

PLANNING PROPOSAL

**Rezoning of Lot 201 DP 801533, 36 Argyle Street,
South Windsor from RE2 Private Recreation to
IN2 Light Industrial under Hawkesbury Local
Environmental Plan 2012**



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Introduction

A planning proposal seeking rezoning of Lot 201 DP 801533, 36 Argyle Street, South Windsor to IN2 Industrial (Light) under Hawkesbury Local Environmental Plan 2012 (HLEP 2012) was received from Urban City Consulting.

This Planning Proposal has been prepared by Hawkesbury City Council (Council) in accordance with s.55 of the *Environmental Planning and Assessment Act, 1979* (the Act) and having regard to the NSW Department of Planning's '*A guide to preparing local environmental plans*' October 2012 (Department Guidelines).

The primary objective of the planning proposal is to rezone Lot 201 DP 801533, 36 Argyle Street, South Windsor to IN2 Industrial (Light) under Hawkesbury Local Environmental Plan 2012 (HLEP 2012) to allow future development of part of the subject land which is surplus to the South Windsor RSL Club (the Club) needs for future light industry uses.

Currently the land is zoned RE2 Private Recreation under HLEP 2012, and bounded by Argyle Street to the south-west, Mileham Street to the north-west and the South Windsor Industrial Area to the north-east and south-east.

The future development of the surplus land will not only facilitate an economic development on the land but also assist in improving local economic and business activities and achieving the employment target for Hawkesbury Local Government Area (the LGA) identified by the draft North West Subregional Strategy (dNWSS).

This document consists of two chapters. Whilst Chapter 1 provides background information to the planning proposal, Chapter 2 explains the planning proposal.

Chapter 1 - Background Information

1.1 Subject Site and Location

The subject site is legally described as Lot 201 DP 801533, 36 Argyle Street, South Windsor. The site is generally rectangular in shape, and has an area of approximately 2.33ha. It is located on the north eastern corner of Argyle and Mileham Streets and is in close proximity to the South Windsor Small Village Centre (see Figure 1).

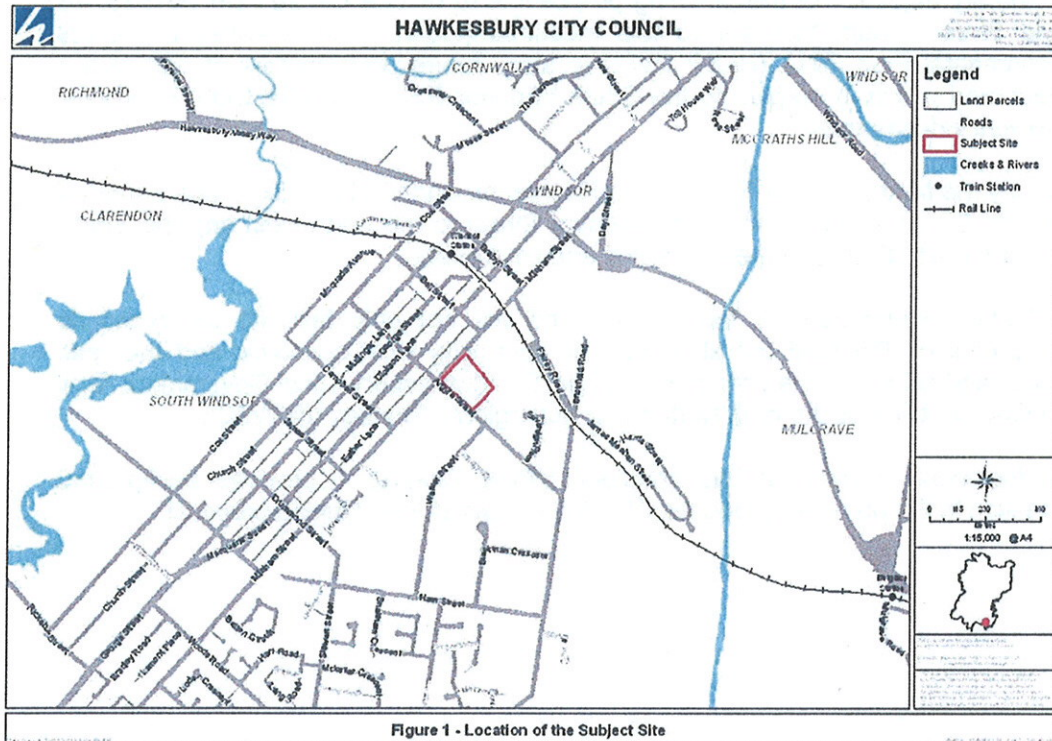


Figure 1 - Location of the Subject Site

The site has a good access to Windsor Road which in turn provides access to regional transport network via M4, M7 and M2 Motorways and Richmond Road. If the land is rezoned to IN2 Light industrial and subsequently subdivided the surplus allotment would only be accessed from Mileham Street. However given the size and the location of the site it would be able to provide easy vehicular access, safe and convenient vehicular movements, vehicles could enter and leave the site in forward direction, and provide required parking could be provided on site.

