

SHELLHARBOUR CITY COUNCIL

Ordinary Council Meeting - Tuesday 23 July 2013

**Minutes of the Ordinary Meeting
of Shellharbour City Council
held at the Council Chambers, Council Administration Centre
Shellharbour City Centre
on Tuesday 23 July 2013 commencing at 6.30 pm**

Present

Mayor	M Saliba
Deputy Mayor	P Rankin
Councillor	K Marsh
Councillor	D Boyle
Councillor	H Stewart
Councillor	J Murray
Councillor	P Moran

In attendance

General Manager	M Willis
Director City Outcomes	C McIntyre
Director Corporate Policy	L Furness
Director Shellharbour Enterprises	B Green
Acting Group Manager City Strategy	C Lappin
Group Manager Community Connections	K Baget-Juleff
Group Manager Finance	T Gearon
Group Manager Infrastructure Services	M Boenisch
Acting Group Manager City Development	G Porter
Executive Manager / Public Officer	F MastroDomenico
Manager Property & Recreation	D Flanagan
Media Officer	C Lewis
Council Liaison Officer (minute taker)	J Frasca
Senior Executive Assistant	L Davey

SHELLHARBOUR CITY COUNCIL

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214 RESOLVED: Marsh/Boyle

1. That Cr Moran, Cr Stewart, Cr Boyle be the Council representatives for the Albion Park Project Control Group.
2. That Cr Rankin, Cr Marsh and Cr Murray be the Council representatives for the Shellharbour Village Centre Project Control Group.

CARRIED 5/2

FOR VOTE - Cr Boyle, Cr Saliba, Cr Murray, Cr Marsh, Cr Moran

AGAINST VOTE - Cr Rankin, Cr Stewart

11.2.2 Shellharbour Local Environmental Plan 2013 Planning Proposal No 3 - Lots 1 & 3 DP 1144885, Dunmore Road, Dunmore (9960848)

215 RESOLVED: Murray/Marsh

1. Council prepare a Planning Proposal (No 3) for Lots 1 & 3, DP 1144885, Dunmore Road, Dunmore and adjoining roads to amend Shellharbour Local Environmental Plan 2013 to incorporate the proposed Zoning and Planning Controls in Attachments 6 and 7.
2. The Council authorise the General Manager to submit the Planning Proposal (Draft Shellharbour Local Environmental Plan 2013 Planning Proposal No 3) to the NSW Department of Planning & Infrastructure in accordance with section 56 of the *Environmental Planning & Assessment Act 1979* for review and gateway determination.
3. The Council delegate to the General Manager authority to make minor mapping and Local Environmental Plan instrument changes to Draft Shellharbour Local Environmental Plan 2013 Planning Proposal No 3 if and as required by the NSW Department of Planning & Infrastructure's LEP Review Panel and gateway determination.
4. The Draft Shellharbour Local Environmental Plan 2013 Planning Proposal No 3 be publically exhibited in accordance with the gateway determination.
5. A report be submitted to the Council on the public exhibition of the Draft Shellharbour Local Environmental Plan 2013 Planning Proposal No 3 detailing the outcomes of the community and government agency engagement.
6. The Draft Shellharbour Local Environmental Plan 2013 Planning Proposal No 3 be reported back to the Council for final consideration and with further recommendations regarding adoption.

CARRIED UNANIMOUSLY

11.2.2 Shellharbour Local Environmental Plan 2013 Planning Proposal No 3 - Lots 1 & 3 DP 1144885, Dunmore Road, Dunmore (9960848)

To the General Manager

Directorate: **City Outcomes**

Department: **City Strategy**

Manager: Geoff Hoynes - Group Manager City Strategy

Author: Ian Rankine - Senior Strategic Planner

Summary

The purpose of this report is to seek Council's resolution to prepare a Planning Proposal to amend the:

- zoning of the land from RU2 Rural Landscape Shellharbour Local Environmental Plan (LEP) 2013 to part R2 Low Density Residential and part B1 Neighbourhood Business;
- lot size map from 40 hectares to 450 m²;
- building height map from 6.0 metres to 9.0 metres.

This report also recommends that the Planning Proposal be submitted to the NSW Department of Planning & Infrastructure for their consideration.

Background

Council at its Extraordinary Meetings of 29 May, 6 June and 3 July 2012 resolved:

'That the zoning and planning controls in the Draft Local Environmental Plan 2011 remain unchanged and the owners of Lots 1 & 3, DP 1144885 (C Stevens Pty Ltd, Ingleburn Mushroom Farms, S Dzwonnik) and Lot 1, DP 302910 (Shellharbour City Council) be invited to lodge a Planning Proposal to consider changing the zone of the land to residential.'

This report specifically deals with Lots 1 & 3, DP 1144885, Dunmore Road, Dunmore. These two parcels of land have been included in a Planning Proposal submitted by a consultant on behalf of the landowners. This report also includes parts of the surrounding roads that adjoin these properties as they also need to have zones that complement this Planning Proposal. These roads are Piper Drive, Dunmore Road and the unused road previously known as Shellharbour Road. The location of this land is shown in **Attachment 1**.

The car parking, access roads and associated works for the new proposed railway station is to be partly located on Lot 3. This issue is outlined in more detail under the Proposed New Railway heading of this report.

Existing LEP Controls

The land is in Shellharbour LEP 2013 and is currently zoned RU2 Rural Landscape. Other planning controls include a maximum building height of 6.0 metres, a minimum lot size of 40 hectares, a small area mapped Acid Sulfate Soils and part of the lot is identified as having a State Extractive Resource Quarry Buffer. Under Shellharbour LEP 2013 the land has no development potential, this is the same as the zoning under the previous LEP (Shellharbour LEP 2000). The current zoning and two of the planning controls for these properties are shown on **Attachments 2 - 4**.

