

THE HILLS SHIRE COUNCIL

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PCU53252

29 April 2014

Ms Rachel Cumming
Director Metropolitan Delivery (Parramatta)
Department of Planning & Environment
GPO BOX 39
SYDNEY NSW 2001

Our Ref: 14/2013/PLP

Dear Ms Cumming

PLANNING PROPOSAL SECTION 56 NOTIFICATION

Proposed Housekeeping Amendment No. 2 to The Hills Local Environmental Plan 2012 – Review of Classified Road Widening (Amendment No. (xx)) (14/2013/PLP)

Pursuant to Section 56 of the *Environmental Planning and Assessment Act 1979* (EP&A Act), it is advised that Council has resolved to prepare a planning proposal for the above amendment.

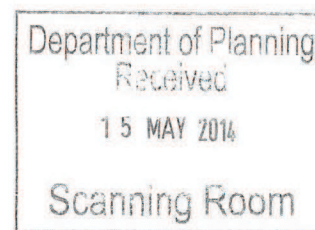
Please find enclosed the information required in accordance with the guidelines 'A guide to preparing planning proposals' issued under Section 55(3) of the EP&A Act. The planning proposal and supporting materials is enclosed with this letter for your consideration.

When considering the planning proposal, it would be appreciated if all queries by the panel could be directed to Brent Woodhams, Forward Planning Coordinator on 9843 0443. Following receipt of the Department's written advice, Council will proceed with the planning proposal.

Any future correspondence in relation to this matter should quote reference number 14/2013/PLP. Should you require further information please contact Piers Hemphill, Town Planner on 9843 0511.

Yours faithfully

Stewart Seale
MANAGER FORWARD PLANNING



Attachment 1: Planning Proposal (CD enclosed)

ATTACHMENT 4 – EVALUATION CRITERIA FOR THE DELEGATION OF PLAN MAKING FUNCTIONS

Checklist for the review of a request for delegation of plan making functions to councils

Local Government Area: The Hills Shire

Name of draft LEP: The Hills Local Environmental Plan 2012 (Amendment No. #)

Address of Land (if applicable): Various

Intent of draft LEP: Housekeeping amendment to manage land identified by Roads and Maritime Services for future acquisition for the purpose of classified road widening

Additional Supporting Points/Information:

Evaluation criteria for the issuing of an Authorisation (Note: where the matter is identified as relevant and the requirement has not been met, council is attach information to explain why the matter has not been addressed)	Council response		Department assessment	
	Y/N	Not relevant	Agree	Not agree
Is the planning proposal consistent with the Standard Instrument Order, 2006?	Y			
Does the planning proposal contain an adequate explanation of the intent, objectives, and intended outcome of the proposed amendment?	Y			
Are appropriate maps included to identify the location of the site and the intent of the amendment?	Y			
Does the planning proposal contain details related to proposed consultation?	Y			
Is the planning proposal compatible with an endorsed regional or sub-regional planning strategy or a local strategy endorsed by the Director-General?	Y			
Does the planning proposal adequately address any consistency with all relevant S117 Planning Directions?	Y			
Is the planning proposal consistent with all relevant State Environmental Planning Policies (SEPPs)?	Y			
Minor Mapping Error Amendments	Y/N			
Does the planning proposal seek to address a minor mapping error and contain all appropriate maps that clearly identify the error and the manner in which the error will be addressed?	N			
Heritage LEPs	Y/N			
Does the planning proposal seek to add or remove a local heritage item and is it supported by a strategy/study endorsed by the Heritage Office?	N			
Does the planning proposal include another form of endorsement or support from the Heritage Office if there is no supporting strategy/study?	N			
Does the planning proposal potentially impact on an item of State Heritage Significance and if so, have the views of the Heritage Office been obtained?	N			

