



PLANNING PROPOSAL

Amendment to the

Cessnock Local Environmental Plan 2011

Cessnock Commercial Precinct

Version - 2.0

13 September 2017

Contact: Mr S J Christie

Strategic Land Use Planner

Telephone: 02 4993 4168

Email: scott.christie@cessnock.nsw.gov.au

TABLE of CONTENTS

PART 1: OBJECTIVES and OUTCOMES	4
PART 2: EXPLANATION of PROVISIONS.....	5
PART 3: JUSTIFICATION	7
Section A: Need for Proposal	7
1 Resulting from a Strategic Study or Report.....	7
2 Planning Proposal as best way to achieve to objectives.....	8
Section B: Relationship to Strategic Planning Framework	14
3 Consistency with Objectives and Actions within Regional Strategies	14
4 Consistency with Council's Community Strategic Plan or other Local Strategic Plan	15
5 Consistency with State Environmental Planning Policies	16
6 Consistency with s.117 Ministerial Directions for Local Plan Making.....	21
Section C: Environmental, Social and Economic Impact	31
7 Impact on Threatened Species	31
8 Environmental Impact	31
9 Social and Economic Impacts.....	32
Section D: State and Commonwealth Interests.....	40
10 Adequate Public Infrastructure.....	40
11 Consultation with State and Commonwealth Authorities	40
PART 4: MAPPING.....	41
PART 5: COMMUNITY CONSULTATION.....	50
PART 6: PROJECT TIMELINE.....	51

Tables

Table 1: Relevant State Environmental Planning Policies.....	16
Table 2: Relevant s.117 Ministerial Directions.....	21

Figures

Figure 1: Existing Height of Building Controls	9
Figure 2: Proposed Height of Building Controls.....	9
Figure 3: Existing Floor Space Ratio Controls.....	10
Figure 4: Proposed Floor Space Ratio Controls	10

Appendices

Appendix 1: Council Report and Minutes	52
Appendix 2: Draft Local Environmental Plan Amendments	78

Appendix 3: Cessnock Commercial Precinct Public Domain Plan and DCP Engagement Outcomes Report..... 81

Appendix 4: Cessnock Commercial Precinct Project – Background Report 119

Appendix 5: Flood Mapping 173

Appendix 6: Traffic Management Assessment..... 175

PART 1: OBJECTIVES and OUTCOMES

The objectives of the proposed LEP are:

- To enable Cessnock City to grow as a regionally significant strategic centre and major gateway to the vineyards district;
- To allow and encourage medium density mixed use development within the core of Cessnock City;
- To achieve a high standard of quality for future buildings within the city of Cessnock;
- To encourage best practice design at key designated sites strategically located within the city;
- To promote urban growth within the city of Cessnock that does not adversely impact its heritage character; and
- To make provision for a focal heart to the city of Cessnock through the introduction of a town square or plaza.

PART 2: EXPLANATION of PROVISIONS

The objective of this Planning Proposal will be achieved by amending the Cessnock LEP 2011 in the following manner:

1. Rezone from:

- B4 Mixed Use to B3 Commercial Core – Lot 22 DP 579269, Lot 4, 7 & 8 DP 38740, Lot 56 DP 614109, Lot 1 DP 112703, Lot 1 DP 721821, Lot 1 DP 979574, part of Lot 1 DP 1097308 and part of Lot 1 DP 340072;
- RE1 Public Recreation to B4 Mixed Use – Lot 16 DP 48151 and Lot 261 DP 666805;
- B3 Commercial Core to RE1 Public Recreation – Part of Lot 1 DP 450874, part of Lot 11 DP 613614, part of Lot 1 DP 1114018, part of Lot H DP 384894, part of Lot G DP 347929, part of Lot F DP 354733, part of Lot D DP 339311, part of Lot E DP 384895, part of Lot 2 DP 1114018, part of Lot 41 DP 617668, part of Lot 30 DP 1013326, part of Lot 2 DP 1013378, part of Lot 1 DP 1100097 and Lot 1 DP 1013378;
- B4 Mixed Use to RE1 Public Recreation – part of Lot 1 DP 577260 and Lot 7009 DP 1030585.

Summary table of proposed areas to be rezoned

Existing Zone Areas		Proposed Changes		Proposed Total	
Zone	ha	Zone	ha	Zone	ha
B3	21.14	From B3 to RE1	0.66	B3	21.62 Net gain 0.48 or 2.27%
B4	41.43	From B4 to B3	1.14	B4	39.40 Net loss 2.03 or 4.90%
		From B4 to RE1	1.58		
RE1	0.99	From RE1 to B4	0.69	RE1	2.54 Net gain 1.55 or 257%

2. Amend the Floor Space Ratio Map pertaining to land within the precinct from a Floor Space Ratio of 1.5:1 or no Floor Space Ratio to a Floor Space Ratio of 1.5:1, 2.0:1 and 2.5:1;
3. Amend the Height of Building Map pertaining to land within the precinct from a 12m or no Height of Building control to a Height of Building control of 12m, 15m, 18m and 21m;
4. Amend the Land Reserved for Acquisition Map to include Land Reserved for Acquisition within the precinct for the purposes of Classified Road (SP2) and Local Open Space (RE1);

5. Introduce a new clause to encourage design excellence on key sites identified within the Cessnock Commercial Precinct; and
6. Introduce Key Sites mapping in association with the introduction of the design excellence clause.

PART 3: JUSTIFICATION

In accordance with the Department of Planning and Environment'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 is the result of strategic investigations into Cessnock City's role as a regionally significant strategic centre.

The strategic studies and reports leading to this planning proposal are:

- Hunter Regional Plan;
- Cessnock CBD Masterplan; and
- Cessnock Commercial Precinct Background Report.

Hunter Regional Plan

The Hunter Regional Plan identifies Cessnock City as a regionally significant strategic centre seeking concentrated growth in a mix of uses that will support economic and population growth.

More specifically, the Hunter Regional Plan prioritises the following for the Cessnock as a regionally significant strategic centre:

- the investigation of opportunities to leverage the heritage character of the centre, and the growth of wine tourism in Pokolbin; and
- implementation of the Cessnock CBD masterplan.

Cessnock CBD Masterplan

Council adopted the Cessnock CBD Masterplan on 12 December 2012. The Masterplan outlines a strategy towards revitalising the Cessnock CBD through improved liveability, aesthetics and investment opportunities. It recommends urban infrastructure improvements such as key road realignments, improved pedestrian links and optimised public car parking, along with economic promoting initiatives such as higher densities along Vincent Street, and the promotion of weekend markets and events to draw new visitors to the CBD.

Cessnock Commercial Precinct Background Report

The Cessnock Commercial Precinct Background Report underpins a Development Control Plan and Public Domain Plan for the Cessnock Commercial Precinct that implements actions identified in the Cessnock CBD Masterplan. The report recommends detailed improvements to the Cessnock Commercial Precinct, including height of building controls, building setbacks, street activation and catalyst site land uses. These recommendations were informed by a review of development options for the precinct based on development supply, demand and feasibility.

The Cessnock Commercial Precinct Development Control Plan, Public Domain Plan and Background report was partly funded by a Planning Reform Fund grant awarded by the Department of Planning and Environment.

2 Planning Proposal as best way to achieve to objectives

The proposed zone, height, floor space ratio and local provisions are considered to be the most effective way of reinforcing Cessnock City's role as a major regional centre, allowing for feasible growth and density improvements that will not adversely impact the heritage character of the precinct.

The planning proposal will be complimented by a precinct specific Development Control Plan, Public Domain Plan and Section 94 Plan, all together providing a comprehensive suite of development guidelines and strategies to reinforce Cessnock as a major regional centre.

Housing

Based on dwelling forecasts by the Bureau of Transport and Statistics, the total number of dwellings in Cessnock City Centre is expected to grow by 464 dwellings from 2,126 dwellings in 2016 to 2,590 dwellings in 2041, an average annual increase of 0.7% in the 25 years to 2041. Although the 5-year annual average growth rate for projected dwellings is expected to remain positive, it is forecast to steadily slow over that timeframe.

This Planning Proposal does not propose to increase the amount of housing available to the Cessnock Commercial Precinct, rather it encourages the strategic location and type of housing that is being provided in a way that promotes the economic development and sustainability of the precinct. This is achieved by increasing the density within the precinct at strategic locations and restricting the density in other locations that currently have no density restrictions.

Employment

Based on employment forecasts by the Bureau of Transport and Statistics, total employment in the Cessnock Commercial Precinct is expected to grow by 813 jobs from 3,390 jobs in 2016 to 4,203 jobs in 2041, an average annual increase of 1% from 2016. By 2041, it is projected that the 5-year annual average growth rate of employment will slow.

This Planning Proposal does not propose any development of employment floor space, rather a framework for improvements to the structure of employment floor space within the Cessnock Commercial Precinct. It proposes to concentrate higher density development in a central, accessible location, increasing the vitality of the commercial centre of the precinct, in turn promoting long term growth for the broader precinct. No geographical expansion to the provision of commercial land is proposed, rather the density at which it is developed.

Built Form

Despite existing development controls within the Cessnock Commercial Precinct offering a 12 metre height of building limit or no height limit (refer Figure 1 below), and a floor space ratio of 1.5:1 or no floor space ratio (refer Figure 3 below), only three buildings within the precinct achieve a height greater than 9 metres. Although there are a number of reasons as to why higher density development is not taking place, such as site consolidation costs, modest end sale values and car parking costs, it is considered that the current height of building and floor space ratio controls are not

providing sufficient structure to the precincts overall built form hierarchy. The proposed height of building and floor space ratio controls (refer Figure 2 and Figure 4 below) provide a more comprehensive coverage of the precinct, improving the built form hierarchy. The proposed floor space ratio and height of building controls have been determined following testing of certain development scenarios that meet built form, development feasibility and market demand objectives.

