

## 8.4 Planning Proposal Lot 2 DP 1079362, 134 Lions Drive, Burrundulla

REPORT BY THE MANAGER, STRATEGIC PLANNING  
TO 16 SEPTEMBER 2020 ORDINARY MEETING  
GOV400087, LAN900104

### RECOMMENDATION

#### That Council:

1. **receive the report by the Manager, Strategic Planning on the Planning Proposal Lot 2 DP 1079362, 134 Lions Drive, Burrundulla;**
2. **provide initial support for a Planning Proposal in relation to the rezoning of 2.8 hectares to B5 Business Development, change the minimum lot size to 2000 square metres for the area to be zoned B5 Business Development and map / overlay a 25 metre 'no development' buffer area fronting the Castlereagh Highway;**
3. **forward the Planning Proposal to amend the *Mid-Western Regional Local Environmental Plan 2012* to the NSW Department of Planning Industry and Environment seeking a Gateway Determination, in accordance with Section 3.34 of the *Environmental Planning and Assessment Act 1979*; and**
4. **undertake community consultation as outlined within any approved Gateway Determination.**

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### Executive summary

Council has received a Planning Proposal to rezone Lot 2 DP 1079362 from RU4 Primary Production Small Lots to B5 Business Development and to reduce the minimum lot size from 20 hectares to no minimum lot size. The proposed rezoning is to facilitate the development of a Bunnings store and allow area for future expansion of the proposed Bunnings and two development sites.

The subject site is located on the corner of Lions Drive and the Castlereagh Highway, measures 5.37 hectares, is zoned RU4 Primary Production and is currently developed with a dwelling.

The Planning Proposal provided as Attachment 1 has been prepared generally in accordance with the structure outlined in the NSW Department of Planning Industry and Environment (DPIE) Guide to Preparing Planning Proposals. The report outlines the context, intended outcomes, explanation of provisions and justification for the Planning Proposal.

The key considerations are the visual impact of the future development of the site on the entry to town and the demand for an additional 5.37 hectares of B5 Business Development zoned land. These matters are discussed in the body of the report and the justification for the staff recommendation is outlined within these discussions.

Due to the visual significance of the site on the main entrance corridor (located at the Mudgee town gateway) and the current over supply of employment land, the staff recommendation is to provide initial support for the rezoning of 2.8 hectares of the site to B5 Business Development (Attachment

2) with a minimum lot size of 2000 square metres and map a 25 metre wide 'no development' buffer fronting the Castlereagh Highway with the inclusion of a corresponding clause to exclude development within this area, to facilitate the development of the Bunnings store.

If the staff recommendation is supported, the Planning Proposal along with the Council resolution will be forwarded to the Department of Planning Industry and Environment (DPIE) for a Gateway Determination.

## Disclosure of Interest

Nil.

## Detailed report

### **Planning Proposals**

Planning Proposal is a term used to describe the process of rezoning or making an amendment to a Local Environmental Plan (LEP). A Planning Proposal application is a document that explains the intended effect of the LEP amendment and provides a strategic justification for doing so. DPIE has issued A Guide to Preparing Planning Proposals, to provide guidance and information on the process for preparing planning proposals.

### **The Gateway Process**

DPIE is responsible for assessing Planning Proposals through the Gateway Process. Details of the Gateway Process are outlined in DPIE's A Guide to Preparing Local Environmental Plans.

### **Gateway Timeline**

The following table summarises the key components of making an amendment to the Mid-Western Regional Local Environmental Plan and the progress of the current Planning Proposal through the various stages. The below table demonstrates the Planning Proposal is within the initial stage of the process.