Reclassifications	Y/N			
Is there an associated spot rezoning with the reclassification?		X		
If yes to the above, is the rezoning consistent with an endorsed Plan of Management (POM) or strategy?		X		
Is the planning proposal proposed to rectify an anomaly in a classification?		X		
Will the planning proposal be consistent with an adopted POM or other strategy related to the site?		X		
Will the draft LEP discharge any interests in public land under section 30 of the Local Government Act, 1993?		X		
If so, has council identified all interests; whether any rights or interests will be extinguished; any trusts and covenants relevant to the site; and, included a copy of the title with the planning proposal?		X		
Has the council identified that it will exhibit the planning proposal in accordance with the department's Practice Note (PN 09-003) Classification and reclassification of public land through a local environmental plan and Best Practice Guideline for LEPs and Council Land?		X		
Has council acknowledged in its planning proposal that a Public Hearing will be required and agreed to hold one as part of its documentation?		X		
Spot Rezonings	Y/N			
Will the proposal result in a loss of development potential for the site (ie reduced FSR or building height) that is not supported by an endorsed strategy?	N			
Is the rezoning intended to address an anomaly that has been identified following the conversion of a principal LEP into a Standard Instrument LEP format?	Y			
Will the planning proposal deal with a previously deferred matter in an existing LEP and if so, does it provide enough information to explain how the issue that lead to the deferral has been addressed?	N			
If yes, does the planning proposal contain sufficient documented justification to enable the matter to proceed?		X		

Does the planning proposal create an exception to a mapped development standard?	N			
Section 73A matters				
Does the proposed instrument a. correct an obvious error in the principal instrument consisting of a misdescription, the inconsistent numbering of provisions, a wrong cross-reference, a spelling error, a grammatical mistake, the insertion of obviously missing words, the removal of obviously unnecessary words or a formatting error?; b. address matters in the principal instrument that are of a consequential, transitional, machinery or other minor nature?; or c. deal with matters that do not warrant compliance with the conditions precedent for the making of the instrument because they will not have any significant adverse impact on the environment or adjoining land? (NOTE – the Minister (or Delegate) will need to form an Opinion under section 73(A(1)(c) of the Act in order for a matter in this category to proceed).	Y			

NOTES

- Where a council responds 'yes' or can demonstrate that the matter is 'not relevant', in most cases, the planning proposal will routinely be delegated to council to finalise as a matter of local planning significance.
- Endorsed strategy means a regional strategy, sub-regional strategy, or any other local strategic planning document that is endorsed by the Director-General of the department.

PLANNING PROPOSAL

LOCAL GOVERNMENT AREA: The Hills Shire Council

NAME OF PLANNING PROPOSAL: Proposed Housekeeping Amendment 2 to *The Hills Local Environmental Plan 2012* (Amendment No (#)) – Review of Classified Road Widening (14/2013/PLP) to: rezone 27 segments of land to the SP2 Infrastructure zone; rezone 15 segments of land from the SP2 Infrastructure zone to the relevant adjacent land zone; realign 24 existing segments of land zoned SP2 Infrastructure to be consistent with the identified requirements of RMS and associated changes to the Land Reservation Acquisition Map, Floor Space Ratio Map, Minimum Lot Size Map and Height of Buildings Map.

ADDRESS OF LAND: Various

SUMMARY OF HOUSING AND EMPLOYMENT YIELD

	EXISTING	PROPOSED	TOTAL YIELD
Dwellings	N/A	N/A	N/A
Jobs	N/A	N/A	N/A

SUPPORTING MATERIAL:

Attachment A	Assessment Against State Environmental Planning Policies
Attachment B	Assessment Against Section 117 Ministerial Directions
Attachment C	Council Report and Resolution, 8 April 2014

PART 1 OBJECTIVES OR INTENDED OUTCOME

The objective of the proposed housekeeping amendment to *The Hills Local Environmental Plan 2012* (LEP 2012) is to outline the amendments necessary to manage land identified by Roads and Maritime Services (RMS) for future acquisition for the purpose of road widening. Required amendments to The Hills LEP 2012 include:

- Rezoning 27 segments of land to the SP2 Infrastructure zone;
- Rezoning 15 segments of land from the SP2 Infrastructure zone to the relevant adjacent land zone;
- Realigning 24 existing segments of land zoned SP2 Infrastructure to be consistent with the identified requirements of RMS; and
- Associated amendments to the Land Reservation Acquisition Map, Floor Space Ratio Map, Minimum Lot Size Map and Height of Buildings Map.

