

PLANNING PROPOSAL
Amendment to the
Cessnock Local Environment Plan 2011

“BLACK HILL”

Rezoning of Lot 1131 DP 1057179
John Renshaw Drive & Black Hill Road, Black Hill

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Subject Land

The Land is approximately 300ha in area, mostly gently undulating, and slopes generally down to the north. Weakleys Flat Creek runs through the north of the Land, and Vineys Creek runs through the south, both generally in an east-west direction, draining to Woodbery Swamp and eventually to the Hunter River.

The Land consists of improved pasture with large areas of native woodland throughout and along creek lines. Most of the vegetation is sparse, with little or no undergrowth, but in relatively good condition along the creeks. The woodland consists mainly of Lower Hunter Spotted Gum-Ironbark Forest, and Alluvial Tall Moist Forest is found along the creek lines. The vegetation has been subject to disturbance and degradation and the majority of areas are infested with invasive and exotic weeds, or show absence of lower layers through over grazing. Despite this, the vegetation areas contain mature to over-mature canopy species containing hollow-bearing limbs suitable for hollow dwelling native fauna.

The Land is both natural and rural in character, having been substantially cleared and used for agricultural activities, including grazing, extensive chicken-egg farming, other animal production, vaccine laboratory and diagnostic laboratory.

Structures on the Land include:

- Fencing, cattle yards and ramps associated with grazing of approximately 200 head of cattle;
- Buildings associated with former egg and animal production – all vacant - and dead bird burial grounds;
- Two former laboratories – vacant - and bird digestion tanks;
- 3 occupied dwelling houses;
- Up to 12 vacant and derelict dwelling houses;
- A small building used as a site office;
- Various sheds, outbuildings, roads and a stockpiling area used for concrete material.

The Land is divided by an easement running north to south, which accommodates the underground water supply pipeline for Hunter Water Corporation. An easement for electricity transmission lines runs north-south through the eastern portion of the Land.

Mining operations are being carried out under the Land (part of Abel underground coal mine) which are expected to continue until 2013 and are expected to occur under the majority of the Land. Air, water, noise and vibration monitoring stations are positioned at various locations around the Land.

The following attributes have been identified from the supporting documentation submitted with the proposal:

- The remnant Lower Hunter Spotted Gum – Ironbark Forest found on the Land is an endangered ecological community (EEC) as per the *Threatened Species Conservation Act 1995* and is a habitat for some endangered species of fauna (some of which were identified on the Land);

- Six threatened species were positively identified on the Land (one bird, 4 bat, and one flying fox species) and it is considered appropriate to consider that another, the Squirrel Glider, is occurring on the Land;
- It is possible that other threatened species, including large forest owl species and nomadic birds, occur on the Land;
- Three species of eucalypt that contribute to Koala habitat occur on the Land, although no evidence of individuals were found and the Land is not considered to constitute core koala habitat;
- A preliminary archaeological investigation revealed Aboriginal artefacts and sites are present on the Land and there is potential for other sites;
- The Land is known to be contaminated – the level of contamination is unclear as there are conflicting recommendations in the two reports. It is recommended that further detailed testing of various areas of previous operations and further research into former operations on the Land;
- Soils on the Land are erodable, acidic, saline, unstable and waterlogged and may affect the materials used for construction on the site.

John Renshaw Drive is on the northern boundary of the Land, and Black Hill Road is on the southern boundary. John Renshaw Drive is a main road that connects the Land to the New England Highway (about 2 km to the east and 3 km to the north via Weakleys Drive) then to Newcastle and Maitland, and to Raymond Terrace via the Pacific Highway. To the west John Renshaw Drive connects the Land to Kurri Kurri and Cessnock. The eastern boundary of the Land is the boundary between Cessnock and Newcastle Local Government Areas. About 1 km north is the boundary between Cessnock and Maitland Local Government Areas. The Land is 20 km north-west of the Newcastle CBD, 12 km south-east of Maitland and 14 km south-west of Raymond Terrace.

It is proposed to develop an interchange with the Sydney Newcastle Expressway (F3) at the intersection of John Renshaw Drive and Weakleys Drive, about 1 km north-east of the Land, and extend the F3 north to connect with the Pacific Highway at Raymond Terrace.

The Land is adjoined by rural land to the west and east (zoned RU2 under the Cessnock LEP 2011 and Environment Investigation Area and proposed RU2 under draft Newcastle LEP). The land directly to the south and north is zoned RU2. The land to the southern side of Black Hill Road is rural in character and accommodates the Black Hill School, Black Hill Uniting Church and rural and rural-residential dwelling houses. The land to the north of John Renshaw Drive has been significantly disturbed by mining operations and is occupied by the Donaldson open cut mine and the entry portal to the Abel underground mine. The Beresfield Industrial Park is directly to the north-east (zoned 4(a) Urban Services (similar to light industrial) under Newcastle LEP 2003, and IN2 in draft Newcastle LEP).

Land adjoining to the east and land to the north and north-west is in an area identified for *Future employment lands and freight hub* in the LHRS. The DoPI are considering a major project application for industrial development on lands to the east. The project is known as *The Black Hill Employment Lands (Northern Estates)*. The Watagan green corridor is to the south of the identified *future freight and employment land*, rural and resource land is to the west and further to the north are the urban areas of Maitland, East Maitland and Thornton also identified in the LHRS.

The subject land is shown in the locality plan as Appendix 1.

Background

The Black Hill Planning Proposal was first reported to Council on 7 March 2012 under report EE10/2012, where Council resolved to defer ongoing consideration to allow for a Councillor briefing and for the proponent to provide additional information and undertake consultation with local residents.

On 4 July 2012, the matter was again reported to Council under report EE60/2012, taking into account the issues raised by Council. However, Council resolved to withdraw report EE60/2012 on the request of the proponent so that further community consultation could be undertaken.

The results of the consultation undertaken by the proponent were reported to Council on 1 August 2012 under report EE67/2012, where it was resolved that:

Council not accept the Planning Proposal at this stage, however Council moves to conduct a full public meeting at Blackhill School for a time in late November, when the new Council has settled, a public meeting that all of the community is invited to and that starts a process of Council consultation with the local community over the Planning Proposal which has the objective of informing the Councillors and the Council more specifically as to how the community view their locality and how they see options for Planning Proposals to be presented in the future.

The Blackhill Environment Protection Group and the Buttai Community Development Group be specifically notified of all details of the public meeting.

On 5 October 2012 Council received correspondence from the Department of Planning and Infrastructure dated 2 October 2012 requesting Council prepare and submit the Black Hill Planning Proposal within 40 days for a Gateway Determination.

On 7 November 2012, Council considered this matter under Report EE99/2012 and resolved:

That Council adopt Option 3 being, that Council forward the Planning Proposal to the Gateway for assessment and not undertake the community meeting as previously resolved on 1 August 2012.

A copy of all report(s) containing an assessment of the Black Hill Planning Proposal are provided as Appendix 3.

PART 1: OBJECTIVES or INTENDED OUTCOMES

Objective

The objective of this Planning Proposal is to amend the Cessnock Local Environmental Plan 2011 to facilitate the industrial development of a large parcel of land (approximately 300 ha) at Black Hill.

