

1.1.1 Planning Proposal – Small lot aviation/residential subdivision associated with Airport – Lot 63 DP 18063, George Campbell Drive

REPORT BY THE MANAGER STRATEGIC PLANNING TO 17 DECEMBER 2014 COUNCIL MEETING
Planning Proposal George Campbell Dr
GOV400038, LAN900050

RECOMMENDATION

That:

1. **the report by the Manager Strategic Planning on the Planning Proposal – Small lot aviation/residential subdivision associated with Airport – Lot 63 DP 18063, George Campbell Drive be received;**
2. **Council support in principle the intent of the Planning Proposal with an additional requirement that the site be zoned SP2 Infrastructure which will ensure that residential development will only be permissible where it can be demonstrated that it occurs in association with a hanger or aviation-related development; and**
3. **the Planning Proposal be forwarded to the Department of Planning and Environment Gateway for determination.**

Executive summary

Council has received a Planning Proposal from *GLN Planning* on behalf of Mr John Cole, Mrs Jan Ware and Mr Robert Ware to amend the Mid-Western Regional Local Environmental Plan 2012 (LEP) to permit the subdivision and development of land know as Lot 63 DP 18063 George Campbell Drive, Mudgee adjacent to the airport for small lot residential subdivision.

The purpose of this report is to provide an overview of the proposal. The proposal is not supported in its current form, however, can be supported with a variation to ensure that it is both consistent with the Comprehensive Land Use Strategy (CLUS) and will achieve the outcomes in terms of reduced lot size and aviation/residential development.

