

Planning Proposal

Planning Proposal to include part of Lot 2 DP 1010179, 1-9 Church Avenue Colo Vale, into Schedule 1 to permit development for the purposes of a highway service centre and a hotel or motel accommodation

Version 1 – For Gateway Determination – January 2014

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DOCUMENTS WHICH FORM THIS PLANNING PROPOSAL

1. Planning Proposal.
2. Evaluation Criteria for the Delegation of Plan Making Functions.
3. Response from RMS 10 June 2011 referred to in JRPP Recommendation.
4. Department of Planning & Infrastructure Pre-Gateway Review Notification.
5. Notification to DP&I that Council will act as RPA.
6. JBA Planning – Planning Proposal – January 2012.
7. Report to Council of 12 June 2013.
8. Resolution of Council 12 June 2013.

PLANNING PROPOSAL

LOCAL GOVERNMENT AREA: WINGECARRIBEE SHIRE COUNCIL

ADDRESS OF LAND: Part of Lot 2 DP 1010179, 1-9 Church Avenue Colo Vale.



SITE DESCRIPTION

Lot 2 DP1010179 is currently zoned RU4 Primary Production Small Lots under Wingecarribee LEP 2010. As such the character of the locality is agricultural. The area of the entire lot is 20.83 hectares. The Lot is elevated and has extensive views to the south.

The part of the lot which forms the subject of this Planning Proposal is approximately 4 hectares in area and is located in the north east portion of the lot, on the south-western corner of Church Avenue and the Hume Highway.

The Minimum Lot Size under WLEP 2010 is 2 hectares and there is an existing approval (LUA221/90) for subdivision of all of Lot 2 into 10 lots of 2 hectares each.

The site is opposite the identified heritage property 'Wensleydale' (Figure 7). Although the heritage character of the existing farm house, located 1 kilometre to the west, is the key heritage item, the heritage context of prime grazing land is also of significance. The Southern JRPP also acknowledges that the 'Wensleydale' property was identified for future urban growth in the Wingecarribee Our Future Strategic Plan 2002 however is not currently identified as an urban release area in Wingecarribee LEP 2010.

The south western portion of the subject site is identified on Council's Natural Resource Sensitivity map (Figure 4) as a riparian corridor. Therefore any future development must ensure an adequate separation distance be maintained in the context of runoff and overland flow.

The south western corner of the subject site is also identified as being a bushfire hazard threat (Figure 5). Adequate buffer distances to highly volatile fuel supplies (SEPP 33 Hazardous and Offensive Development) will be required. In the context of Wingecarribee's frequent bushfire events the identified critical evacuation route (Figure 6) must be maintained.

It is therefore considered that, in the context of these circumstances, amending the site to include the proposed development area within Schedule 1 of WLEP 2010 is the most appropriate mechanism to achieve the intended outcome of this Planning Proposal while also limiting the environmental and visual impact of the proposed development on the surrounding environment and landscape.