The site is serviced by water, electricity, telecommunication and a reticulated sewerage system. The applicant indicates that the site currently has access to utility services that are adequate for any future development of the land for light industry uses. The site also has good access to Sydney Metropolitan Rail Network.

The subject land is a flood prone land and is relatively flat in sections and generally slopes towards the south eastern corner of the site.

The site is bounded by Argyle Street to the south-west, Mileham Street to the north-west and the South Windsor industrial area to the north-east and south-east. The site has two street frontages and currently the site is accessed via Argyle Street (see Figure 2).

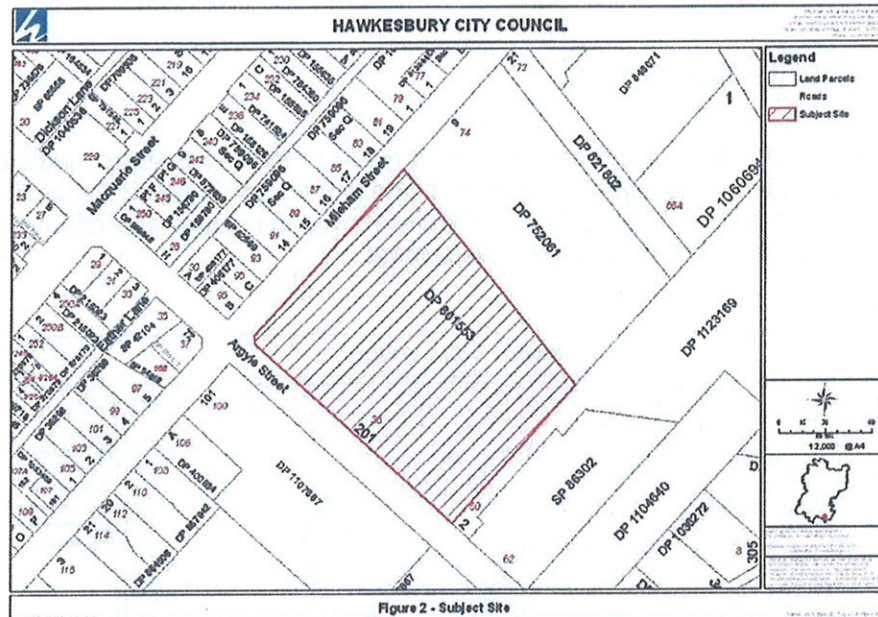


Figure 2 - Subject Site

1.2 Past and Current Uses of the Site

The Club premises and associated parking are on the western corner of the site and occupies approximately 20% of the site area and the rest of the land which is free of any structures and significant vegetation other than a few scattered trees and a small cluster of vegetation close to the south-eastern corner of the site. The applicant indicates that 1.1 ha of the land is surplus to the Club needs (see Figure 3).