Local Environmental Study (LES)/Draft Shellharbour LEP

These two properties are in the Urban Fringe LES. This LES was co-ordinated and prepared by Council and the owners made a financial contribution to the cost of the consultants reports. Five specialist consultants contributed studies on Flora and Fauna, Geotechnical advice (land stability and on-site waste water disposal), Cultural heritage (Aboriginal and European), Bushfire and Visual assessment.

The Cultural heritage assessment identified part of the property as having Potential Archaeological Deposits and that further investigation is required to determine if there are any archaeological deposits.

The LES recommended that this further investigation is required prior to any change in zone or development potential on the land.

The LES also recommended that a study be undertaken to determine if the use of this land for residential purposes would impact on the ability to extract the sand and blue metal resources in the area.

If the additional investigation did not find any archaeological deposits and that there was no adverse impact on the quarries, the LES recommended one section of Lot 1 be zoned R5 Large Lot Residential and that the remainder of Lot 1 be subdivided into two lots and that Lot 3 be subdivided into three lots.

The Draft Shellharbour LEP 2011 was exhibited with these recommendations. Council at its Extraordinary Meetings in May, June and July 2012 considered the submissions made during the exhibition period and resolved to not permit any additional development on the land but invite the proponent to lodge a Planning Proposal to consider changing the zone to residential. Shellharbour LEP 2013 reflects the Council resolution and the land is zoned RU2 Rural Landscape.

This report addresses the submitted Planning Proposal.

Proposed New Railway Station

The NSW State Government has announced the construction of a new railway station to be located south of the suburb of Flinders, immediately south of Shellharbour Road, see **Attachment 5**.

Transport for NSW has released the conditions of approval for the railway station. This approval was granted in May 2013.

The access road to, and car parking for the station, are located on Lot 3 that is part of this Planning Proposal. The proponent for the Planning Proposal has included the preliminary station design in their submission. Council understands that Transport for NSW will acquire some land from Lot 3 for the purpose of constructing the car park and associated site works. The access road to the station will be a continuation of Piper Road and will be public road.

Should this land be rezoned to Residential and Neighbourhood Business, the future subdivision design will need to take into account the final design and construction of the railway station and associated works such as car parking, access roads, cut and fill and ancillary earthworks.

The conditions of approval for the railway station also includes a 'borrow pit' on the central eastern part of Lot 3. This area will be cut and the material transported within Lot 3 to fill areas of the site to meet the needs of the railway station and associated works. Whilst the specific details will only be known when the engineering plans are finalised for the cut and fill for the station and associated works, this issue is relevant to this Planning Proposal as the topography of the land will change as a result of the cut.

Financial Implications

The applicant has paid the first component of the rezoning fee in accordance with Council's Fees and Charges Policy.

Legal and Policy Implications

The Planning Proposal is required to be assessed in accordance with the requirements of the *Environmental Planning & Assessment Act* and *Regulations* and the Guide to Preparing Planning Proposals and the Guide to Preparing Local Environmental Plans prepared by the NSW Department of Planning & Infrastructure.

The relevant *Environmental Planning & Assessment Act* issues are outlined in the following sections of this report.

A. Local Planning Directions (S117(2) *Environmental Planning & Assessment Act*)

Council and the Department of Planning have to make an assessment of the Planning Proposal against the Directions. Under the Gateway system these assessments can occur at different stages in the process. Based on the information submitted to date,

there are a number of inconsistencies with the Directions. Ultimately it is the Department of Planning that decides whether an inconsistency can be justified or not. On this basis:

- the proponent will have to adequately justify these inconsistencies if the Department of Planning agrees to proceed to the next stage with the Planning Proposal and requires the inconsistencies to be justified; or
- the Department of Planning will determine that the inconsistencies are not of a nature to warrant further investigation and the Planning Proposal may proceed; or
- the Department of Planning decides that the inconsistencies are such that the Planning Proposal should not proceed.

The Planning Proposal is currently inconsistent with the following directions.

1. Rural Zones (1.2)

This proposal is inconsistent with this Direction as it is proposing to rezone Rural land to Residential and is not in accordance with a strategy approved by the Department of Planning of justified by a specific study in accordance with this Direction.

The proposal is also not in accordance with the Illawarra Regional Strategy (IRS). The IRS identifies that the land is being investigated by Council to determine appropriate land uses and zonings. This investigation was the Urban Fringe LES.

Whilst this Planning Proposal is not in accordance with the IRS, the Strategy (page 22) identifies that these lands are being investigated to determine appropriate land uses. That investigation was the Urban Fringe LES and this Planning Proposal is a further investigation of the lands.

The classification of the land, predominantly Class 3 and a small area of Class 4, identifies the land as having some rural use significance. NSW Agriculture, as part of the Section 62 of the *Environmental Planning & Assessment Act* consultations for the Urban Fringe LES, noted that generally within the study area, land was amongst other things, most likely Class 3 or 4 agricultural lands and not suited to cropping.

Being located near urban lands will restrict some forms of agriculture, particularly traditional forms of agriculture that rely on the use of chemical based products. The land is currently used for grazing cattle and has a combined total area of 39.37ha in two separate lots.

Whilst there are no State Government adopted policies for the urban development of this land, the continued viability of this land for traditional forms of agriculture may be limited.

This Planning Proposal is inconsistent with this Direction but the inconsistency may be justified by the information in the Housing and settlement section of the IRS identifying this land for investigation to determine appropriate land uses. This inconsistency is required to be assessed by the Department of Planning and the decision will be outlined in the Gateway determination.

2. Mining, Petroleum Production and Extractive Industries (1.3)

The proposal is inconsistent with this Direction.

The proposal may restrict the potential development of extractive materials which are of State or regional significance by permitting a land use (Residential and Neighbourhood Business) that is likely to be incompatible with extracting sand and hard rock.

The Department of Trade & Investment have previously advised that a study is required to confirm that residential development on the land won't adversely impact on the ability to extract the resource.