| Stage  | Completed | Comment   |
|--|-----------|---|
| <b>Preparation of a Planning Proposal</b>    |           |   |
| Planning Proposal lodged with Council        | ✓         | February 2020, further information received 20 August 2020.           |
| Staff Undertake Initial Assessment           | ✓         | February 2020 – September 2020  |
| Council Decision to Support Proposal         | ✓         | The Planning Proposal is being reported to 16 September 2020 meeting. |
| <b>Issue of Gateway Determination</b>        |           |   |
| Council Requests Gateway Determination       |           |   |
| DP&E Issues Gateway Determination            |           |   |
| Gateway Conditions Satisfied                 |           |   |
| <b>Consultation</b>                          |           |   |
| Consultation with Relevant Agencies          |           |   |
| Public Exhibition                            |           |   |
| Post-Exhibition Report to Council            |           |   |
| <b>Finalisation of the Planning Proposal</b> |           |   |
| Council Exercises Delegation to Prepare LEP  |           |   |
| Draft LEP by Parliamentary Council           |           |   |
| Opinion Issued and LEP Made                  |           |   |

## PROPOSED

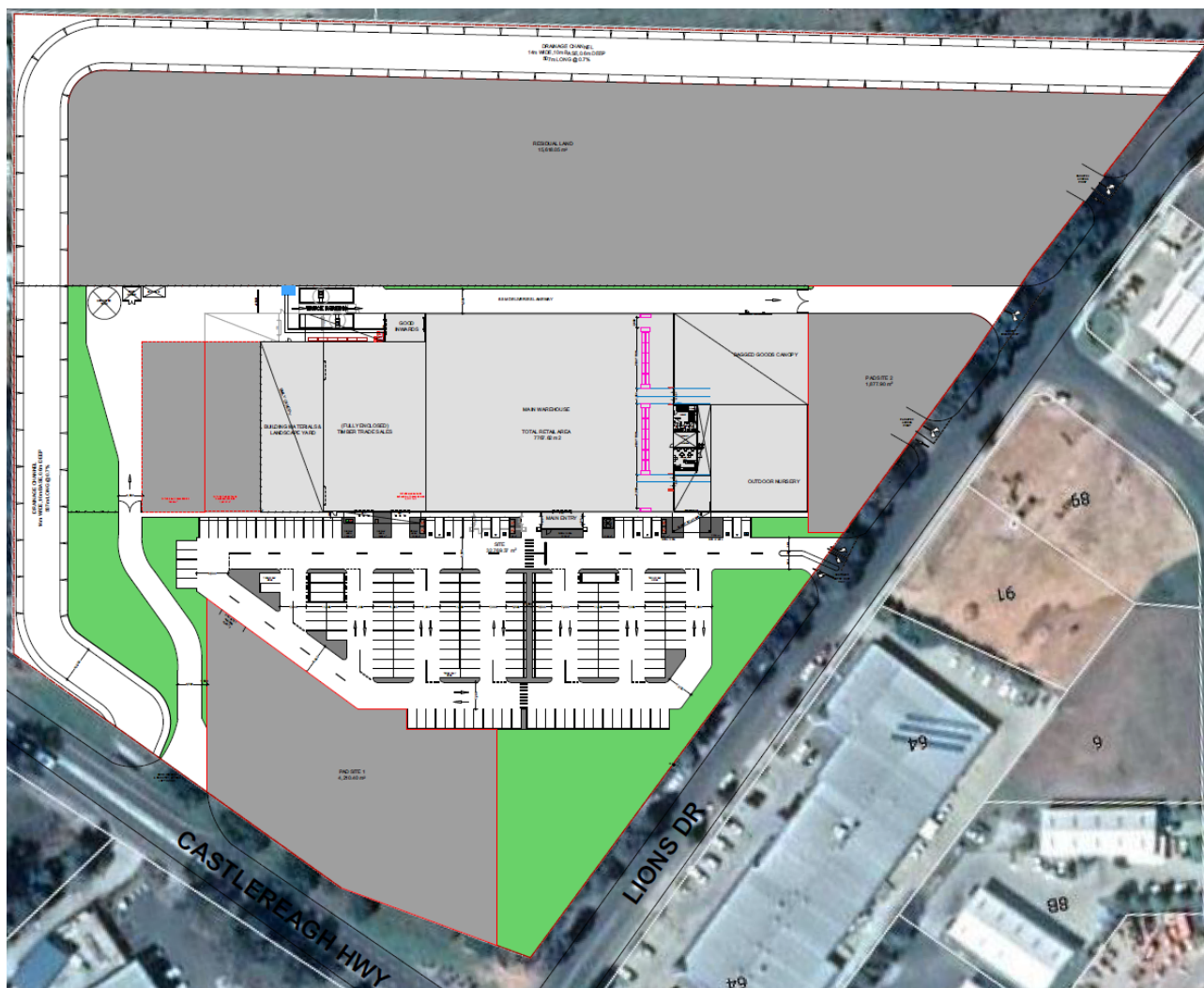
The Planning Proposal documentation states the rezoning will facilitate the development of a new Bunnings store measuring 7,720m<sup>2</sup>.