It is proposed to rezone this land, legally known as Lot 1131 DP 1057179, John Renshaw Drive and Black Hill Road, Black Hill, from RU2 - Rural Landscape to IN1 - General Industrial Zone.

However, further additional zones may need to be considered as mechanisms designed to manage on site environmental considerations.

PART 2: EXPLANATION of PROVISIONS

The Black Hill Planning Proposal seeks to introduce a single IN1 - General Industrial Zone across the site comprising approximately 300 ha. However, further additional zones are proposed as mechanisms designed to manage on site environmental considerations.

The subject land is shown in the locality plan as Appendix 1.

An indicative zoning map is shown as Appendix 2.

While there is no minimum lot size proposed for the industrial area, a minimum lot size of 80ha for that area corresponding with the proposed E2 - Environmental Conservation zone is recommended.

The Planning Proposal will implement strategies contained in the Lower Hunter Regional Strategy and Council's City Wide Settlement Strategy that aims for a sustainable level of development, for current and future populations, through the balanced provision of residential and employment land, infrastructure and investment, and environmental protection and conservation.

Proceeding to the Gateway will enable the Planning Proposal to be developed and refined through further investigation, assessment of impacts (and measures to reduce these), and planning of services, and enable the land to come on line for its identified use in a timely manner.

To assist Council with the assessment of the rezoning proposal and better address the issues raised in the preliminary planning assessment, the following studies would need to be updated and/or provided new.

- **Land Use Zone** - The appropriateness of the proposed zoning, particularly in relation to:
 - o potential for conflict with the unique use of the IN1 - General Industrial Zone in the Cessnock comprehensive LEP for the Hunter Employment Zone (HEZ);
 - o protecting industrial uses from inappropriate retail use; and
 - o protection of on site environmentally sensitive areas;
- **Traffic Impact Assessment** - Traffic transport and access study to address the principles of integrated transport planning, explore alternative methods of transport, and determine capacity of the local road network and any upgrades required;
- **Public Utilities** - The physical and financial feasibility of servicing the Land, including a sewage treatment & effluent re-use investigation & design;
- **Aboriginal Archaeology** - incorporating the conservation of environmentally sensitive areas of land and cultural heritage;
- **European Heritage** - particularly in relation to potential archaeological sites.
- **Flora and Fauna Assessment** - The extent of any effect on threatened species and endangered ecological communities, and relevant protection or mitigation measures, or to determine whether a Species Impact Statement is required;

Measures to improve the compatibility of the Proposal with non-industrial land, including visual;

- **Geotechnical Assessment** - Potential mine subsidence and soil analysis;
- **Bushfire Threat** - Bushfire assessment and protection measures;
- **Contamination** - Contaminated land study and remediation plan if relevant;
- **Land Suitability Assessment** - Land survey and land capability assessment incorporating mapping of on site constraints and hazards. Further investigation of the constraint soils may place on development is recommended, in conjunction with investigation of potential mine subsidence impact, so the combined impacts can be identified, and adequate measures adopted to address both
- **Structure Plan** - A structure plan in accordance with the actions of the Lower Hunter Regional Strategy that maximises the employment and conservation outcomes for the freight hub precinct.
- **Social and Community Impact assessment** - giving consideration to the range of possible social impacts of the proposal and identify the positive and negative social impacts of the proposal
- **Economic impact assessment** - analysis including consideration of local employment; transport and access, proposed industrial mix and affordability.

These studies will form the basis for assessing the Planning Proposal and would be professionally reviewed by Council Officers. Where required, independent studies will be undertaken to validate information to allow the full implications of the proposed rezoning to be considered and addressed.

Cessnock DCP 2010

An amendment to Cessnock DCP (2010) will be needed. The form and final (draft) content of this amendment will follow consultation with all relevant public authorities and completion of the supporting studies.

Local Infrastructure

An amendment to Council's current section 94 contributions plan and / or development of a Voluntary Planning Agreement for local infrastructure will be needed. The form and final (draft) content of this plan will follow consultation with all relevant public authorities and completion of the supporting studies.

PART 3: JUSTIFICATION

In accordance with the Department of Planning's "Guide to Preparing Planning Proposals", this section provides a response to the following issues:

- Section A: Need for Proposal;
- Section B: Relationship to Strategic Planning Framework;
- Section C: Environmental, Social and Economic Impact; and
- Section D: State and Commonwealth Interests

Section A: Need for Proposal

1. Resulting from a Strategic Study or Report

The Planning Proposal reflects the Lower Hunter Regional Strategy and is, therefore, a result of a strategic study and report. According to the Lower Hunter Regional Strategy an additional 66 000 jobs in the region will be accommodated in existing major employment lands, the development of zoned but vacant employment land, and the zoning of 1000 ha of additional employment lands. Black Hill is identified as an area to be rezoned for employment lands and the Land is in an area identified as 'Future employment and freight hub' on the LHRS Strategy Map.

2. Planning Proposal as best way to achieve to objectives

The proposed zoning amendment is the best means of achieving the objective and intended outcome of the Planning Proposal.

While it is considered appropriate to rezone some of the Land for employment lands and industrial use, it is recommended the appropriateness of the proposed zoning should be investigated in more detailed analysis, should the Planning Proposal proceed through the Gateway.

In addition, it is noted that several areas of the site potentially accommodate sensitive environmental values (e.g. waterways). Protection of these sensitive environmental areas needs to be investigated and finalised prior to gazettal of the amending LEP for the Land.

3. Net Community Benefit

A *Net Community Benefit Test* was developed as part of the Centres Policy for use in conjunction with rezoning proposals related to centres, but can be adapted for use with other rezoning proposals. In the Centres Policy it is stated that the *Net Community Benefit Test* should:

- Be used to assess the merits of rezoning proposals to develop outside an existing centre where the current zoning does not permit the use;
- That the assessment should be prepared by the proponent in conjunction with the relevant planning authority to be submitted to council for endorsement prior to submitting to the Department of Planning as part to the Gateway process;
- That the level of detail and analysis should be proportionate to the size and likely impact of the rezoning.

While not specifically stated in the Proposal, it is considered that the net community benefit, from the proposed *employment lands*, would have been identified in the strategic documents that have been adopted for the region and is reflected in the Land being identified in the LHRS as *Future freight hub and employment lands*.

The following Table provides an analysis of the proposal against the *Net Community Benefit Test*. It is noted that the *Test* is not entirely applicable to the Proposal and the responses have been tailored accordingly.

