reserve, and gross pollutant traps to be provided. Revegetation of the affected areas should be included. ▪ New street tree planting (where required) throughout the Precinct. ▪ Embellishments to the existing and proposed open space located at the corner of Mindarie Street and Kullah Parade. ▪ Signposting and line marking for passing bays in accordance with the recommendations of Eco Logical Australia Pty Ltd (Eco Logical) (Appendix C of the Master Planning Study).
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6.5 Environmental

LEP 2009	Planning Proposal 2011	JBA's Recommended Scenario
▪ Subject to planning studies.	▪ Subject to planning studies.	▪ Revise DCP 2010 to provide greater emphasis on the retention of existing trees and the planting of new trees within development sites. ▪ Revise DCP 2010 to require a minimum 40%

		of a site area for deep soil planting. ▪ Rezone 15 Centennial Avenue from R4 to R2, reflecting riparian and other environmental considerations for the site.
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6.6 Bushfire

LEP 2009	Planning Proposal 2011	JBA's Recommended Scenario
▪ Subject to planning studies.	▪ Construction methods, materials etc. for upgrading of existing houses as required by Planning for Bushfire 2006.	▪ Provide APZs along the southern side of the Precinct. ▪ Apply building construction standards for bushfire protection. ▪ Provide passing bays of at least 20 metres in length by restricting parking on one side of the road every 200 metres (except for Kullah Parade and Gordon Crescent) (to be funded through Section 94 contributions). ▪ Prune branches to 4 metres above kerb height on bushland interface side of Kullah Parade and Gordon Crescent. ▪ Each building along Kullah Parade, Gordon Crescent, Merinda Street and Pinaroo Place that adjoins Batten Reserve to have an appropriate on-site refuge / bushfire response plan. ▪ Stormwater outlets into Batten Reserve to be upgraded to control stormwater discharging into the reserve and gross pollutant traps to be provided (to be funded through Section 94 contributions).

7. Transport and Traffic

Overview:

To properly assess the road network capacity, SMEC utilised the preliminary yield model developed by JBA dated 21 September 2011. This preliminary version of the yield model was used to allow SMEC sufficient time to build and analyse their strategic transport models given the project time frames. The preliminary yield model developed by JBA identified a net increase of 2,171 dwellings and a total dwelling yield of 2,558 dwellings for the Precinct.

Later in their investigations JBA received a report from Eco Logical, their bushfire consultant, identifying numerous existing properties that were undevelopable due to the APZ. The identification of undevelopable properties along Kullah Parade, Pinaroo Place and Merinda Street significantly reduced the possible net yield. The possible net yield was also significantly reduced by the application of an achievable FSR, as opposed to the maximum permissible FSR under the existing planning controls. The achievable FSR was based on a consideration of current development applications and other planning controls, such as the building height limit. The APZ affected undevelopable lots and the achievable FSR were the two major factors that combined to reduce the preliminary yield identified by JBA. The achievable dwelling yield for the Precinct under the current controls was determined to be an increase of 1,197 dwellings and a total dwelling yield of approximately 1,580 dwellings. Consequently, the preliminary yield model figures used by SMEC represent a theoretical maximum additional yield.

The achievable net yield increase and total dwelling yield for the Precinct is still significant and, as detailed below, the traffic generated by the additional development will impact on the adjoining road network. However, it should be noted that because traffic modelling analysis was based on a theoretical maximum additional yield, the traffic impacts will not be as significant as the modelling indicates.

7.1 Traffic Impacts of Potential Development

The SMEC modelling analysis identified that the theoretical maximum additional development yield would generate 1,040 extra trips during the AM peak hour and 978 extra trips during the PM peak hour. Further, the micro-simulation modelling of the traffic impacts under the adopted growth scenario indicated that:

- Redevelopment of the Precinct under the theoretical maximum yield would result in noticeable traffic volume increases along the section of Mowbray Road West and associated intersections fronting the Precinct;
- The Mowbray Road West / Centennial Avenue intersection would be expected to experience long traffic queues on its western and southern approaches by 2021; and
- The other intersections providing access to the Precinct along Mowbray Road West would be expected to operate with acceptable Levels of Service (LoS).