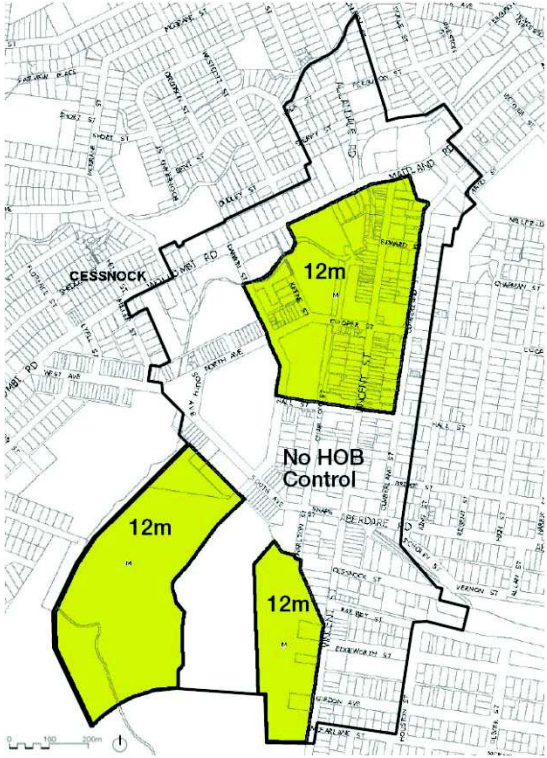


Figure 1: Existing Height of Building Controls

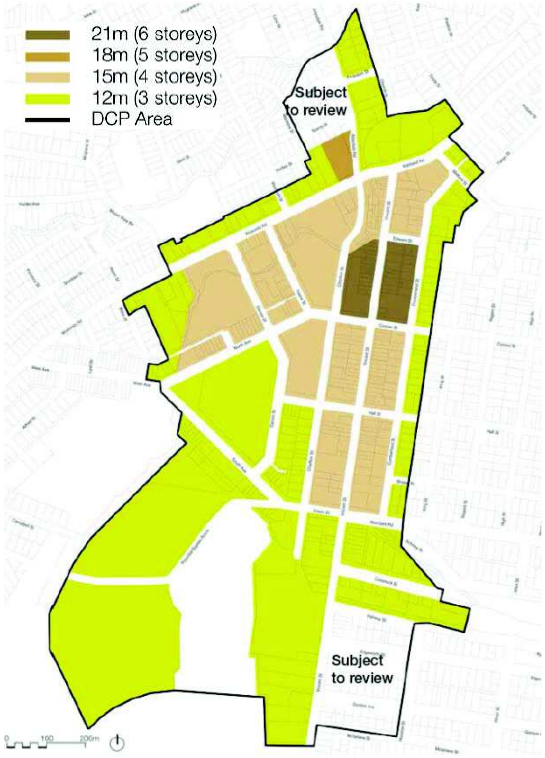


Figure 2: Proposed Height of Building Controls

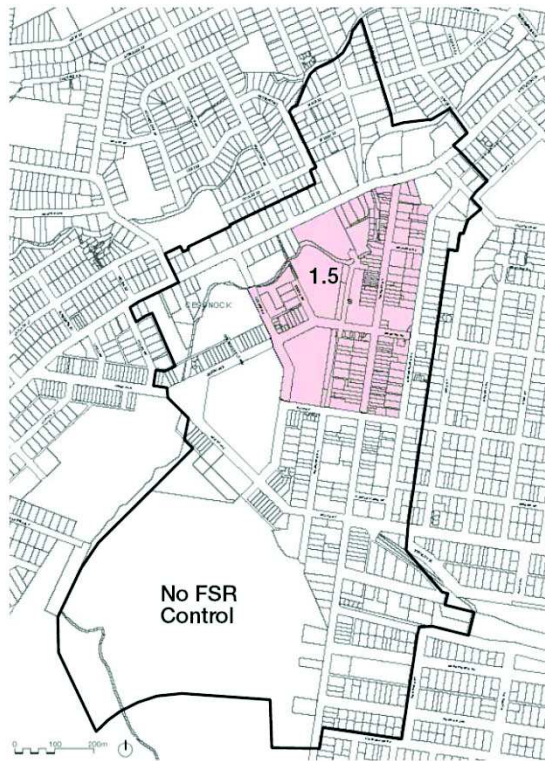


Figure 3: Existing Floor Space Ratio Controls

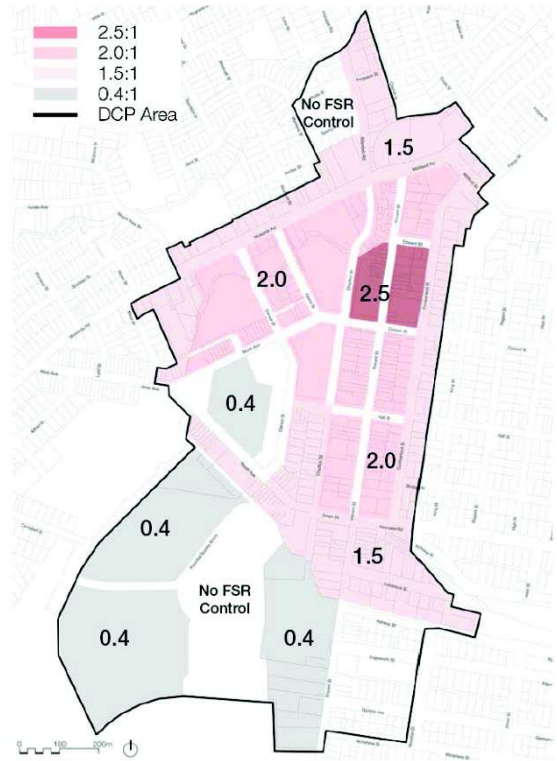


Figure 4: Proposed Floor Space Ratio Controls

Development Feasibility

Market research and feasibility analysis suggests that higher density controls do not necessarily incentivise development activity, rather vacant sites and sites with minimal buildings present the most immediate opportunities for development. Further recommendations provided by a review of development options within the Cessnock Commercial Precinct (refer Appendix 4) include:

- Improving walkability within the precinct;
- Investing in public domain and aesthetic presentation;
- Working with land owners to upgrade/refurbish their properties; and
- Facilitating the provision of at grade or decked car parking.

The growth and momentum of urban renewal is a self-perpetuating cycle. The improvements and investments suggested above, along with the development incentives offered by this Planning Proposal and the Cessnock Commercial Precinct Development Control Plan, will improve rents and land prices, in turn incentivising owners to re-invest or develop their properties.

During the consultation phase of preparing the draft Cessnock Commercial Precinct Development Control Plan and Public Domain Plan, Cessnock City Council worked with existing land owners to understand the feasibility of developing certain land in the Cessnock Commercial Precinct. This Planning Proposal gives due consideration to those consultations, along with the recommendations of the development options review at Appendix 4.

Development Incentives and Design Excellence

A recent floor space survey undertaken by SGS Economics in 2016 identified that the Commercial Floor Space within the Cessnock Commercial Precinct was assessed to be in oversupply in 2016 with 171,960 m² of commercial floor space supplying a demand of 157,106 m². With a projected demand of 194,505 m² in 2041, the commercial floor space currently supplied within the Cessnock commercial precinct is sufficient to supply demand until approximately 2026.

In addition to the problem of oversupply in commercial floor space, the floor space that is provided is predominantly spread thinly along more than 800m of Vincent Street, diluting the effectiveness of its offering. This Planning Proposal proposes to refocus the commercial core of the city into a central and accessible location by encouraging higher density development and improved commercial floor space quality at strategically identified locations.

There is limited feasibility for higher density development in the Cessnock Commercial Precinct, evidenced by the lack of uptake on achievable development densities. Major constraints to higher density development include the fragmentation of existing land or the cost of acquiring land and its existing improvements. A detailed review of individual sites throughout the precinct identified five sites with significant potential to produce catalyst developments that would improve the density and quality of development throughout the broader precinct. Key sites that have been identified offer any or all of the following characteristics:

- Vacant land whereby existing building stock does not have to be demolished, increasing the financial feasibility of the land being developed; and/or
- Land size that is large enough to accommodate a four or more storey mixed use development; and/or
- Is located within walking distance to the proposed town square; and/or
- Is a gateway to the precinct or vineyards district.

An incentive provision has been drafted to encourage catalyst developments at these strategic locations (key sites) within the precinct. Accompanied by reduced car parking requirements in the Development Control Plan, the floor space ratio (additional 20%) and height of building (additional 3m) incentives in the proposed design excellence clause (Appendix 2) would enable developers to achieve higher residential yields and reduced car parking requirements where they are willing to deliver a design that:

- Exhibits design excellence;
- Achieves a 5 Star Green Star rating;
- Achieves a minimum Floor Space Ratio that is 80% of the maximum Floor Space Ratio;
- Is designed by a registered Architect; and
- Satisfies certain site specific design criteria.

Additional car parking incentives are offered in the Cessnock Commercial Precinct Development Control Plan to offset the cost of implementing 5 star green star rated building practices. The car parking offsets relate only to commercial development and do not impact on residential development. A reduction of 25% in car parking is offered increasing to 50% where the development includes residential floor space equal to or greater than 50% of the total floor space of the development.

Design Excellence Clause

It is noted that other Council's use a similar Design Excellence clause in their LEP, typically in conjunction with two other clauses for floor space ratio and / or height of building bonuses. Rather than introducing three new clauses to the Cessnock LEP, the design excellence clause (Appendix 2) proposed by this planning proposal incorporates

floor space ratio and height of building bonuses within the same clause that is referenced on the Floor Space Ratio and Height of Building maps. This method is considered to be more user friendly, minimising the chance for confusion.

Following a review of all sites within the Cessnock Commercial Precinct and their potential to provide significant and positive change in shaping its future, five “key sites” were selected as catalyst sites for development incentives where the development demonstrates design excellence. The key sites referenced in the design excellence clause have been selected on the basis that they present one or more of the following characteristics:

- They are strategically located to provide specific built form or public domain improvements; and / or
- They are larger and / or vacant sites that could feasibly be developed as a high quality mixed use development; and / or
- They can feasibly accommodate an increased yield or density in a way that does not undermine the character of the precinct; and / or
- They present opportunities as a marquee gateway development for vehicles entering the city centre, or exiting the city centre as they travel to the vineyards district.

Potential improvements for the key sites include publicly accessible through site links, active frontages, centrally located height or a sensitive response to heritage items.

The design excellence clause requires development applications to be reviewed by a Design Review Panel containing experts in architecture and urban design, who will assess the quality of a proposed development and provide recommendations in relation to urban design, architecture and landscape architecture.

Development Outcomes

This Planning Proposal does not necessarily provide for additional dwellings or commercial floor space, rather a strategic planning framework that provides structure to the urban form and density of the Cessnock Commercial Precinct that will encourage higher quality development within targeted areas. It also provides for improvements to the public domain, altogether improving the overall appearance and functionality of the city.

Road Network

There are three road extensions proposed in this Planning Proposal:

1. Keene Street extension;
2. Charlton Street extension; and
3. Aberdare Road to James Street connection.

The Keene Street extension relates specifically to the proposed town square shared zone and is seen as a shorter term (1-5 years) upgrade. In accordance with RMS guidelines, buses are restricted from accessing shared zones. The proposed extension of Keene Street to Wollombi Road enables a bus route that bypasses the proposed shared zone on Cooper Street via a one way connection from Wollombi Road to the existing bus stop on North Avenue. The impact of the intersection on the state road (Wollombi Road) results in a reduction of traffic travelling west along Wollombi Road (refer Appendix 6).

The Charlton Street extension is proposed to alleviate traffic issues associated with the connection of Vincent Street to Allandale Road and is seen as a medium term (5-

15 year) upgrade. Although there are traffic management benefits to the Charlton Street extension reducing traffic impacts on the dog-leg between Vincent Street and Allandale Road, the main benefits of the extension relate to improvements to passive surveillance in the immediate precinct between Wollombi Road and the stormwater drainage corridor, anecdotally known for antisocial behaviour.

The connection of Aberdare Road to James Street is proposed as a bypass of the Cessnock Commercial Precinct for vehicles travelling to or from the east or west of Cessnock, and is seen as a longer term (15+ years) upgrade.

Section B: Relationship to Strategic Planning Framework

3 **Consistency with Objectives and Actions within Regional Strategies**

Hunter Regional Plan

This planning proposal will contribute to Cessnock City's role as a regionally significant strategic centre, providing for concentrated growth in a mix of uses that will support economic and population growth.

More specifically, the planning proposal will implement a series of actions identified in the Cessnock CBD masterplan and seek to leverage from the heritage character of the centre, and the growth of wine tourism in Pokolbin.

This planning proposal satisfies a series of directions and actions identified in the Hunter Regional Plan, including:

- **Direction 20: Revitalise Existing Communities**

Note: – The planning proposal is consistent with the below listed actions of this direction as it will enable the construction of a town square and civic park in the most densely populated area of Cessnock Local Government Area, supported by a precinct specific Development Control Plan containing development guidelines such as building setbacks, active frontages and Public Domain Plan containing place making initiatives such as the establishment of a town square and public domain improvements such as street trees, furniture and paving.

- Action 20.1: *Accelerate urban revitalisation by directing social infrastructure where there is growth.*
- Action 20.2: *Undertake planning and place-making for main streets and centres.*
- Action 20.3: *Enhance the amenity and attractiveness of existing places.*

- **Direction 21: Create a Compact Settlement**

Note: – The planning proposal is consistent with the below listed actions of this direction as it will concentrate development around an accessible and well serviced existing centre. The planning proposal proposes to increase the density of development in the commercial core of the precinct, while decreasing the density for the outer core, enabling the concentration of future development within the commercial core. Employment floor space in the precinct is currently in oversupply, this planning proposal is expected to encourage future residential development to support economic activity in the centre and the renewal of employment floor space. Residential development encouraged by this planning proposal is of a higher density, currently in very low supply throughout the Cessnock Local Government Area. The residential density enabled will provide a low maintenance option for existing residents in the area looking to downsize, while maximising existing infrastructure.

- Action 21.2: *Focus development to create compact settlements in locations with established services and infrastructure, including the Maitland Corridor growth area; Newcastle– Lake Macquarie Western Corridor growth area; the emerging growth area around Cooranbong, Morisset and Wyee; and in existing towns and villages and sites identified in an endorsed regional or local strategy.*

- Action 21.3: *Identify opportunities for urban redevelopment or renewal in urban locations with access to public transport and services in the Greater Newcastle metropolitan area and where there may no longer be a need for employment land.*
- Action 21.6: *Promote new housing opportunities in urban areas to maximise the use of existing infrastructure.*
- Action 21.7: *Provide greater housing choice by delivering diverse housing, lot types and sizes, including small-lot housing in infill and greenfield locations.*

- **Direction 23: Grow Centres and Renewal Corridors**

Note: – The planning proposal is consistent with the below listed actions of this direction as it concentrates growth in the nominated regionally significant centre of Cessnock. It focuses commercial and retail development within an existing centre and takes an integrated approach to open space, urban form and liveable neighbourhoods, and accommodates additional housing supply and diversity within the centre without compromising employment growth.

- Action 23.1: *Concentrate growth in strategic centres, local centres and urban renewal corridors to support economic and population growth and a mix of uses.*
- Action 23.2: *Develop precinct plans for centres to take an integrated approach to transport, open space, urban form and liveable neighbourhoods, and investigate the capacity of centres to accommodate additional housing supply and diversity without compromising employment growth.*
- Action 23.5: *Focus commercial and retail development within existing centres and transport hubs and ensure that locations for new centres are integrated with existing or planned residential development; do not undermine existing centres; encompass high quality urban design; and consider transport and access requirements.*

4 Consistency with Council's Community Strategic Plan or other Local Strategic Plan

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

Cessnock City Council's Community Strategic Plan (Our People, Our Place, Our Future), was developed by Council following extensive local community consultation. This planning proposal is consistent with the following objectives of the plan:

Objective 2.1 - Diversifying local business options:

- Our local government area is attractive and supportive of business.
- We have a diversity of business and industries across the local government area.
- Our planning controls provide for adequate industrial and commercial land.

Objective 2.2 - Achieving more sustainable employment opportunities:

- We have learning opportunities for people of all ages.
- We have employment opportunities in the local government area.

Objective 2.3 - Increasing tourism opportunities and visitation in the area:

- We have a range of diverse visitor experiences across the entire local government area.
- Our local government area is attractive to visitors.

Objective 3.2 - Better utilisation of existing open space:

- Our open spaces are distributed where people live.
- We have green corridors connecting our open space areas.
- Our open spaces have suitable amenities and plenty of shade.

Objective 4.1 – Better Transport Links

- We have access to a range of public and community transport within the local government area.
- We have access to a range of public and community transport beyond the local government area.

Objective 4.2 – Improving the Road Network

- We have a high quality road network.

Cessnock City Wide Settlement Strategy (2010)

Following the release of the Lower Hunter Regional Strategy in 2006, the Cessnock City Wide Settlement Strategy 2003 was reviewed to coordinate with the Lower Hunter Regional Strategy forming what is now known as the Cessnock City Wide Settlement Strategy 2010.

The Cessnock City Wide Settlement Strategy identifies the city of Cessnock as the major regional centre for the LGA. This Planning proposal supports the Cessnock City Wide Settlement Strategy's vision for Cessnock.