If the Planning Proposal is supported, referral to the Department of Trade & Investment is required. Based on previous advice from that Department, it is recommended that the proponent undertake a study to confirm that residential development on the land won't adversely impact on the ability to extract the resource that is located on other land. This assessment should be undertaken if the proposal is supported by Council and the LEP Review Panel. The Gateway determination from the Department of Planning will include whether the study is required or not.

3. Heritage Conservation (2.3)

The Planning Proposal is not consistent with this Direction as a thorough study to assess the presence or not of Aboriginal areas, places, landscapes or objects have not been carried out.

An Aboriginal heritage assessment is required to be carried out in accordance with the Cultural heritage assessment undertaken as part of the Urban Fringe LES and the LES recommendations.

This assessment can be carried out by the proponent prior to exhibition of the Planning Proposal if the proposal is supported by Council and the LEP Review Panel and if required as part of the Gateway determination.

4. Residential zones (3.1)

The Planning Proposal is not consistent with this Direction as it proposes urban development on the urban fringe and is not in accordance with a strategy approved by the Department of Planning or justified by a specific study in accordance with this Direction.

The proposal is also not in accordance with the Illawarra Regional Strategy (IRS). The IRS identifies that the land is being investigated by Council to determine appropriate land uses and zonings. This investigation was the Urban Fringe LES.

Whilst this Planning Proposal is not in accordance with the IRS, the Strategy (page 22) identifies that these lands are being investigated to determine appropriate land uses.

That investigation was the Urban Fringe LES and this Planning Proposal is a further investigation of the lands.

This Planning Proposal is inconsistent with this Direction but the inconsistency may be justified by the information in the Housing and settlement section of the IRS identifying this land for investigation to determine appropriate land uses.

The Illawarra Urban Development Program 2012 Update states that Shellharbour LGA has a sufficient supply of strategy identified greenfield land (10,706 lots). This is well above the required 3,135 lots needed according to the 15 year benchmark. There are 7,806 lots zoned which means Shellharbour LGA also meets the 8 year benchmark of 1,672 lots zoned. Based on the 7.3 year benchmark for zoned and service ready lots, Shellharbour LGA would require 1,526 lots. There are 4,151 lots zoned and service ready.

There is no shortage of zoned and serviced ready land in the Shellharbour LGA. This land is not required to meet a shortage of supply in the Shellharbour LGA, however, the supply of Greenfield land in this part of the LGA is diminishing as the Flinders subdivision nears completion. The land available at Shell Cove is for a designated Concept Plan development which may provide for a different range of housing types and housing markets.

Support for this Planning Proposal will provide another source of land supply in the eastern part of our LGA and provide development opportunities close to the proposed new Railway Station adjoining part of this site.

The inconsistency that this proposal has with this Local Planning Direction is required to be assessed by the Department of Planning and the decision will be outlined in the Gateway determination.

5. Acid Sulfate Soils (4.1)

The Planning Proposal is not consistent with this Direction.

A Planning Proposal must not be prepared that proposes an intensification of land uses on land identified as having a probability of containing acid sulfate soils on the Acid Sulfate Soils Planning Maps unless the relevant planning authority has considered an acid sulfate soils study assessing the appropriateness of the change of land use given the presence of acid sulfate soils. Under the Planning Act a copy of any such study is required to be provided to the Department of Planning prior to undertaking community consultation.

A study hasn't been completed and so the proposal is currently inconsistent with this Direction.

This study can be carried out by the proponent prior to exhibition of the Planning Proposal if the proposal is supported by Council and the LEP Review Panel and if required as part of the Gateway determination.

6. Flood Prone Land (4.3)

This Planning Proposal is currently inconsistent with this Direction.

The Urban Fringe LES didn't undertake any studies to determine flood planning areas or to determine consistency with the NSW Flood Prone Land Policy and the principles of the *Floodplain Development Manual 2005*.

This study can be carried out by the proponent prior to exhibition of the Planning Proposal if the proposal is supported by Council and the LEP Review Panel and if required as part of the Gateway determination.

7. Implementation of Regional Strategies (5.1)

The land is not identified in the Illawarra Regional Strategy for urban development.

The Illawarra Regional Strategy identifies these lands as being investigated by Council to determine appropriate land uses and zonings taking into account its urban, biodiversity and natural resource values (page 22). This investigation was the Urban Fringe Local Environmental Study that recommended minimal development on the land and this Planning Proposal is a further investigation of the lands

This Planning Proposal is inconsistent with this Direction but the inconsistency may be justified by the information in the Housing and settlement section of the IRS identifying this land for investigation to determine appropriate land uses.

The Illawarra Urban Development Program 2012 Update states that Shellharbour LGA has a sufficient supply of strategy identified greenfield land (10,706 lots). This is well above the required 3,135 lots needed according to the 15 year benchmark. There are 7,806 lots zoned which means Shellharbour LGA also meets the 8 year benchmark of 1,672 lots zoned. Based on the 7.3 year benchmark for zoned and service ready lots, Shellharbour LGA would require 1,526 lots. There are 4,151 lots zoned and service ready.

There is no shortage of zoned and serviced ready land in the Shellharbour LGA. This land is not required to meet a shortage of supply in the Shellharbour LGA.

The main drivers for Residential development on these lands are not demand driven. It is as a result of the construction of a railway station adjoining the site and that there is only one other Greenfield site (Shell Cove) in the vicinity that will have Greenfield land available for development after 2014 (2014 from - Illawarra Urban Development Program 2012 Update).

The inconsistency that this proposal has with this Local Planning Direction is required to be assessed by the Department of Planning and the decision will be outlined in the Gateway determination.

B Illawarra Regional Strategy

The Planning Proposal is not consistent with the following sections of the Illawarra Regional Strategy.