SMEC then undertook intersection performance analysis using SIDRA to look specifically at how intersections would operate by 2021 with the expected increases in traffic. This analysis identified that:

- The Mowbray Road West / Centennial Avenue intersection would operate at poor LoS regardless of the traffic impacts associated with the Precinct redevelopment. As such, SMEC proposed that Roads and Maritime Services would need to consider possible improvements to this intersection as it forms part of the arterial road network for the local area;

- With the proposed redevelopment, maintaining the current right turn bans from Mowbray Road West into the adjoining Precinct roads would be unacceptable due to the affect on accessibility to the area;
- Increased traffic flows on Mowbray Road would further restrict pedestrians' ability to safely cross the road; and
- The existing intersection configurations combined with the forecast increased right turn exit movements, particularly during the AM peak, would result in unacceptable delays at the Precinct street intersections with Mowbray Road West.

The analysis performed by SMEC is based on sound rationale, utilising detailed modelling techniques. The use of local demographic information has ensured that the analysis undertaken is relevant and specific to the Precinct.

7.2 Proposed Traffic Management Measures

To address traffic impacts in the Precinct, SMEC developed a traffic management scheme that includes recommended intersection upgrades at Mowbray Road and:

- Willandra Street – Dedicated right turn bay for movements into, and prohibition of right turn movements out of, Willandra Street;
- Kullah Parade / Hatfield Street – Provision of traffic signals including dedicated right turn bays on Mowbray Road for movements into Kullah Parade and Hatfield Street;
- Mindarie Street – Dedicated right turn bay for movements into, and prohibition of right turn movements out of, Mindarie Street;
- Girraween Avenue / Mooney Street – Dedicated right turn bay for movements into, and prohibition of right turn movements out of, Girraween Avenue and Mooney Street; and
- Centennial Avenue – Provision of localised road widening to provide a dedicated right turn bay for southbound traffic into Centennial Avenue, and a dedicated left turn lane for turning movement into Mowbray Road West.

Based on the analysis undertaken by SMEC, the proposed traffic management measures appear reasonable and should address the traffic impacts created by the increased dwelling yield of the Precinct.

7.3 Emergency Bushfire Evacuation Scenario

The RFS were approached to provide input in the development of a likely bushfire evacuation scenario for modelling by SMEC. The RFS advised that they were not the appropriate authority to provide traffic advice and referred SMEC to the North West Emergency Management Committee and Fire & Rescue NSW. These bodies indicated that a specific management plan was not required for the Precinct as the type of bushfire that would be experienced in Batten Reserve was unlikely result in mandatory or forced mass evacuation.

However, SMEC noted that due to the likelihood that new residents would have low awareness and / or preparedness in the event of a bushfire, self evacuation would likely occur. In this scenario, SMEC considered (following consultation with the North West Emergency Management Committee and Fire & Rescue NSW) that:

- Self evacuations would peak 1 hour after a bushfire event has started;
- Evacuations would steadily decline in the last 3 to 4 hours of a bushfire event;
- Residents self evacuating the Precinct by car would exit as follows:
 - East to the Pacific Highway – 70%;

- West to Epping Road – 20%; and
- South to Epping Road and Centennial Avenue – 10%.

Micro-simulation modelling of a bushfire evacuation event by SMEC indicated that the existing road network with emergency traffic management in place would accommodate traffic conditions. To ensure two-way movements are possible on Gordon Crescent and Kullah Parade, SMEC recommended that parking restrictions be installed along the southern side of these roads.

The proposed parking restrictions are reasonable as a first up traffic management treatment to allow unimpeded access along the main internal traffic route in the Precinct. Council will need to monitor the traffic impacts as the dwelling yield increases to determine whether further parking restrictions may be required in any of the Precinct streets.

7.4 Proposed Section 94 Development Contributions

The traffic management measures outlined above in Chapter 7.2 have been estimated to cost approximately \$1,840,000 with milling and pavement overlay of the existing pavement, or \$1,100,000 without milling and pavement overlay. The works are required as a result of Precinct redevelopment and it has been recommended that they be funded by Section 94 development contributions and be implemented after approximately 50% of the development has occurred.