FIGURE 1 AERIAL PHOTO

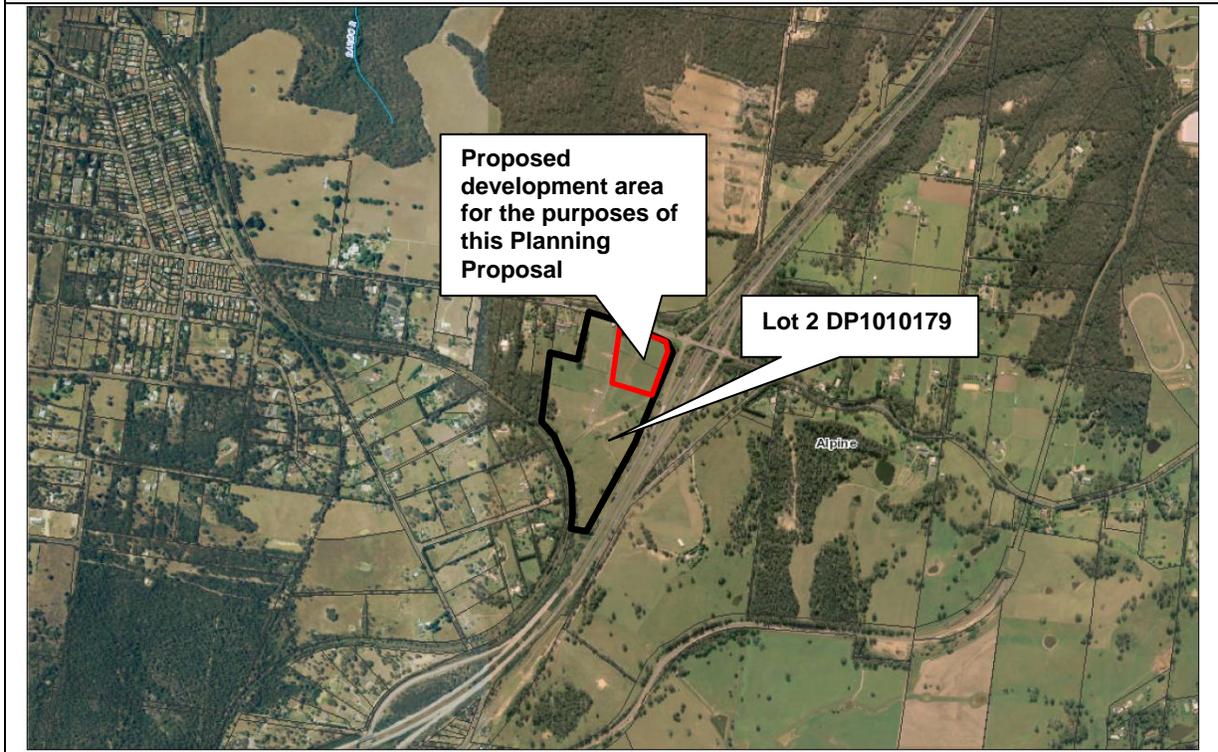


FIGURE 2 CURRENT ZONING MAP

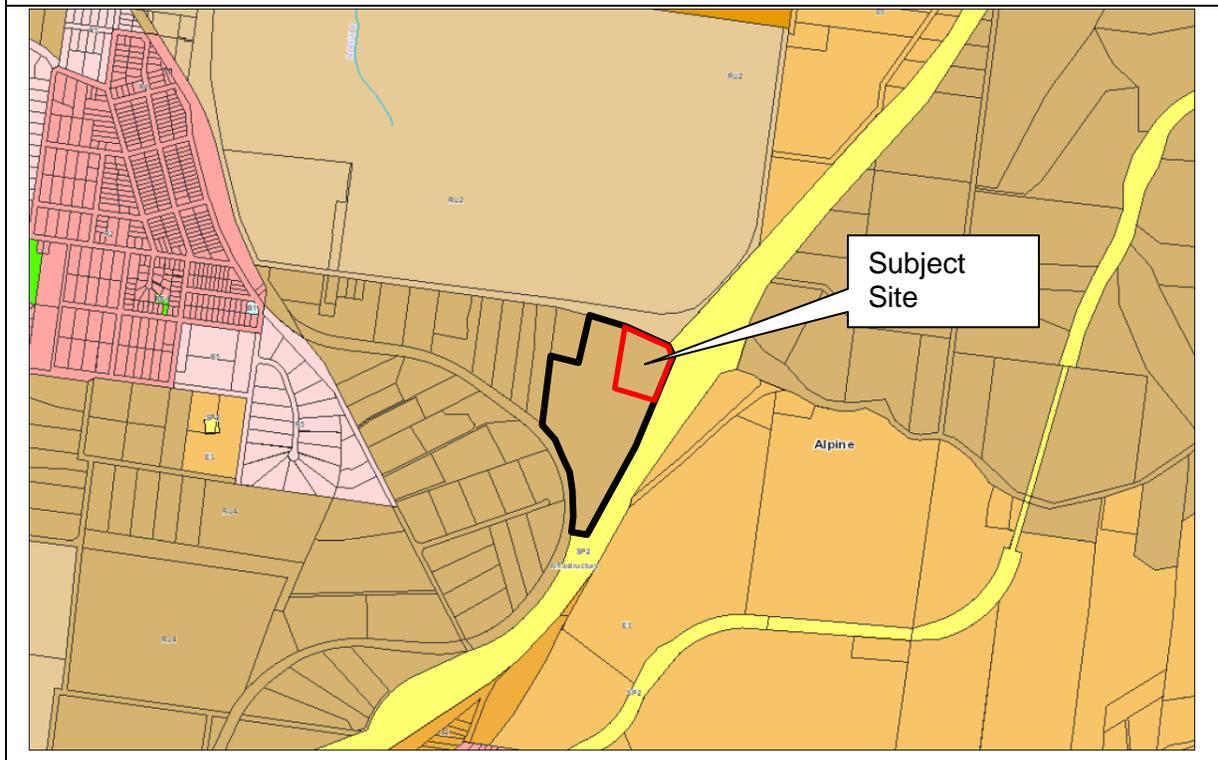


FIGURE 3 CURRENT MINIMUM LOT SIZE MAP (Z1 = 2 Ha)