A site area of 2.6 hectares is required for the development of the new store. In addition, two future development sites are proposed measuring 4,210.40m<sup>2</sup> and 1,877.90m<sup>2</sup> and a residue area to accommodate any future expansion of the proposed Bunnings store of 15,618.05m<sup>2</sup>.

The Planning Proposal documentation includes the following consultant reports:

- Environmental Due Diligence
- Preliminary Acoustic Review
- Traffic Impact Assessment
- Preliminary Servicing Strategy
- Preliminary Site Investigation
- Flood Constraints Assessment
- Economic Assessment

In addition, the below 'Proposed Bunnings Development Scheme' is provided:



*Planning Proposal Attachment 1: Proposed Bunnings Development Scheme*

## CONTEXT AND KEY CONSIDERATIONS

The subject site is located at 134 Lions Drive, Burrundulla and is developed with a dwelling. The dwelling is setback approximately 70 metres from the Castlereagh Highway and gains access from Lions Drive. The site is located at the gateway to Mudgee and to the northern part of the Region. The below depicts the subject site.



*Subject site: 134 Lions Drive, Burrundulla, Lot 2 DP 1079362.*

The site is currently zoned RU4 Primary Production Small Lots with a minimum lot size of 20 hectares. The site is located within the 'urban purposes' area and fronts the nominated main entrance corridor, as detailed on Figure 3-1 Mudgee Town Structure Map, Part C of the Comprehensive Land Use Strategy (CLUS).

The site adjoins a lot to the east developed with a single dwelling on the common boundary. To the south the site adjoins a closed road.

The land slopes down generally from south-west to north-east. While there is no clearly defined watercourse surface runoff generally follows a drainage line roughly parallel to the north-western boundary discharging to a swale in the southern verge of the Castlereagh Highway road reserve and then discharges under the roadway.

### **Visual Significance**

The subject site is located on the main entrance corridor at the Mudgee town gateway. Protecting the main entrance corridor alongside the Castlereagh Highway is identified on Figure 3-1 Mudgee Town Structure Map, Part C of the CLUS. Travelling community and visitors to the region appreciate the experience travelling past agricultural flats from the public domain of the Castlereagh Highway.

Accordingly, a Visual Impact Statement prepared by Insite Town Planning was requested and submitted. The Statement outlines the methodology, provides a visual character of the site and surrounding area. The report also outlines the scenic quality of the locality and makes the following statement:

*'the scenic quality of the site compared to the other elements within the broader landscape is unremarkable. Consequently, the intrinsic scenic quality of the site is overall low to moderate. It does not feature any significant scenic resources'.*

The subject site forms part of the agricultural flats between the hills surrounding Mudgee. The importance of the agricultural flats are documented in the CLUS, and appreciation of these is continually expressed by the community. It is the experience of travelling alongside these open agricultural flats that is appreciated by locals and visitors to the region. The scenic quality are these agricultural flats.

Under the consideration of the visual exposure of the site, the following statement is made:

*'the subject site does not lie within any significant visual corridors or vistas'.*

The statement fails to address the visually significant main entrance corridor to Mudgee identified on Figure 3-1 Mudgee Town Structure Plan and 2.2.2 Town Gateways of Part C Strategy of the CLUS.

It is noted that over time development may occur within the catchment, however it will not directly adjoin the Castlereagh Highway, the main entrance corridor or the Mudgee gateway. Visual impacts will be experienced, with setbacks and vegetation screening used to minimise these impacts.