Evaluation Criteria	Comment
Will the LEP be compatible with agreed State and regional strategic direction for development in the area?	Yes – the proposal is consistent with the LHRS and state policies that have identified the need for employment lands close to resources and on land that has ready access to transport networks and other support infrastructure. The Land is specifically identified in the LHRS as additional employment land for its location on the major road and rail transport network to the north-west, and south to Newcastle and Sydney, and north along the Pacific Highway.
Is the LEP located in a global/regional city, strategic centre or corridor nominated within the Metropolitan Strategy or other regional/sub-regional strategy?	No – However, the Land is adjacent to the area covered by the Newcastle-Lake Macquarie Western Corridor Planning Strategy (WCPS) that the Department released in July 2010 to implement actions identified in the LHRS. The WCPS Map identifies the Land as <i>future freight hub and employment lands</i> and the site adjoining is identified as <i>employment land investigation</i> . The WCPS identifies two site options for the potential freight hub, one to the north of the Land (within the <i>future freight hub and employment lands</i> area) and one to the west of the Land (outside <i>future freight hub and employment lands</i> area). Given the location of the Land, its development for industrial use could support and take advantage of the freight hub at either option.
Is the LEP likely to create a precedent or create or change the expectations of the landowner or other landholders?	No – the Proposal is not an opportunistic or ad hoc request for rezoning of rural land to a higher use. The Land is identified for future employment lands in the LHRS and the WCPS – the Proposal will implement the direction identified in those strategic documents. The Land is near to land already developed, zoned or identified for rezoning for employment lands, and close to road and potential rail transport. Its location makes it more suitable for rezoning for employment generating use than other rural land in the region.
Have the cumulative effects of other spot rezoning proposals in the locality been considered? What was the outcome of these considerations?	Not relevant - given the Proposal is part of a wider strategy to increase the supply of employment lands in the region - it should not be viewed as a spot rezoning.
Will the LEP facilitate a permanent employment generating activity or result in a loss of employment lands?	Yes – the rezoning will create additional employment lands in accordance with the LHRS. The extent of employment that will be created is not identified in the Proposal. However, the Land is comparable in size to other industrial zones in the region. When the environmental constraints on

Evaluation Criteria	Comment
	the Land are taken into consideration there could still be a large area of developable land for employment generating activities.
Will the LEP impact upon the supply of residential land and therefore housing supply and affordability?	No – there are 3 existing dwellings on the Land and it is not in an appropriate location for residential or rural- residential development (under the LHRS additional residential zoned land has been identified and is to adjoin existing centres and towns, and rural-residential rezoning is on hold while stocks of existing zoned land are taken up). The impact of the Proposal on housing supply will be negligible.
Is the existing public infrastructure (roads, rail, and utilities) capable of servicing the proposed site? Is there good pedestrian and cycling access? Is public transport currently available or is there infrastructure capacity to support future public transport?	Yes – the site has been identified in the LHRS as future employment land for its location on major road and rail transport infrastructure that gives access to the major centre of Newcastle and nearby town centres, via John Rrenshaw Drive and the New England Highway, and to Sydney and the north via the F3, hunter rail line, New England and Pacific Highway. Proposed improvements to this infrastructure will improve the accessibility. Uncertain - there is no pedestrian or cycling access to the Land and public transport to the Land is limited. There could be infrastructure capacity in the existing road network to introduce public transport, walking and cycle ways. There may be a critical mass reached in the potential development of the Land and nearby land for the freight hub and industrial activity that would enable introduction of alternative transport and access options. In the background studies submitted with the Proposal, it is stated that the Land can be serviced by reticulated water and sewerage infrastructure, electricity, gas and telecommunications. There is no written confirmation from utility providers. There are water and electricity mains within the vicinity of the Land, and it is assumed the Land can be adequately serviced, by these, and other utilities, through private arrangement or augmentation of existing facilities.
Will the proposal result in changes to the car distances travelled by customers, employees and suppliers? If so, what are the likely impacts in terms of greenhouse gas emissions, operating costs and road safety?	Uncertain – employment, customer and supplier numbers, origin and destination are not available. Given that rezoning of the Land is intended to increase employment rather than relocate existing employment, there may be an increase in vehicle trips and distances travelled and, therefore, increase in greenhouse gasses. However, there may be potential offsets in bringing markets together, locating employment closer to the centres around Black Hill (such as Maitland), improved efficient transport, resource efficient and modern design and operation of activities, and environmental enhancement including tree planting.
Are there significant Government investments in infrastructure or services in the area whose	Yes – upgrades to infrastructure such as the F3 extension and new interchanges, improved rail

Evaluation Criteria	Comment
patronage will be affected by the proposal? If so, what is the expected impact?	connection (into the proposed freight hub) and development of container loading operations at Newcastle Port are proposed in conjunction with the increase in employment lands in the area, and the <i>future freight hub and employment lands</i> at Black Hill. [LHRS p.21]
Will the proposal impact on land that the Government has identified a need to protect (e.g. land with high biodiversity values) or have other environmental impacts? Is the land constrained by environmental factors such as flooding?	Yes – The land is bushfire prone and potentially prone to mine subsidence. A number of threatened species and an endangered ecological community have been found on the Land. There is Aboriginal archaeology on the Land. A study of European heritage has not been undertaken and needs to be addressed under the <i>Heritage Act 1979</i>, particularly in relation to potential archaeological sites. There are riparian areas on the Land. Requirements for protection in relation to flora and fauna, aboriginal archaeology, possible European heritage, bushfire, mine subsidence, and the riparian area will, to some extent, constrain development on the Land (in addition to the two easements that transverse the Land, and other measures that may be required such as visual buffers).
Will the LEP be compatible/complementary with surrounding land uses? What is the impact on amenity in the location and wider community? Will the public domain improve?	The Proposal is compatible with industrial zoned land to the north-east, mining operations to the north of the proposed freight hub and industrial land under investigation to the east of the Land. However, the proposed industrial use could impact on the rural land, community facilities and dwellings to the west and south. Development of the Land could also be visually intrusive from adjoining roads and properties.
Will the proposal increase choice and competition by increasing the number of retail and commercial premises operating in the area?	Not relevant –given that the Proposal is for industrial land it would not result in significant retail/commercial premises.
If a stand-alone proposal and not a centre, does the proposal have the potential to develop into a centre in the future?	No – given the Proposal is for industrial land it would not result in significant retail/commercial or residential development that would have the potential to develop into a centre. The Proposal should not be considered stand-alone as it is within a wider area that is used for, and is identified for further, employment lands.
What are the public interest reasons for preparing the draft plan? What are the implications of not proceeding at that time?	The Proposal will implement strategies contained in the LHRS that aims for a sustainable level of development, for current and future populations, through the provision of residential and employment land, infrastructure and investment, and environmental protection and conservation. Proceeding will enable the Proposal to be developed through further investigation, assessment of impacts and measures to reduce these, and planning of services, and enable the land to come on line for its identified use in a timely manner. Not proceeding at this time may prevent the availability of employment land coinciding with demand and be contrary to the LHRS strategy

Evaluation Criteria	Comment
	to create a buffer of available zoned and serviced employment lands.