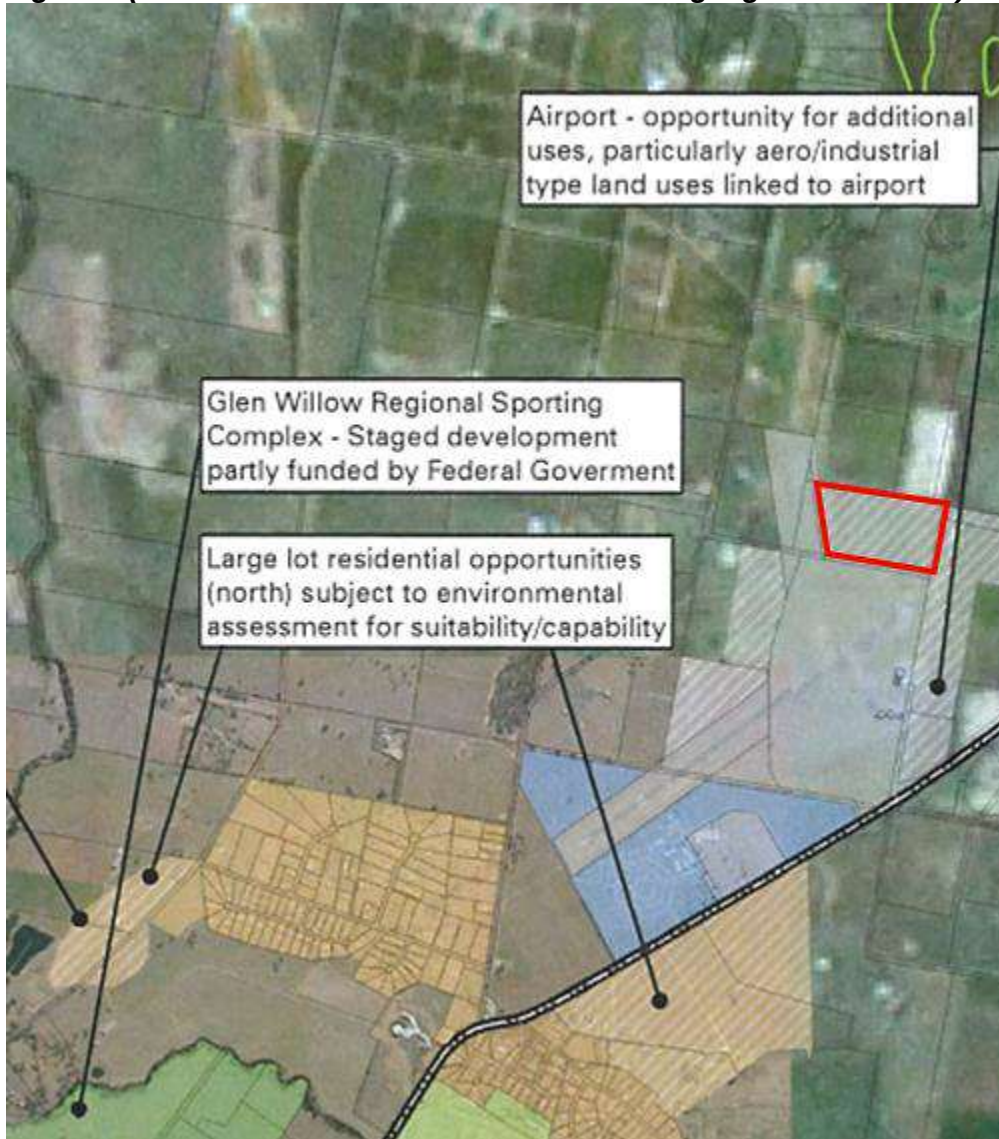
Detailed report

The subject site is located immediately north of the Mudgee Airport and currently zoned RU4 Primary Production Small Lots. The site being Lot 63 DP 18063 has approvals for a dwelling and dual occupancy and joins a smaller parcel of land also owned by the proponents on which Council has approved an 11 lot subdivision and hangers with associated residential accommodation (DA 0105/2012).

The amendment to the LEP as proposed would enable the subject site to be subdivided into eight lots each having an area of 2ha and with associated access to the runway. This is a form of development similar to that proposed for the Rylstone Aerodrome, however, as yet not seen in the Local Government Area. Further, it is considered to incorporate a point of difference from other (residential) development opportunities currently available in Mudgee in so far as it has a specific link to the airport. This link is considered critical if Council are to support this form of development at this location.

The site has been identified in both the Comprehensive Land Use Strategy (CLUS) and Urban Release Strategy (URS). The CLUS identified a significant area adjoining the Mudgee Airport for future aero/industrial type land uses (figure 1). The opportunity for residential development and associated hanger facilities is generally consistent with the CLUS.

Figure 1 (extract CLUS Town Structure Plan as highlighted in the PP)



The URS identified the subject site as an opportunity for 2ha lots, however, Council was not in favour of the proposal as it then stood which was to amend the Lot Size Map and retain the zoning. The URS also identified significant opportunity to supply 2ha rural residential type lots in areas more suited to urban development. While not articulated in the URS, the development that the proposal is now purporting is unlikely to meet the 2ha rural residential land supply market because of its location adjacent to the Airport and requirement that a hanger or some aviation related development be incorporated into each dwelling opportunity. Having regard to the type of development proposal and the identification of the land in the CLUS as future aviation related activities, this proposal is not strictly residential development for the purposes of the URS.

The proposal is seeking an amendment to the Lot Size Map only. There are two issues with this as a mechanism for achieving the objective of the proposal itself.

Firstly, and significantly, an amendment to the Lot Size Map on its own will not enable the land to be subdivided because of the restrictions associated with dwellings on land in the RU4 Primary

Production Small Lots zone in clause 4.2B. While the change to the MLS would permit subdivision, a dwelling would have to be linked to the use of the land for an intensive agricultural purpose which is clearly not the intention of the proposal.

Secondly, the CLUS includes the site and context of the Airport for future aviation-related development. The approach, including that taken in the existing consent issued for the adjoining land is that any development should have a nexus to the Airport. In this instance the residential component would only be supported if it were associated with a hanger. This intent (of the CLUS) needs to be carried through with any rezoning proposal for the land to which it applies.

In this case, the planning proposal could only be supported if together with an amendment to the Lot Size Map, the land was also rezoned SP2 Infrastructure. This will provide Council with an opportunity to assess any development application against the objectives of the SP2 zone.

DRAFT AIRPORT MASTER PLAN

Council is in the process of preparing a Master Plan for the Airport. The draft Concept Development Plan for the Mudgee Regional Airport identifies this site as an Airport Related Development Opportunity and includes an indicative taxiway access directly to the site. This is consistent with the CLUS and long terms planning for the future development of the Airport and associated infrastructure.

Financial and Operational Plan implications

Not applicable.

Community Plan implications

The recommendation is consistent with the Community Plan. The strategic planning function sits under the theme Looking After Our Community in the Community Plan.



ELIZABETH DENSLEY
MANAGER, STRATEGIC PLANNING

GARY BRUCE
ACTING DIRECTOR, DEVELOPMENT

5 December 2014

Attachments: 1. Planning Proposal by GLN Planning (included at the end of the business paper)

APPROVED FOR SUBMISSION:



BRAD CAM
GENERAL MANAGER