5 Consistency with State Environmental Planning Policies

There are no existing or draft State Environmental Planning Policies (SEPPs) that prohibit or restrict the proposed development as outlined in this Planning Proposal. 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 1 - Development Standards	The SEPP makes development standards more flexible. It allows councils to approve a development proposal that does not comply with a set standard where this can be shown to be unreasonable or unnecessary.	Nothing in this Planning Proposal impacts upon the operation of this SEPP.
SEPP 14 – Coastal Wetlands	<i>Not Applicable to LGA</i>	<i>Not Applicable to LGA</i>
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 impacts upon the operation of this SEPP.

SEPP	Relevance	Consistency and Implications
SEPP 19 – Bushland in Urban Areas	<i>Not Applicable to LGA</i>	<i>Not Applicable to LGA</i>
SEPP 21 - Caravan Parks	The SEPP provides for development for caravan parks.	Nothing in this Planning Proposal impacts upon the operation of this SEPP.
SEPP 26 – Littoral Rainforests	<i>Not Applicable to LGA</i>	<i>Not Applicable to LGA</i>
SEPP 29 – Western Sydney Recreation Area	<i>Not Applicable to LGA</i>	<i>Not Applicable to LGA</i>
SEPP 30 - Intensive Agriculture	The SEPP provides considerations for consent for intensive agriculture.	Nothing in this Planning Proposal impacts upon the operation 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 impacts upon the operation of this SEPP.
SEPP 33 - Hazardous & Offensive Development	The SEPP provides considerations for consent for hazardous & offensive development.	Nothing in this Planning Proposal impacts upon the operation 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 impacts upon the operation of this SEPP.
SEPP 39 – Spit Island Bird Habitat	<i>Not Applicable to LGA</i>	<i>Not Applicable to LGA</i>
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.	Nothing in this Planning Proposal impacts upon the operation of this SEPP.
SEPP 47 – Moore Park Showground	<i>Not Applicable to LGA</i>	<i>Not Applicable to LGA</i>
SEPP 50 - Canal Estate Development	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 impacts upon the operation of this SEPP.
SEPP 52 – Farm Dams and Other works in Land and Water Management Plan Areas	<i>Not Applicable to LGA</i>	<i>Not Applicable to LGA</i>

SEPP	Relevance	Consistency and Implications
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	Nothing in this Planning Proposal impacts upon the operation of this SEPP.
SEPP 59 – Central Western Sydney Regional Open Space and Residential	<i>Not Applicable to LGA</i>	<i>Not Applicable to LGA</i>
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 impacts upon the operation 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 impacts upon the operation 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.	This planning proposal is consistent with the aims and provisions of this SEPP. In addition, the planning proposal will introduce design excellence to key sites within the Cessnock Commercial Precinct that will act as catalysts for high quality design in shop top housing developments. Approvals for development on key sites will require review and approval from a design review panel involving 3 or more experts in architecture, urban design or landscape architecture.
SEPP 70 – Affordable Rental Housing (Revised Schemes)	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 71 – Coastal Protection	<i>Not Applicable to LGA</i>	<i>Not Applicable to LGA</i>
SEPP Affordable Rental Housing 2009	The aims of this Policy are as follows: (a) to provide a consistent planning regime for the provision of affordable rental housing, (b) to facilitate the effective delivery of new affordable rental housing by providing	Nothing in this Planning Proposal affects the aims and provisions of this SEPP.

SEPP	Relevance	Consistency and Implications
	incentives by way of expanded zoning permissibility, floor space ratio bonuses and non-discretionary development standards, (c) to facilitate the retention and mitigate the loss of existing affordable rental housing, (d) to employ a balanced approach between obligations for retaining and mitigating the loss of existing affordable rental housing, and incentives for the development of new affordable rental housing, (e) to facilitate an expanded role for not-for-profit-providers of affordable rental housing, (f) to support local business centres by providing affordable rental housing for workers close to places of work, (g) to facilitate the development of housing for the homeless and other disadvantaged people who may require support services, including group homes and supportive accommodation.	
SEPP Building Sustainability Index: BASIX 2004	The SEPP provides for the implementation of BASIX throughout the State.	This planning proposal is consistent with 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 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	Relevance	Consistency and Implications
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.	This planning proposal is consistent with the aims and provisions of this SEPP. Further, the planning proposal is supported by a public domain plan that provides a framework for delivering improvements to public domain infrastructure.
SEPP (Kosciuszko National Park – Alpine Resorts) 2007	<i>Not Applicable to LGA</i>	<i>Not Applicable to LGA</i>
SEPP (Kurnell Peninsula) 1989	<i>Not Applicable to LGA</i>	<i>Not Applicable to LGA</i>
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 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 Miscellaneous Consent Provisions 2007	The aims of this Policy are as follows: (a) to provide that the erection of temporary structures is permissible with consent across the State, (b) to ensure that suitable provision is made for ensuring the safety of persons using temporary structures, (c) to encourage the protection of the environment at the location, and in the vicinity, of temporary structures by specifying relevant matters for consideration, (d) to provide that development comprising the subdivision of land, the erection of a	Nothing in this Planning Proposal affects the aims and provisions of this SEPP.

SEPP	Relevance	Consistency and Implications
	building or the demolition of a building, to the extent to which it does not already require development consent under another environmental planning instrument, cannot be carried out except with development consent.	
SEPP Penrith Lakes Scheme 1989	<i>Not Applicable to LGA</i>	<i>Not Applicable to LGA</i>
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 53 Transitional Provisions 2011	<i>Not Applicable to LGA</i>	<i>Not Applicable to LGA</i>
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.
SEPP (Sydney Drinking Water Catchment 2011)	<i>Not Applicable to LGA</i>	<i>Not Applicable to LGA</i>
SEPP Sydney Region Growth Centres 2006	<i>Not Applicable to LGA</i>	<i>Not Applicable to LGA</i>
SEPP (Three Ports 2013	<i>Not Applicable to LGA</i>	<i>Not Applicable to LGA</i>
SEPP (Urban Renewal) 2010	<i>Not Applicable to LGA</i>	<i>Not Applicable to LGA</i>
SEPP (Western Sydney Employment Area) 2009	<i>Not Applicable to LGA</i>	<i>Not Applicable to LGA</i>
SEPP (Western Sydney Parklands) 2009	<i>Not Applicable to LGA</i>	<i>Not Applicable to LGA</i>

6 Consistency with s.117 Ministerial Directions for Local Plan Making

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	Objective of Direction	Consistency and Implication
-----------------------	------------------------	-----------------------------

Ministerial Direction	Objective of Direction	Consistency and Implication
1. EMPLOYMENT AND RESOURCES		
a. Business and Industrial Zones	The objectives of this direction are to: (a) encourage employment growth in suitable locations, (b) protect employment land in business and industrial zones, and (c) support the viability of identified strategic centres.	This planning proposal has an inconsistency of minor significance to the objectives of this direction, proposing to rezone 0.66ha of B3 zoned land and 1.58ha of B4 zoned land currently used for car parks and private open space to RE1 Public Recreation creating a town square and public recreation area. In total, this planning proposal proposes a net gain of 0.48ha or 2.27% of the total area zoned B3 in the Cessnock Commercial Precinct, and a net loss of 2.03ha or 4.90% of the total area zoned B4 in the Cessnock Commercial Precinct. The purpose of these areas being rezoned is to encourage pedestrian patronage within the commercial precinct of Cessnock. Overall, the planning proposal proposes to increase the availability and quality of built form outcome on existing business zoned land within the Cessnock Commercial Precinct. Therefore, this planning proposal is considered to be consistent with the aims and provisions of this Ministerial Direction, encouraging employment growth and increasing the density of employment floor space in an identified regionally significant strategic centre.
b. Rural Zones	The objective of this direction is to protect the agricultural production value of rural land.	Nothing in this Planning Proposal is inconsistent with the objectives of this direction.
c. 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 are not compromised by inappropriate development.	. Nothing in this Planning Proposal is inconsistent with the objectives of this direction.
d. Oyster Aquaculture	<i>The objectives of this direction are:</i> <i>(a) to ensure that Priority</i>	<i>Not Applicable to LGA</i>

Ministerial Direction	Objective of Direction	Consistency and Implication
	<i>Oyster Aquaculture Areas and oyster aquaculture outside such an area are adequately considered when preparing a planning proposal,</i> <i>(b) to protect Priority Oyster Aquaculture Areas and oyster aquaculture outside such an area from land uses that may result in adverse impacts on water quality and consequently, on the health of oysters and oyster consumers.</i>	
e. Rural lands	The objectives of this direction are to: (a) protect the agricultural production value of rural land, (b) facilitate the orderly and economic development of rural lands for rural and related purposes.	Nothing in this Planning Proposal is inconsistent with the objectives of this direction.
2. ENVIRONMENT AND HERITAGE		
a. Environmental Protection Zones	The objective of this direction is to protect and conserve environmentally sensitive areas.	Nothing in this Planning Proposal is inconsistent with the objectives of this direction.
b. Coastal Protection	<i>The objective of this direction is to implement the principles in the NSW Coastal Policy.</i>	<i>Not Applicable to LGA</i>
c. Heritage Conservation	The objective of this direction is to conserve items, areas, objects and places of environmental heritage significance and indigenous heritage significance.	Nothing in this Planning Proposal is inconsistent with the objectives of this direction.
d. Recreation Vehicle Areas	The objective of this direction is to protect sensitive land or land with significant conservation values from adverse impacts from recreation vehicles.	Nothing in this Planning Proposal is inconsistent with the objectives of this direction.
3. HOUSING, INFRASTRUCTURE AND URBAN DEVELOPMENT		
a. Residential Zones	The objectives of this direction are: (a) to encourage a variety and choice of housing types to provide for existing and future housing needs, (b) to make efficient use of	This planning proposal is in support of the objectives of this Ministerial Direction. It encourages the development of shop top housing developments that will improve the availability of housing choice, while making

Ministerial Direction	Objective of Direction	Consistency and Implication
	existing infrastructure and services and ensure that new housing has appropriate access to infrastructure and services, and (c) to minimise the impact of residential development on the environment and resource lands.	efficient use of existing infrastructure and services.
b. Caravan parks and Manufactured Home Estates	The objectives of this direction are: (a) to provide for a variety of housing types, and (b) to provide opportunities for caravan parks and manufactured home estates.	The Planning Proposal does not seek to rezone land to provide for caravan parks or manufactured home estates, further there are no existing caravan parks within the study area. The Planning Proposal is considered to be consistent with this direction.
c. Home Occupations	The objective of this direction is to encourage the carrying out of low-impact small businesses in dwelling houses.	Home occupations are permitted without consent in the proposed B3 zone. Home occupations are not permitted on the 0.66ha of B3 zoned land proposed to be zoned RE1. However, this land is currently used for car parking or recreational uses only. The inconsistencies of this Planning Proposal with this direction are considered to be of minor significance, therefore the planning proposal is considered to be consistent with this direction.
d. 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 following planning objectives: (a) improving access to housing, jobs and services by walking, cycling and public transport, and (b) increasing the choice of available transport and reducing dependence on cars, and (c) reducing travel demand including the number of trips	This Planning Proposal supports the objectives of this direction, seeking to improve the transport network for vehicles, pedestrians and cyclists. This Planning Proposal aims to: • Encourage pedestrian through site links at strategic locations within the city; • Enable a bypass route for vehicles travelling east/west and wishing to bypass Cessnock city; • Alleviate cumulative traffic impacts along Wollombi Road with the proposed city bypass

Ministerial Direction	Objective of Direction	Consistency and Implication
	generated by development and the distances travelled, especially by car, and (d) supporting the efficient and viable operation of public transport services, and (e) providing for the efficient movement of freight.	route; • Reduce travel demand with the strategic location of higher urban densities in well serviced locations; • Reduce vehicle dependency by encouraging and prioritising pedestrian movement in the city; and • Improve the city's overall traffic network. In support of improving the transport network, this Planning proposal proposes to rezone 3.05ha of land from B4, B7 and RU2 zonings to SP2 Infrastructure and identifies 2.4ha of land to be reserved for acquisition for the purposes of local roads, classified road and a town square.
e. Development Near Licensed Aerodromes	The objectives of this direction are: (a) to ensure the effective and safe operation of aerodromes, and (b) to ensure that their operation is not compromised by development that constitutes an obstruction, hazard or potential hazard to aircraft flying in the vicinity, and (c) to ensure development for residential purposes or human occupation, if situated on land within the Australian Noise Exposure Forecast (ANEF) contours of between 20 and 25, incorporates appropriate mitigation measures so that the development is not adversely affected by aircraft noise.	Nothing in this Planning Proposal is inconsistent with the objectives of this direction.
f. Shooting Ranges	The objectives are: (a) to maintain appropriate levels of public safety and amenity when rezoning land adjacent to an existing shooting range, (b) to reduce land use conflict arising between existing	Nothing in this Planning Proposal is inconsistent with the objectives of this direction.