Section B: Relationship to Strategic Planning Framework

4. Consistency with Objectives and Actions within Regional Strategies

The Planning Proposal is consistent with the Lower Hunter Regional Strategy, which identifies an additional 66,000 jobs in the region will be accommodated in existing major employment lands, the development of zoned but vacant employment land, and the zoning of a 1000 ha of additional employment lands. Black Hill is identified as an area to be rezoned for employment and the Land is in an area identified as '*Future employment and freight hub*' on the LHRS Strategy Map. (LHRS p.20 & 13]

While employment trends in the region are towards the tertiary sector and industries that will be accommodated in centres and business parks, a need for traditional industrial lands and continued growth in traditional job opportunities is identified in the LHRS. [LHRS p.7] A focus of the LHRS is expansion of freight handling in the area and thus the identification of land for a freight hub close to the port and near the junction of the New England and Pacific Highways. The additional employment lands at Stony Pinch and Black Hill are intended to directly support the freight hub and give a competitive advantage to new industries through the minimisation of transport and handling costs. [LHRS p.21]

The proposed IN1 zoning of the Land will allow for a 'wide range of industrial and warehouse land uses' and 'encourage major sustainable industrial development and major employment generating development and is, therefore, consistent with the LHRS strategies and actions for the Land. However, the IN1 zone allows for land uses that may not achieve the relevant strategies and actions such as *retail premises* and *plant nurseries*. An Action in the LHRS requires councils to identify sites for bulky goods premises in commercial centres and restrict this form of retailing in employment and industrial zones. [LHRS p.22]

Another Action related to the LHRS employment strategies requires the Department to develop a structure plan that maximises the employment and conservation outcomes for the freight hub precinct. This structure plan needs to be developed prior to gazettal of the rezoning of the Land.

The DoPI released the WPCS in July 2010 to implement the LHRS actions relating to a corridor of land extending from Beresfield in the north to Killingworth in the south. Two locations for the future freight hub are identified in the WCPS. While the Land is not within the area covered by the WCPS, it is adjacent to the Corridor and in the vicinity of the two freight options. It is stated in the Proposal that both options "are located within or directly adjacent to the mapped *Future freight hub and employments lands* area (on the LHRS Strategy Map). As the subject site is located within this mapped area and the Planning Proposal proposes an industrial zoning, it is compliant with the preferred land uses under the WCPS and can contribute supporting employment uses to the proposed freight hub, whether it be option A or B."

5. Consistency with Council's Community Strategic Plan or other Local Strategic Plan

Community Strategic Plan - Our People, Our Place, Our Future

Council's Community Strategic Plan includes 5 key directions related to community, economy, environment, services and leadership, with Objectives and Actions related to each key direction.

Two of the Actions are referred to in the Planning Proposal as follows:

- Action 2.1.1 – Promote the whole of the LGA and market the area comprehensively to attract new businesses and residents; and
- Action 2.1.4 - Develop a freight hub and transport interchange at the Bloomfield/Donaldson site.

It is stated in the Proposal “this Proposal will allow for the development of a wide range of new industrial/employment business opportunities, significantly increasing job opportunities within the LGA and beyond” and “this proposal will provide supportive employment uses for any future freight hub in the vicinity.”

It is agreed that the Proposal is consistent with the Community Strategic Plan, particularly Action 2.1.4 and that development of the Land has the potential to attract new businesses to the LGA.

Also relevant to the Proposal is Objective 3.1 Protecting and enhancing the natural environment and the rural character of the area. Development in accordance with the Proposal needs to be undertaken in a way that achieves this objective. While it is considered appropriate to rezone some of the Land for employment land and industrial use, protection and enhancement of the natural and cultural environment on the Land, and the rural character around the Land is also an important consideration that needs further investigation.

City Wide Settlement Strategy (CWSS) (2010)

The CWSS recognises the need identified in the LHRS for employment land within the Lower Hunter Region to contribute to meeting the employment land needs of the broader metropolitan region of Sydney and the long term need for a freight hub at Beresfield (near the intersection of the New England and Pacific Highways). [CWSS p.129 & 130] There are no Directions or Actions that relate directly to the Proposal in the CWSS. While it is recognised in the CWSS that “The proposed employment lands identified in the Lower Hunter Regional Strategy will primarily cater for employment needs in the Cessnock LGA in the medium term (Branxton/Huntlee) and long term (regional freight hub)”, the CWSS focuses on short term needs and land adjacent to existing centres were identified for rezoning for industrial use in Local Environmental Plan 2011.

While the Proposal may be a little ahead of the critical timing for local employment lands identified in the CWSS it is not inconsistent with the CWSS.

6. Consistency with State Environmental Planning Policies

An assessment of relevant SEPPs against the Planning Proposal is provided in the table below.

Table 1: Relevant State Environmental Planning Policies

SEPP	Relevance	Consistency and Implications
SEPP 4 - Development without Consent and Miscellaneous Complying Development	The SEPP allows relatively simple or minor changes of land or building use and certain types of development without the need for formal development applications. The types of development covered in the policy are outlined in the policy.	Nothing in this Planning Proposal affects the aims and provisions of this SEPP.

SEPP 6 - Number of Storeys in a Building	The SEPP clarifies the reference to storey, floors and levels.	Nothing in this Planning Proposal affects the aims and provisions of this SEPP.
SEPP 15 - Rural Land Sharing Communities	The SEPP provides for multiple occupancy development, with council consent, in rural and non-urban zones, subject to a list of criteria in the policy.	Nothing in this Planning Proposal affects the aims and provisions of this SEPP.
SEPP 21 -Caravan Parks	The SEPP provides for development for caravan parks.	Nothing in this Planning Proposal affects the aims and provisions of this SEPP.
SEPP 22 - Shops and commercial premises	The SEPP provides for the change of use of commercial premises.	Nothing in this Planning Proposal affects the aims and provisions of this SEPP.
SEPP 30 - Intensive Agriculture	The SEPP provides considerations for consent for intensive agriculture.	Nothing in this Planning Proposal affects the aims and provisions of this SEPP.
SEPP 32 - Urban Consolidation (Redevelopment of Urban Land)	The SEPP makes provision for the re-development of urban land suitable for multi-unit housing and related development.	Nothing in this Planning Proposal affects the aims and provisions of this SEPP.
SEPP 33 - Hazardous & Offensive Development	The SEPP provides considerations for consent for hazardous & offensive development.	Nothing in this Planning Proposal affects the aims and provisions of this SEPP.
SEPP 36 - Manufactured Homes Estates	The SEPP makes provision to encourage manufactured homes estates through permitting this use where caravan parks are permitted and allowing subdivision.	Nothing in this Planning Proposal affects the aims and provisions of this SEPP.
SEPP 44 - Koala Habitat Protection	This SEPP applies to land across NSW that is greater than 1 hectare and is not a National Park or Forestry Reserve. The SEPP encourages the conservation and management of natural vegetation areas that provide habitat for koalas to ensure permanent free-living populations will be maintained over their present range.	Three eucalypt species that contribute to koala habitat were identified on the Land. No evidence of koalas was found on the Land nor was there a record from previous studies on adjoining lands. The survey supporting the Proposal concluded that the site does not constitute core koala habitat and that the provisions of SEPP 44 would not apply to the site. However, this was undertaken in relation to a previous application, and is somewhat out of date. It is recommended that flora and fauna, including koala habitat, be investigated in more detailed, should the Proposal proceed through the Gateway process.
SEPP 50 - Canal Estates	The SEPP bans new canal estates from the date of gazettal, to ensure coastal and aquatic environments are not affected by these developments.	Nothing in this Planning Proposal affects the aims and provisions of this SEPP.