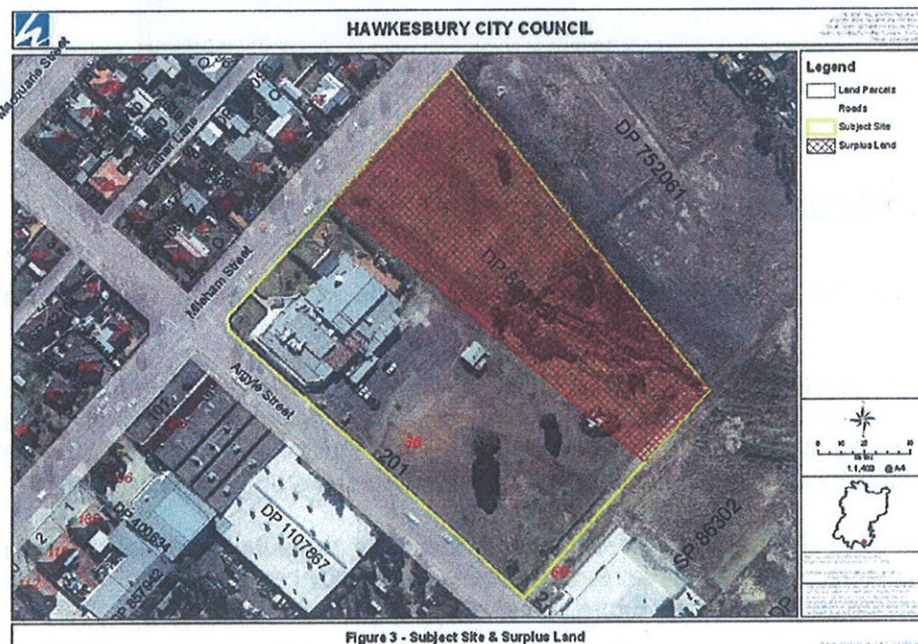
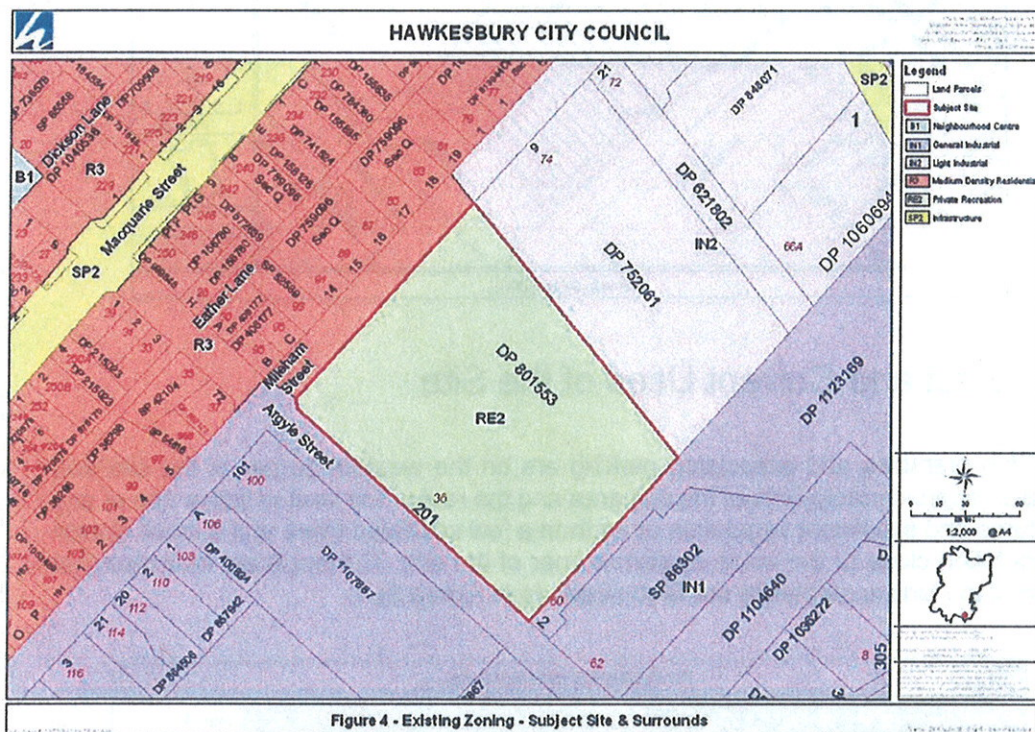


Figure 3 - Subject Site & Surplus Land

According to Council records a few development applications relating to alterations, additions and refurbishment of the existing club premises have been approved in the past. However there was no detailed information or evidence on the use of the subject site prior to early 2000s.

1.3 Surrounding Context

The surrounding land to the south and west is currently zoned IN1 General Industrial, land to the east is zoned IN2 Light Industrial and land to the north is zoned R3 Medium Density Residential under HLEP 2012 (see Figure 4). The immediate surroundings is predominantly characterised by industrial development.



1.4 Justification for the Planning Proposal

The applicant has provided the following justifications in support of the Planning Proposal:

- The main objective of the Planning Proposal is to rezone the property from a private recreation zone to an industrial zone to allow the Club to sell off the surplus land that is not needed for any future development of the club that could be used for a range of light industry uses and development that are not possible under the current zone.
- The Planning Proposal will provide an excellent opportunity for a better future development to occur on the surplus land that currently has good access to services and infrastructure needed for future industrial development and uses.

- The club has developed a plan for the future development of the existing club and associated car parking and as a result of this plan there is a significant amount of surplus land that is not needed by the club now and in the future this land could be made available for future industrial development.
- The current zoning being private recreation has a limited range of uses that are permitted and can be developed on the property.
- The IN2 zone provides the flexibility for the club to continue to develop and expand in the future as well as allowing the ability for the surplus land that has good access to services and infrastructure to be developed in a more economically than is currently possible under the current private recreation zone.
- The increase in land value with the rezoning to IN2 would also assist in facilitating the future expansions and development of the existing club to provide an increased services and facilities to the local community as a secondary outcome of the Planning Proposal.
- The Planning Proposal enables a better planning outcome as it would provide an area of 1.1ha of serviced industrial employment land that adjoins an existing Windsor/South Windsor industrial area which will strengthen the image and economic activities of the industrial area.
- The Planning Proposal is consistent with the State Government and Council's plans, policies and strategies being the draft North-West Subregional Strategy, Metropolitan Plan for Sydney 2036 and the Hawkesbury Employment Land Strategy.
- The proposed industrial zone is the best solution to achieve the main outcome and is consistent with the adjoining industrial zoned land that surrounds the site to the north, south and east.