Ministerial Direction	Objective of Direction	Consistency and Implication
	shooting ranges and rezoning of adjacent land, (c) to identify issues that must be addressed when giving consideration to rezoning land adjacent to an existing shooting range.	
4. HAZARD AND RISK		
a. 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	Nothing in this Planning Proposal is inconsistent with the objectives of this direction.
b. 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 within a proclaimed Mine Subsidence District. Consultation regarding mine subsidence and unstable land will be undertaken with the Mine Subsidence Board of NSW and Trade and Investment following the Gateway determination.
c. Flood Prone Land	The objectives of this direction are: (a) to ensure that development of flood prone land is consistent with the NSW Government's Flood Prone Land Policy and the principles of the Floodplain Development Manual 2005, and (b) to ensure that the provisions of an LEP on flood prone land is commensurate with flood hazard and includes consideration of the potential flood impacts both on and off the subject land.	This Planning Proposal is inconsistent with the objectives of this direction. While the majority of the land (2.24ha) is proposed to be rezoned from B3 or B4 to RE1 falls within the flood planning level, reducing the impacts of flooding on that land, a smaller portion of flood prone land (0.69ha) is proposed to be rezoned from RE1 to B4, increasing the potential for development on that land. Cessnock City Council have adopted a Flood Study in accordance with the Floodplain Development Manual 2005, however development guidelines concerning the impact of the flood study are yet to be adopted. In the absence of the development guidelines, Book 6: Flood Hydraulics of the Australian Rainfall and Runoff guide to flood estimation has been used in conjunction with the adopted flood study to determine the suitability of development on the subject land.

Ministerial Direction	Objective of Direction	Consistency and Implication
		The flood study identifies that the land is predominantly affected by flooding within hazard categories H1 and H2, with the eastern edge of the site affected by flooding hazard levels H3, H4 and H5 (refer Appendix 5). The site is situated directly adjacent to flood free land, and predominantly categorised as flood storage in the flood hydraulic category mapping (refer Appendix 5). According to the Chapter 7, Book 6 of the Australian Rainfall and Runoff guide to flood estimation, hazard level H1 is generally safe for vehicles, people and buildings and hazard level H2 is unsafe for small vehicles. With the understanding of the sites flood hazard levels, flood hydraulic category and access to flood free land directly adjacent the site, the site is suitable for the proposed development. Land proposed to be zoned from B4 to B3 has only minor flooding affectation on the southern and eastern boundary of the subject land (refer Appendix 5) with the majority of the flood affected land categorised as H1 hazard level. With the understanding of the sites flood hazard levels and access to flood free land within and directly adjacent the site, the site is suitable for the proposed development.
d. Planning for Bushfire Protection	The objectives of this direction are: (a) to protect life, property and the environment from bush fire hazards, by discouraging the establishment of incompatible land uses in bush fire prone areas, and (b) to encourage sound management of bush fire prone areas.	Nothing in this Planning Proposal is inconsistent with the objectives of this direction.
5. REGIONAL PLANNING		
a. Sydney	<i>The objective of this Direction</i>	<i>Not Applicable to LGA</i>

Ministerial Direction	Objective of Direction	Consistency and Implication
<i>Drinking Water Catchment</i>	<i>is to protect water quality in the Sydney drinking water catchment.</i>	
<i>b. Farmland of State and Regional Significance on the NSW Far North Coast</i>	<i>The objectives of this direction are:</i> <i>(a) to ensure that the best agricultural land will be available for current and future generations to grow food and fibre,</i> <i>(b) to provide more certainty on the status of the best agricultural land, thereby assisting councils with their local strategic settlement planning, and</i> <i>(c) to reduce land use conflict arising between agricultural use and non-agricultural use of farmland as caused by urban encroachment into farming areas.</i>	<i>Not Applicable to LGA</i>
<i>c. Commercial and Retail Development along the Pacific Highway, North Coast</i>	<i>The objectives for managing commercial and retail development along the Pacific Highway are:</i> <i>(a) to protect the Pacific Highway's function, that is to operate as the North Coast's primary inter- and intra-regional road traffic route;</i> <i>(b) to prevent inappropriate development fronting the highway</i> <i>(c) to protect public expenditure invested in the Pacific Highway,</i> <i>(d) to protect and improve highway safety and highway efficiency,</i> <i>(e) to provide for the food, vehicle service and rest needs of travellers on the highway, and</i> <i>(f) to reinforce the role of retail and commercial development in town centres, where they can best serve the populations of the towns.</i>	<i>Not Applicable to LGA</i>
<i>d. Development in the vicinity of Ellalong, Paxton and Millfield</i>	<i>(Revoked 18 June 2010)</i>	<i>No longer applicable to the LGA.</i>

Ministerial Direction	Objective of Direction	Consistency and Implication
(Cessnock LGA)		
e. Sydney to Canberra Corridor	(Revoked 10 July 2008. See amended Direction 5.1)	Not Applicable to LGA
f. Central Coast	(Revoked 10 July 2008. See amended Direction 5.1)	Not Applicable to LGA
g. Second Sydney Airport: Badgerys Creek	The objective of this direction is to avoid incompatible development in the vicinity of any future second Sydney Airport at Badgerys Creek.	Not Applicable to LGA
h. North West Rail Link Corridor Strategy	The objectives of this direction are to: (a) promote transit-oriented development and manage growth around the eight train stations of the North West Rail Link (NWRL) (b) ensure development within the NWRL corridor is consistent with the proposals set out in the NWRL Corridor Strategy and precinct Structure Plans.	Not Applicable to LGA
i. Implementation of Regional Strategies	The objective of this direction is to give legal effect to the vision, land use strategy, goals, directions and actions contained in Regional Plans.	This Planning Proposal will reinforce Cessnock as a regionally significant strategic centre seeking concentrated growth in a mix of uses that will support economic and population growth. More specifically, this Planning Proposal implements actions identified in the Cessnock CBD Masterplan and directions 20, 21 and 23 of the Hunter Regional Plan in accordance with the priorities of the Hunter Regional Plan.
6. LOCAL PLAN MAKING		
a. Approval and Referral Requirements	The objective of this direction is to ensure that LEP provisions encourage the efficient and appropriate assessment of development.	Nothing in this Planning Proposal is inconsistent with the objectives of this direction.
b. Reserving Land for Public Purposes	The objectives of this direction are: (a) to facilitate the provision of public services and facilities by reserving land for public purposes, and	Part of this Planning Proposal seeks to rezone 2.24ha of B3 and B4 zoned land to RE1 for public purposes facilitating civic and recreational uses within the city. It also seeks to reserve 3.05ha of B3

Ministerial Direction	Objective of Direction	Consistency and Implication
	(b) to facilitate the removal of reservations of land for public purposes where the land is no longer required for acquisition.	and B4 zoned land for future local and classified road purposes. This planning proposal does not seek to reclassify any community land to operational. Nothing in this Planning Proposal is inconsistent with the objectives of this direction.
c. Site Specific Provisions	The objective of this direction is to discourage unnecessarily restrictive site specific planning controls.	This Planning Proposal has inconsistencies of minor significance with this direction in that it introduces site specific design excellence provisions to key sites within the Cessnock Commercial Precinct, necessary to incentivise catalyst developments in improving the quality and density of architecture and urban design in the precinct.
7. Metropolitan Planning		
a. <i>Implementation of A Plan for Growing Sydney</i>	<i>The objective of this direction is to give legal effect to the planning principles; directions; and priorities for subregions, strategic centres and transport gateways contained in A Plan for Growing Sydney.</i>	<i>Not Applicable to LGA</i>

Section C: Environmental, Social and Economic Impact

7 *Impact on Threatened Species*

This Planning Proposal seeks to increase the density of development in urban areas already occupied with development and void of any significant vegetation. Consequently, the Planning Proposal would not result in the isolation, fragmentation or removal of any areas of habitat for significant or threatened species.

8 *Environmental Impact*

Traffic Network

There is a compilation of improvements proposed to the traffic network servicing Cessnock city and surrounds. These include the connection of:

- Wollombi Road to Aberdare Road south of the city centre;
- Allandale Road to Charlton Street; and
- Wollombi Road to Keen Street.

Some of the key benefits to these improvements outlined below.

Wollombi Road to Aberdare Road

It is proposed to connect Aberdare Road / South Avenue to James Street connecting the arterial road network of Aberdare Road and Wollombi Road. Benefits of this alignment include:

- Improved travel times for vehicles travelling to and / or from the east or west of Cessnock to bypass the city centre;
- Improved safety within the city centre by providing an alternate route for traffic using Cooper Street as a rat run; and
- Reduced pressure on Wollombi Road, north of James Street, in servicing future traffic travelling between the east and west of Cessnock city.

Allandale Road to Charlton Street

Benefits of this alignment include:

- Improved management of traffic travelling between the intersections of Allandale Road, Wollombi Road and Vincent Street. In particular, traffic travelling between Vincent Street and Allandale Road; and
- Significant improvements to the passive surveillance of areas behind buildings addressing Vincent Street, between Wollombi Road and Cooper Street.

Wollombi Road to Keen Street

This alignment involves a one way connection travelling south from Wollombi Road to the existing two way road of Keene Street. This alignment is required for bus routes when a shared zone is introduced to Cooper Street creating a town square in the centre of Cessnock.

9 Social and Economic Impacts

Social and economic benefits of the Planning Proposal include:

- Short term construction employment for construction of the development;
- Provision of additional and varied residential housing stock to meet demand;
- Providing housing within close proximity to the CBD, schools and infrastructure.

The Planning Proposal is not of a scale that will create any significant adverse social impacts.

Social Impact

The Cessnock Commercial Precinct is currently lacking a shady public place for locals or visitors to sit, linger, read or converse in a pleasant outdoor area. This planning proposal introduces a public town square in the heart of the Cessnock Commercial Precinct that will act as an anchor for pedestrians using the city and its services.

Other social benefits of the planning proposal include:

- Significant improvements to the passive surveillance of areas behind buildings addressing Vincent Street, between Wollombi Road and Cooper Street via the connection of Charlton Street to Allandale Road;
- Improved safety through passive surveillance via the introduction of additional residents within the commercial precinct;
- Promotion of housing diversity through the provision for higher density residential dwellings added to a market with limited supply of this housing typology; and
- Improved health benefits to existing and future residents of the precinct via the introduction of additional residents within walking distance of various services offered by the Cessnock Commercial Precinct.

It is anticipated that the proposed town square will enhance the sense of place in the heart of Cessnock City, providing a focal point for economic activity that will benefit the existing and future community of the Cessnock Commercial Precinct. In combination with the proposed town square, the nominated gateway sites located at the corners of Aberdare Road / Vincent Street and Maitland Road / Allandale Road will improve tourism and the link between the Cessnock Commercial Precinct and the vineyard district. While the Maitland Road / Allandale Road gateway site will provide for a landmark development as tourist exit the city of Cessnock and travel towards the vineyards district, the Aberdare Road / Vincent Street gateway site will provide for an architectural icon in a visitor at a location that signifies the entry to the city of Cessnock. These two gateway sites are also considered to be the most prominent and heavily trafficked edges of the Cessnock Commercial Precinct.

Economic Impact

Commercial Floor Space

The Cessnock Commercial Precinct is currently oversupplied with employment floor space. While this planning proposal will allow for additional employment floor space within the precinct, the focus of this additional floor space is to provide opportunities to improve the quality, and generate additional demand through increased resident population. Incentives to that affect are proposed through the proposed height of building controls, floor space ratio controls and a design excellence clause (Appendix 2).

Town Square

Retail or commercial centres are most successful when clustered in one location, creating a vibrant and active area. Currently, the Cessnock Commercial Precinct is stretched out along Vincent Street, with three major shopping centres to the north-west. This planning proposal will enable the construction of a public town square in an accessible location central to both Vincent Street and the three major shopping centres. The town square will enable people to linger and add vibrancy to the city, in turn generating additional demand for retail and adding to the vitality of the commercial precinct.

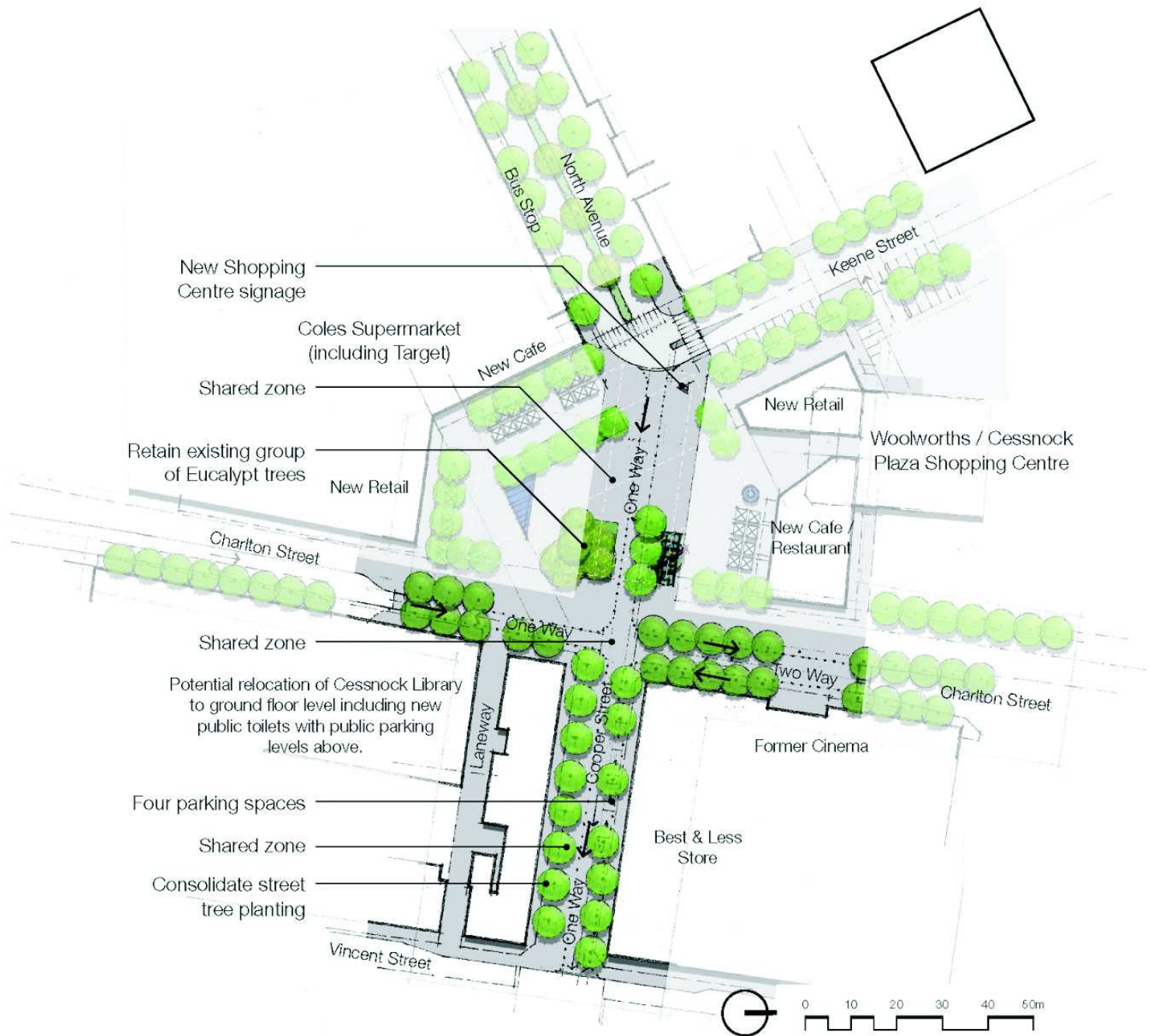
Public Domain Improvements

This Planning Proposal is supported by a Public Domain Plan which provides conceptual designs and costings for public domain improvements. The following table identifies projects in the Public Domain Plan that relate directly to this Planning Proposal, followed by a brief analysis of their economic impact:

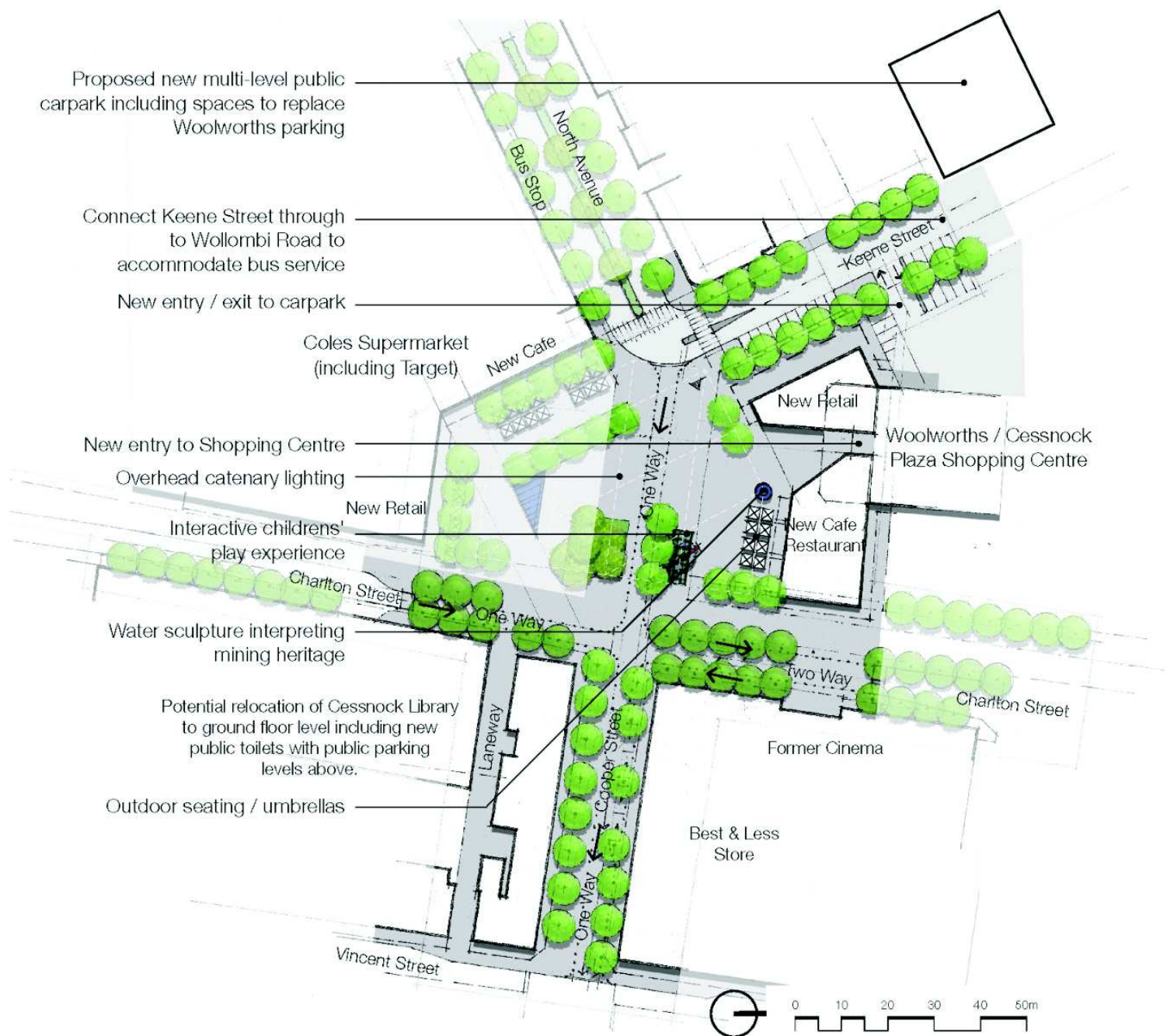
Project/s	Scope of Works	Estimated Construction Cost
Phase 1 (one – five years): Town Square – Stage 1 & 2 (Refer images below) Keene Street Extension Keene Street Multi-level Car Park	• Converting Cooper Street into a one way east, Shared Zone, from Vincent Street to the Keene Street-North Avenue intersection; • Converting the current Woolworths carpark to a paved Town Square (north part); • Converting Charlton Street into a two way Shared Zone north of Cooper Street, and a one way north Shared Zone, south of Cooper Street; • Upgrading all paving to a large format charcoal colour honed concrete ‘flagstone paver’ including the full width of Cooper Street, removing kerbs and gutters, defining the passage for vehicles with bollards and other new street furniture; • Reconfigure Keene Street entry/exit to shopping centre carpark; • Upgrading all street lighting to new smart pole standard (underground power supply); • New pedestrian scale ‘catenary’ and feature lighting for the Square; • New street furniture, seating areas and outdoor dining areas for café/restaurants; • Wherever possible retaining the existing group of eucalypt trees and the street trees in Cooper Street, and consolidating with new street trees; • Incorporating four short stay parallel parking spaces (Cooper Street); • Including paving and pedestrian lighting upgrades and public artwork for the laneway between Vincent Street and Charlton Street; • Interactive children’s play experience; • Interpretation of Coal Mining heritage (sculpture/artwork); • Incorporating new wayfinding signage, supermarket sign and visitor information signage; • Connect Keene Street with Wollombi Road via a one way street; • Design and construct a multi-level car park adjoining Keene	\$13,125,000

	Street; and Acquire land for the Town Square, stage 1 & 2, the connection of Keen Street to Wollombi Road, and a multi-level car park adjoining Keene Street.	
Phase 2 (five to fifteen years): Town Square – Stage 3 (Refer image below) Charlton Street Multi-level Car Park New City Library Civic Park	- Converting the current Coles carpark to a paved Town Square (south part); - Upgrading paving to a large format charcoal colour honed concrete 'flagstone paver'; - Upgrading all street lighting to new smart pole standard (underground power supply); - New pedestrian scale 'catenary' and feature lighting for the square; - New street furniture, seating areas and outdoor dining areas for café / restaurants; - Interactive water feature; - Wherever possible retaining existing street trees, group of eucalypts and consolidating surrounding streetscapes with new trees; - Shaded, raised grass areas with seating edges; - Interpretive public sculpture/artwork; - Incorporating new wayfinding and visitor information signs; - Design and construction of a new 3,885m² city Library; - Design and construct Civic Park recreational area; - Design and construct a multi-level car park adjoining Keen Street; and - Acquire land for the Town Square, stage 1 & 2, Civic Park, the connection of Keen Street to Wollombi Road, and a multi-level car park adjoining Keene Street.	\$32,092,313
Phase 3 (fifteen years plus): Charlton Street Extension Connection of Aberdare Road to James Street	- Extend Charlton Street to intersection of Allandale Road and Wollombi Road; - Embellishment of verges to new road connecting Aberdare Road with James Street; and - Acquisition of lots required to extend Charlton Street and connect Aberdare Road to James Street.	\$13,125,000

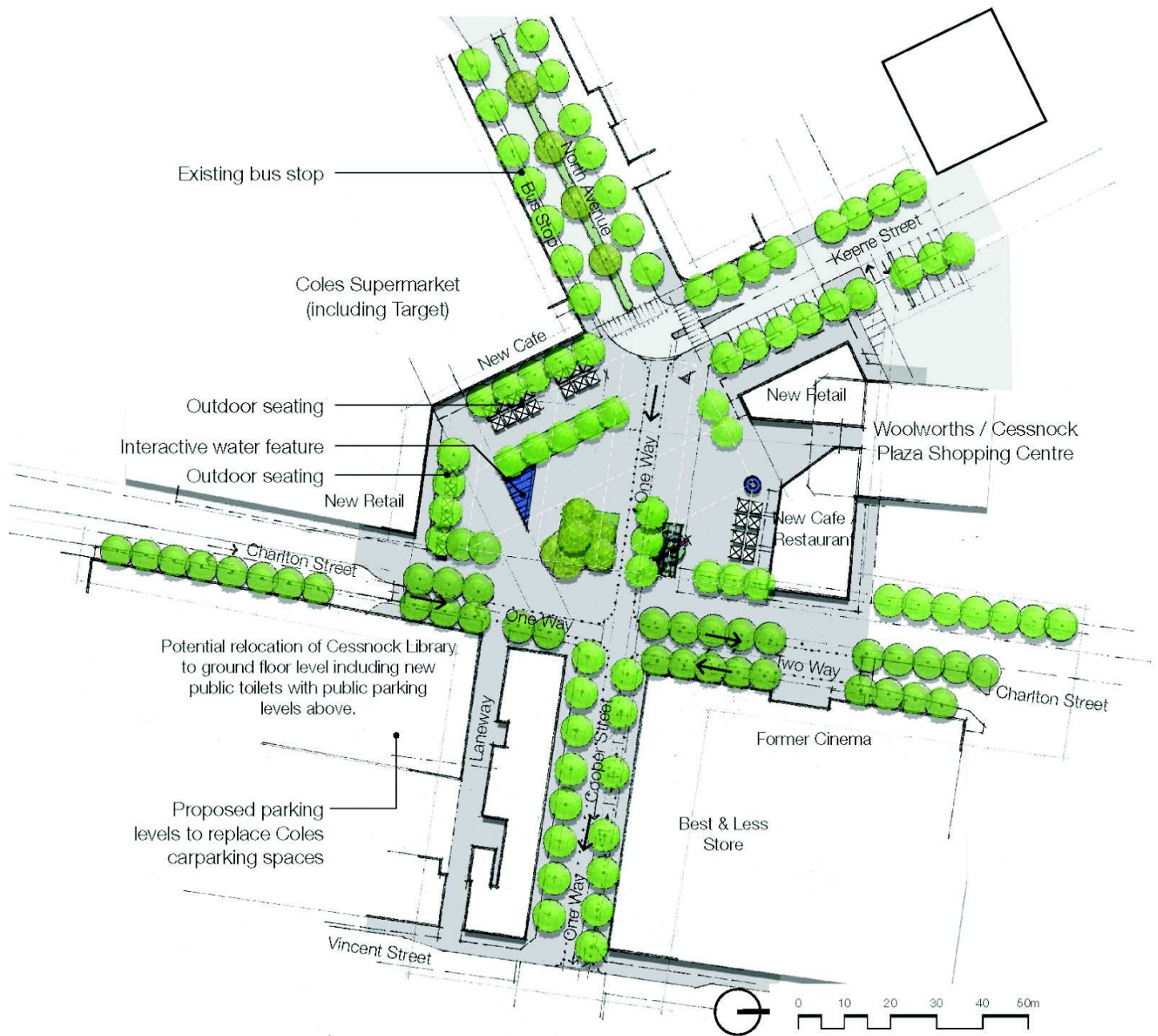
Cessnock Town Square Stage 1



Cessnock Town Square Stage 2



Cessnock Town Square Stage 3



The economic impact of the three phases tabled above is briefly described following:

Economic Benefits

Investment in the provision of Phase 1, 2 and 3 projects listed above will have significant economic benefits that will flow on to other sectors of the economy. From a direct injection totalling **\$49.865 million** (Phase 1 \$13.125 million, Phase 2 \$32.092 million, and Phase 3 \$4.650 million) it is estimated that the demand for intermediate goods and services would rise by **\$27.158 million** (Phase 1 \$7.148 million, Phase 2 \$17.479 million and Phase 3 \$2.533 million). These industrial effects include multiple rounds of flow-on effects, as servicing sectors increase their own output and demand for local goods and services, in response to the direct change to the economy.