SEPP 55 - Remediation of Land	This SEPP applies to land across NSW and states that land must not be developed if it is unsuitable for a proposed use because of contamination	The contaminated land information submitted with the Proposal is confusing and appears to not have comprehensively tested the Land for contamination. It is recommended potential contamination and remediation be investigated in more detailed analysis, should the Proposal proceed through the Gateway process.
SEPP 62 - Sustainable Aquaculture	The SEPP relates to development for aquaculture and to development arising from the rezoning of land and is of relevance for site specific rezoning proposals.	Nothing in this Planning Proposal affects the aims and provisions of this SEPP.
SEPP 64 - Advertising and Signage	The SEPP aims to ensure that outdoor advertising is compatible with the desired amenity and visual character of an area, provides effective communication in suitable locations and is of high quality design and finish.	Nothing in this Planning Proposal affects the aims and provisions of this SEPP.
SEPP 65 - Design Quality of Residential Development	The SEPP relates to residential flat development across the state through the application of a series of design principles. Provides for the establishment of Design Review Panels to provide independent expert advice to councils on the merit of residential flat development.	Nothing in this Planning Proposal affects the aims and provisions of this SEPP.
SEPP Building Sustainability Index: BASIX 2004	The SEPP provides for the implementation of BASIX throughout the State.	Nothing in this Planning Proposal affects the aims and provisions of this SEPP.
SEPP Housing for Seniors or People with a Disability 2004	The SEPP aims to encourage provision of housing for seniors, including residential care facilities. The SEPP provides development standards.	Nothing in this Planning Proposal affects the aims and provisions of this SEPP.
SEPP Major Development 2005	The SEPP defines certain developments that are major projects to be assessed under Part 3A of the Environmental Planning and Assessment Act 1979 and determined by the Minister for Planning. It also provides planning provisions for State significant sites. In addition, the SEPP identifies the council consent authority functions that may be carried out by Joint Regional Planning Panels (JRPPs) and classes of regional development to be determined by JRPPs.	Nothing in this Planning Proposal affects the aims and provisions of this SEPP.
SEPP Infrastructure 2007	The SEPP provides a consistent approach for infrastructure and the provision of services across NSW, and to support greater efficiency in the location of infrastructure and service facilities.	The SEPP is relevant to development proposals fronting classified roads (John Renshaw Drive) and traffic generating developments (for example industrial/employment

		development with an area greater than 5000 m². The SEPP is not specifically relevant to rezoning proposals and it is stated in the Planning Proposal that "These issue will be addressed at the development application stage, should this Planning Proposal progress." Given the importance of the road network in the vicinity of the Land, and to the Proposal, it is considered that matters relating to traffic, transport and access, and the impact of the Proposal on the main road (such as visual impact) should be resolved prior to rezoning and not left to individual applicants. It is recommended that traffic, transport and access be investigated in detailed analysis should the Proposal proceed to the Gateway process.
SEPP Mining, Petroleum Production and Extractive Industries 2007	The SEPP aims to provide proper management of mineral, petroleum and extractive material resources and ESD.	Nothing in this Planning Proposal affects the aims and provisions of this SEPP.
SEPP Temporary Structures 2007	The SEPP provides for the erection of temporary structures and the use of places of public entertainment while protecting public safety and local amenity.	Nothing in this Planning Proposal affects the aims and provisions of this SEPP.
SEPP Exempt and Complying Development Codes 2008	The SEPP provides exempt and complying development codes that have State-wide application, identifying, in the General Exempt Development Code, types of development that are of minimal environmental impact that may be carried out without the need for development consent; and, in the General Housing Code, types of complying development that may be carried out in accordance with a complying development certificate.	Nothing in this Planning Proposal affects the aims and provisions of this SEPP.
SEPP Rural Lands 2008	The SEPP aims to facilitate economic use and development of rural lands, reduce land use conflicts and provides development principles.	Nothing in this Planning Proposal affects the aims and provisions of this SEPP.
SEPP Affordable Rental Housing 2009	The SEPP provides for an increase in the supply and diversity of affordable rental and social housing in NSW.	Nothing in this Planning Proposal affects the aims and provisions of this SEPP.

SEPP State and Regional Development 2011	The SEPP aims to identify development and infrastructure that is State significant and confer functions on the Joint Regional Planning Panels (JRPPs) to determine development applications.	Nothing in this Planning Proposal affects the aims and provisions of this SEPP.
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7. Consistency with s.117 Ministerial Directions for Local Plan Making

The Proposal is inconsistent with some of the relevant directions for the reasons given against each direction in the Table. The inconsistencies have been considered against the relevant criteria and it has been determined that there is justification for some of the inconsistencies.

An assessment of relevant s.117 Directions against the Planning Proposal is provided in the table below.

Table 2: Relevant s.117 Ministerial Directions

Ministerial Direction	Aim of Direction	Consistency and Implication
1. EMPLOYMENT AND RESOURCES		
1.1 Business and Industrial Zones	Encourage employment growth in suitable locations, protect employment land in business and industrial zones, and support the viability of identified strategic centres.	The Planning Proposal would allow for a new employment area that is in accordance with the LHRS and is, therefore, consistent with this Direction.
1.2 Rural Zones	The objective of this direction is to protect the agricultural production value of rural land.	Any proposal to rezone land from a rural zone or for provisions that will increase the permissible density on land within a rural zone must be justified in accordance with the criteria listed at the head of this table. The Proposal will rezone the Land from rural to industrial and is therefore inconsistent with this direction. However, the Proposal is consistent with the LHRS (criteria c) and the Land is specifically identified in the LHRS as <i>future employment lands</i>, were the benefits between rural land and industrial zoning have been considered and the preferred strategies approved (criteria a). The inconsistency with this Direction is justified in this instance.
1.3 Mining, Petroleum Production and Extractive Industries	The objective of this direction is to ensure that the future extraction of State or regionally significant reserves coal, other minerals, petroleum and extractive materials	Underground coal mining activities are occurring under the Land and are expected to continue until 2013. It is stated in the Proposal that the

	are not compromised by inappropriate development.	industrial/employment development of the Land is not likely to restrict the extraction process and the coal resources are likely to be exhausted by the time the Land is developed. In preparation of a Planning Proposal affected by this Direction Council is required to consult with the Department of Primary Industry to identify and take into consideration issues likely to lead to land use conflict between coal mining and other land uses. This consultation needs to be undertaken to determine consistency with the direction. It is recommended that this consultation be undertaken to determine whether the Proposal is consistent with Direction 1.3.
1.5 Rural lands	The objective of this direction is to protect the agricultural production value of rural land and facilitate the economic development of rural lands for rural related purposes.	The Planning Proposal will rezone the Land from rural to industrial and is therefore inconsistent with this direction. However, the Proposal is consistent with the LHRS (criteria c) and the Land is specifically identified in the LHRS as <i>future employment lands</i>, were the benefits between rural land and industrial zoning have been considered and the preferred strategies approved (criteria a). The inconsistency with this Direction is justified in this instance.
2. ENVIRONMENT AND HERITAGE		
2.1 Environmental Protection Zones	The objective of this direction is to protect and conserve environmentally sensitive areas.	There are areas of native vegetation that comprise an endangered ecological community, a number of threatened species, and two riparian areas, on the land. These matters need to be resolved to determine consistency with Direction 2.1 prior to rezoning.
2.3 Heritage Conservation	The objective of this direction is to conserve items, areas, objects and places of environmental heritage	No documentation regarding European heritage has been