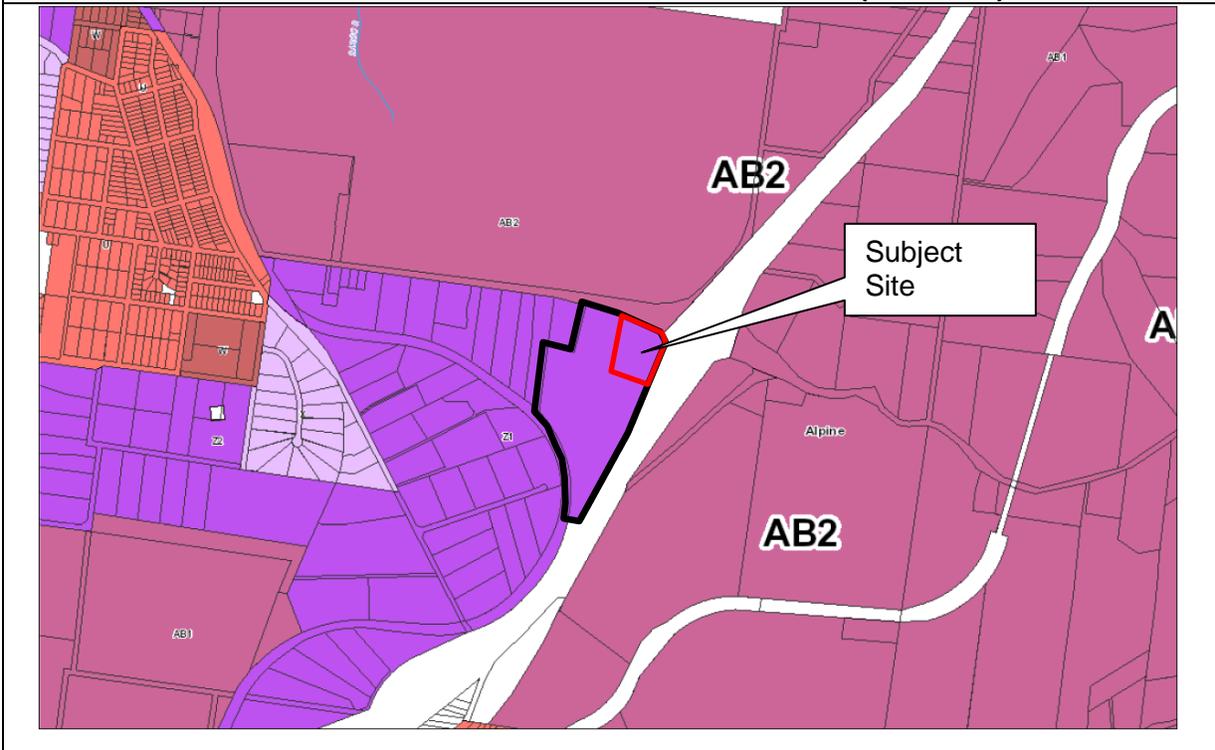


FIGURE 4 NATURAL RESOURCE MAP

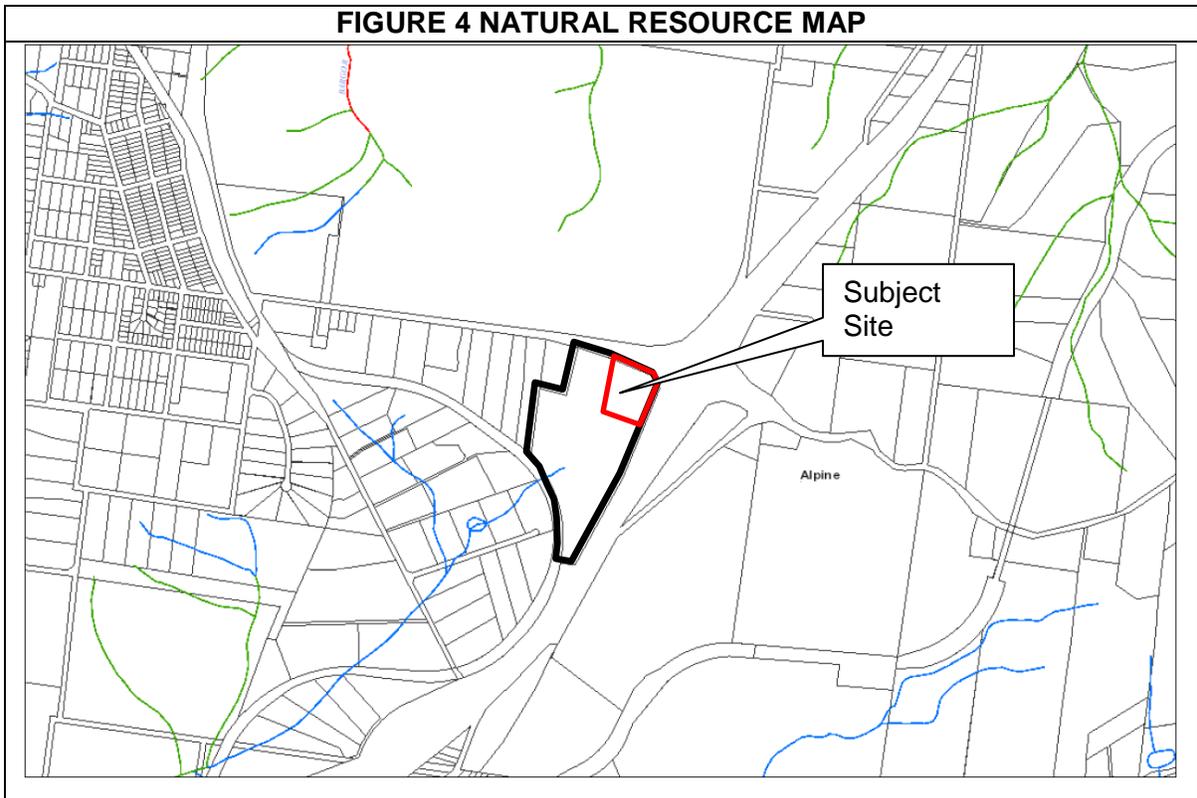


FIGURE 5 BUSHFIRE THREAT MAP



FIGURE 6 CRITICAL EVACUATION ROUTE

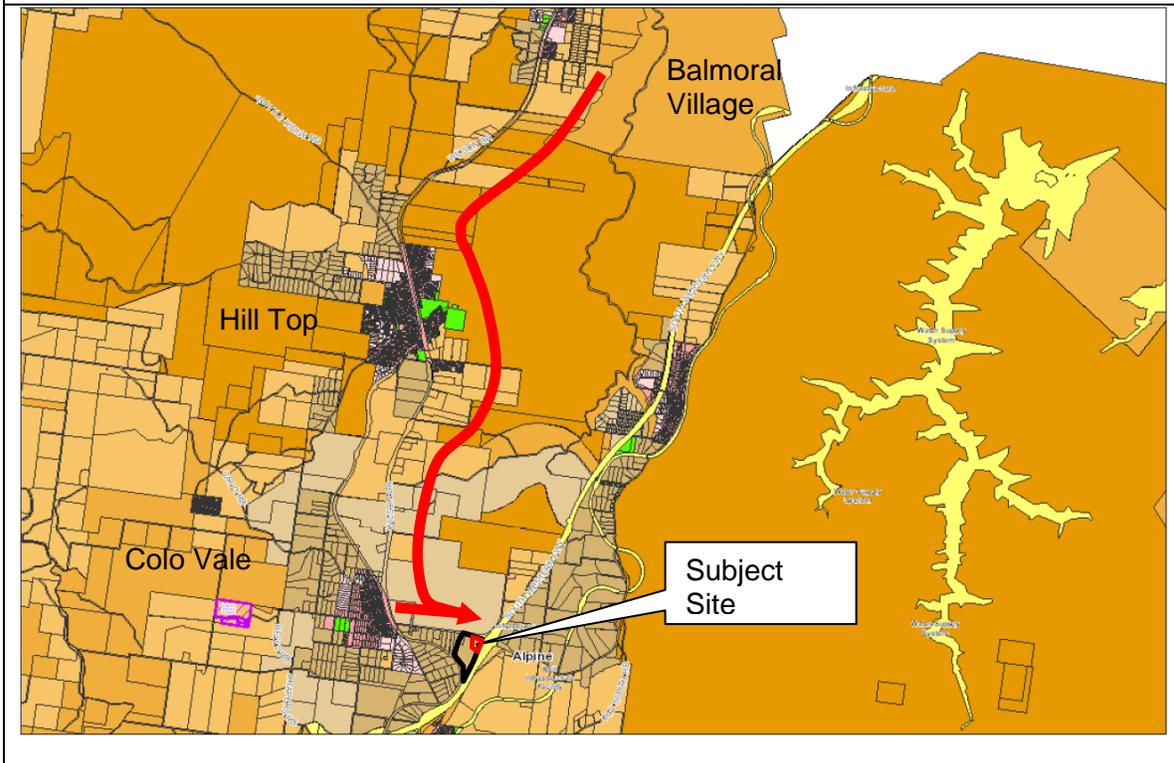


FIGURE 9 WOLLONDILLY HIGHWAY SERVICE CENTRE CURRENT ZONING MAP

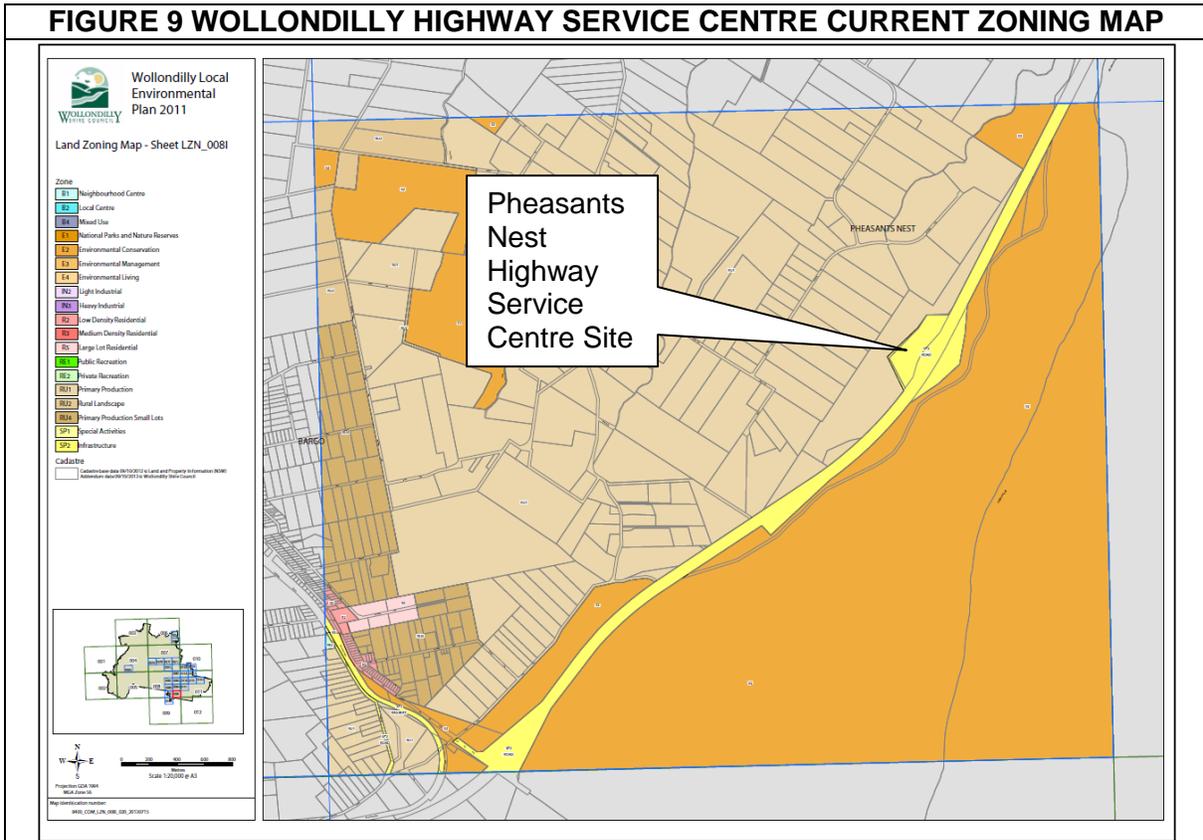
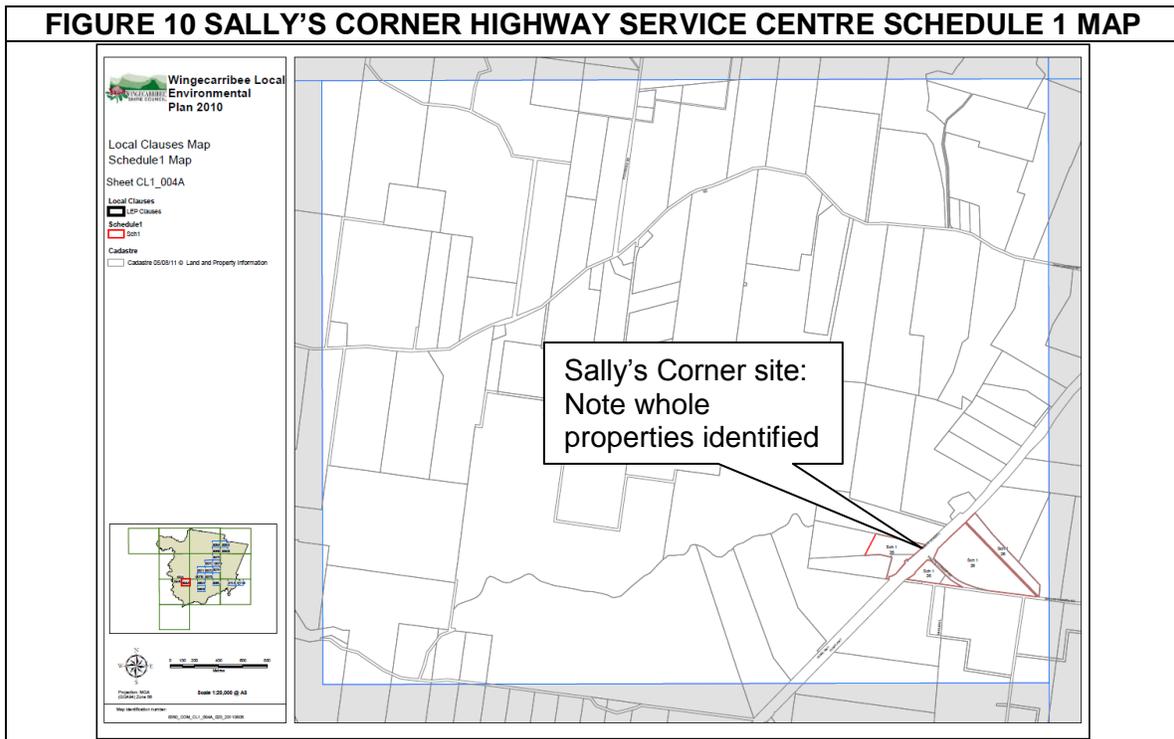


FIGURE 10 SALLY'S CORNER HIGHWAY SERVICE CENTRE SCHEDULE 1 MAP



PART 1 - OBJECTIVES OR INTENDED OUTCOMES OF PLANNING PROPOSAL

The purpose of the Planning Proposal is to amend Wingecarribee LEP 2010 to allow Council to consider a development application for the purpose of a *Highway Service Centre* and *Hotel or Motel Accommodation*.

The Planning Proposal is the result of the Pre-Gateway Review determination of the Department of Planning & Infrastructure (DP&I) issued to Council on 9 December 2013. Council resolved on 11 December 2013 to act as the Relevant Planning Authority (RPA) for the Planning Proposal.

PART 2 – EXPLANATION OF PROVISIONS

The subject site is currently zoned *RU4 Primary Production Small Lots* under Wingecarribee LEP 2010. The proposed land uses are currently prohibited in this zone.

The recommendation of the Southern Joint Regional Planning Panel (JRPP) provided two options for the Planning Proposal to proceed to achieve the intended outcome.