1. Hierarchy of commercial centres for the region identified

Not consistent but if Residential zoning of the land is supported, a Neighbourhood Business zone would be appropriate. The proposed area of about 8,000m² is highly likely to include roads and car parking and the final zoned area will need to be considered in terms of its location and the area of similar zoned land elsewhere in the LGA. Most other sites are about 1,000 - 2,000 m² in area but these don't include roads and car parking.

2. Include Rail Corp requirements

The proposal is not consistent as no consultation has been carried out. Should the proposal be supported, Rail Corp should be consulted during the exhibition period.

A report on the potential impacts from road and rail noise and vibration on future residential development should be prepared to determine likely impacts and possible zone changes.

3. Protect significant native vegetation and regional habitat

The Indicative Habitat Corridor does run through part of this land. The proposal doesn't address this issue. Should the proposal be supported and if deemed relevant by the LEP Review Panel, additional information should be provided by the proponent to address this issue.

4. Zone areas subject to high hazard to reflect the limitations of the land

Until a flood study is prepared in accordance with the Floodplain Development Manual 2005, it isn't possible to determine if any parts of the land are subject to high hazard. Should the proposal be supported and if deemed relevant by the LEP Review Panel, a flood study should be provided by the proponent to address this issue.

5. Cultural heritage

The Urban Fringe LES identified the need for additional Aboriginal heritage assessment to be carried out to determine if the land has any cultural significance.

Undertaking this study will ensure the relevant actions of this chapter of the IRS is completed.

Landscape Changes

The landscape will be changed significantly if the land is rezoned.

The Urban Fringe LES visual assessment recommends minimal development based on the visual quality of the area.

The visual assessment submitted by the proponent has a lower visual sensitivity than the Urban Fringe LES analysis. The proponent's visual assessment recommends more intense development for the land being residential development on the northern section and the "equivalent of rural residential development" on the southern section "without adversely affecting the scenic values of the existing rural landscape".

The Planning Proposal submitted by the proponent however seeks a minimum lot size of 450m² over the entire site proposed to be zoned residential and does not include a larger lot size for rural residential development. The proposed lot size of 450m² would still permit a larger lot subdivision as it is a minimum, but there will be no planning control to require larger lots.

The location of the realigned Princes Highway, South Coast Railway line and decision to construct a railway station on the north-west corner of this land identifies an edge to the urban area of this part of our LGA.

Based on the location of the transport infrastructure and considering the likely future impacts from continuing non-urban uses on the surrounding urban lands, a change in land use and the landscape is considered appropriate. To make the most appropriate use of urban land, it is also considered that a minimum lot size of 450m² is appropriate as a means to reduce the need to rezone other land in this part of the LGA for urban uses in the immediate future.

Zoning and Planning Control Recommendations

The submitted Planning Proposal identifies a change in zone from Rural Landscape to mainly Residential and an area of Neighbourhood Business. It is considered that a number of additional studies are required to support the change in zone. These studies include:

- Aboriginal cultural assessment;
- Archival recording of the existing European farm structures;
- Assessment of the impact the change in zoning would have on the extraction of resources of State and regional significance;
- Acid sulfate soils study;
- Flood study to determine if the land is flood prone;
- Noise and vibration study to determine impact from road and rail on future Residential and/or Neighbourhood Business zonings and land uses; and
- Assessment of impact this proposal will have on the Indicative Habitat Corridor shown in the Illawarra Regional Strategy.

Subject to the proposal being supported by Council and the NSW Department of Planning, and the required studies being satisfactory, it is recommended that a change to urban zoning is appropriate. This is based on the:

- location of significant transport infrastructure defining the urban boundary;
- future construction of a railway station adjacent to part of this property; and
- limited amount of Greenfield residential zoned land in this part of the LGA.

The recommended controls are outlined in **Attachments 6 and 7** and are:

- Zone R2 Low Density Residential;
- Zone B1 Neighbourhood Business;
- Minimum Lot Size 450m² for the R2 zoned land and no Minimum Lot Size for the B1 zoned land;
- Building Height 9.0 metres;
- Acid Sulfate Soils Map - unless otherwise determined by the NSW Department of Planning;
- Significant Extractive Resource Transition Area Map - unless otherwise determined by the NSW Department of Planning

Public/Social Impacts

The proposed Residential and Neighbourhood Business zoning for this land will assist in providing additional housing supply for our LGA. The impact this will have on our community can be partly determined by the submissions we receive during public exhibition, if Council and the LEP Review Panel support the proposal.

The NSW State Government has commenced the process of constructing a new railway station adjoining this site. This Planning Proposal indicates that some of this land will be required for access and carparking associated with the station. Development on this land is not required to ensure the railway station is constructed. The NSW State Government has already given their commitment to construct the station. Urban development on the land may assist in increasing rail patronage. This would be a positive impact if the proposal is supported.

Link to Community Strategic Plan

This Planning Proposal supports the following objectives and strategies of the Community Strategic Plan:

Objective: 2.1 - Protects and promotes its natural environment.

Strategy: 2.1.1 - Manage catchments effectively to improve the cleanliness, health, and biodiversity of creeks, waterways and oceans.

Objective: 2.3 - A liveable City that is connected through places and spaces.

Strategy: 2.3.2 - Undertake all land use planning addressing social, economic and environmental principles whilst reflecting the current and future community's needs.

Strategy: 2.3.4 - Facilitate the provision of development that meets the changing needs and expectations of the community.

Consultations

Internal

Nil

External

If the Council resolves to endorse the preparation of this Planning Proposal it will be referred to the NSW Department of Planning & Infrastructure for review and Gateway determination. If endorsed, the Planning Proposal will be put on public exhibition. To coincide with the public exhibition, Council will write to the adjoining land owners and also place an advertisement in the Lake Times.

The gateway process will identify any further consultation that will need to be undertaken. Following the exhibition period, submissions will be reviewed and reported back to Council.