	significance and indigenous heritage significance.	lodged with the Planning Proposal. While there are no listed items on the Land, there could be potential heritage, particularly in relation to past agricultural occupation of the Land. It is considered that a heritage/archaeological study needs to be undertaken if only to determine there is nothing of significance on the Land. Aboriginal artefacts and sites have been identified on the Land and additional work is required in relation to potential sites and their significance. The archaeological study was undertaken in 2003 and is not in accordance with the Guide to investigating, assessing and reporting on Aboriginal cultural heritage that was issued by the NSW Office of Environment and Heritage in 2011. The Aboriginal archaeological study needs to be undertaken again in accordance with the relevant guidelines and with the participation of the relevant Aboriginal parties. Consistency with this Direction can only be determined when the relevant studies are undertaken or updated.
2.4 Recreation Vehicle Areas	The draft LEP amendment does not enable land to be developed for the purpose of a recreation vehicle area (within the meaning of the <i>Recreation Vehicles Act 1983</i>).	Planning Proposal not affected by this direction.
3. HOUSING, INFRASTRUCTURE AND URBAN DEVELOPMENT		
3.1 Residential Zones	Encourage a variety and choice of housing types to provide for existing and future housing needs, make efficient use of existing infrastructure and services and ensure that new housing has appropriate access to infrastructure and services, and minimise the impact of residential development on the environment and resource lands.	Planning Proposal not affected by this direction.
3.2 Caravan parks and Manufactured Home Estates	The objective of this direction is to provide for a variety of housing types, and provide opportunities for caravan parks and manufactured home estates.	Planning Proposal not affected by this direction.

3.3 Home Occupations	The objective of this direction is to encourage the carrying out of low-impact small businesses in dwelling houses.	Planning Proposal not affected by this direction.
3.4 Integrating 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 sustainable transport objectives.	The Land is not integrated with any centre where there would be potential for meeting the objectives of this direction. The Land is, however, in a location where there are transport advantages from the road network and potential rail access. There may be potential offsets in bringing markets together, locating employment closer to the centres around Black Hill (such as Maitland), improved efficient transport, and efficient design on the Land. The Proposal is considered to be inconsistent with Direction 3.4 until the principles of integrated planning are addressed.
3.5 Development Near Licensed Aerodromes	The objectives of this direction to ensure the efficient and safe operation of aerodromes, ensure their operation is not compromised by incompatible future adjoining land uses	Planning Proposal not affected by this direction.
3.6 Shooting Ranges	The objective of this direction is to maintain appropriate levels of public safety and amenity, reduce land use conflict and identify issues that must be addressed when rezoning land adjacent to an existing shooting range.	Planning Proposal not affected by this direction.
4. HAZARD AND RISK		
4.1 Acid Sulfate Soils	The objective of this direction is to avoid significant adverse environmental impacts from the use of land that has a probability of containing acid sulphate soils	Planning Proposal not affected by this direction.
4.2 Mine Subsidence and Unstable Land	The objective of this direction is to prevent damage to life, property and the environment on land identified as unstable or potentially subject to mine subsidence.	The Land is not identified as unstable or potentially subject to mine subsidence. However, underground coal mining is being undertaken on the Land and the potential for mine subsidence could constrain development on the Land. While the Planning Proposal is not strictly inconsistent with Direction 4.2, this matter needs to be resolved prior to rezoning.
4.3 Flood Prone Land	The objectives of this direction are to ensure that development of flood	Planning Proposal not affected by this direction.

	prone land is consistent with the NSW Government's Flood Prone Land Policy and the principles of the <i>Floodplain Development Manual 2005</i> , and that the provisions of an LEP on flood prone land are commensurate with flood hazard and include consideration of the potential flood impacts both on and off the subject land.	
4.4 Planning for Bushfire Protection	The objectives of this direction are to protect life, property and the environment from bush fire hazards, by discouraging the establishment of incompatible land uses in bush fire prone areas, to encourage sound management of bush fire prone areas.	The land is bushfire prone. A bushfire hazard assessment has not been undertaken with the Planning Proposal. While there is little detail, it is considered that development can be made to comply by way of design or conditions. The requirement for Asset Protection Zones may, however, affect other aspects of development on the Land, such as EEC and visual buffers. At this stage it is not considered that the Planning Proposal is inconsistent with direction 4.4. However, it is considered that the impact of bushfire protection on other aspects of the land should be resolved prior to rezoning.
5. REGIONAL PLANNING		
5.1 Implementation of Regional Strategies	The objective of this direction is to give legal effect to the vision, land use strategy, policies, outcomes and actions contained in regional strategies.	The proposal is consistent with the LHRS, being identified as additional employment land. However, some of the uses permitted in the proposed IN1, such as bulky goods premises, are not consistent with actions of the LHRS. The proposal is generally consistent with direction 5.1.
6. LOCAL PLAN MAKING		
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.	Planning Proposal not affected by this direction.
6.2 Reserving Land for Public Purposes	The objectives of this direction are to facilitate the provision of public services and facilities by reserving land for public purposes, and facilitate the removal of reservations of land for public purposes where the land is no longer required for acquisition.	Planning Proposal not affected by this direction.
6.3 Site Specific Provisions	The objective of this direction is to discourage unnecessarily restrictive	It is proposed to use existing LEP zones and existing

	site specific planning controls.	controls. The Proposal is consistent with Direction 6.3.
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Section C: Environmental, Social and Economic Impact

8. Impact on Threatened Species

The *Flora and Fauna Assessment* submitted with the Planning Proposal was undertaken for a proposed rural residential subdivision in accordance with the *Threatened Species Act 1995* and Part 5A of the *Environmental Planning and Assessment Act 1979*. The conclusions of the assessment are that the proposed rural residential subdivision would not result in a significant impact on the local ecology or threatened species, EEC or their habitats (sic), provided the recommendations are implemented.

It is stated in the Proposal that “The results of this assessment indicate that the site can be appropriately developed without significant impacts on threatened species or their habitat, provided appropriate mitigation measures are incorporated into the lot layout and design of a future industrial development proposal.”

This assessment is not directly applicable to the Planning Proposal, but is useful in that it identifies the presence of an EEC, several threatened species on (or using, or potentially using) the Land, the presence of trees that contribute to koala habitat, and the presence of mature and hollow trees that contribute to dwelling habitat for native fauna. There is the likelihood, therefore, that a threatened species or EEC will be adversely affected as a result of development. The extent of any effect, and relevant protection or mitigation measures, needs to be investigated and documented prior to rezoning, to determine whether a Species Impact Statement is required, or whether protection measures can be incorporated into the amending LEP or an associated Development Control Plan.

9. Environmental Impact

Agricultural Land Use

The agricultural capability of the Land has not been assessed in the Planning Proposal. It is stated in the supporting documentation that the Land is identified by the Soil Conservation Service as Class 4 (Class 3 under the NSW Agricultural Capability System) and suitable for grazing. Given that the Land is identified as *future freight hub and employment lands* in the LHRS, it is assumed the loss of the Land to agricultural use has been considered and the continued use of the Land for agriculture has been balanced with the retention of other agricultural land and the need for employment lands in the region.