1. *Permit the proposed land uses by inclusion in Schedule 1 Additional permitted uses, or*
2. *Apply the SP1 Special Activities zone to part Lot 2*

Option 1 is preferred and in view of the JRPP's advice and the DP&I direction, no other options have been considered. It is intended to apply the Schedule 1 notation to only that part of the site that is identified for development in the proponent's submission (JBA Planning, January 2012)

To enable the Planning Proposal to proceed under Council's preferred option, the following map and clause amendments to Wingecarribee LEP 2010 will be required.

Map to be amended	Map to be Revoked	Map to be Adopted
CL1_007F	8350_COM_CL1_007F_020_20100520	8350_COM_CL1_007F_020_yyyymmdd

Clause to be amended	Detail of amendment
Schedule 1 Additional permitted uses	<p>Insert after subclause 11:</p> <p>11a Use of certain land at Church Avenue, Colo Vale</p> <p>(1) This clause applies to land at Church Avenue, Colo Vale, being part of Lot 2 DP 1010179.</p> <p>(2) Development for the purposes of a highway service centre and hotel or motel accommodation is permitted with consent.</p>

PART 3 - JUSTIFICATION

This Planning Proposal is lodged for a Gateway Determination in accordance with the DP&I's determination with regard to Pre-Gateway Review PGR_2013_WINGE_003_00.

The JRPP's Strategic Merit Assessment noted that the site is strategically appropriate for a highway service centre and hotel and motel accommodation however the site was not strategically suitable for retail uses.

It is also noted that the JRPP's recommendation requires the preparation of a detailed traffic impact analysis that meets the requirements of Roads and Maritime Services (RMS) as outlined in correspondence to Wingecarribee Shire Council dated 10 June 2011 in view of the JRPP's concerns with regard to:

- The site is located less than one (1 km) kilometre from the Hill Top, Colo Vale and Yerrinbool on and off ramps. The separation distance creates a threshold issue on traffic impact.
- Traffic weaving issues are considered to arise between the on ramps to Church Avenue and the eastern off ramp.
- The capacity of the local road network, the level of service of the highway and road signage are also issues that will need to be addressed to determine the level of road safety.

The JRPP also considered the potential for growth of the northern villages, including Wensleydale, through infill development and urban expansion.

Therefore, although the JRPP supported sending the Planning Proposal for a Gateway Determination, Council's particular concerns were acknowledged and addressed by the JRPP in its summary and recommendations.

Further concerns regarding site attributes and surrounding land uses were acknowledged with the JRPP recommending that "detailed consideration should be given to the following matters during assessment of any future development application for the proposed land uses:

- Site access arrangements
- The landscape setting
- Built form and design
- Adjoining land uses and the need for appropriate transitions and buffers."

Section A – Need for the Planning Proposal

1. Is the Planning Proposal the result of any strategic study or report?

The Planning Proposal is the result of a Pre-Gateway review by the Southern JRPP which determined that there was merit in the Planning Proposal proceeding to a Gateway Determination subject to a limitation on the land uses that would be permitted on the site and the preparation of a detailed traffic impact analysis.

The focus of support for the proposal was on the basis that the location adjacent to a major national highway and freight corridor was considered strategically appropriate for the intended land uses (Highway service centre and hotel and motel accommodation only) to provide essential needs (fuel, food and accommodation) to the travelling public at appropriate intervals.

The Southern JRPP also found however that retail uses were not suitable in this location as these are more appropriately located within towns and villages in close proximity to resident populations. The unsuitability of the site for retail purposes is supported by Council.

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

A Planning Proposal is the only means of amending the Wingecarribee LEP 2010 to permit the intended land uses as Highway Service Centres and Hotel and Motel accommodation are currently prohibited in the RU4 Primary Production Small Lots under Wingecarribee LEP 210.

The JRPP identified two options for amending WLEP 2010:

1. *Permit the proposed land uses by inclusion in Schedule 1 Additional permitted uses, or*
2. *Apply the SP1 Special Activities zone to part Lot 2.*

Before considering each of these options a third option is reviewed. This option would be to rezone the identified development area of the site to a zone which permitted both Highway Service Centres and Hotel or Motel Accommodation. This option is not supported as the relevant zones also permit with consent a range of other land uses not considered suitable to the site or the locality. Any rezoning may increase pressure to consider such additional land uses.

However, consideration of this option does provide some useful background information as to the current status of those zones within which Highway Service Centres and Hotel or Motel Accommodation are permitted with consent.

On 12 October 2011, Council resolved to prepare a Planning Proposal which, inter alia, sought to remove Highway Service Centres from the following zones where they were permitted with consent:

- R3 Medium Density Residential,
- R5 Large Lot Residential,
- B1 Neighbourhood Centre,
- B2 Local centre,
- B4 Mixed Use,
- B5 Business Development,
- B7 Business Park and
- SP3 Tourist

The Planning Proposal subsequently became Amendment #12 to WLEP 2010, made on 11 October 2013, but the removal of the permissibility of Highway Service Centres from the above zones did not proceed as part of that Amendment. Therefore Highway Service Centres are still permitted with consent as 'Any other development not specified in item 2 or 4' in the above zones.

In summary, the permissibility of each land use in the above zones follows:

Figure 12 Schedule of permissibility of Highway Service Centres and Hotel and Motel Accommodation under the existing Wingecarribee LEP 2010 zones.		
Zoning under Wingecarribee LEP 2010	Highway Service Centre	Hotel and Motel Accommodation
R3 Medium Density Residential	Permitted with Consent	Prohibited
R5 Large Lot Residential	Permitted with consent	Tourist and Visitor Prohibited
B1 Neighbourhood Centre	Permitted with consent	Tourist and Visitor Prohibited
B2 Local Centre	Permitted with consent	Tourist and Visitor Permitted with consent
B4 Mixed Use	Permitted with consent	Tourist and Visitor Permitted with consent
B5 Business Development	Permitted with consent	Tourist and Visitor Permitted with consent
B7 Business Park	Permitted with consent	Permitted with consent
SP3 Tourist	Permitted with consent	Permitted with consent

Returning to the two options proposed by the JRPP, Wingecarribee LEP 2010 defines each land use as follows:

highway service centre means a building or place used to provide refreshments and vehicle services to highway users. It may include any one or more of the following:

- (a) a restaurant or cafe,
- (b) take away food and drink premises,
- (c) service stations and facilities for emergency vehicle towing and repairs,
- (d) parking for vehicles,
- (e) rest areas and public amenities.

hotel or motel accommodation means a building or place (whether or not licensed premises under the [Liquor Act 2007](#)) that provides temporary or short-term accommodation on a commercial basis and that:

- (a) comprises rooms or self-contained suites, and
- (b) may provide meals to guests or the general public and facilities for the parking of guests' vehicles,

but does not include backpackers' accommodation, a boarding house, bed and breakfast accommodation or farm stay accommodation.