Chapter 2: The Planning Proposal

Part 1 - Objectives and Intended Outcomes

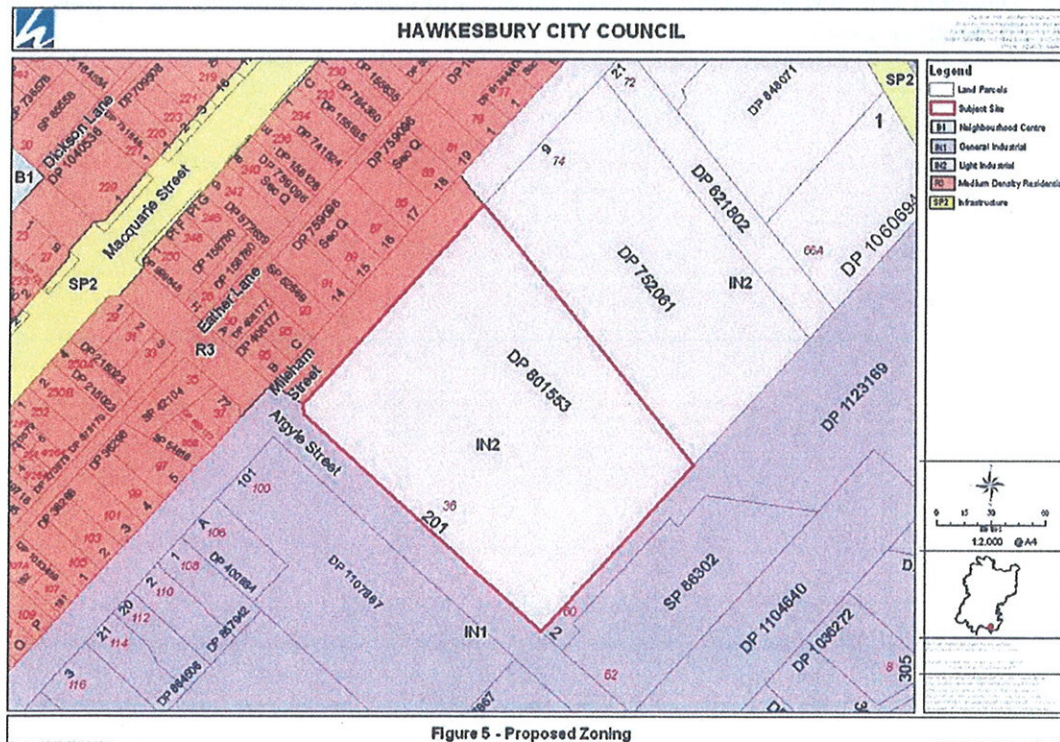
The primary objective of the Planning Proposal is to rezone the subject land from RE2 Private Recreation to IN2 Light industrial under HLEP 2012.

The intended outcomes of the Planning Proposal are:

- To allow future development of part of the land which is surplus to the needs of the Club.
- To enable the Club to sell the surplus land with future development potential for industrial purposes.
- To finance planned alterations and additions to the existing club premises in order to provide an improved facility for its members.

Part 2 - Explanation of Provisions

The Planning Proposal seeks to achieve the intended outcomes by amending HLEP 2012 Zoning Map (Map Identification No. 3800_COM_LZN_008DA_020_20120625) on the RSL Club site at 36, Argyle Street, South Windsor in accordance with the proposed zoning map as shown in Figure 5 below.



Part 3

Justification

Section A – Need for the planning proposal

Q1. *Is the Planning Proposal a result of any strategic study or report?*

This Planning Proposal is not a result of any strategic study or report.

The dNWSS provides direction for local councils in preparing Local Environmental Plans (LEP). A general direction is to provide sufficient zoned and serviced employment land to meet the employment capacity targets within their local government areas. Protecting Employment Lands is also a key direction of the strategy. The NWSS acknowledges that the South Windsor industrial area is the largest within the LGA, and the industrial area comprising a broad mix of industrial uses such as metal fabrication, carpentry, warehousing/distribution and automotive servicing and sales. The industrial area has good access to Windsor Road. The NWSS set a target of 3,000 new jobs for the LGA by 2031, and Council is required to plan for sufficient land and infrastructure to achieve this target.