The statement details the following strategy that could be incorporated into the design of any future proposed development:

*'planting of roadside vegetation at the Spring Flat Road intersection, consistent with the existing roadside vegetation in the vicinity so as to screen views into the rear of the site and fit within the character of the locality'.*

The proposal to vegetate offsite to screen the rear of the future development highlights the visual dominance of the future development. It is acknowledged that development facing Lions Drive may still have a visual impact, with the rear of the development potentially being visible. However, this can be minimised with future plantings onsite, rather than offsite. The inclusion of a 25 metre wide 'no development' buffer will support the protection of the entrance corridor and experience of travelling into Mudgee before arriving at the intersection of the Castlereagh Highway with Lions Drive and Burrundulla Road.

### **Supply and Demand**

There are 116 hectares of employment lands zoned B5 Business Development, IN1 General Industrial and IN2 Light Industrial located around Mudgee. Further, 22 hectares of land zoned IN3 Heavy Industry is located at Toole Road, Ulan. The Toole Road, Ulan site is subject to an approved subdivision.

In addition it is important to note, 'hardware and building supplies' as defined by the Mid-Western Regional Local Environmental Plan 2012 are also permissible within the B3 Commercial Core, located in the Mudgee central business district.

The applicant submitted an Economic Assessment with the lodgement of the Planning Proposal and supplementary information (letters dated 7 July and 20 August 2020). The information provided details 93.8 hectares within the Sydney Road precinct. The consultant determined a forecast of demand for the land within the defined Sydney Road precinct using historical take up rates and applying this to the land availability. The following is an extract from the 20 August 2020 letter.

#### **Forecast Demand for Land in Sydney Road Precinct**

A forecast of demand for employment land in the Sydney Road precinct has been prepared using historical take up rates and applying this to current land availability.

Specifically, two scenarios have been identified:

- **High Scenario:** This scenario assumes the take up rate achieved between 1990 and 2010 of 2 hectares per annum is achieved from 2020 onwards. This scenario reflects demonstrated demand for employment land in the Sydney Road precinct in a 20-year period where a strong supply of available and appropriately located land was available.
- **Low Scenario:** Applies the more conservative take up rate of 1.5 hectares per annum achieved across the 30-year period from 1990 to 2020, including the more recent slow down in rates of development.

As shown in Figure 2, under the High Scenario the Sydney Road precinct has a theoretical land supply of 93.8 hectares which reaches full capacity in 2025, while even under the Low scenario this is achieved in 2027.

This is well below the generally accepted requirement for at least 10 years, and preferably 15 years of available employment land supply which is recommended for a competitive land market.

#### ***Planning Proposal Appendix 11: Ethos Urban Letter of Advice – Demand for Additional B5 Land 20 August 2020***

In reviewing recent trend data, it is appropriate to consider the take up rates of the last 10 years, rather than a 20 year or a greater period. Over the last 10 years an average of 0.6 hectares of employment land has been taken up per year in the Sydney Road Precinct.

The letter states that 83.5 hectares of land is currently developed within the Sydney Road precinct, with a total precinct area of 93.8 hectares. Accordingly, 10.3 hectares of land is available for future development. The 10.3 hectares of land available represents a 17 year supply (using the average take up rate per year for the last 10 years).

The 93.8 hectares within the Sydney Road Precinct does not account for the additional 2.6 hectares located at the western end of Inglis Street, the 19 hectares located on Hill End Road, Caerleon and the 22 hectares at Toole Road, Ulan. The Hill End Road, Caerleon and Toole Road, Ulan sites comprise a combined area of 41 hectares. Assuming a take up rate of 0.6 hectares per year, these additional areas represent an additional supply of greater than 60 years.

It should be highlighted that the B5 Business Development zone was only established in 2012. Prior to that, the precinct was zoned 'light industrial', with many land uses developed in the precinct prior to the establishment of the B5 Business Development zoning. It is anticipated that over time some of these land uses will relocate from the Sydney Road Precinct as they don't necessarily require the frontage to Sydney Road. This shift in the location of these land uses will also be encouraged when both the Hill End Road, Caerleon and Toole Road, Ulan subdivisions are released. This shift in land uses is consistent with Clause 3.2.3 Bulky goods retailing of Part C Strategy of the CLUS.