Note. Hotel or motel accommodation is a type of **tourist and visitor accommodation** - see the definition of that term in this Dictionary.

Option 2 identified by the JRPP is to rezone part of the site to SP1 Special Activities. This zoning is normally restricted to land uses such as a Highway Service Centre, and does not normally include Hotel or Motel accommodation. This rezoning would however overcome the concerns associated with rezoning the development area to a zone other than this one and applying the SP1 Special Activities zoning to only part of Lot 2 has the advantage of clearly delineating the area of land that can be developed.

Option 1 nominated by the JRPP is to include the proposed development area in Schedule 1 Additional permitted uses under Wingecarribee LEP 2010. This option is preferred by Council as it would clearly identify the land uses supported by the JRPP.

The DP&I has previously indicated its reluctance to make amendments to *Schedule 1 Additional permitted uses* of the Wingecarribee LEP 2010, however it is noted that a similar land use (*Highway Service Centre*) at Sally's Corner, Sutton Forest, is located in the E3 Environmental Management zone and included in Schedule 1 *Additional permitted uses* under the Wingecarribee LEP 2010.

Section B – Relationship to strategic planning framework

3. Is the Planning Proposal consistent with the objectives and actions contained within the applicable regional or sub-regional strategy (including draft strategies)?

The applicable sections of the Sydney Canberra Corridor Regional Strategy (SCCRS) are Section 6 Regional Transport and Section 8 Natural Environment.

The Actions component of Section 6 of the SCCRCS highlights the need to *recognize and protect the regional transport network through appropriate planning provisions and Local Environmental Plans are to limit inappropriate development and access points off inter alia the Hume Highway*. In contrast to this, the Actions component of Section 8 includes *Local environmental plans will identify and zone land of landscape value (including scenic and cultural landscapes) to protect those values*.

Council's concerns regarding Section 8 have been acknowledged by the JRPP and the appropriateness of the site for such a development will be addressed as part of the Traffic Impact Analysis.

4. Is the Planning Proposal consistent with a council's local strategy or other local strategic plan?

A key driving force of the Wingecarribee Our Future Strategic Plan 2002 is to retain the Shire's sense of place including the prevalence of scenically attractive and distinctive historic cultural rural landscape.

At Page 16 of the Wingecarribee Our Future Strategic Plan, the first key recommendation is to *retain the Shires environmental and cultural place character and settlement pattern*.

It is considered that the proposed development of a highway service centre at the subject site would diminish this character provided by the objectives of the existing RU4 Primary Production Small Lots zoning under Wingecarribee LEP 2010, a view the JRPP acknowledged in its recommendations and in anticipating the need for a detailed consideration of the following aspects as part of any development assessment application:

- Site access arrangements
- The landscape setting
- Built form and design
- Adjoining land uses and the need for appropriate transitions and buffers.

5. Is the Planning Proposal consistent with applicable State Environmental Planning Policies?

State Environmental Planning Policy 1 – Development Standards

The inclusion of part of Lot 2 within Schedule 1 will effectively become the mechanism for varying the development standards which currently apply under the RU4 Primary Production Small Lots zoning. Therefore it is considered that this Planning Proposal is consistent with SEPP 1.

State Environmental Planning Policy 33 – Hazardous and Offensive Development

Any development application lodged for a *highway service centre* on the subject land would include fuel storage and therefore require an assessment against the criteria identified under Clause 13 of SEPP 33 – Hazardous and Offensive Development. The proposal is therefore considered inconsistent subject to the assessment of any development application.

State Environmental Planning Policy No. 44 – Koala Habitat Protection

SEPP 44 applies to all land within the Wingecarribee Local Government Area and the site contains an Endangered Ecological Community (EEC) consisting of Southern Highlands Shale Woodland (SHSW). The subject site contains SHSW along its south western boundary. Due to the identification of the proposed development area, it is considered that the subject Planning Proposal will not directly have an effect on the integrity of the existing EEC vegetation. Any impact on existing vegetation will be considered as part of any future development application assessment under the Threatened Species Conservation Act 1995. The Planning Proposal is therefore considered consistent in this regard.

State Environmental Planning Policy 55 Remediation of Land

Any development consent issued would include conditions requiring any contamination occurring during the operating period of the land uses to be remediated to its original condition prior to closure of the facility (if this occurs). The Planning Proposal is therefore considered consistent in this regard.

State Environmental Planning Policy 64 – Advertising and Signage

Any development application for signage would require an assessment against the criteria identified in Schedule 1 of the SEPP 64 Advertising and Signage. The Planning Proposal is therefore considered consistent in this regard subject to any development assessment.

State Environmental Planning Policy (Rural Lands) 2008

The subject site is zoned RU4 Primary Production Small Lots. The objective of this SEPP is to reduce land use conflict between rural and agricultural land uses and other land uses. The Southern JRPP has identified 4 areas of potential land use conflict. These will need to be addressed in the details of any future development application. It is therefore considered that this Planning Proposal is inconsistent with the SEPP subject to the assessment of any development application.

State Environmental Planning Policy (Sydney Drinking Water Catchment) 2011

The subject Planning Proposal has been referred to the Sydney Catchment Authority (SCA) for comment. In order to comply with the DP&I deadline of 17 January 2014, the Planning Proposal has been forwarded to DP&I prior to receipt of the SCA comments. These comments will be forwarded to the DP&I upon receipt and they will be incorporated into the Planning Proposal prior to public exhibition.

State Environmental Planning Policy (Infrastructure) 2007

Under Clause 99 of the Infrastructure SEPP 2007, development for the purpose of a Highway Service Centre may be carried out in a road corridor for a freeway, tollway or national highway only with development consent. Development consent will be required for any future development application.

Under Clause 104 of the Infrastructure SEPP 2007, Column 1 of the Schedule 3 Traffic generating requires development applications for the purpose of a *service station* of any capacity *with access to a classified road or to a road that connects to classified road (if access within 90 metres of connection, measured along alignment of connecting road)* to be referred to the RTA (now RMS) for concurrence.

The referral requirements under SEPP (Infrastructure) 2007 will therefore apply to the subject site under Wingecarribee LEP 2010.