In addition to the traffic management improvements, SMEC has identified 1,300 metres of footpath addition / upgrade that will be required for the up zoned Precinct. This would cost approximately \$182,000 and would also be funded from Section 94 development contributions. SMEC has provided strategic cost estimates of the proposed traffic management measures in Appendix I of the Traffic Study. The costing of the proposed traffic management measures could be included in an updated Section 94 plan by Council.

8. Key Outcomes

Overview:

This chapter provides a summary of the conclusions of the Master Planning Study and the Traffic Study and discusses the key outcomes.

8.1 Constraints and Opportunities

The Master Planning Study considered the site conditions and constraints that may affect the development potential of the Precinct. The Master Planning Study found that there are no major site conditions or constraints that would preclude the development of higher density housing within the majority of the site area. Bushfire risk was identified as the most significant environmental constraint and some of the APZ affected lots are considered to be undevelopable for higher density residential purposes. Riparian constraints affect a small part of the precinct and would most likely limit the development potential of one lot.

The PCG supports the findings of the Master Planning Study with regard to the identified constraints and opportunities. The findings are supported by expert opinion on bushfire, economic, and infrastructure issues. Existing environmental information also informed the conclusions about the development potential of the Precinct.

8.2 Zoning

The Master Planning Study recommends retention of the R4 zoning for the majority of the Precinct. The R2 zone is recommended on lots that are significantly affected by bushfire or riparian constraints. The recommended zones are supported by the PCG. However, Council considers that the E4 zone may be more appropriate than the R2 zone given that:

- E4 has objectives to provide for low-impact residential development in areas with special environmental values. It supports JBA's DCP proposals for increasing the deep soil landscaping area and for low-key building material colours which reflect the Precinct's relationship with the adjacent Batten Reserve; and
- E4 is limited to dwelling houses; not permitting intensification of the land's use for hospitals, boarding houses, group homes and health consulting rooms which are not supported in a bushfire APZ area.

The PCG notes that the development potential of the APZ and riparian affected lots will be the same, regardless of whether the R2 or E4 zone is deployed. It is considered unlikely that these lots could be redeveloped for higher density housing, due to the development constraints. The zoning for these lots will be determined through the planning proposal process.

8.3 FSR, Height and Design

JBA's Recommended Scenario proposes a reduced FSR of 1.6:1 for the majority of the Precinct. Portions in the west of the Precinct have a recommended FSR of 1.8:1 and lots to be zoned R2 have a recommended FSR of 0.5:1.

The recommended FSRs represent a decrease from the existing controls whereby the whole Precinct has an FSR of 2.1:1. It is noted that due to other planning controls (particularly maximum building height), it is unlikely that the maximum FSR could be achieved. This notion is supported by recent development applications, none of which have achieved the maximum permissible FSR. The PCG is satisfied with the recommended FSR and the supporting reasons.

The Master Planning Study recommends a maximum building height of 14.5 metres for the majority of the Precinct and 17.5 metres in the west end of the Precinct. The lots recommended by the Master Planning Study to be zoned R2 have a recommended height limit of 9.5 metres.

The recommended maximum building heights will provide for 4 storey buildings over the majority of the Precinct and 5 storey buildings in the western end. The increased building heights, coupled with reduced FSR controls, will provide for well designed buildings with smaller building footprints. The PCG supports the recommended building height controls and notes the potential for more accessible, attractive, and varied housing.

Design oriented DCP controls are also recommended to complement the planning controls set out in the Master Planning Study and are supported by the PCG. Improved design of residential flat buildings, greater tree retention and replacement, and increased deep soil planting, will be the focus of the revised DCP controls. It is noted that further investigations regarding building materials, separation between flats and houses, setbacks and other controls specific to the Precinct's topography, may be undertaken by Council in the future.