#### ***Council's Manager Development Engineering and Manager Water and Sewer Comment***

The Planning Proposal was referred to Council's Manager Development Engineering and Manager Water and Sewer comment. The main focus was on servicing, flooding and traffic.

The point of water connection of a 150mm reticulation water main needs to be to the 200-375mm diameter distribution trunk main that runs through the industrial area. The trunk main traverses Lions Drive near the intersection with Broadhead Road, and Sydney Road approximately 200m west of the Lions Drive intersection.

The developer will need to request flow and pressure test (via Customer Services and including payment of the appropriate fee) for assistance in design of internal water supply/fire fighting requirements in preparing any future development applications.

The point of sewer connection will be determined with any future development application. The point of connection may be either as per the provided Preliminary Servicing Strategy or alternatively, the sewer main that terminates near the north east boundary of the existing Bunnings site (Burrundulla Road). The developer will be responsible for confirming the location and depth of existing sewer via survey to ensure connection via gravity is possible.

In relation to the proposed development concept the areas of focus in relation to Development Engineering are traffic and stormwater management, listed below. Any future development application will need to address these matters.

#### Traffic

- Location and number of access driveways;
- Management of a shared use car park and access as proposed; and
- Upgrade requirements for the Castlereagh Highway, Lions Drive, Burrundulla Road intersection.

#### Stormwater Management

- Creation of appropriate easements to drain water over downstream properties;
- Appropriate flood mitigation measures; and
- A requirement to include provisions for the control of the rate of runoff, water quality and detention of runoff.

### ***Alternate Proposal***

As outlined above, the key considerations for the rezoning of the subject site are the visual impact of the future development on the main entrance corridor, Mudgee town gateway (detailed on Figure 3-1 Mudgee Town Structure Plan Part C Strategy) and the demand for an additional 5.37 hectares of B5 Business Development zoned land. Given the proposed future development will result in an unnecessary and unacceptable visual impact and the existing supply of employment lands, the rezoning of the entire site is not sufficiently justified and is not supported by staff.

As an alternative, the staff recommendation is to rezone 2.8 hectares of Lot 2 DP 1079362 from RU4 Primary Production Small Lots to B5 Business Development to support the development of only the Bunnings store, not the two future development sites or the residual Bunnings expansion land. As 2.6 hectares is required for a new Bunnings store, staff recommend rezoning 2.8 hectares of the site to accommodate a proposed 'no development' area immediately adjacent to the Castlereagh Highway.

The area to be rezoned as B5 Business Development will accommodate the future development of a Bunnings store fronting Lions Drive. The recommendation includes a 25 metres wide 'no development' area to the Castlereagh Highway, it is intended this area will be vegetated to create a visual buffer to the future development of the 2.6 hectares B5 Business Development.

The applicant has sought no minimum lot size for the subject site with very little justification as to why. This lack of control over the future minimum lot size for subdivision is not acceptable and if the developer sells the site, it could result in heavily constrained lots being created. Accordingly, the established minimum lot size for the B5 Business Development of 2000 square metres should be applied.

## INTENDED OUTCOMES

The intended outcome is that 2.8 hectares of Lot 2 DP 1079362 fronting Lions Drive, Burrundulla, currently zoned RU4 Primary Production Small Lots with a minimum lot size of 20 hectares, be rezoned to B5 Business Development with a minimum lot size of 2000 square metres.

The intended outcome is to create a 25 metre wide 'no development' visual buffer along the Castlereagh Highway frontage of Lot 2 DP 1079362. The intended outcome is to have a corresponding clause in the LEP excluding development within the buffer to protect the main entrance corridor and the Mudgee town gateway.

## EXPLANATION OF PROVISIONS

The intended outcomes outlined above will be achieved with an amendment to the *Mid-Western Regional Local Environmental Plan 2012*:

1. Amending an area of 2.6 hectares fronting Lions Drive, Burrundulla on Land Zoning Map – Sheet LZN\_006H from RU4 Primary Production Small Lots to B5 Business Development.
2. Amending an area of 2.6 hectares fronting Lions Drive, Burrundulla on the Lot Size Map – Sheet LSZ\_006H from (AB3) 20 hectares to (V) 2000 square metres.
3. Creation of a map or overlay depicting the 25 metre wide 'no development' area along the Castlereagh Highway frontage of Lot 2 DP 1079362 to exclude development in that area and provide a visual buffer.
4. Inclusion of a corresponding LEP Clause relating to the 25 metre wide 'no development' map or overlay. The Clause will outline that development is excluded within that area to create a visual buffer.