Political Donations Disclosure

Under Section 147(4) of the *Environmental Planning and Assessment Act 1979* (the Act) a person who makes a relevant planning application to Council is required to disclose any reportable political donations and gifts made by any person with a financial interest in the application within the period commencing two years before the application is made and ending when the application is determined, including:

- a) all reportable political donations made to any Councillor of this Council
- b) all gifts made to any Councillor or employee of this Council.

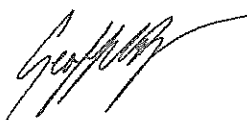
Under Section 147(5) of the Act, these disclosure requirements also apply to a person, or any associate of a person, who makes a relevant public submission to Council in relation to a relevant planning application.

Note: Section 147(1) of the Act states: 'political donations or gifts are not relevant to the determination of any such planning application, and the making of political donations or gifts does not provide grounds for challenging the determination on any such planning application'.

The Disclosure Statements received indicate that no reportable donations or gifts have been made.

Recommendation

1. Council prepare a Planning Proposal (No 3) for Lots 1 & 3, DP 1144885, Dunmore Road, Dunmore and adjoining roads to amend Shellharbour Local Environmental Plan 2013 to incorporate the proposed Zoning and Planning Controls in Attachments 6 and 7.
2. The Council authorise the General Manager to submit the Planning Proposal (Draft Shellharbour Local Environmental Plan 2013 Planning Proposal No 3) to the NSW Department of Planning & Infrastructure in accordance with section 56 of the *Environmental Planning & Assessment Act 1979* for review and gateway determination.
3. The Council delegate to the General Manager authority to make minor mapping and Local Environmental Plan instrument changes to Draft Shellharbour Local Environmental Plan 2013 Planning Proposal No 3 if and as required by the NSW Department of Planning & Infrastructure's LEP Review Panel and gateway determination.
4. The Draft Shellharbour Local Environmental Plan 2013 Planning Proposal No 3 be publically exhibited in accordance with the gateway determination.
5. A report be submitted to the Council on the public exhibition of the Draft Shellharbour Local Environmental Plan 2013 Planning Proposal No 3 detailing the outcomes of the community and government agency engagement.
6. The Draft Shellharbour Local Environmental Plan 2013 Planning Proposal No 3 be reported back to the Council for final consideration and with further recommendations regarding adoption.