The Hawkesbury Employment Lands Strategy (HELS) which has been prepared in line with the NWSS and adopted by Council in December 2008 provides a planning framework for employment precincts (industrial, commercial, retail) and locations for a range of employment types to support and enhance the economic competitiveness of the Hawkesbury region. The HELS states that vacant industrial employment land is often unserviced, with threshold costs limiting development, or has poor access to key transport routes. It recommends servicing these properties to unlock existing supply and investigate additional industrial land supply to address future employment growth. One of the recommendations in the HELS is to investigate additional industrial land supply to address future employment growth in South Windsor (i.e. the areas east of Fairey Road). The areas recommended for investigation is close proximity to the subject site.

Given the above circumstances and the site's location adjoining the South Windsor industrial area, sufficient existing infrastructure (e.g. water and power), easy access to Windsor Road which in turn provides access to M4, M7 and M2 Motorways and Richmond Road and its proximity to Windsor Railway Station the Planning Proposal seeking rezoning of the land to IN2 Light Industrial is generally consistent with both NWSS and HELS.

Q2. *Is the Planning Proposal the best means of achieving the objectives or intended outcomes, or is there a better way?*

The land is currently zoned RE2 Private Recreation and a large area of land (approximately 1.1 ha) surplus to the club's requirements is underutilised and undeveloped. The Club intends to improve the existing club premises with some future alterations and additions but it does not have any plans to develop the surplus land.

This surplus land adjoins the South Windsor industrial area which is the largest industrial area among the five industrial precincts in the LGA as acknowledged by

dNWSS. It is also located within a reasonable walking distance to the South Windsor Village Centre, surrounding local population, Windsor Railway Station and has good access to services and public infrastructure including both road and rail transport systems. Given these circumstances along with the predominant industrial land use in the locality the surplus land has a significant industrial development potential. However its current RE2 Private Recreation zone prohibits industrial uses and allows limited land uses, mainly recreational uses. As such the surplus land cannot be developed to its full development potential under the current zoning. The land can be developed economically and to its full potential if it is rezoned to IN2 Light Industrial. Also the IN2 Light Industrial zone is considered to be a flexible zone as it allows development of the surplus for future industrial purposes as well as the continued and increased usage of the Club premises on the land. It is therefore considered the Planning Proposal is the best means of achieving the objectives or intended outcomes.

Section B - Relationship to Strategic Planning Framework

Q3. *Is the Planning Proposal consistent with the objectives and actions contained with the applicable regional or sub-regional strategy (including the Sydney Metropolitan Strategy and exhibited draft strategies)?*

Metropolitan Plan for Sydney 2036

The aim of *Metropolitan Plan for Sydney 2036* (the Metro Plan) is to integrate land use and transport planning to provide a framework for the growth and development of the Sydney region to 2036. A number of objectives and actions have been identified in the *Metropolitan Plan for Sydney 2036* and the following objectives and actions are relevant to the Planning proposal:

Objective E.1 To ensure adequate land supply for economic activity, investment and jobs in the right locations.

According to the Metro Plan Sydney will require 760,000 additional jobs to support the anticipated population growth by 2036. This plan aims for half of these jobs to be in Western Sydney, to match expected population growth. The Department of Planning and Infrastructure (DP & I) estimates Sydney may need:

- 10,000,000 m² additional commercial floor space
- 5,000,000 m² of additional retail floor space, and
- 8,500 hectares of employment lands

The Planning Proposal will enable 1.1ha of employment land to support improved economic activities, investment and jobs within a walking distance to the South Windsor Small Village Centre and surrounding residential development. The land has easy access to Windsor Road which in turn provides access to regional transport network via the M4, M7 and M2 Motorways and Richmond Road. The Planning Proposal will also assist in achieving Sydney's employment land target.

Objective E.3 To provide employment lands to support the economy's freight and industry needs

Employment lands accommodate traditional industrial activities such as heavy industry and light industry, repair and service businesses and utilities as well as freight terminals and support services.

The proposed rezoning seeking rezoning of the subject land to IN2 Light Industrial to provide additional industrial employment land to support the local economy and industry is consistent with this objective.

Objective E.5: To increase and diversify the jobs and skill base of Western Sydney.

The Metro Plan acknowledges Western Sydney has capacity for growth and renewal. Consequently, much of the growth in employment, skills and the economy will be focused in this region. The new job target of 1,105,000 jobs in Western Sydney by 2036, representing half Sydney's total job growth and Western Sydney's forecast population growth, suggests its subregions need significant employment growth over the next 25 years.

The Planning Proposal will enable increased and diversified job opportunities within South Windsor. This would help achieve Western Sydney's employment target by 2036.

Action E3.2 Identify and retain strategically important employment lands.