Council requests that, as part of the Gateway Determination, the required Traffic Impact Analysis be referred to RMS for comment prior to the Planning Proposal going on public exhibition.

State Environmental Planning Policy (Exempt and Complying Development Codes) 2008

There are no provisions of the Exempt and Complying SEPP that will apply to the subject site and respective land uses.

6. Is the Planning Proposal consistent with applicable section 117 Directions?

An assessment of the 117 Directions has been undertaken in respect of the Planning Proposal. All relevant Directions are addressed as follows:

1. Employment and Resources

- i. Business and Industrial Zones – Not relevant**
- ii. Rural Zones –**

This Local Planning Direction applies in Wingecarribee Shire that the relevant planning authority must *not* rezone land from *a rural zone to a residential, business, industrial, village or tourist zone*. The subject planning proposal is not intending to rezone land to any zone in these categories.

- iii. Mining Petroleum and Extractive Industries – Not relevant**
- iv. Oyster Aquaculture – Not relevant**
- v. Rural Lands –**

Under Clause 3(a) this planning direction applies when a relevant planning authority prepares a planning proposal that will affect land within an existing or proposed rural or environment protection zone (including the alteration of any existing rural or environment protection zone boundary).

The subject planning proposal will affect land zoned RU4 Primary Production Small Lots. The objectives of this planning direction are:

- (a) protect the agricultural production value of rural land,
- (b) facilitate the orderly and economic development of rural lands for rural and related purposes.

Under both of the optional mechanisms provided by the Southern JRPP, it is considered that any future development facilitated by the amendment to Wingecarribee LEP 2010 will have adverse impacts on the agricultural production value and the orderly and economic development of the subject site for rural and related purposes.

The subject Planning Proposal is therefore considered inconsistent with Section 1(v) of the Local Planning Directions.

- **Environment and Heritage**

- 2.1.Environment Protection Zones**

- This Direction applies to the subject land, as it contains a community of identified EEC (Southern Highlands Shale Woodland) located on the site. The impact of the development on the identified community will be minimal due to the preferred mechanism of identifying only part of the subject site located in the north eastern corner of the site and the location of the EEC (in the south western corner). The subject Planning Proposal is therefore considered to have no additional impact on the Endangered Ecological Community.

- 2.2.Coastal Protection – Not relevant**

- 2.3.Heritage Conservation – Not relevant**

- 2.4.Recreation Vehicle Area – Not relevant**

- **Housing, Infrastructure and Urban Development**

- 3.1.Residential Zones – Not relevant**

- 3.2.Caravan Parks and Manufactured Home Estates – Not relevant**

- 3.3.Home Occupations – Not relevant**

- 3.4.Integrated Land Use and Transport**

- The subject Planning Proposal is intended to serve the fuel, food and accommodation needs of the travelling public.

- The subject Planning Proposal is considered justifiably inconsistent with this Local Planning Direction on the basis that the Southern JRPP identified a number of issues (discussed above) that would be required to be addressed in any development application for the intended purposes.

- 3.5.Development Near Licensed Aerodromes – Not relevant**

- 3.6.Shooting Ranges – Not relevant**

○ **Hazard and Risk**

4.1. Acid Sulfate Soils – Not relevant

4.2. Mine Subsidence and Unstable Land – Not relevant

4.3. Flood prone Land – Not Relevant

4.4. Planning for Bushfire Protection

This Direction applies to the Planning Proposal as the subject land is mapped as being bushfire prone.

Part 6(f) of this Local Planning Direction refers to the introduction of controls on the placement of combustible materials in the Inner Protection Area. The placement of combustible materials on the site would be considered as part of the assessment of any specific development application in particular the proposed use of the site.

It should be noted that consideration of any future development application should have regard to its potential impact on the provision of emergency services and, in this circumstance evacuation routes in the event of frequent bushfire events around the villages of Colo Vale, Hill Top and Balmoral. Figure 6 identifies evacuation routes during bushfire events for this area of the northern villages of the Shire.

The subject Planning Proposal would be referred to the NSW Rural Fire Service as part of the Gateway Determination process.

○ **Regional Planning**

5.1. Implementation of Regional Strategies

This Direction applies to the Planning Proposal in respect of the Sydney Canberra Corridor Regional Strategy 2006 – 2031. The Planning Proposal is considered to be justifiably inconsistent with this Direction as discussed previously in this report under Section B (3) and (4).

5.2. Sydney Drinking Water Catchment

This Direction applies to the Planning Proposal as the Wingecarribee Shire Local Government Area falls within the Sydney Drinking Water Catchment. The planning proposal has been referred to the Sydney Catchment Authority (SCA) as part of the Gateway process and comments received will be forwarded to the Department of Planning & Infrastructure upon receipt.

5.3. Farmland of State and Regional Significance on the NSW Far North Coast – Not relevant

**5.4. Commercial and Retail Development along the Pacifica Highway –
Not relevant**

5.5. Revoked

5.6. Revoked

5.7. Revoked

5.8. Second Sydney Airport: Badgery's Creek – Not relevant

o **Local Plan Making**

6.1. Approval and Referral Requirements

This Direction applies to all Planning Proposals. The Planning Proposal is considered to be substantially consistent with this clause, as the resulting development applications will require concurrence, consultation or referral to the Minister of Infrastructure and Planning and any other agency as part of the Gateway Determination.

6.2. Reserving Land for Public Purposes – Not relevant

6.3. Site Specific Provision

This Direction applies to the Planning Proposal as it amends an Environmental Planning Instrument (WLEP 2010) however the development standards applicable to the subject land are being retained by including only part of Lot 2 (the subject site) under Schedule 1 of the Wingecarribee LEP 2010 and no additional standards over the subject land will be imposed. The Planning Proposal is therefore considered consistent with this Direction.

o **Metropolitan Planning – Not relevant**

Section C – Environmental, social and economic impact

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

The subject site is identified (Figure 8) as containing an Endangered Ecological Community (EEC) of Southern Highlands Shale Woodland (SHSW) in the south western corner of the site. These are proposed to be managed by including only that part of Lot 2 in the north eastern corner in Schedule 1 of the Wingecarribee LEP 2010. This will manage the adverse impacts of the development by maintaining the buffer distances between the EEC vegetation and the proposed land uses as required by the JRPP Determination.

8. Are there any other likely environmental effects as a result of the Planning Proposal and how are they proposed to be managed?