Mine Subsidence & Soils

Underground coal mining is being undertaken on the Land and the potential for mine subsidence could constrain development on the Land. Information taken from a Subsidence Management Plan for the Land, and presented in the Proposal, indicates the coal is being mined by pillar extraction, there are predicted characteristics for potential subsidence, and the measures to manage these impacts include monitoring, remediation, consultation and protection via a Subsidence Control Zone. It is stated in the Proposal that “It is anticipated that all immediate subsidence impacts will be resolved before the development of the subject site as mining is anticipated to cease under the site by July 2013. Regardless, proposed development can be appropriately designed and management measures implemented to ensure that subsidence does not detrimentally impact future development.”

Proposal. No attempt has been made to analyse the information that has been taken from the MSP, given that mine subsidence is a specialised field and requires specialist input to determine what impacts the underground mining will have on the ability to develop the land in the future for industrial uses. It is recommended that these impacts be investigated and documented and that, prior to rezoning, more confidence be provided that the Land will be capable of development should it be affected by mine subsidence.

The background documentation indicates the soils on the Land are erodable, acidic, saline, unstable and seasonally waterlogged and may affect the materials used for construction on the site. Legislation relating to acid sulphate soils has not been addressed in the Proposal. Further investigation of the constraint soils may place on development is recommended, in conjunction with investigation of potential mine subsidence impact, so the combined impacts can be identified, and adequate measures adopted to address both.

Aboriginal Archaeology and Heritage

An *Aboriginal Archaeological Report* was prepared in December 2003 for the earlier residential and community use Development Application. The survey was undertaken in consultation with the Mindaribba LALC and Lower Wonarua Traditional Council. In summary, the survey of the Land identified.

- Two isolated finds of low to medium significance, one on the eastern boundary of the Land and one on a creek flat;
- One small open artefact scatter located on the convergence of two tributaries of Viney Creek; and
- Areas of PAD (potential archaeological deposits) on areas that had not been affected by roads or poultry sheds.

It was recommended that the identified sites be protected and undisturbed and that the PADs be incorporated into open space or buffer zones if these are to be developed on the Land. It was further recommended:

- The PAD areas be tested to determine the level of integrity of any deposit before determining their conservation or otherwise;
- Where disturbance to PAD is inevitable other management strategies such as salvage may compliment areas retained for conservation value; and
- Further consultation with the relevant Aboriginal parties as development plans progress.

It is concluded in the report that there are no constraints in the immediate area of the footprint of the chicken sheds, the adjacent contour bank (depression) and associated buildings.

However, the *Aboriginal Archaeological Report* is out of date and has not been undertaken in accordance with the latest guidelines and requirements on the assessment of Aboriginal and European heritage. It is recommended that the Land be resurveyed in accordance with the relevant documentation and in consultation with the relevant Aboriginal parties, should the Planning Proposal proceed through the Gateway process.

Bushfire Management

The land is bushfire prone. A bushfire hazard assessment has not been undertaken and submitted with the Proposal. At this stage it is not considered that the Proposal will fail due to bushfire constraints. It is considered that, while there is little detail in the Proposal regarding bushfire protection, and no consultation to date with the Rural Fire Service, development on the Land can be made to comply by way of design and conditions.

The requirement for Asset Protection Zones may, however, affect other aspects of development on the Land, such as EEC and visual buffers. It is, therefore, recommended that bushfire protection be resolved prior to rezoning, and that it be investigated in more detailed analysis, should the Proposal proceed through the Gateway.

Traffic and Transport

An overview of traffic and transport was prepared and submitted with the Planning Proposal. The document states that there is currently a satisfactory service on most sections of arterial roads in the vicinity of the site, and that intersections nearing capacity are likely to accommodate limited future developments (unspecified) without further upgrading. Public transport, walking and cycling has not been considered. Three options for access to the Land are identified in the document – it appears none have been compared or analysed for suitability and neither the Roads and Maritime Services nor Council been consulted on a suitable access.

The traffic information in the supporting document is out of date. However, it does indicate that traffic impacts, alternate transport options, and a suitable location for the entrance to the site need to be considered and resolved prior to rezoning. It is recommended that a comprehensive traffic and transport study be undertaken prior to rezoning so that relevant traffic, transport and access measures can be resolved and incorporated into a DCP.

Land Contamination

Two studies of contamination were undertaken and submitted with the Planning Proposal. It is stated in the Planning Proposal that “various site remediation activities are currently being undertaken” but no evidence of this is provided.

While the site is known to be contaminated – the level of contamination is unclear as there are conflicting recommendations in the two reports. The Douglas Report provides comments on the adequacy of the testing undertaken by Earth Sciences and recommends further detailed testing of various areas of previous operations and further research into former on site operations in order to adequately identify contamination.

It is recommended that a comprehensive land contamination study be undertaken and a remediation action plan be prepared prior to rezoning so that the impact of contamination on physical and economic development can be determined.

10. Social and Economic Impacts

Economic Assessment

An economic impact assessment of the Proposal has not been provided and appears not to have been undertaken. It is stated in the Proposal:

“The potential industrial development of the site is likely to result in the creation of a large number of industrial sector jobs, in addition to a large number of short-term construction jobs and associated employment.” and additional “workers to the area is likely to result in greater patronage of nearby shops and services ... resulting in flow-on effects to the wider community.”

It is considered that the economic benefits of the Proposal are closely related to the type of development that occurs on the Land if rezoned, and whether that meets the Department's expectations of the value added by identifying the Land for rezoning, the proposed freight hub and the investment in regional infrastructure that will be available to support the Land.

At present there are outstanding issues related to the Planning Proposal, not the least of which is that the rezoning to IN1 will allow retailing on the Land. The environmental, physical and servicing constraints have not yet been resolved, and it is not yet certain whether development of the Land is feasible to the extent that it will contribute to the economic growth of the greater metropolitan region and to the NSW economy.

Social Impact Assessment

A social impact assessment of the Proposal has not been provided and appears not to have been undertaken. The economic effects referred to above, jobs and flow on effects, as well as improvements to currently limited social infrastructure in the Black Hill areas (not specified) are identified in the Proposal as the main social effects.

The social impacts identified in the Proposal are generally economic or planning impacts, not social impacts, and apart from industrial employment, social impacts are not addressed.

Section D: State and Commonwealth Interests

11. Adequate Public Infrastructure

The provision of infrastructure has not been costed in the Planning Proposal. The preparation of a Contributions Plan and / or a Voluntary Planning Agreement will need be undertaken to ensure the adequate provision of local infrastructure, including the impacts of additional traffic on the local road network generated by future industrial development and contributions to drainage works.

12. Consultation with State and Commonwealth Authorities

Council will seek to consult with the following statutory authorities and agencies:

- Department of Planning and Infrastructure (DoP&I)
- Rural Fire Service (RFS);
- Office of Environment and Heritage (OEH);
- Hunter & Central Rivers Catchment Management Authority (CMA);
- Hunter Water Corporation (HWC);
- Mine Subsidence Board (MSB);
- Department of Resource and Energy (DRE) (Mineral Resources);
- Energy and Gas service providers; and
- Roads and Maritime Services (RMS).