Most employment land areas currently identified are in Western Sydney, where most of Sydney's future employment land is expected to be accommodated in line with long-term planning for the Western Sydney Freight Corridor. The location of the subject land is strategically important as it adjoins the South Windsor industrial area which is the largest within the LGA and has relatively easy access to the regional road transport network.

It is therefore considered that the Planning Proposal is generally consistent with the aims, objectives and directions of the Metro Plan.

Draft North West Subregional Strategy (dNWSS)

The Planning Proposal is consistent with the following actions contained in dNWSS.

A.1.1.2: To provide suitable commercial sites and employment lands in strategic areas.

This key action requires North West councils to prepare Principal LEPs which provide sufficient zoned and serviced commercial and employment land to meet the employment capacity targets. The Metro Plan has established a revised target of 145,000 new jobs within the planned North West Subregion over the next 25 years and the NWSS contain a 3,000 new jobs target for the LGA. Accordingly, Council is required to plan for sufficient land and infrastructure to achieve this target.

The planning proposal will set aside 1.1ha of the subject land as industrial employment land adjoining South Windsor industrial precinct with relatively easy access to both regional road and rail transport network. Therefore the Planning Proposal is consistent with this action of dNWSS.

Q4. Is the planning proposal consistent with a council's local strategy or other local strategic plan?

The Hawkesbury Community Strategic Plan 2010 – 2030 (CSP) is based on five broad interrelated themes:

- Looking after people and place
- Caring for our environment
- Linking the Hawkesbury
- Supporting business and local jobs
- Shaping our future together

Each theme consists of a range of directions, strategies, goals and measures. The planning proposal is consistent with the following directions, strategies, goals and measures of the "Supporting business and local jobs" theme.

Directions

- *Plan for a range of industries that build on the strengths of the Hawkesbury to stimulate investment and employment in the region.*
- *Offer an increased choice and number of local jobs and training opportunities to meet the needs of Hawkesbury residents and to reduce their travel times.*

Strategies

- *Implement Employment Lands Strategy.*

Goals

- *At least 3,000 additional jobs are created to retain the percentage of local employment.*

Measures

- Number of local jobs.
- Reduced travel time to work.
- Variety of employment opportunities broadened.
- Growth and sustainability of new and existing industries.
- Increased economic activity and health of local businesses.

Q5. *Is the planning proposal consistent with applicable State Environmental Planning Policies?*

The Planning Proposal is consistent with the applicable State Environmental Planning Policies (SEPPs) as summarised in the following table.

SEPP	Comment
SEPP 1 – Development Standards	The Planning Proposal does not include provisions that contradict or hinder the application of the SEPP.

SEPP 55 – Remediation of Land	It is proposed that where required contamination investigations will be undertaken in accordance with the provisions of SEPP 55 prior to any future development application being submitted.
SEPP 64 – Advertising and Signage	The Planning Proposal does not include provisions that contradict or hinder the application of the SEPP.
SEPP (Exempt and Complying Development Codes) 2008	The Planning Proposal does not include provisions that contradict or hinder the application of the SEPP.
SREP No. 20 Hawkesbury – Nepean River (No. 2 – 1997)	The aim of SREP No 20 (No. 2 – 1997) is to protect the environment of the Hawkesbury – Nepean River system by ensuring that the impacts of future land uses are considered in a regional context. This requires consideration of the impacts of the development on the environment, the feasibility of alternatives and consideration of specific matters such as environmentally sensitive areas, water quality, water quantity, flora and fauna, riverine scenic quality, agriculture, and metropolitan strategy. It is considered that the Planning Proposal achieves satisfactory compliance with the provisions of SREP No 20 (No. 2 – 1997).

Q6. Is the planning proposal consistent with applicable Ministerial Directions (S.117 directions)?

Direction 1.1 Business and Industrial Zones

The objectives of this direction are to:

- (a) encourage employment growth in suitable locations,
- (b) protect employment land in business and industrial zones, and
- (c) support the viability of identified strategic centres.

The Planning Proposal seeks to rezone the subject land adjoining the existing South Windsor light industrial area to IN2 Light Industrial. This will enable the expansion of the established industrial area and economical development of the surplus land for a range of light industrial – light manufacturing, ancillary retail services, repair and service businesses in close proximity to the South Windsor Small Village Centre and the surrounding residential population to boost economic, business and employment activities in the locality and help improve the viability of the small village centre. It is therefore considered that the planning proposal is consistent with this direction.

Direction 3.4 Integrated Land Use and Transport

The objective of this direction is to ensure that urban structures, building forms, land use locations, development designs, subdivision and street layouts achieve the following planning objectives:

- (a) *improving access to housing, jobs and services by walking, cycling and public transport,*
- (b) *increasing the choice of available transport and reducing dependence on cars,*
- (c) *reducing travel demand including the number of trips generated by development and the distances travelled, especially by car,*
- (d) *supporting the efficient and viable operation of public transport services, and*
- (e) *providing for the efficient movement of freight.*

The DP & I's guidelines *Integrated Landuse and Transport* seeks to improve the integration of land use and transport planning.