These proposed amendments are outlined in Attachment C.

PART 2 EXPLANATION OF THE PROVISIONS

The proposed outcomes will be achieved by amending The Hills LEP 2012 to zone any land which the RMS requires for road widening as SP2 Infrastructure (Classified Road) or SP2 Infrastructure (Public Transport Corridor).

Land currently zoned SP2 Infrastructure (Classified Road) or SP2 Infrastructure (Public Transport Corridor) which is no longer required by RMS shall be rezoned to be consistent with the surrounding land use zone.

Any amendments to the Land Zoning Map shall trigger associated amendments to the Floor Space Ratio, Minimum Lot Size and Height of Buildings Maps to be consistent with

the adjoining zone and associated planning controls. Where required the Land Reservation Acquisition Map is proposed to be amended to reflect the proposed zoning and ownership pattern. This shall provide for future road projects by the RMS, consistent with Clause 5.5 of LEP 2012.

Public Transport Corridors

In April 2010 Council was advised by the then Department of Planning that the 'Public Transport Corridors' associated with *Sydney Regional Environmental Plan No. 18 – Public Transport Corridors (SREP 18)* were to be zoned SP2 Infrastructure and marked as 'Public Transport Corridor'. The draft LEP was subsequently amended to reflect this advice.

A map provided to Council by the RMS to identify required acquisitions did not include land identified as 'Public Transport Corridor'. As RMS is the relevant acquisition authority for this land, Council sought clarification from RMS on the extent of this acquisition requirement and confirmation as to whether these areas were still required. Advice from RMS in August 2013 resulted in the identification of six (6) additional locations along Windsor Road for 'Public Transport Corridor'.

The Review Process

In determining what amendments were required to The Hills LEP 2012 a set of criteria was established, which included:

- Land to be acquired by the RMS must be zoned SP2 Infrastructure;
- If the land to be acquired is privately owned the land must be identified on the Land Reservation Acquisition Map;
- If the land to be acquired is owned by a public authority the land must not be identified on the Land Reservation Acquisition Map; and
- If the RMS has already acquired the land or if the land is no longer required by the RMS it must be zoned consistent with the adjoining zone and removed from the Land Reservation Acquisition Map.

It is noted that under the Standard Instrument Local Environmental Plan, written consent is required from public authorities to being listed under Clause 5.1 of the LEP as the relevant authority for the acquisition of land shown on the Land Reservation Acquisition Map for "Classified Road" and "Public Transport Corridor" purposes. Whilst the acquisition maps have been prepared in consultation with the RMS, confirmation will be sought during the exhibition stage, should Gateway Determination be issued for the planning proposal.

PART 3 JUSTIFICATION

SECTION A - NEED FOR THE PLANNING PROPOSAL

1. Is the planning proposal a result of any strategic study or report

The planning proposal is not a result of any strategic study or report, however, is required to correct identified mapping anomalies and to improve the consistency of LEP 2012 with the requirements of the RMS for future road projects.

During the exhibition of Draft *The Hills Local Environmental Plan 2010* (DLEP 2010) the then Roads and Traffic Authority requested various changes to Council's Land Zoning and Land Reservation Acquisition Maps. A number of the requested changes were made to the maps, however due to the extent of the changes it was considered appropriate that a

review of the road widening mapping be carried out in consultation with the RMS with the identified changes made as a housekeeping amendment to LEP 2012.

In July 2011 the RMS provided Council with GIS data which identified the extent of land to be acquired for Classified Road Widening. Council officers have since carried out a review, in consultation with RMS, to identify inconsistencies between the RMS Land Acquisition Map and Council's Land Zoning and Land Reservation Acquisition Maps.

This planning proposal seeks to correct the mapping anomalies which were identified following this review.

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

Yes. The planning proposal is the best means of achieving the intended outcome.