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8.4 Natural Environment

Environmental issues have been considered in the Master Planning Study. The Master Planning Study concludes that the presence of an EEC in a small portion of the Precinct is not a sufficient reason to warrant a down zoning. This is a matter for consideration at development application stage. JBA's recommendations regarding tree replacement and increased deep soil landscaping in the DCP will support improved tree preservation. The PCG supports these findings and notes that the Master Planning Study contains useful information to be considered during development assessment.

8.5 Bushfire Risk and Evacuation

Both the Master Planning Study and Traffic Study make recommendations in respect of bushfire risk and evacuation.

The Traffic Study recommends that parking restrictions be installed along the southern side of Gordon Crescent and Kullah Parade to ensure two-way movements are possible on these streets. The PCG supports this recommendation as the restrictions are reasonable as an initial traffic management treatment to allow unimpeded access along the main internal traffic route within the Precinct. Council will need to monitor traffic impacts as the dwelling yield increases to determine whether further parking restrictions may be required in the Precinct.

The Master Planning Study concludes that the following measures are required to accommodate high density residential development in the Precinct:

- Apply building construction standards for bushfire protection;
- Provide passing bays of at least 20 metres in length by restricting parking on one side of the road every 200 metres (except for Kullah Parade and Gordon Crescent) (to be funded through Section 94 contributions);
- Prune branches to 4 metres above kerb height on bushland interface side of Kullah Parade and Gordon Crescent; and
- Require each building along Kullah Parade, Gordon Crescent, Merinda Street and Pinaroo Place that adjoins Batten Reserve to have an appropriate on-site refuge / bushfire response plan.

The PCG supports the recommendations for bushfire risk management and evacuation in the Master Planning Study based on the supporting assessment report by Eco Logical, subject to the following qualifications:

- The recommended parking restrictions in the Traffic Study are preferred over those in the Master Planning Study; and
- On-site refuge / bushfire response plans are to be required for new dwellings in Gordon Crescent only (based on difficulty enforcing these requirements for existing houses in the R2 zones of Kullah Parade, Merinda Street and Pinaroo Place).

8.6 Transport and Traffic

SMEC found that redevelopment of the Precinct is expected to increase traffic flows on the section of Mowbray Road West fronting the Precinct. Several intersections in the Precinct will experience unacceptable delays and require intersection treatments. These treatments will mean that the traffic impact of the redevelopment can be accommodated and minimised.

The PCG notes that the traffic modelling analysis was based on a theoretical maximum additional dwelling yield that is highly unlikely to be achieved. It is therefore considered that the traffic impacts will not be as significant as the modelling indicates. Nevertheless, the PCG supports the conclusions of the Traffic Study and considers that it provides thorough and well reasoned traffic management measures to accommodate the anticipated increase in traffic.

Two traffic models were utilised. SMEC's Trinity strategic transport model provides a thorough consideration of numerous trip factors and local demographic characteristics. A detailed description of how this model was developed and utilised is provided in Section 5 of the Traffic Study. SMEC also developed regional transport patterns that were then used in developing the Paramics micro-simulation model for the Precinct. The development and calibration of the micro-simulation model is dealt with in Section 6 of the Traffic Study. This model provides a comparison between the modelled and observed behaviour of the current traffic patterns and can then be utilized to determine the traffic patterns to 2021 with the additional dwelling yields of the Precinct, plus any changes to the background or 'non-local' traffic.

Given its thoroughness and well reasoned traffic management measures for the Precinct, the PCG endorses the Traffic Study. It is noted that Council will need to liaise with Roads and Maritime Services, Willoughby City Council and the local community with respect to the implementation of the proposed traffic management measures and the impacts on traffic and parking, particularly on Mowbray Road West.

8.7 Infrastructure / Section 94 Contributions

Both SMEC and JBA were asked to consider if any additional infrastructure would be necessary to serve the growing population. The PCG supports the recommendations made with respect to infrastructure as set out below.

The recommended traffic management measures have been estimated to cost approximately \$1,840,000 with milling and pavement overlay of the existing pavement, or \$1,100,000 without milling and pavement overlay. The works are required as a result of Precinct redevelopment and it has been recommended that they be funded by Section 94 development contributions and be implemented after approximately 50% of the development has occurred. SMEC has also identified 1,300 metres of footpath addition / upgrade at an approximate cost of \$182,000. This would also be funded from Section 94 contributions. Details of the cost estimates are included in Appendix I of the Traffic Study.