The Planning Proposal will enable approximately 1.1ha of serviced industrial employment land with good access to both rail and road transport networks and improved local business/retail activities and employment opportunities within a reasonable walking distance from the South Windsor small village centre and surrounding residential development thereby minimising likely travel demand and distance for shopping and employment activities. It is therefore considered that the proposed planning proposal is generally consistent with this Direction.

Direction 4.1 Acid Sulphate Soils

The objective of this direction is to:

- (a) *avoid significant adverse environmental impacts from the use of land that has a probability of containing acid sulphate soils.*

This direction requires consideration of the Acid Sulfate Soils Planning Guidelines adopted by the Director-General of DP&I. The subject site is identified as "Class 5" (less constrained) on the Acid Sulphate Soils Map held by Council. The DP&I will consider this as part of their "gateway determination" and if required can request further information/consideration of this matter.

Direction 4.3 Flood Prone Land

The objectives of this direction are:

- (a) *to ensure that development of flood prone land is consistent with the NSW Government's Flood Prone Land Policy and the principles of the Floodplain Development Manual 2005, and*

(b) to ensure that the provisions of an LEP on flood prone land is commensurate with flood hazard and includes consideration of the potential flood impacts both on and off the subject land.

This direction states that:

- Planning proposals must include provisions that give effect to and are consistent with the NSW Flood Prone Land Policy and the principles of the Floodplain Development Manual 2005 (including the Guideline on Development Controls on Low Flood Risk Areas).
- A planning proposal must not rezone land within the flood planning areas from special use, special purpose, recreation, rural or environmental protection zones to a residential, business, industrial, special use or special purpose zone.
- A planning proposal must not contain provisions that apply to the flood planning areas which:
 - (a) Permit development in floodway areas,
 - (b) Permit development that will result in significant flood impacts to other properties,
 - (c) Permit a significant increase in the in the development of that land,
 - (d) Are likely to result in a substantially increased requirement for government spending on flood mitigation measures, infrastructure or services, or
 - (e) Permit development to be carried out without development consent except for the purposes of agriculture (not including dams, drainage canals, levees, buildings or structures in floodway or high hazard areas), roads or exempt development.

The proposed rezoning from RE2 Private Recreation to IN2 Light Industrial is not consistent with this direction. It is considered this inconsistency is of minor significance because:

- The land is not public recreation zoned land.
- The land is surplus to the club's requirements and will be underutilised and undeveloped if the land is not rezoned.
- The land provides opportunity to provide additional industrial employment land adjacent to the established South Windsor industrial area to strengthen the role of the industrial area in the LGA and provide increased job opportunities within a walking distance to the surrounding residential population consistent with both State and Local Government strategic frameworks.

- The land, with or without the rezoning, can be developed in accordance with the provisions of Clause 6.3 of HLEP 2012 and Council's "Development of Flood Liable Land Policy", 13 July 2012.

Finally, 13 December 2012 Council adopted the Hawkesbury Floodplain Risk Management Study and Plan, prepared for Council by Bewsher Consulting Pty Ltd. This Study and Plan identifies evacuation constraints for the South Windsor area as well as a number of emergency management actions to alleviate these constraints. At present these actions have not been implemented. It is therefore recommended that the Planning Proposal be forwarded to the State Emergency Service, the relevant agency for flood evacuation, for comment.

Direction 6.1 Approval and Referral Requirements

The objective of this direction is to ensure that LEP provisions encourage the efficient and appropriate assessment of development.

This Planning Proposal is consistent with this direction as it does not require the concurrence, consultation or referral of development applications to a Minister or public authority, and does not identify development as designated development.

Direction 6.3 Site Specific Provisions

The objective of this direction is to discourage unnecessary restrictive site specific planning controls.

The proposal is consistent with this direction as it does not specify any restrictive provisions for future development on the land other than those already specified in the LEP for the IN2 Light Industrial Zone.

Direction 7.1 Implementation of the Metropolitan Strategy

The objective of this direction is to give legal effect to the vision, land use strategy, policies, outcomes and actions contained in the Metropolitan Plan for Sydney 2036.

As mentioned previously in this Planning Proposal it is considered the Planning Proposal is consistent with the NSW Government's *Metropolitan Plan for Sydney 2036*.

Section C - Environmental, Social & Economic Impact

Q7. Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected as a result of the proposal?