Output

The increases in direct and indirect output would typically correspond to the creation of jobs in the economy. Corresponding to this change in employment would be an increase in the total of wages and salaries paid to employees. A proportion of this expenditure is captured in the local economy. The consumption effects under this scenario are estimated at **\$8.354 million** (Phase 1 \$2.199 million, Phase 2 \$5.377 million and Phase 3 \$0.799 million).

Total output, including all direct, industrial and consumption effects is estimated to increase by up to **\$85.378 million** (Phase 1 \$22.4721 million, Phase 2 \$54.947 million and Phase 3 \$7.962 million). This represents an output multiplier effect of 1.712.

Employment

From a direct increase in output of **\$49.865 million** (Phase 1 \$13.125 million, Phase 2 \$32.092 million and Phase 3 \$4.650 million), it is anticipated that **76 jobs** (Phase 1 – 20 jobs, Phase 2 – 49 jobs and Phase 3 – 6 jobs) will be created for the planning and construction phases of the projects. From this direct expansion in the economy, flow on industrial effects in terms of local purchases of goods and services are anticipated, and therefore it is estimated that these indirect impacts would result in the gain of a further **70 jobs** (Phase 1 – 18 jobs, Phase 2 – 45 jobs and Phase 3 – 6 jobs), with another **31 jobs** (Phase 1 – 8 jobs, Phase 2 – 20 jobs and Phase 3 – 3 jobs) being created as a result of additional consumption in the local economy.

Total employment, including all direct, industrial and consumption effects is estimated to increase by up to **177 jobs** (Phase 1 – 46 jobs, Phase 2 – 114 jobs and Phase 3 – 16 jobs). This represents an employment multiplier effect of 2.329.

Wages and Salaries

From a direct investment of **\$49.865 million** (Phase 1 \$13.125 million, Phase 2 \$32.092 million and Phase 3 \$4.650 million), it is estimated that direct wages and salaries would increase by **\$8.051 million** (Phase 1 \$2.119 million, Phase 2 \$5.181 million and Phase 3 \$0.751 million). From this direct expansion in the economy, flow-on industrial effects in terms of local purchases of goods and services are anticipated, and it is estimated that these indirect impacts would result in the gain of a further 18 jobs and a further increase in wages and salaries of **\$5.818 million** (Phase 1 \$1.531 million, Phase 2 \$3.741 million and Phase 3 \$0.543 million). This represents a direct wages and salaries multiplier effect of 1.723.

In addition, the direct and indirect output and the corresponding creation of jobs in the economy are expected to result in an increase in the wages and salaries paid to employees. A proportion of these wages and salaries are typically spent on

consumption and a proportion of this expenditure is captured in the local economy. The consumption effects under this scenario are expected to further boost employment in sectors such as retail and services therefore further increasing wages and salaries by **\$1.936 million** (Phase 1 \$0.510 million, Phase 2 \$1.246 million and Phase 3 \$0.181 million).

Total wages and salaries, including all direct, industrial and consumption effects is estimated to increase by up to **\$15.805 million** (Phase 1 \$4.160 million, Phase 2 \$10.172 million and Phase 3 \$1.474 million). This represents a total wages and salaries multiplier effect for this project of 1.963.

Impact – Value-Added

From direct, industrial and consumer effects, the expansion in the economy of purchases and goods, boost to jobs and increases in salaries and wages are estimated to increase total value-added by up to a further **\$30.185 million** (Phase 1 \$7.945 million, Phase 2 \$19.427 million and Phase 3 \$2.815 million). This represents a value-added multiplier effect of 1.943.

Section D: State and Commonwealth Interests

10 Adequate Public Infrastructure

While it is considered that there is suitable public infrastructure in the immediate vicinity of the site to support increased residential densities, consultation will be required with utility providers following the issue of a Gateway determination.

Augmentations will be required to existing infrastructure to ensure that future development is appropriately serviced.

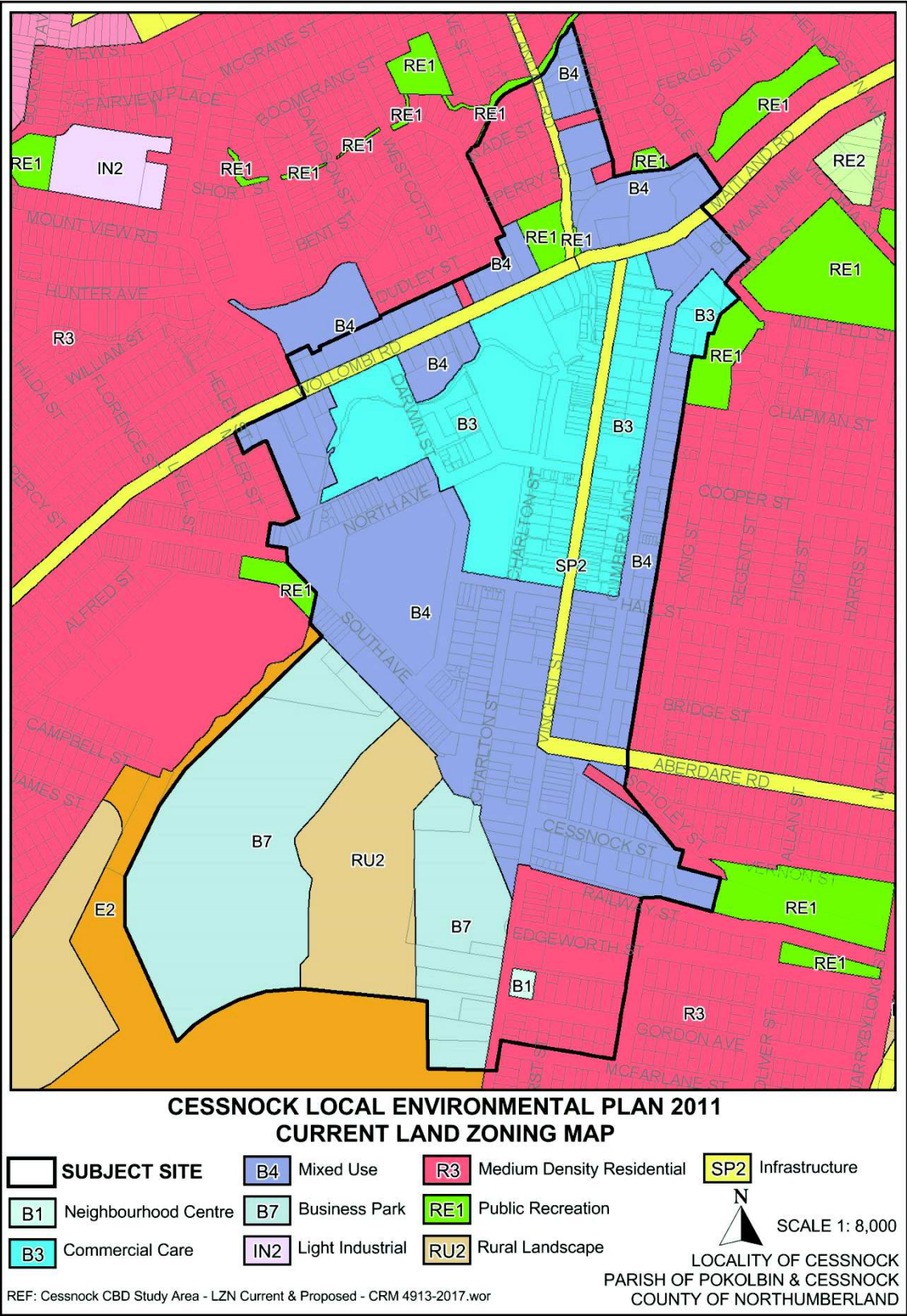
11 Consultation with State and Commonwealth Authorities

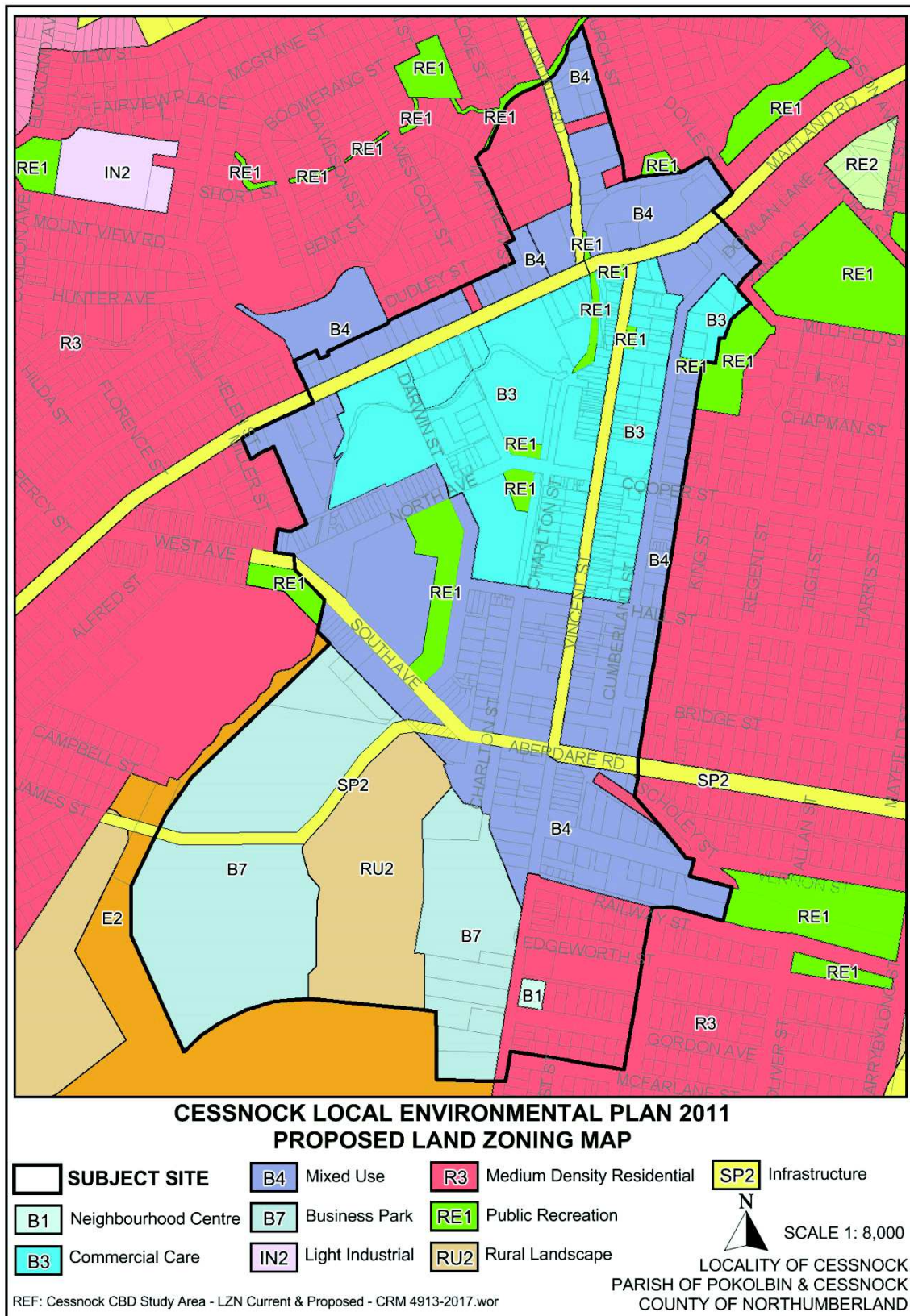
Formal consultation with selected statutory agencies will be undertaken following, and as directed by, the Gateway determination. It is expected that this may include consultation with the following:

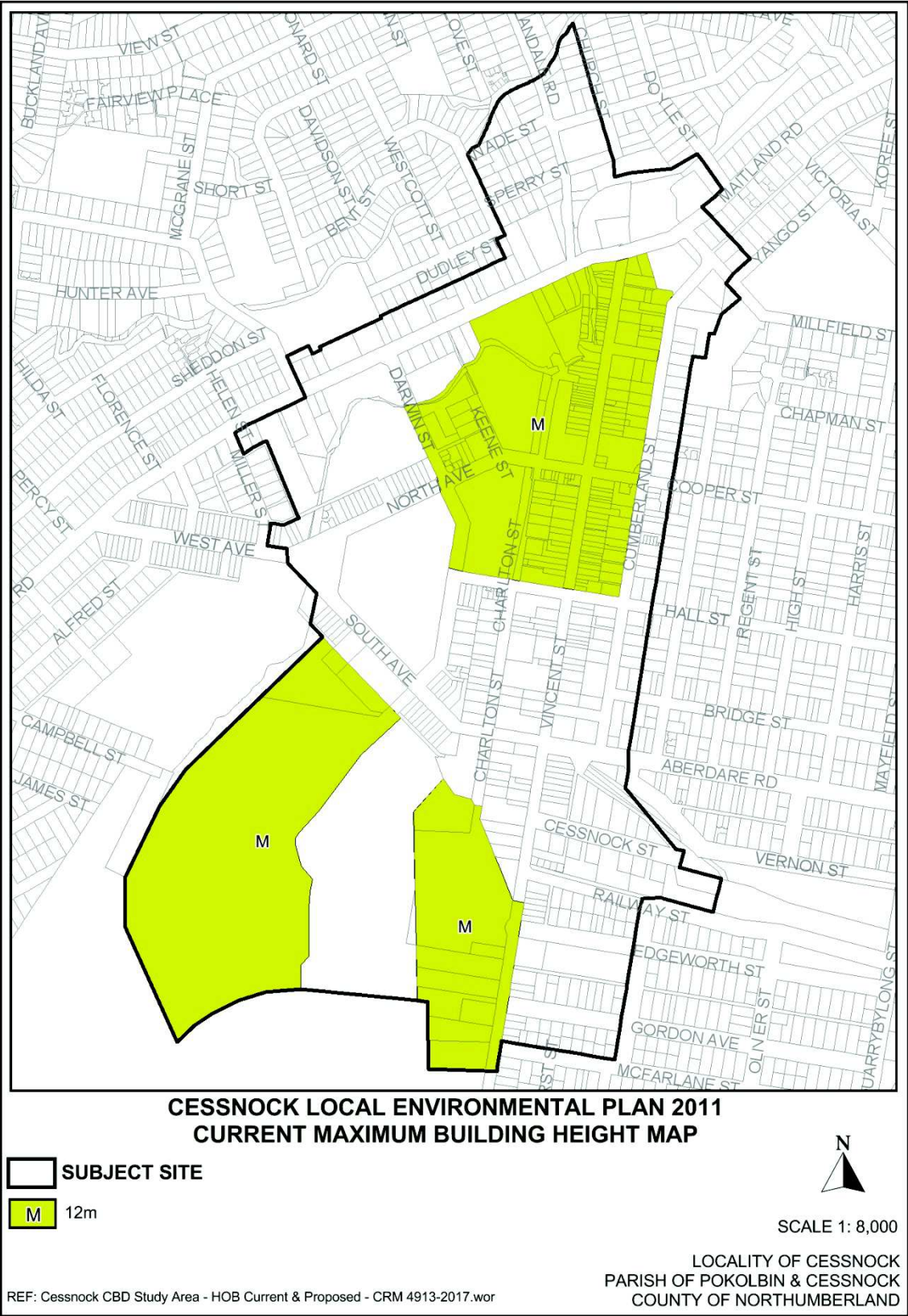
- Water & Sewerage Services
- Electricity Services
- Telecommunication Services
- Traffic Generation and Management