The PCG notes that the proposed traffic management measures could be included in an updated Section 94 plan by Council. Similarly, stormwater upgrades identified in the Master Planning Study and any revegetation of Batten Reserve could be funded via a contributions plan. The PCG considers that urban services works identified in the Master Planning Study (the responsibility of utility providers such as Sydney Water and Ausgrid) should be undertaken in close liaison with Council. It is intended that utility providers will be consulted as part of any future planning proposal for the Precinct.

8.8 Recommended Development Scenario

After considering all of the factors discussed above (including the outcomes of the Traffic Study), JBA were asked to recommend an appropriate development scenario. The Recommended Scenario is detailed in Chapter 5 of the Master Planning Study.

The PCG supports JBA's Recommended Scenario for the Precinct. It is considered that the recommended down zoning and associated planning controls are appropriate because it:

- Reflects bushfire, riparian and other environmental concerns;
- Minimises the visual impact and provides for appropriate low scale development on constrained land adjoining Batten Reserve; and
- Will retain detached housing in the vicinity of Mowbray Public School, in areas separated from flats by the road network.

The PCG also supports JBA's recommended R4 zoning and the associated height and FSR controls. The Recommended Scenario:

- Reflects the suitability of the majority of the Precinct for higher density housing;
- Provides for upgraded urban infrastructure;
- Provides the potential for a mutually beneficial land swap between Housing NSW and Council (providing land for a much needed larger park); and
- Provides a better match between the zoning and other planning controls.

The Master Planning Study has achieved the objectives of the Strategic Review by providing clarity with respect to development yields under the various scenarios. The Master Planning Study comprehensively considers opportunities and constraints to development within the Precinct and JBA's Recommended Scenario is based on sound planning principles. The Traffic Study has confirmed that the proposed yields can be accommodated with appropriate traffic measures. Consequently, the PCG endorses the Master Planning Study and its Recommended Scenario.

9. Recommendations

The PCG supports the following recommendations as part of the Strategic Review based on the conclusions of the Master Planning Study and Traffic Study.

9.1 Planning Principles / Zoning / Residential Design

- (1) Retain R4 zoning across the majority of the study area (refer to Figure 28 on page 38 of the Master Planning Study).
- (2) Rezone to retain low density housing on land that is substantially affected by APZ requirements (refer to Figure 28 on page 38 of the Master Planning Study however note that Council recommends applying E4 instead of R2).

- (3) Increase the LEP's maximum building height from 12 metres to 14.5 metres across the majority of the Precinct, with limit of 17.5 metres in the western section of the Precinct (refer to Figure 28 on page 38 of the Master Planning Study) – supported by DCP design controls of 4 storeys and partially 5 storeys respectively in those areas (refer to Figure 28 on page 38 of the Master Planning Study).
- (4) Reduce the maximum FSR permitted within the R4 zone from 2.1:1 to 1.6:1 (4 storey areas) and 1.8:1 (5 storey areas) with a maximum FSR for single dwelling areas of 0.5:1.
- (5) Amend DCP 2010 to include a provision requiring the consideration of the interface between residential flat buildings and dwelling houses (e.g. stepping down of buildings, inclusion of upper level setbacks and greater boundary setbacks).
- (6) Amend Part C of DCP 2010 to provide more design guidance on external materials and finishes so as to promote a palette that complements the landscape and encourages roof form articulation.
- (7) Reinforce the corner of Mowbray Road West and Willandra Street as a local neighbourhood centre that can provide an increased range of local retail uses.

9.2 Environment

- (1) Revegetation of areas in Batten Reserve affected by stormwater, sewerage and other works.
- (2) Consolidate the open space within the Precinct into a more usable park between Pinaroo Place and Kullah Parade by way of a land swap of Council's land at 1 Girraween Avenue with Housing NSW's land at 10-20 Pinaroo Avenue.
- (3) Amend Section 3.17 of DCP 2010 to require a minimum 40% of a site area for deep soil planting (i.e. unexcavated).
- (4) Amend DCP 2010 to provide greater emphasis on the retention of existing trees and consider varying setbacks where an alternative design will result in the retention of significant trees.