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 the Sydney Metropolitan Strategy and exhibited draft strategies)?

Yes. The planning proposal is consistent with the applicable regional and subregional strategies (including the Sydney Metropolitan Strategy and exhibited draft strategies) as detailed below.

Metropolitan Plan for Sydney 2036

The strategic plan prepared by the NSW Government titled the *Metropolitan Plan for Sydney 2036* aims to integrate land use and transport planning to provide a framework for the growth and development of the Sydney Region to 2036. The proposed amendments are predominantly administrative and minor in nature and will have little or no impact on the plans objectives and actions.

Draft Metropolitan Strategy for Sydney 2031

The Draft Metropolitan Strategy for Sydney was released in March 2013 for public comment. Once finalised, the draft Strategy will replace the Metropolitan Plan for Sydney 2036. The draft Strategy establishes a vision with key objectives, policies and actions to guide the growth of Sydney to 2031 and is underpinned by the following key outcomes:

- Balanced growth;
- A liveable city;
- Productivity and prosperity;
- Healthy and resilient environment; and
- Accessibility and connectivity.

The proposed amendments will provide for the improvement of accessibility and connectivity. The proposed amendments are predominantly administrative and minor in nature and will have little or no impact on the objectives and actions of the draft strategy.

Draft North West Subregional Strategy

The draft North West Subregional Strategy was prepared by the NSW Government to implement the Metropolitan Plan and the State Plan. It was exhibited in December 2007 through to March 2008 and is currently being reviewed by NSW Planning and Infrastructure. The draft strategy has set the Hills Shire a target of an additional 36,000 dwellings by 2031. In addition to ensuring sufficient zoned land to accommodate housing targets, Council also has a role in considering proximity to public transport when planning for new dwellings to respond to State Plan targets for jobs closer to home.

The proposed amendments will facilitate future improvements to RMS roads within the Shire. The proposed amendments are predominantly administrative and minor in nature and will have little or no impact on the objectives and actions of the draft strategy.

4. Is the planning proposal consistent with the local council's Community Strategic Plan, or other local strategic plan?

Yes. The planning proposal is consistent with Council's Community Strategic Plan and other local strategies and directions as detailed below.

The Hills Future Community Strategic Plan

The Hills Future Community Strategic Direction articulates The Hills Shire community's and Council's shared vision, values, aspirations and priorities with reference to other local government plans, information and resourcing capabilities. It is a direction that creates a picture of where the Hills would like to be in the future. The direction is based on community aspirations gathered throughout months of community engagement and consultation with members of the community.

The planning proposal will assist in the realisation of The Hills Future Community Strategic Plan Outcomes as it will improve the clarity and accuracy of LEP 2012, and will allow Council to better plan and manage the Shire in a transparent and accountable manner. The planning proposal will reserve land required for road infrastructure by preventing development that is not compatible with, or that may detract from the provision of that infrastructure and free land for productive use where it is no longer required for future road projects.

Local Strategy and Directions

In 2008 Council adopted its Local Strategy to provide the basis for the future direction of land use planning in the Shire and within this context implement the key themes and outcomes of the 'Hills 2026 Looking Toward the Future'. The Integrated Transport Direction is the relevant component of the Local Strategy to be considered in assessing the planning proposal.

Integrated Transport Direction

A key objective of the Integrated Transport Direction is to ensure that planning and future development supports the provision of an efficient transport network.

The Direction is underpinned by five key directions which are to:

- Plan and manage the Shire's transport network to meet community needs;
- Facilitate delivery of a cohesive transport network;
- Promote and enhance sustainable travel choices;
- Plan for an integrated transport network for new areas; and
- Encourage quality transport outcomes.

The planning proposal seeks to reserve land for road infrastructure where it is likely to be required by the RMS, and will:

- Ensure that planning and future development supports the provision of an efficient transport network;
- Respond to the transport needs of population and employment growth in the Shire in an effective and timely manner;
- Encourage major transport infrastructure to assist movements at a regional level;
- Provide transport infrastructure to serve, support and connect local destinations;
- Guide the planning and delivery of new transport facilities and services to support new areas; and
- Contribute to the development of a transport network that is safe and accessible to all users.