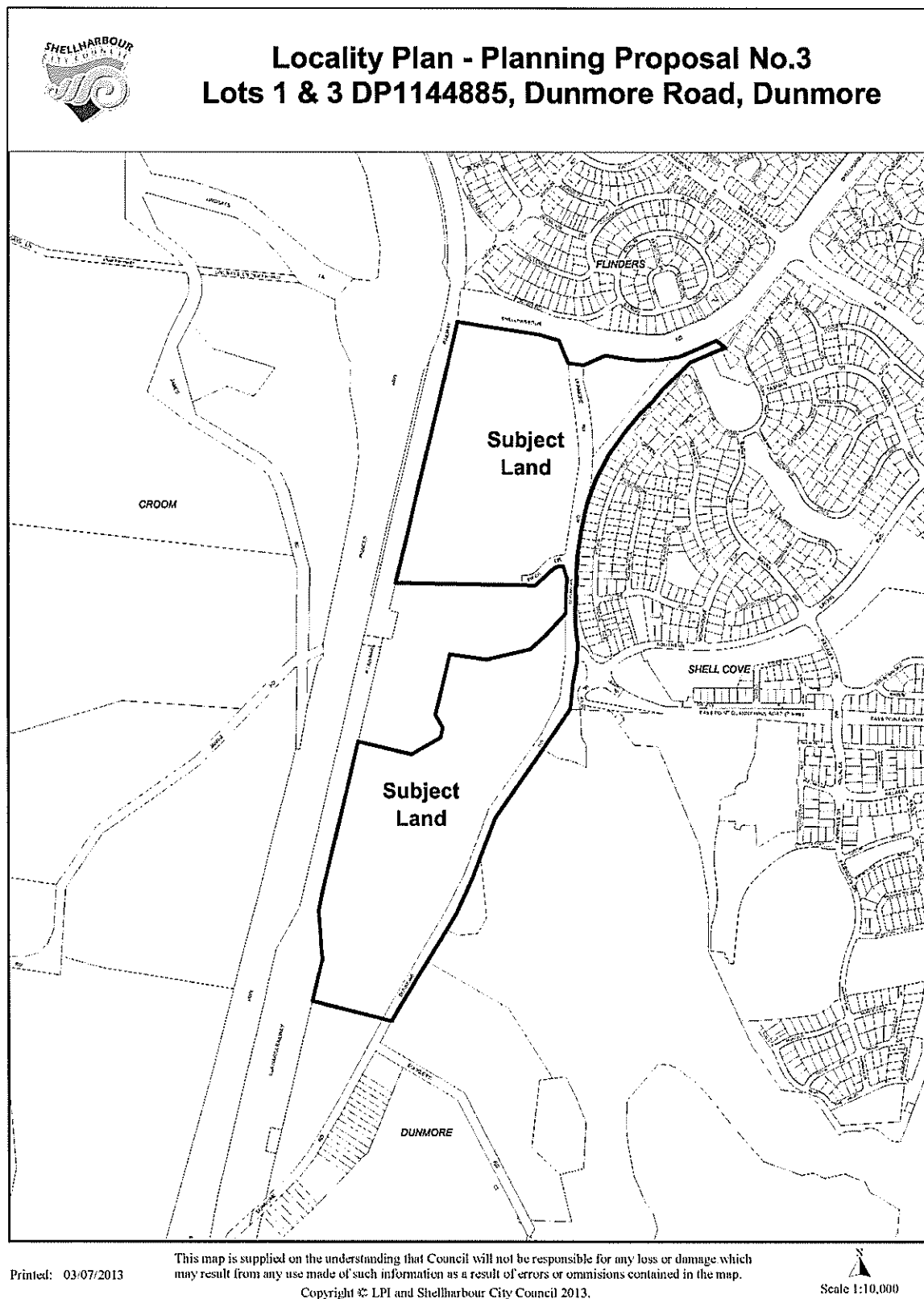


Approved for Council's consideration: _____

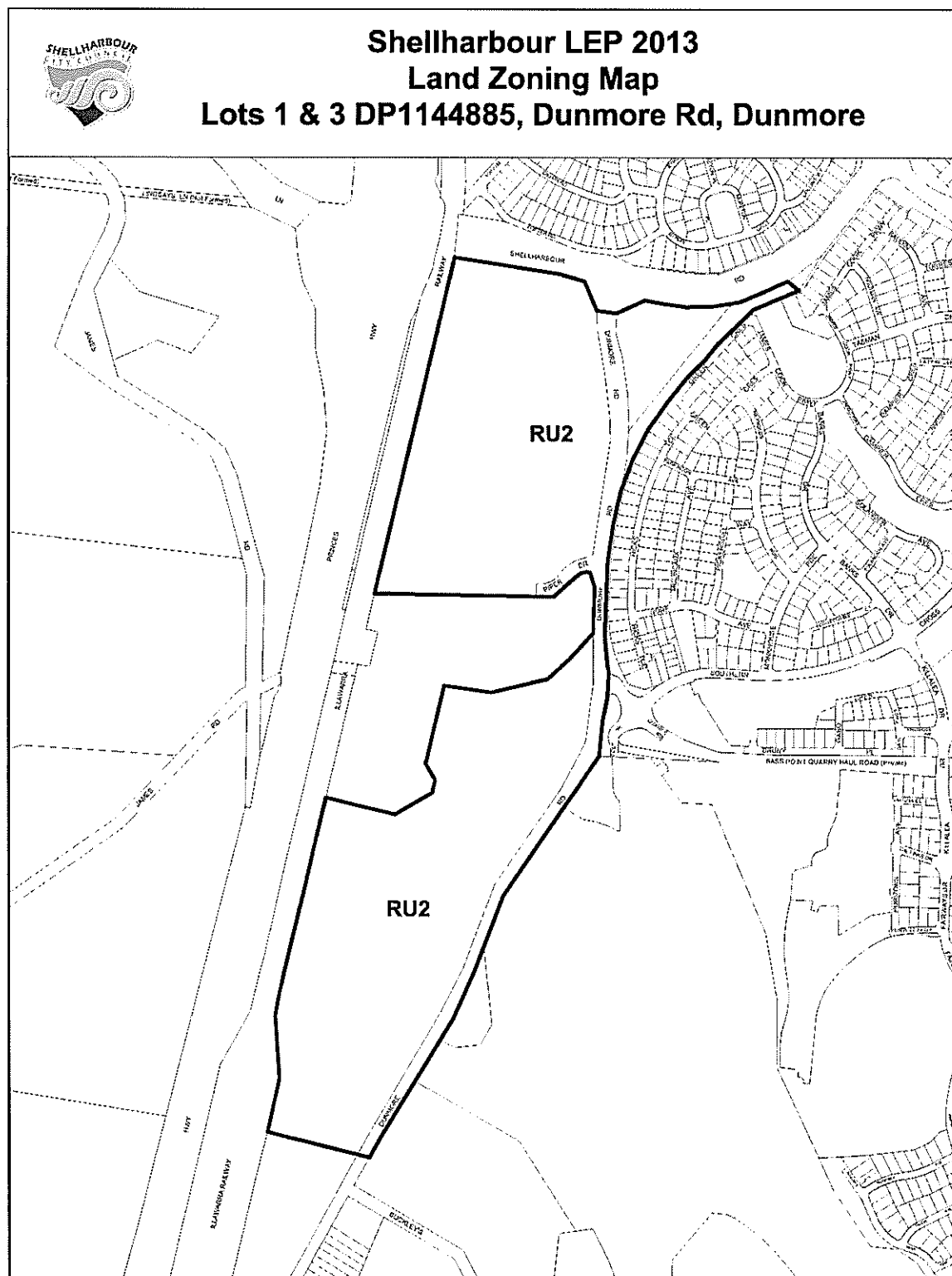
Attachments

1. Locality Plan
2. Current Zoning
3. Current Acid Sulfate Soils Map
4. Current Significant Resource - Transition Area Map
5. Proposed Railway Station location
6. Proposed Zoning Map
7. Proposed Zoning and Planning Controls