## JUSTIFICATION

### **Central West and Orana Regional Plan 2036**

The Central West and Orana Regional Plan 2036 is a 20-year blueprint for the future of the Central West and Orana region (Regional Plan). The Regional Plan sets out four goals for the Central West and Orana region. There are 29 Directions and corresponding Actions that sit under the four goals. The direction of particular relevance is *Direction 10: Promote business and industrial activities in employment lands*. The Direction 10 Actions have been considered below:

*10.3 Encourage the consolidation of isolated, unused or underused pockets of industrial land to create long-term development opportunities.*

Nineteen hectares of land zoned IN1 is located at Hill End Road, Caerleon. Council supported the rezoning of this site in 2012. The rezoning of an additional 5.37 hectares adjoining the established industrial area located on Sydney Road would potentially further delay the take-up of this supply, which would be inconsistent with this Action.

*10.6 Accommodate future commercial and retail activity in existing commercial centres, unless there is a demonstrated need or social and economic benefits to locating this activity elsewhere.*

Mudgee is identified as a Strategic Centre under the Plan. Council's CLUS Part C Figure 3-1 Mudgee Town Structure Plan depicts both the Commercial Core and Industrial lands (B5, IN1 & IN2), both areas are considered part of the Mudgee 'commercial centre'.

The Action stipulates requiring the uses to be accommodated in existing centres, this proposal is not within the existing centre therefore is inconsistent with this Action and the social and economic benefits are not sufficient to rezone the entire 5.37ha of the site.

*10.7 Require proposals for new retail development to demonstrate how they:*

- *respond to retail demand;*
- *respond to innovations in the retail sector;*
- *maximise public transport and community infrastructure commensurate with the scale of the proposal; and*
- *enhance the quality of public areas.*

As outlined above, there is a sufficient supply of employment land in the Mudgee area to respond to the forecast demand. Accordingly, the rezoning of the entire site is not consistent with this Action.

The entrance corridor to the town of Mudgee is considered a public area for the community and visitors to the Region. New retail developments on this entrance will detract from the visual quality of the area. Accordingly, rezoning land from a rural zone to B5 Business Development is inconsistent with this Action.

### ***Mid-Western Region Community Plan Towards 2030***

The Mid-Western Region Community Plan Towards 2030 (Community Plan) outlines various Strategy items under the five themes. The below two Strategy Items are of relevance:

*Strategy 1.2.4 Maintain and promote the aesthetic appeal of the towns and villages within the Region.*

The community has continually communicated the importance of maintaining the visual settings of the towns and villages within the Region. The importance of minimising any visual impact of the future development of this site is consistent with this Strategy Item.

*Strategy 3.1.1 Support the attraction and retention of a diverse range of businesses and industries*

The recommendation to support the rezoning of 2.8 hectares to B5 Business Development is consistent with this Strategy Item.

### ***Mid-Western Local Strategic Planning Statement, Our Place 2040***

Council undertook community engagement in 2020 to inform the preparation of the Local Strategic Planning Statement. A key response received from the community was the value of the scenic lands around the towns within the Region. This response informed Planning Priority 3 'Maintain and promote the aesthetic appeal of the towns and villages within the Region'. Land Use Actions will respond to this identified value.

### ***Mid-Western Regional Comprehensive Land Use Strategy 2010***

#### ***2.2.2 Town Gateways***

The following clause is included in the CLUS

*Gateway treatment was identified by the community as being a significant issue for the towns of Mudgee, Rylstone, Gulgong and Kandos and the principles for improvements to town entries are as follows.*

- Future development should provide for a substantial vegetated buffer along the major roadways and incorporate gateway treatments including vegetation, fencing and signage.*
- Gateway planning and treatments should commence, where possible, well in advance of any urban development in newly developing areas. To facilitate the strategy identifies split use of the parcels fronting the Castlereagh Highway such as part infrastructure, part urban (industrial, residential or whatever the case may be) within 50m of the Castlereagh Highway.*

To achieve the outcome detailed in the above, the staff recommendation includes the requirement to include an LEP map or overlay depicting the 25 metre wide 'no development' buffer and corresponding Clause to protect the Mudgee town gateway.