5. Is the planning proposal consistent with applicable state Environmental Planning Policies?

The planning proposal is consistent with all applicable State Environmental Planning Policies as detailed below. An assessment of the proposal against applicable State Environmental Planning Policies is provided in Attachment A.

- *State Environmental Planning Policy Infrastructure (2007)*

The Infrastructure SEPP aims to facilitate the delivery of infrastructure across the State including identifying matters to be considered for development adjacent to different types of Infrastructure.

The planning proposal seeks to clarify mapping over land to be acquired for transport purposes and will therefore ensure consistency in the identification of roads and transport infrastructure throughout the Shire. As part of the planning proposal, it is envisaged that consultation will be required with the relevant public authorities including Transport for NSW and Roads and Maritime Services.

- *Sydney Regional Environmental Plan No 19 – Rouse Hill Development Area*

The Rouse Hill Development Area SREP aims to accommodate for part of the long-term growth of the Sydney Region by providing a mechanism for identifying land suitable for urban purposes and by providing for the orderly and economic development of that land. Of particular relevance, the SREP seeks to enable the provision of public and private infrastructure in the most cost effective manner, and to enable to the provision of an efficient public and private transport system.

The planning proposal seeks to clarify mapping over land to be acquired for transport purposes and will therefore ensure consistency in the identification of roads and transport infrastructure throughout the Shire. The planning proposal provides for the improved efficiency and safety of the arterial road network and public transport routes.

6. Is the planning proposal consistent with applicable Ministerial Directions (S.117 directions)?

The consistency of the planning proposal with the S.117 Ministerial Directions is detailed within Attachment B. A discussion on the consistency of the proposal with each relevant Direction is provided below.

- *Direction 1.1 – Business and Industrial Zones*

This direction aims to encourage employment growth in suitable locations, protect employment land within business and industrial zones and support the viability of strategic centres.

The proposed amendments are predominantly administrative in nature and will facilitate improvements to the provision of transport infrastructure. The planning proposal will support the viability of identified strategic centres. Where a reduction in business zones is proposed, only minor areas will be rezoned and will be done so to improve access to and or through the centre. Once acquired LEP 2012 would need to be further amended to rezone the land consistent with the adjoining zone.

- Direction 1.2 – Rural Zones

This direction applies when a planning proposal will affect land within an existing or proposed rural zone. The objective of the direction is to protect the agricultural production value of land.

The proposed amendments are predominantly administrative in nature and will facilitate improvements to the provision of transport infrastructure. While some small portions of rural land would be rezoned, these instances would be of minor significance. Once acquired LEP 2012 would need to be further amended to rezone the land consistent with the adjoining zone.

- Direction 1.5 – Rural Lands

Objectives of this direction are to protect the agricultural production value of land and facilitate orderly and economic development of rural lands for rural and related purposes. Where a planning proposal will affect land within an existing or proposed rural or environmental protection zone it must be consistent with the Rural Planning Principles and Rural Subdivision Principles listed in *State Environmental Planning Policy (Rural Lands) 2008*.

The proposed amendments are predominantly administrative in nature and will facilitate improvements to the provision of transport infrastructure. While some small portions of rural land would be rezoned, these instances would be of minor significance. Once acquired LEP 2012 would need to be further amended to rezone the land consistent with the adjoining zone.

- Direction 2.3 – Heritage Conservation

This direction applies when a relevant planning authority prepares a planning proposal. The direction aims to conserve items, areas, objects and places of environmental heritage significance and indigenous heritage significance.

The planning proposal would have the following impacts on items and places of heritage significance:

Amendment number 11, 12, 16, 18, 26 and 27 would amend the zoning of a small portion of Windsor Road (from Baulkham Hills to Box Hill) which is listed in Schedule 5 of the LEP as an item of environmental heritage. The amendments would also make changes to the Land Reservation Acquisition Map, Floor Space Ratio Map and Height of Building Map on the heritage listed sites. These amendments are of minor significance and would have no impact upon the heritage item or the current heritage provisions of LEP 2012.