9.3 Bushfire Risk and Evacuation

- (1) Provide APZs along the southern side of the Precinct.
- (2) Apply building construction standards for bushfire protection.
- (3) Install parking restrictions along the southern side of Gordon Crescent and Kullah Parade to ensure two-way movements are possible with Council to monitor traffic impacts as the dwelling yield increases to determine whether further parking restrictions may be required in the Precinct.
- (4) Prune branches to 4 metres above kerb height on bushland interface side of Kullah Parade and Gordon Crescent.
- (5) Require each new building along Gordon Crescent to have an appropriate on-site refuge / bushfire response plan.

9.4 Transport and Traffic

- (1) Upgrade the intersection of Mowbray Road West and Hatfield Street to a signalised intersection
- (2) Mowbray Road West / Willandra Street – reconfigure intersection to prohibit right turn movements out of Willandra Street with dedicated right bay for turning movements

into Willandra Street (refer to Table 31 on page 28 and Figures 1 and 2, Appendix H of the Traffic Study).

- (3) Mowbray Road West / Kullah Parade / Hatfield Street – install TICS with signalised pedestrian crossings, dedicated right turn bays for movements into Hatfield Street and Kullah Parade and localised widening of the Kullah Parade approach to provide dedicated right turn bay for exiting right movements (refer to Table 31 on page 28 and Figure 4, Appendix H of the Traffic Study).
- (4) Mowbray Road West / Mindarie Street – reconfigure intersection to prohibit right turn movements out of Mindarie Street and provide dedicated right turn bay for turning movements into Mindarie Street (refer to Table 31 on page 28 and Figure 5, Appendix H of the Traffic Study).
- (5) Mowbray Road West / Centennial Avenue – localised road widening to provide a dedicated right turn bay for southbound traffic into Centennial Avenue and a dedicated left turn lane for turning movements into Mowbray Road West (refer to Table 31 on page 28 and Figure 6, Appendix H of the Traffic Study).
- (6) Mowbray Road West / Girraween Avenue – provide dedicated right turn bays for turning movements into Mooney Street and Girraween Avenue and prohibit right turn movements out of Girraween Avenue and Mooney Street (refer to Table 31 on page 28 and Figure 3, Appendix H of the Traffic Study).
- (7) Improve the pedestrian linkage between Merinda Street and the pedestrian overbridge at Epping Road including lighting, signage and improved footpaths (to be funded through Section 94 contributions).
- (8) Upgrade the pedestrian connection between Mindarie Street and Kullah Parade (this may include realignment as part of any future redevelopment of adjacent sites).
- (9) Investigate the potential for a new pedestrian connection between Mowbray Road West and Gordon Crescent (refer to Figure 28 on page 38 of the Master Planning Study).

9.5 Infrastructure / Section 94 Contributions

- (1) New street tree planting where required throughout the Precinct.
- (2) Embellishment of the existing and proposed open space located at the corner of Mindarie Street and Kullah Parade.
- (3) Stormwater outlets into Batten Reserve to be upgraded to control stormwater discharging into the reserve and gross pollutant traps to be provided.
- (4) Community consultation required as part of any future planning proposal for the Precinct to include at least Sydney Water and Ausgrid.
- (5) The government should seek to ensure that urban services works which are the responsibility of utilities such as Sydney Water and Ausgrid are undertaken in close liaison with Council, as should open space planning and land transfers involving Housing NSW.
- (6) Standard Section 94 generic contributions for traffic, drainage, community facilities across the Council area to apply in addition to the above.

10. Next Steps

The PCG recommend the following steps:

- (1) Endorsement of the Mowbray Road Strategic Review Report by the Department's Director General and Council's General Manager.
- (2) Presentation of the endorsed Strategic Review Report to Council at its meeting on 5 December 2011.
- (3) Preparation of a revised planning proposal for the Precinct by Council.
- (4) Consideration and determination of the revised planning proposal by the Department's Gateway.