### *3.1.5 Other future urban development opportunities*

#### *Spring Flat - Mudgee*

The subject site is located within the 'Spring Flat – Mudgee' catchment. As outlined below the catchment has been identified for a master-planned residential urban development. This catchment is undergoing change with an approved Seniors Living Development and a new secondary school currently under assessment. As, the catchment is in a unique location adjoining the established urban area, it would not be a sound land use decision to rezone the entire site to B5 Business Development. It is appropriate to maintain the current zoning until such a time as there is certainty over the direction of the catchment which will allow an informed strategic land use response.

Council has a sufficient land supply of R1 General Residential and R2 Low Density Residential. Accordingly, at this time it is considered acceptable to rezone 2.8 hectares to B5 Business Development fronting Lions Drive and for the remainder of the site to retain the current zoning. The balance of the site would remain identified as a 'future development opportunity' in accordance with Figure 3-1 Mudgee Town Structure Plan (Figure 3-1).

*An additional urban development prospect has been identified in the vicinity of Spring Flat to the south-east of Mudgee, as shown in the Mudgee Town Structure Plan (Figure 3-1).*

*This area has historically been placed under pressure for urban expansion, however previously concerns regarding the protection of agriculture land, limiting the potential for urban sprawl along the access corridor to Mudgee and the potential for negative visual impacts, have been cited as major limitations to the extension of the urban development in this area. The potential development of a motel, school and Seniors housing have increased the possibility for rural land use conflict for that land located west of Spring Flat Road and points to the need for a greater, easily defined physical limitation to urban expansion.*

*This strategy recognises the need to provide a physical limitation to the growth of the urban land uses into the productive agricultural area to south east. However, this area provides a unique opportunity, in the context of Mudgee, to provide for master-planned residential urban development, which can address the visual amenity of the entrance to the town and provide a new point of entry. It is considered that standard residential subdivision would not be suitable for the site as it does not represent the highest and best use of the land, as this form of development is catered for elsewhere within Mudgee, and without master planning standard residential would be*

*unlikely to address the concerns previously raised. In this case, Spring Flat Road will be the absolute south-eastern limit of the town.*

### 3.2.3 Bulky goods retailing

The clause below specifically states bulky goods retailing is to be located along Sydney Road within the current area. The sale of 'hardware and building supplies' is considered bulky goods retailing, accordingly, this Clause is applicable. The proposal is not located within the current area, therefore the proposal is inconsistent with the CLUS.

*The current policy direction, as reinforced under the Interim Local Environmental Plan 2008, is to locate bulky goods retail development (excluding mall developments) along Sydney Road within the current Sydney Road Industrial Area to the south-east of Mudgee. The Interim Local Environmental Plan 2008 attempts to consolidate land for bulky goods retail by encouraging this type of development in the Light Industrial zone fronting Sydney Road. However, the focus for the majority of commercial development should still remain in the Mudgee CBD.*

*All bulky goods retail developments should continue to be focused towards the Sydney Road area in Mudgee, predominantly fronting Sydney Road. While light industrial uses exist in this area they are to be clearly separated from the bulky goods retailing in the future. Inappropriate retail developments, such as supermarkets, are discouraged and should be prohibited in this area.*

*The encouragement of bulky goods retail in the Sydney Road Area will require the identification of an alternative location for general and light industry in the medium to long term, which is dealt with below.*

### 3.2.4 General and heavy industry

Council has a 19 hectare IN1 General Industrial land zoned supply at Hill End Road, Caerleon and a 22 hectare IN3 Heavy Industrial zoned supply at Toole Road, Ulan. A sufficient land supply is available for the relocation of heavier industry from the Sydney Road precinct, which is consistent with the Clause provided below.