Amendment number 27 would realign the area zoned SP2 Infrastructure (Public Transport Corridor), amend the area identified on the Land Reservation Acquisition Map

and make associated changes to the Height of Building Map across three heritage listed sites being a Bunya Pine and two (2) Norfolk Pines marking the original driveway for Chelsea Farm. These amendments are of minor significance and would have no impact upon the heritage item or the current heritage provisions of LEP 2012.

Amendment number 32 would rezone a portion of Old Northern Road from SP2 Infrastructure (Classified Road) to part R2 Low Density Residential, part RU6 Transition as the land is already part of the road reserve. The area would also be removed from the Land Reservation Acquisition Map. This portion of Old Northern Road is identified as an Archaeological site under Schedule 5 of the LEP. This amendment is of minor significance and would have no impact upon the heritage item or the current heritage provisions of LEP 2012.

Amendment number 36 would rezone a small portion of Showground Road from SP2 Infrastructure (Classified Road) to R3 Medium Density Residential as it is already owned by RMS. It would also be removed from the Land Reservation Acquisition Map. The portion to be rezoned forms part of a lot on which a heritage listed house is located. This amendment is of minor significance and would have no impact upon the heritage item or the current heritage provisions of LEP 2012.

Amendment number 41 would rezone a portion of two heritage listed lots on Old Northern Road from SP2 Infrastructure (Classified Road) to the adjoining R1 General Residential zone and remove that land from the Land Reservation Acquisition Map. This amendment is of minor significance and would have no impact upon the heritage item or the current heritage provisions of LEP 2012.

Amendment number 48 would rezone a small portion of the Carlingford Stock Feeds heritage site from SP2 Infrastructure (Railway Corridor) to SP2 Infrastructure (Classified Road). This amendment is of minor significance and would have no impact upon the heritage item or the current heritage provisions of LEP 2012.

Amendment number 62 seeks to realign an area along the Pennant Hill Road frontage of The Kings School, Oatlands zoned SP2 Infrastructure (Classified Road). The site contains several heritage items. This amendment is of minor significance and would have no impact upon the heritage items or the current heritage provisions of LEP 2012.

Amendment number 63 proposes no change to zoning but would add a small area of SP2 Infrastructure (Classified Road) to the Land Reservation Acquisition Map, and amend the controls applying to the site on the Floor Space Ratio Map and Minimum Lot Size Map to be consistent with adjoining land. This portion of land is identified as being within the Burnside Homes Conservation Area listed under Schedule 5 of the LEP. This amendment is of minor significance and would have no impact upon the heritage conservation area or the current heritage provisions of LEP 2012.

- Direction 3.1 – Residential Zones

This direction applies when a planning proposal will effect land within an existing or proposed residential zone (including the alteration of any existing residential zone boundary), or any other zone in which significant residential development is permitted or proposed to be permitted. The objectives of the Direction are:

- *to encourage a variety and choice of housing types to provide for existing and future housing needs,*
- *to make efficient use of existing infrastructure and services and ensure that new housing has appropriate access to infrastructure and services, and*
- *to minimise the impact of residential development on the environment and resource lands.*

The proposed amendments are predominantly administrative in nature. The planning proposal is considered to be consistent with this direction as it would provide for existing and future housing needs by improving access and traffic infrastructure. Once any applicable land has been acquired, the land would no longer need to be reserved and the Land Use Zoning Map would be further amended to revert the land zone back to be consistent with adjoining land.

- Direction 3.4 – Integrating Land Use and Transport

The purpose of this direction is to ensure that housing and jobs are easily accessible through a variety of means including walking, cycling and public transport, reliance on private vehicle use is minimised, and that development supports the viable operation of public transport.

The planning proposal is considered to be consistent with this direction as it provides for future road projects identified by the RMS. The proposal will facilitate improved access to housing, jobs and services by improving roads that form public transport routes. The proposal would also provide for the efficient movement of freight. Where land is no longer required for future road projects it is to be rezoned consistent with adjoining zoning.