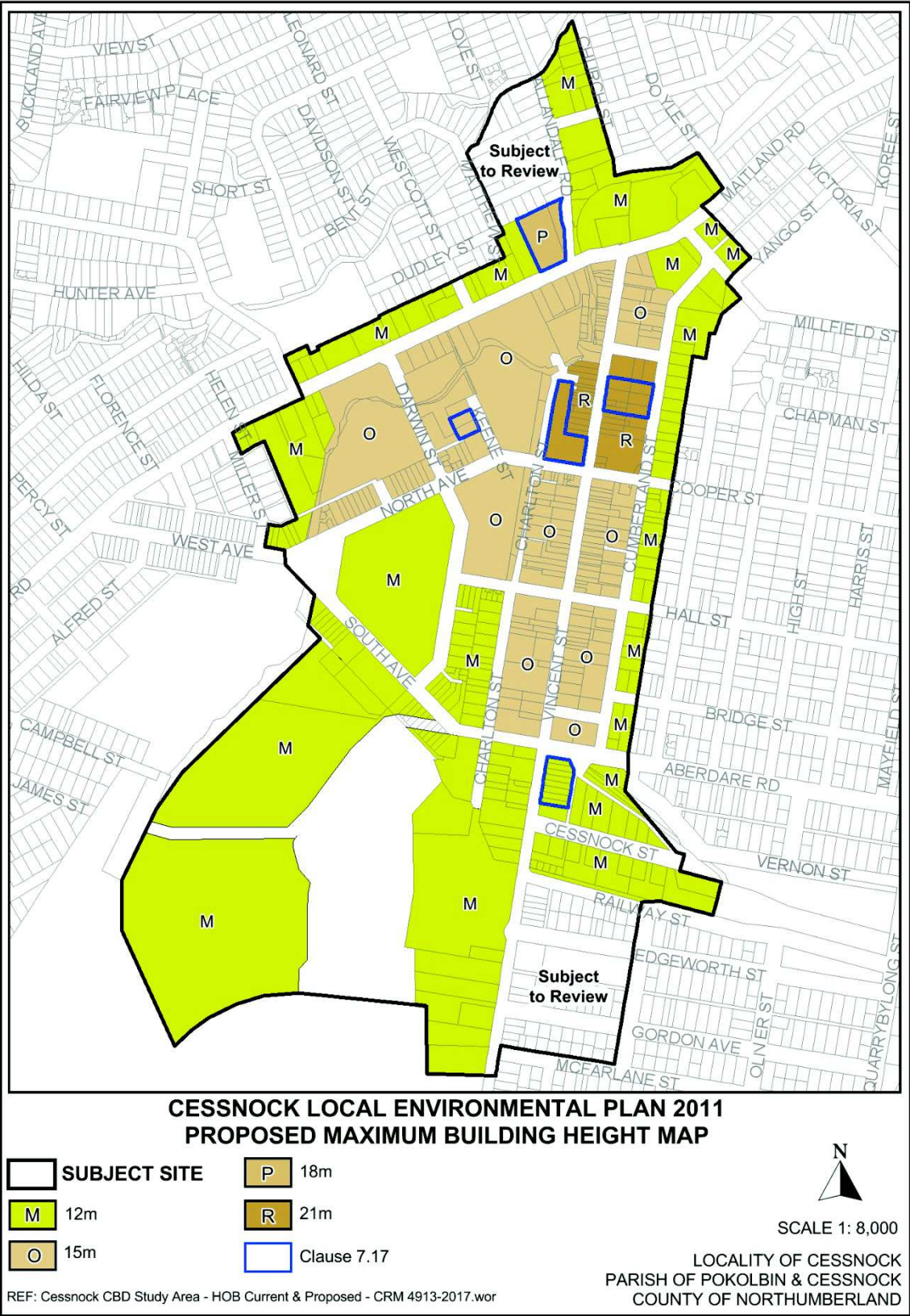
Initial consultations with RMS have taken place concerning the implementation of a shared zone along Cooper Street. Although the consultation has not been conclusive, this planning proposal reflects the outcomes of that consultation.