Attachment 1 - Locality Plan



Attachment 2 - Current Zoning



Printed: 03/04/2013

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Scale 1:8,000

Attachment 3 - Current Acid Sulfate Soils Map

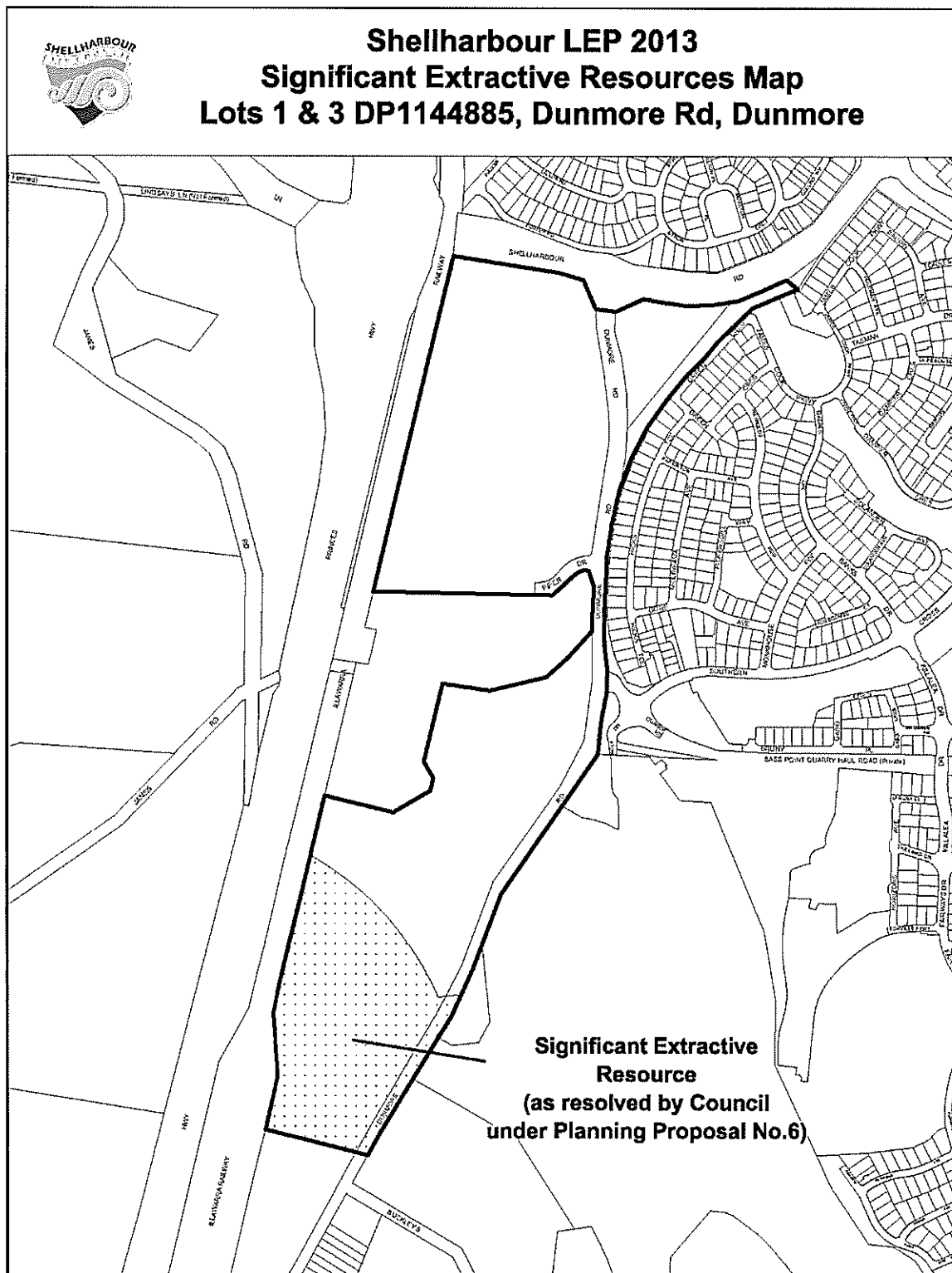


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Attachment 4 - Current Significant Resource - Transition Area Map



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Attachment 5 - Proposed Railway Station Location