- Direction 5.9 – North West Rail Link Corridor Strategy

This direction applies when a relevant planning authority prepares a planning proposal for land within the North West Rail Link Corridor. The objective of the direction is to promote transit-orientated development and manage growth around the eight train stations of the North West Rail Link (NWRL) and to ensure development within the NWRL corridor is consistent with the proposals set out in the NWRL Corridor Strategy and precinct Structure Plans.

The proposed amendments are predominantly administrative in nature and will facilitate improvements to the provision of transport infrastructure. The proposal includes minor amendment to the Land Zoning Map, Land Reservation Acquisition Map, Floor Space Ratio Map, Minimum Lot Size Map and Height of Building Map within the Rouse Hill, Kellyville, Bella Vista, Norwest, Showground and Castle Hill Structure Plan areas. The proposed amendments would be of minor significance to the North West Rail Link Corridor Strategy. Once acquired LEP 2012 would need to be further amended to rezone the land consistent with the adjoining zone.

- Direction 6.2 – Reserving Land for a Public Purpose

The objectives of this direction are to facilitate the provision of public services and facilities by reserving land for public purposes and to facilitate the removal of reservations of land for public purposes where the land is no longer required for acquisition.

The planning proposal is considered to be consistent with this direction as it seeks to make the amendments necessary to manage land identified by Roads and Maritime Services (RMS) for future acquisition for the purpose of road widening. Required changes to LEP 2012 include:

- Rezoning 27 segments of land to the SP2 Infrastructure zone;
- Rezoning 15 segments of land from the SP2 Infrastructure zone to the relevant adjacent land zone;
- Realigning 24 existing segments of land zoned SP2 Infrastructure to be consistent with the identified requirements of RMS; and

- Associated changes to the Land Reservation Acquisition Map, Floor Space Ratio map, Minimum Lot Size map and Height of Buildings Map.
- Direction 7.1 – Implementation of the Metropolitan Plan for Sydney 2036

The strategic plan prepared by the NSW Government titled the Metropolitan Plan for Sydney 2036 aims to integrate land use and transport planning to provide a framework for the growth and development of the Sydney region to 2036.

The planning proposal is consistent with the strategic directions and key policy settings of the strategy given the proposed changes are of minor significance and reflect existing policy or land use decisions.

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 proposal?

No.

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

No.

9. How has the planning proposal adequately addressed any social and economic effects?

The planning proposal is not anticipated to have any negative social or economic impacts on the locality.

SECTION D - STATE AND COMMONWEALTH INTERESTS

10. Is there adequate public infrastructure for the planning proposal?

The proposed amendments are predominantly administrative in nature and will facilitate improvements to the provision of public infrastructure.

11. What are the views of State and Commonwealth Public Authorities consulted in accordance with the gateway determination, and have they resulted in any variations to the planning proposal? (Note: The views of State and Commonwealth Public Authorities will not be known until after the initial gateway determination. This section of the planning proposal is completed following consultation with those public authorities identified in the gateway determination.)

In July 2011 RMS provided Council with GIS data which identified the extent of land to be acquired by RMS. Council officers have since carried out a review, in consultation with RMS, to identify inconsistencies between the RMS Land Acquisition map and Council's Land Zoning and Land Reservation Acquisition maps.

The views of other State and Commonwealth Public Authorities will not be known until after the Gateway Determination. It is proposed that Transport for NSW will be consulted following the issue of a Gateway Determination.

PART 4 MAPPING

Attachment C provides a table of proposed amendments (69 updates). Each update has been allocated with a unique 'update number' to assist with the interpretation of the extent of each change. For each update the table identifies the affected properties, the required amendment to the Land Zoning Map, the required amendment to the Land Reservation Acquisition Map and any required associated amendments including changes to the Floor Space Ratio, Minimum Lot Size and Height of Buildings maps, to ensure consistency with the controls for the surrounding area. The table also includes the relevant LEP 2012 Map Sheet within which the site is located.