According to the Biodiversity Protection Map of the HLEP 2012 the site does not contain any areas of endangered ecological communities or remnant vegetation. The site contains a very few scattered trees and a small cluster of vegetation on the land mainly at the south-eastern corner of the site. Any future development on the land will require consideration of the likely impacts of the development on the existing vegetation.

Q8. Are there any other likely environmental effects as a result of the planning proposal and how are they proposed to be managed?

Traffic and Access

The site has two street frontages and currently the site is accessed via Argyle Street. The site has a good access to Windsor Road which in turn provides access to regional transport network via the M4, M7 and M2 Motorways and Richmond Road. If the land is rezoned to IN2 Light industrial and subsequently subdivided the surplus allotment would only be accessed from Mileham Street. However given the size and the location of the site it would be able to provide easy vehicular access, safe and convenient vehicular movements, vehicles could enter and leave the site in forward direction, and provide required parking could be provided on site.

The applicant's planning proposal does not include a traffic study, a traffic impact statement or information on how and to what extent the surplus land may be developed for future industrial purposes other than the following general statement based on the likely future development of the surplus land for light industry uses:

"The future development of the site may have a potential impact on the adjoining residents in terms of additional traffic generation in terms of vehicle numbers and increase in noise from the vehicles."

These impacts can be assessed when Council receives future development applications for the land.

Site Contamination

Clause 6 of State Environmental Planning Policy No 55 - Remediation of Land requires consideration of contamination issues when assessing Planning proposals. According to Council's records there are no records of previous approvals or use of the land for activities that may cause contamination referred to in Table 1 - 'Some Activities that may Cause Contamination' of the Managing Land Contamination: Planning Guidelines.

There are no records of any previous investigations, remediation plans/actions or land use restrictions on the subject land relating to possible contamination.

According to Council records a few development applications relating to alterations, additions and refurbishment of the existing club premises have been approved in the past. However given there was no detailed information or evidence on the use of the subject site prior to early 2000s there may be a potential that the site may be contaminated. However, at present this has not been investigated by the applicant or by Council.

It is considered that a detailed contamination assessment can be undertaken at development application stage in order for Council to be assured that the land is suitable for any proposed future use.

Heritage

The property contains no heritage items listed in HLEP 2012 or by the NSW Heritage Office.

Q9. *Has the planning proposal adequately addressed any social and economic effects?*

Social effects

The Planning Proposal would enable improved access to repair services, jobs and training within a reasonable walking distance from the surrounding local residential population, South Windsor Small Village Centre and the Windsor Railway Station. It also would help minimise local residents' likely travel times.

Economic effects

The Planning Proposal capitalises on the existing infrastructure and will enable an economic use of the land. The potential job opportunities in close proximity to the surrounding local residential population would enable additional income and expenditure in the area.

Section D- State and Commonwealth interests

Q10. Is there adequate public infrastructure for the planning proposal?

It is considered the subject site has ready access to the required public infrastructure including water, sewerage, electricity, and telecommunication.

Q11. What are the views of State and Commonwealth public authorities consulted in accordance with the Gateway determination?

The gateway determination will nominate the relevant government agencies to be consulted. Consultation on the planning proposal will be undertaken with those public authorities nominated in the gateway determination. Any proposed variations to the planning proposal identified in the submission received would be addressed following consultation and if any changes were made to the proposal the revised planning proposal will be submitted to the Minister for Planning & Infrastructure for a revised gateway determination.

Part 4 - Mapping

The Planning Proposal involves an amendment to HLEP 2012 Zoning Maps, and therefore a proposed zoning map reflecting the proposed IN2 Light Industrial zoning for the land accompanies the Planning Proposal. In addition, a few other supporting maps showing the site location, the site, existing zoning of the site and surrounding and surplus land are included to better explain the Planning Proposal.

Part 5 - Community Consultation

The Planning Proposal is not a large and complex proposal and according to DP & I's 'A guide to preparing local environmental plans' it is a low impact proposal which needs to be placed on public exhibition for 14 days.

Given the Planning Proposal is a low impact proposal it does not require the inclusion of a community consultation strategy.

However the gateway determination will confirm the public consultation requirements.

Part 6 – Project Timeline

The following tentative project timeline is provided for DP & I's consideration.

Project Phase	Tentative Time Target
1. Project commencement	Date of gateway determination received by Council
2. Completion of technical information prior to government agency consultation	01 week
3. Government agency consultation	06 weeks (03 weeks minimum consultation period and additional 03 weeks for any agency requests for additional time or information)
4. Preparation of written advice to the adjoining/ affected property owners, public notice in a local newspaper, and exhibition material	03 weeks
5. public consultation period	02 weeks
6. Consideration of submissions and a report on the matter to Council	06 weeks
7. Submission to DP & I	02 weeks after Council resolution

Attachments

1. Council report and resolution dated 11 December 2012