Shell Cove Station and Interchange
Review of Environmental Factors

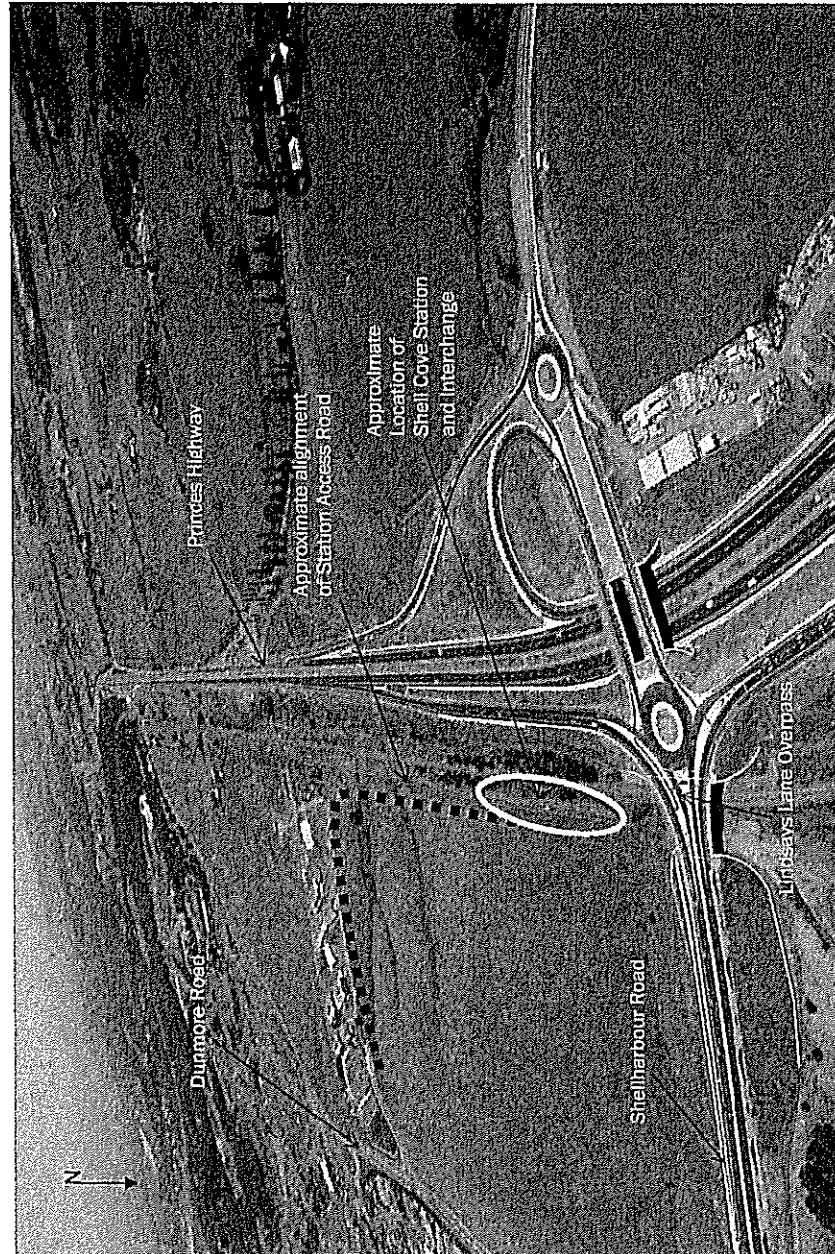
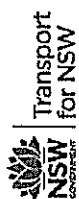
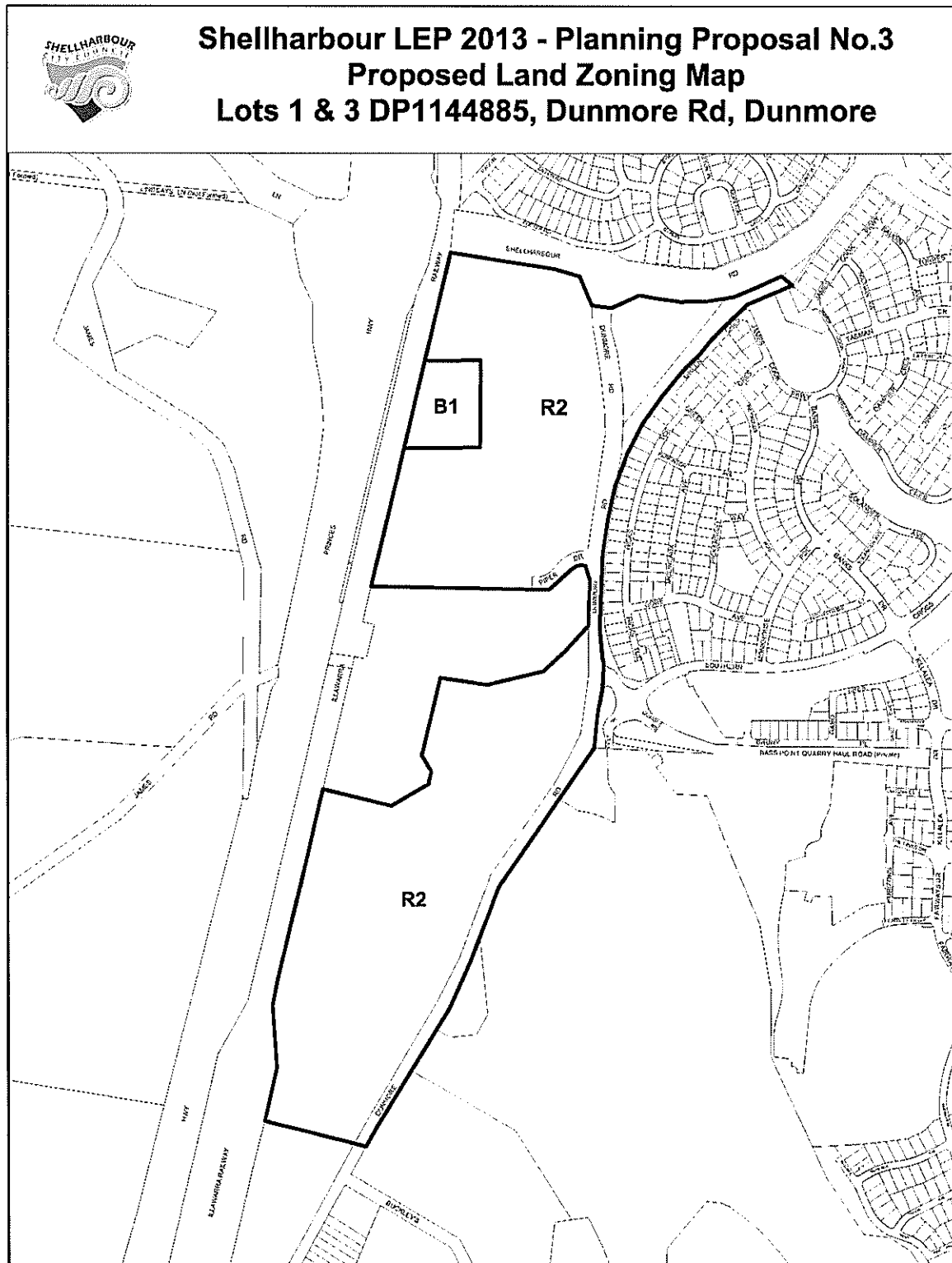


Figure 1-2 Location detail of proposed station and interchange (indicative only) view from Lindsays Lane overpass looking south

Attachment 6 - Proposed Zoning Map



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Attachment 7 - Proposed Zoning and Planning Controls

No.	Property	Area	Current Zone/Schedule	Proposed Planning Controls	Proposed Planning Controls		
					Min Lot Size	Height	FSR:1
1	Lot 1, DP 1144885, Dunmore Road, Dunmore	20.75 ha	Shellharbour LEP 2013 RU2 Rural Landscape; Minimum Lot Size 40 hectares; Building Height 6.0 metres; Acid Sulfate Soils, Significant Extractive Resource - Transition Area	- R2 Low Density Residential - Existing Acid Sulfate Soils and Transition Area Mapping and - Clauses remain	450m²	9.0m	0.5:1
2	Lot 3, DP 1144885, Dunmore Road, Dunmore	18.62 ha	Shellharbour LEP 2013 RU2 Rural Landscape; Minimum Lot Size 40 hectares; Building Height 6.0 metres	- R2 Low Density Residential - B1 Neighbourhood Business	Both zones 450m²	Both zones 9.0m	Both zones 0.5:1
3	Adjoining Roads		Shellharbour LEP 2013 RU2 Rural Landscape	R2 Low Density Residential	450m²	9.0 m	nil