There is the potential for impacts on riparian areas (Figure 4) located in the south western corner of the site. These are proposed to be managed by including only that part of Lot 2 in the north eastern corner of the site in Schedule 1 of the Wingecarribee LEP 2010. This will manage the adverse impacts of the development by maintaining the buffer distances between the Riparian Areas and the proposed land uses as required by the JRPP Determination.

9. Has the Planning Proposal adequately addressed any social and economic effects?

The JRPP consider that there would be detrimental social and economic effects when they advise that retail land uses, originally proposed, would be better located in the established towns and villages. Detrimental social effects could also arise from lighting of the subject land on the visual impact of the locality. They considered however that there could be positive social and economic effects when they advise that the fuel, food and accommodation requirements of the travelling public would be provided with the development of the site for the purpose of the highway service centre and hotel or motel accommodation.

10. Is there adequate public infrastructure for the Planning Proposal?

The subject Planning Proposal is intended to amend the Wingecarribee LEP 2010 to allow consideration of a development application for a highway service centre and hotel and motel accommodation immediately adjacent to the F5 Freeway. It is considered that there will be the need for some modification to the existing F5 Freeway Infrastructure required to address any concerns raised by a Traffic Impact Analysis requested by the Southern JRPP. It is considered that any works required to address the impacts on the F5 Freeway will be directly negotiated between the proponent and the RMS.

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

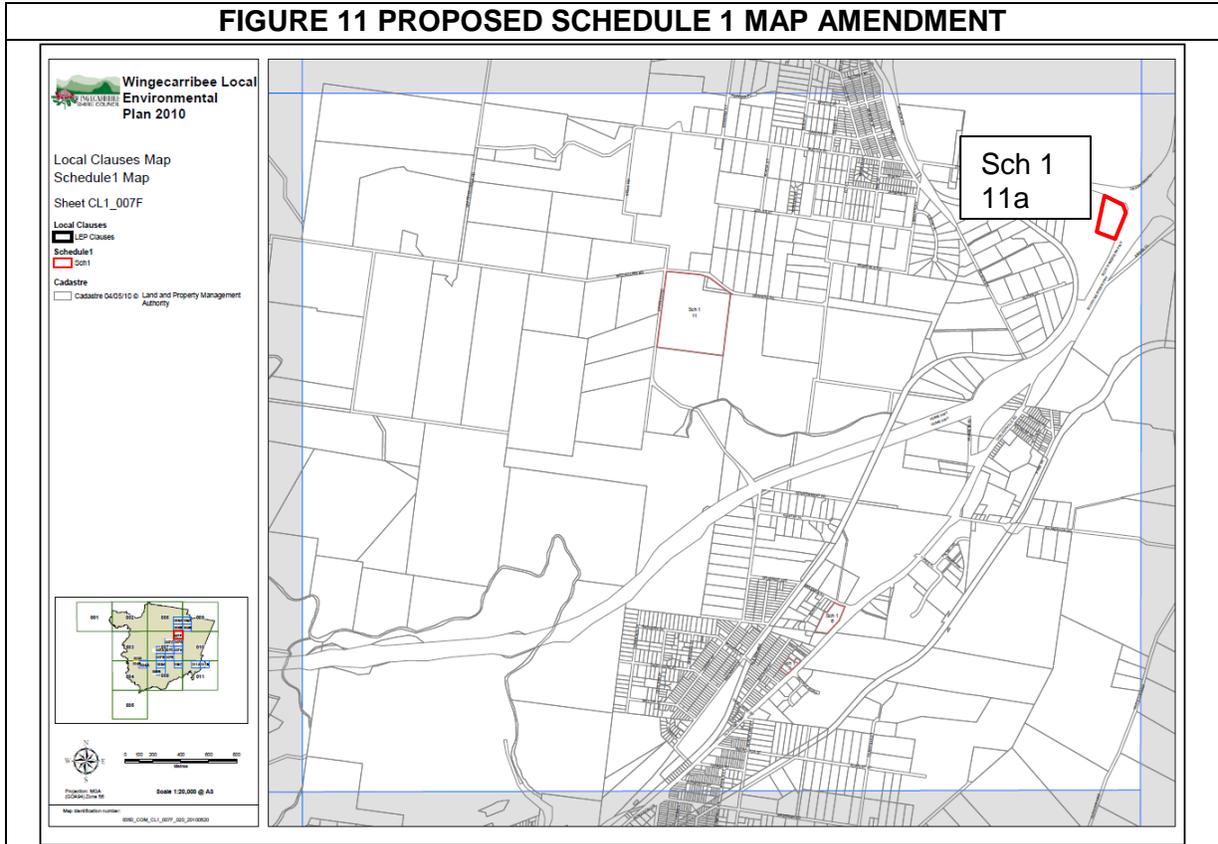
Public authority consultation will occur as required by any Gateway Determination.

The determination of the Southern JRPP advises that a detailed traffic impact analysis is to be prepared that meets the Roads and Maritime Services requirements as outlined in correspondence to Wingecarribee Council dated 10 June 2011.

It is requested that the Gateway determination require that Council refer the Traffic Impact Analysis to the RMS for comment prior to any public consultation.

PART 4 – MAPPING

FIGURE 11 PROPOSED SCHEDULE 1 MAP AMENDMENT



PART 5 – COMMUNITY CONSULTATION

It is recommended that the Planning Proposal be publicly exhibited for a period of 28 days.

Council proposes to consult with the following Government agencies:

- Sydney Catchment Authority (SCA)
- Rural Fire Service (RFS)
- Roads and Maritime Services (RMS)

Council intends to advertise the Planning Proposal in the local newspaper and make the Planning Proposal available on Council's website and at Council's Customer Service Centre and Council libraries at Mittagong, Bowral and Moss Vale.

Relevant Resident Associations and residents within the vicinity of the proposed development will be notified. Council may also undertake any other consultation deemed appropriate as a result of community feedback to the proposal.

PART 6 – PROJECT TIMELINE

ACTION	INDICATIVE DATE
Gateway Determination	14 March 2014
Completion of technical studies	30 April 2014
Public Exhibition/Consultation with government agencies	11 April – 9 May 2014
Report to Council on exhibition of Planning Proposal.	9 July 2014
Section 59 Documents to DP&I & PCO.	6 August 2014
Approximate completion date	17 September 2014

DELEGATIONS

Council is applying to use its delegation to complete this proposal. An Evaluation Form is attached for consideration.

*******END*******