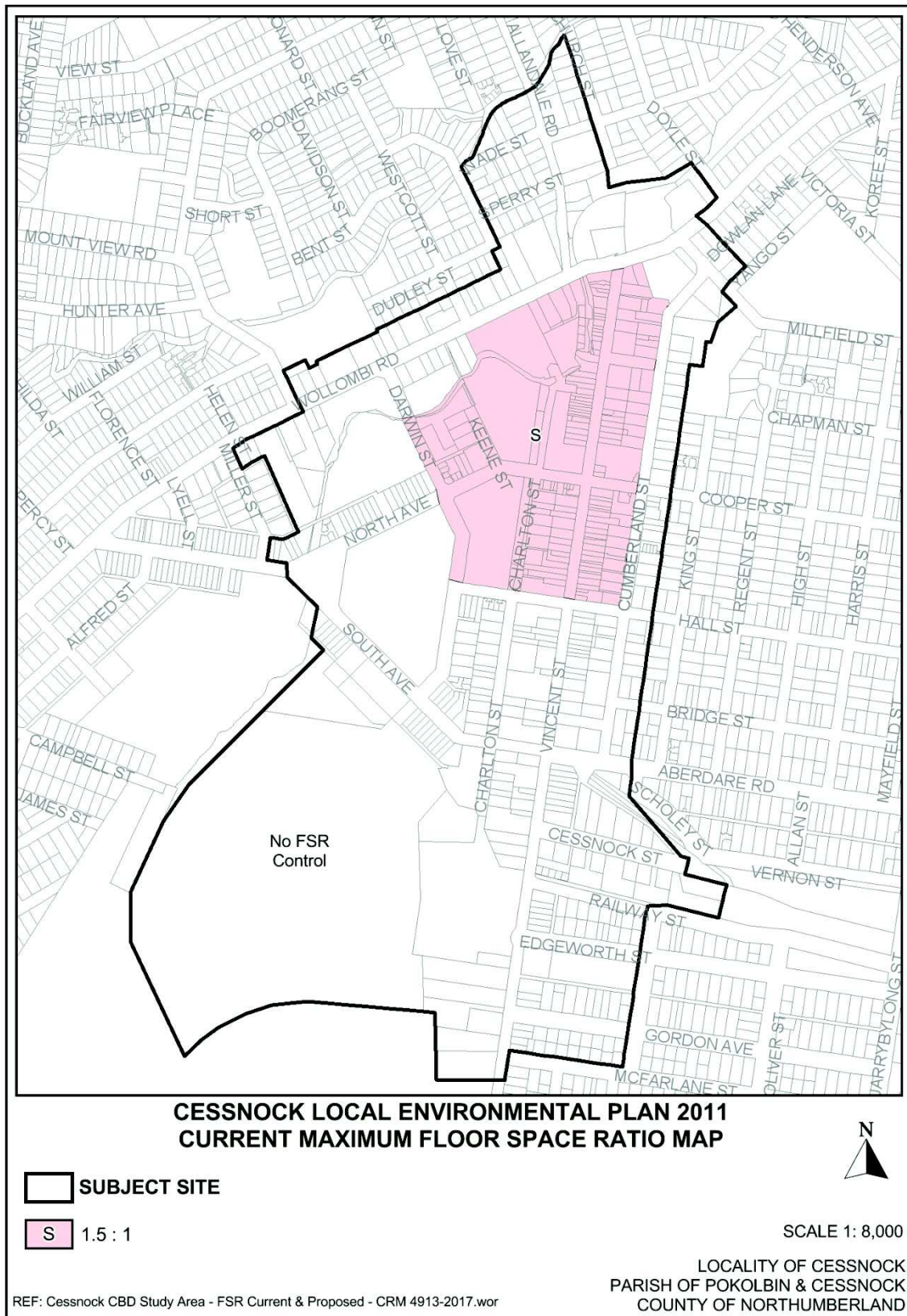
PART 4: MAPPING

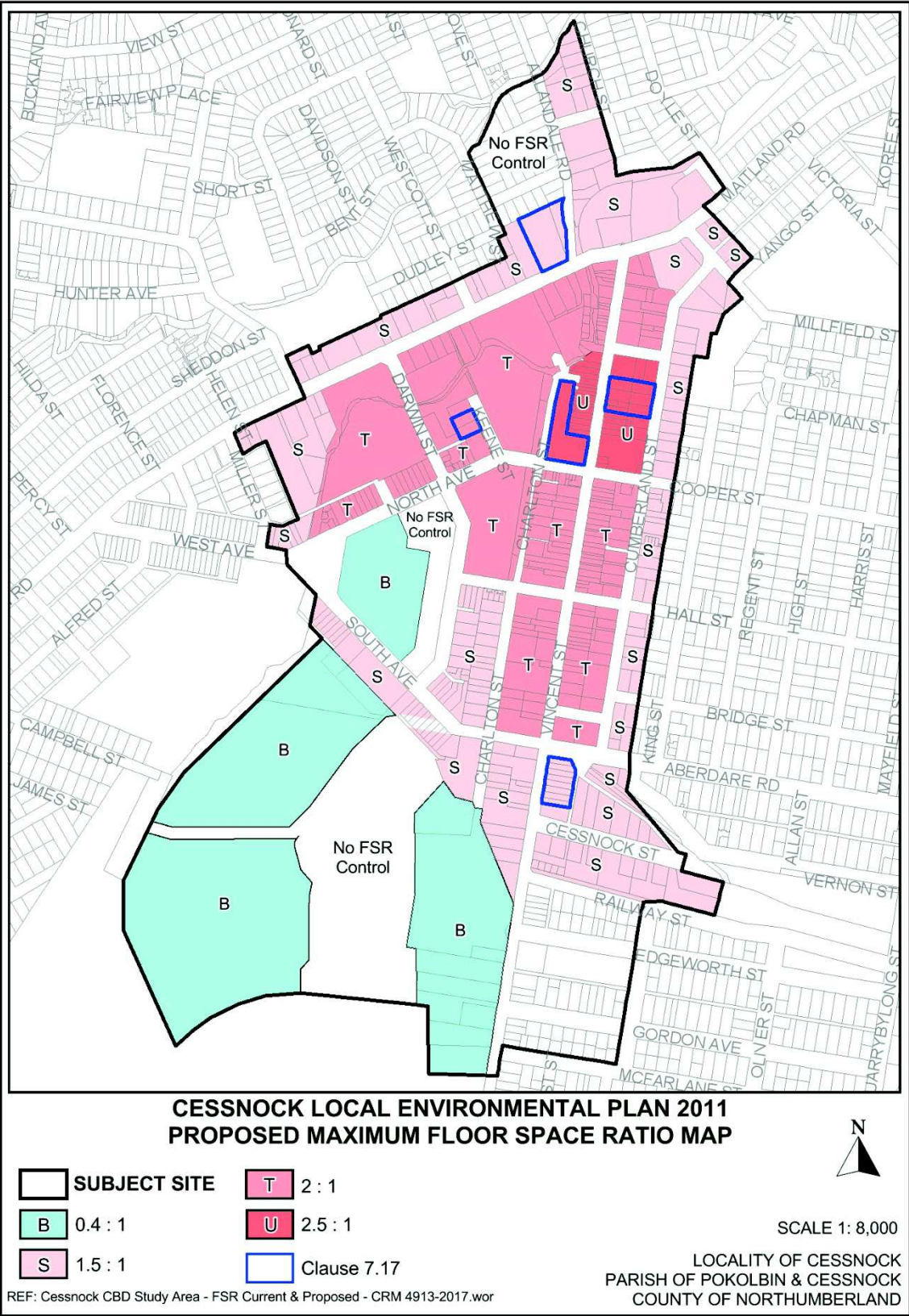


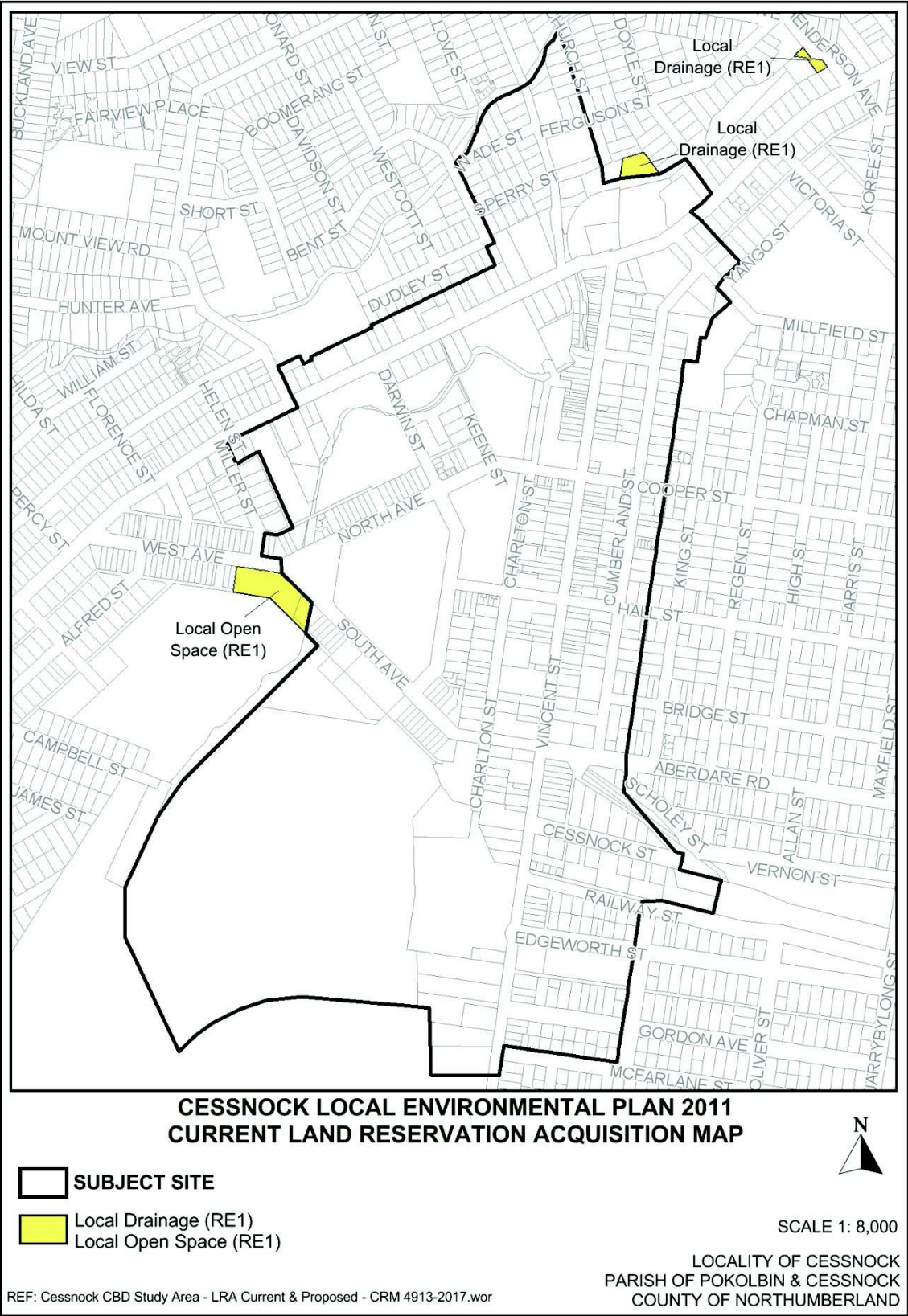


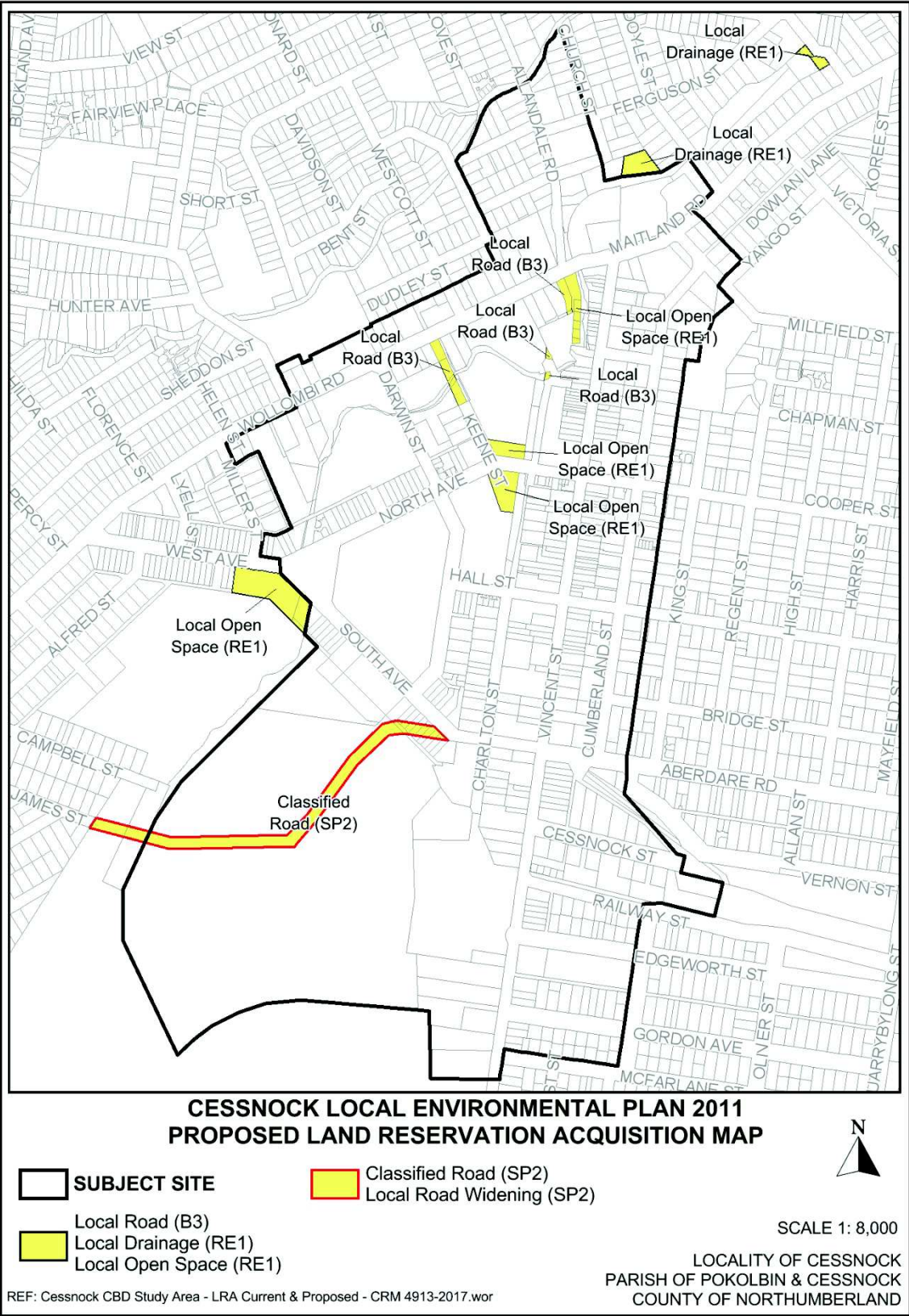


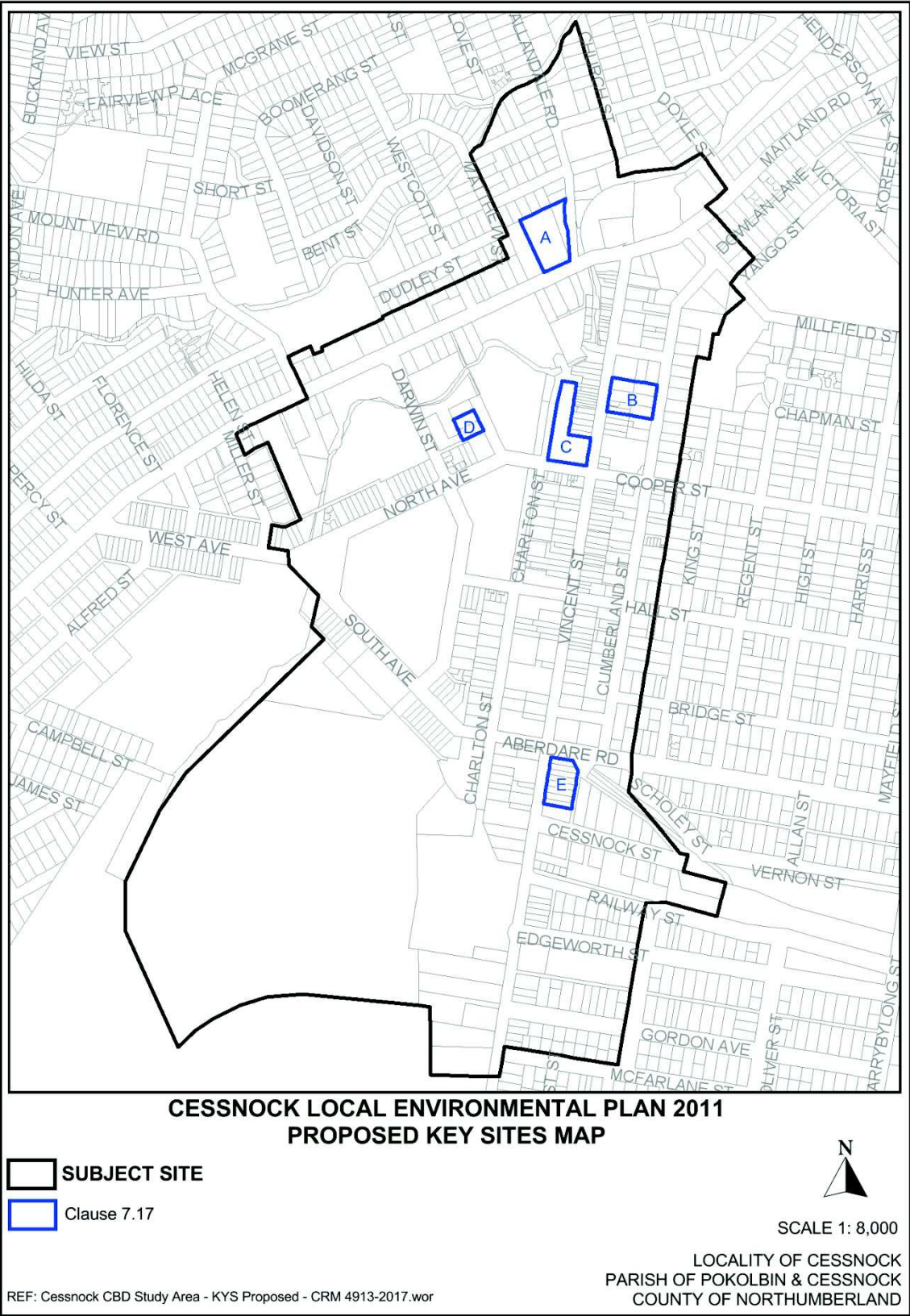












PART 5: COMMUNITY CONSULTATION

This Planning Proposal forms a component of a larger Cessnock Commercial Precinct Project. The Cessnock Commercial Precinct Project is a continuation of the Cessnock CBD Masterplan, whereby significant consultation with the community was undertaken. Key components of the Masterplan, commensurate with the community's vision, have been brought forward into the Cessnock Commercial Precinct Project.

Further community consultation specific to the Cessnock Commercial Precinct Project was also undertaken in the form of:

- Online and intercept surveys with local businesses and residents (87 completed);
- Interactive mapping in the form of online mapping and a large printed map placed in the foyer of Council's Administration Building and Cessnock Library (135 comments);
- Community workshop (29 attendees); and
- Council staff workshop

Valuable information from the community was gathered during the consultation phases and used to inform this Planning Proposal. Key findings of the consultation are provided at **Appendix 3**.

It is expected that this Planning Proposal will be publicly exhibited for a minimum period of 28 days. The exhibition period would be advertised in local newspapers, notification letters will be sent to property owners within and adjoining the precinct to advise them of the exhibition, and the exhibition material will be made available at the following locations:

- Cessnock City Council's Administration Building
- Cessnock Public Library
- Kurri Kurri Public Library; and
- Cessnock City Council's Website at www.cessnock.nsw.gov.au

Initial consultations with RMS have taken place concerning the implementation of a shared zone along Cooper Street. Although the consultation has not been conclusive, the documentation subject of this Report reflects the outcomes of that consultation.

PART 6: PROJECT TIMELINE

The Project Timeline will assist with tracking the progress of the Planning Proposal through the various stages of consultation and approval. It is estimated that the proposed amendment to the Cessnock Local Environmental Plan 2011 will be completed by September 2014.

PROJECT TIMELINE

	Apr 2017	Jun 2017	Aug 2017	Sep 2017	Oct 2017	Jan 2018	Mar 2018
STAGE 1 Submit to DoP&E – Gateway Panel consider Planning Proposal							
STAGE 2 Receive Gateway Determination							
STAGE 3 Preparation of documentation for Public Exhibition							
STAGE 4 Public Exhibition							
STAGE 5 Review/consideration of submission/s received							
STAGE 6 Report to Council							
STAGE 7 Make amendment or request amendment to be made by DoP&E							