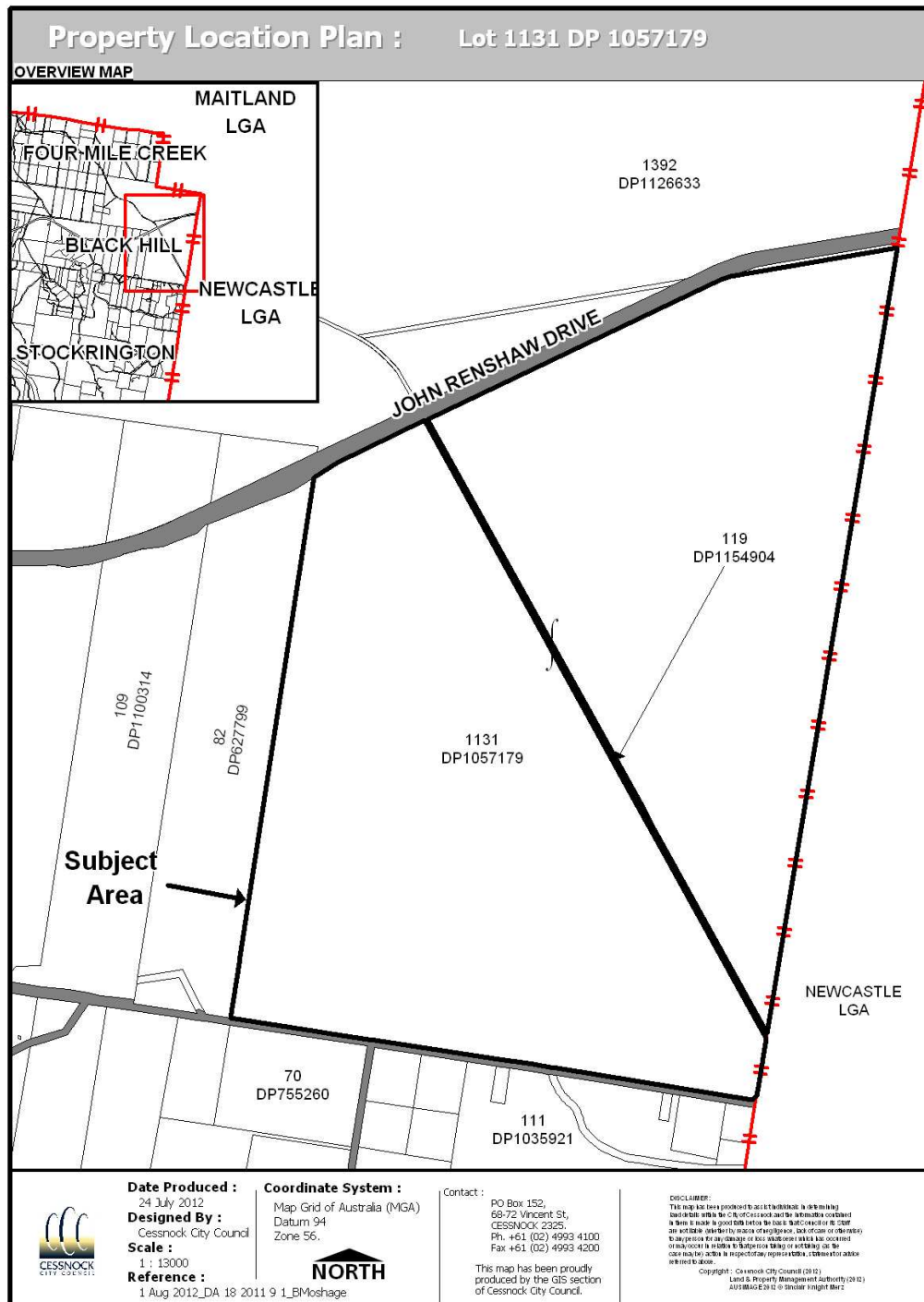
PART 4: COMMUNITY CONSULTATION

Community consultation will be undertaken in accordance with Council's guidelines, requiring a minimum of twenty eight (28) days exhibition, and any specific requirements made by the Department of Planning and Infrastructure during the gateway determination.

It is also intended to consult with the adjoining land owners and community members who have previously made a submission in regard to this Planning Proposal.

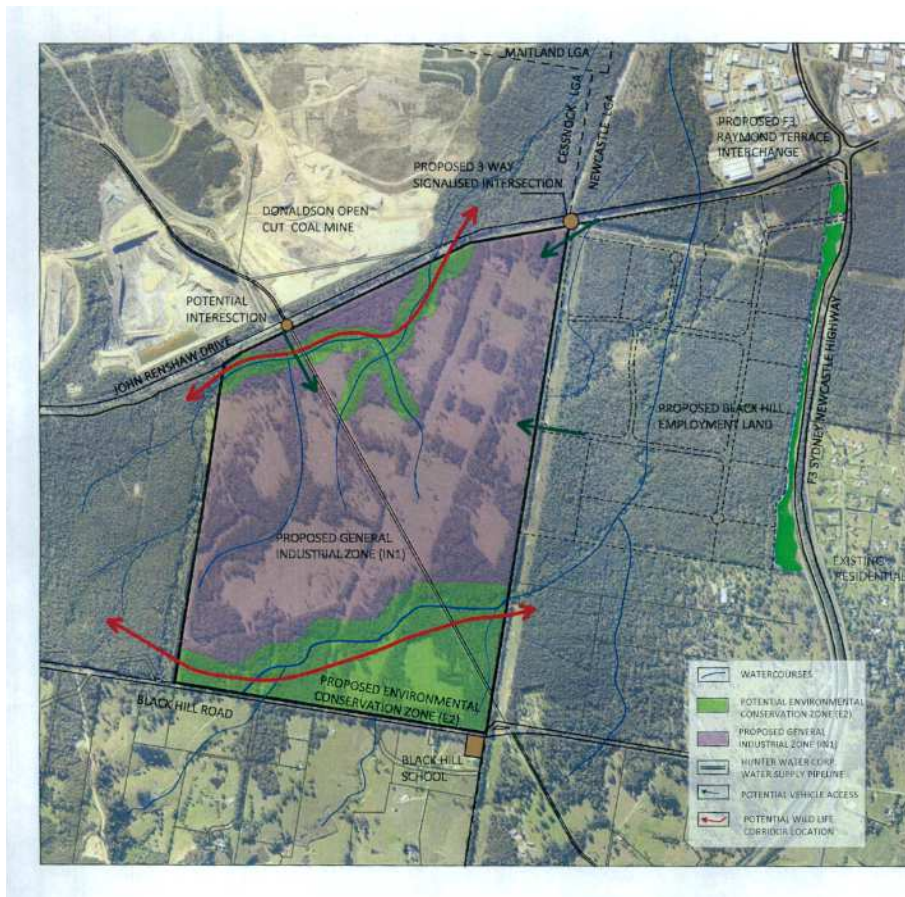
Council will also seek to exhibit in conjunction with the Planning Proposal the draft Development Control Plan and draft contributions Plan and / or draft Voluntary Planning Agreement.

Appendix 1: Location Plan





Appendix 2: Proposed Zoning Layout



Appendix 3: Council Report and Minutes



Acrobat Document

Council Report EE10/2012



Acrobat Document

Council Minute to Report EE10/2012



Acrobat Document

Council Report EE60/2012



Acrobat Document

Council Minute to Report EE60/2012



Acrobat Document

Council Report EE67/2012



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Council Minute to Report EE67/2012



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