*The strategy to locate bulky goods retail within the Sydney Road Industrial Area may result in further alienation of heavier industry from this precinct in the medium to long term. As a result a secondary site for heavy industry will need to be identified that is located so as to minimise land use conflicts.*

## **Mudgee Retail Review 2005**

### 3.3.2 Future Retail Goods and Services Floorspace Requirements

The below points are included in the Mudgee Retail Strategy. As outlined above there is an adequate supply of employment lands. It should be noted that the supply considered does not account for the land currently zoned B3 Commercial Core within the Mudgee central business district, where some of these land uses are permissible. For these reasons it is not currently necessary for Council to designate a bulky goods precinct.

*In summary, the review of retail floorspace requirements undertaken for the study indicates that there*

*is a need for approximately 23,000m<sup>2</sup> of retail goods and services floorspace in the Shire over the period 2004-2021. The bulk of this floorspace (approximately 65%) is likely to be required in the Mudgee CBD. A notable proportion (approximately 25-30%) is likely to be required as bulky goods floorspace; and the major proportion of this may be more suitably located in a consolidated trade precinct in the Mudgee Industrial Area.*

*In relation to the bulky goods issue, it is likely that there are at least three strategies available to Council in relation to the location, establishment and management of a future bulky goods district. These are:-*

- *designation and facilitation of a bulky goods precinct to adjoin or as part of the Mudgee Industrial area focused around Sydney Road. It is recognised that this is the current direction of Council policy;*
- *investigation of the suitability and practicality for the establishment of a bulky goods/homemaker precinct in the Church Street area (south of Gladstone Street). This area currently lies within a 3A Zone as designated in the Mudgee LEP. The strategy would be given effect through the strategic consolidation of land for car parking and development and the preparation of a DCP for the area;*
- *a strategy which provides for the higher value/more intensive bulky goods stores to be located in the Church Street South area (eg. homewares and furnishings stores, music stores, sporting goods stores); and for the most space extensive stores/lower value bulky goods stores to be located in the Mudgee Industrial area focused around Sydney Road (eg. hardware stores and builders supplies, automotive parts supplies, boat supplies, agricultural equipment supplies, etc). This would constitute a further refinement to current Council policies, but it may well offer the best long term strategy to most effectively reinforce and add value to the Mudgee CBD and assist its development as a high quality regional attraction and service centre for the Shire and surrounding districts.*

### **Urban Release Strategy**

In December 2014 Council adopted the Mudgee and Gulgong Urban Release Strategy (URS). The purpose of the URS is to provide a framework for the timing of release and demand for residential land in Mudgee and Gulgong over a 20 year planning horizon based on the adopted CLUS and land already zoned in the Mid-Western Regional Local Environmental Plan 2012. The URS does not focus on employment lands.

### **NEXT STEP**

If Council supports the recommendation, the next step would involve forwarding the Planning Proposal and a Council resolution of initial support to DPIE seeking a Gateway Determination.

## **Community Plan implications**

| Theme    | Looking After Our Community   |
|----------|---|
| Goal     | Vibrant towns and villages  |
| Strategy | Make available diverse, sustainable, adaptable and affordable housing options through effective land use planning |

## **Strategic implications**

### **Council Strategies**

### **Council Policies**

The forwarding of the Planning Proposal will not require any change to relevant policies.

### **Legislation**

The Planning Proposal has been considered in accordance with Division 3.4 Environmental Planning Instruments - LEPs (previously Division 4) Local Environmental Plans of the

*Environmental Planning and Assessment Act 1979 and the Mid-Western Regional Local Environmental Plan 2012.*

## Financial implications

Nil.

## Associated Risks

If Council does not wish to provide initial support for the Planning Proposal, Council may resolve not to proceed with the Planning Proposal and advise the proponent accordingly.

SARAH ARMSTRONG  
MANAGER, STRATEGIC PLANNING

JULIE ROBERTSON  
DIRECTOR DEVELOPMENT

21 July 2020

*Attachments:* 1. Proposed Zoning Map.  
2. Planning Proposal 134 Lions Drive Burrundulla. (separately attached)

## APPROVED FOR SUBMISSION:

BRAD CAM  
GENERAL MANAGER

