



New South Wales

Greater Taree Local Environmental Plan 2010 (Amendment No 11)

under the

Environmental Planning and Assessment Act 1979

I, the Minister for Planning, make the following local environmental plan under the *Environmental Planning and Assessment Act 1979*.

GLENN HANDFORD, GENERAL MANAGER, MIDCOAST COUNCIL
As delegate for the Minister for Planning

Greater Taree Local Environmental Plan 2010 (Amendment No 11)

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1 Name of Plan

This Plan is *Greater Taree Local Environmental Plan 2010 (Amendment No 11)*.

2 Commencement

This Plan commences on the day on which it is published on the NSW legislation website.

3 Land to which Plan applies

This Plan applies to land in Zone IN1 General Industrial under *Greater Taree Local Environmental Plan 2010* and, in particular, land at 10, 34 and 44 Emerton Close, Cundletown, being Lot 17, DP 856622 and Lots 44 and 46, DP 1191326, respectively.

4 Maps

The maps adopted by *Greater Taree Local Environmental Plan 2010* are amended or replaced, as the case requires, by the maps approved by the Minister on the making of this Plan.

Schedule 1 Amendment of Greater Taree Local Environmental Plan 2010

[1] Land Use Table

Insert “Kiosks;” after “Industrial training facilities;” in item 3 of the matter relating to Zone IN1 General Industrial.

[2] Clause 7.10

Insert after clause 7.9:

7.10 Use of land at 10, 34 and 44 Emerton Close, Cundletown

- (1) The objective of this clause is to provide for the development of a freight hub, being development that primarily transports goods, including any supporting development that solely supports the freight hub, such as a kiosk.
- (2) This clause applies to land at 10, 34 and 44 Emerton Close, Cundletown, being Lot 17, DP 856622 and Lots 44 and 46, DP 1191326 (the *freight hub*).
- (3) Before granting development consent for development on land to which this clause applies, the consent authority must consider the following matters:
 - (a) whether the proposed development is likely to adversely affect the establishment and ongoing operation of a freight hub,
 - (b) whether the development is likely to have any adverse impacts on the surrounding rural interface and residential community,
 - (c) whether the development has been designed to minimise any adverse visual impact when viewed from the Pacific Highway and Princes Street.