

# PLANNING PROPOSAL



## **Amendment to Temora Local Environmental Plan 2010 Rezoning land adjacent to Temora Airport to SP1 to support development Incidental with Aviation**

**Prepared by**  
Temora Shire Council

August 2019

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# Temora Shire Council

## AMENDMENT TO TEMORA LOCAL ENVIRONMENTAL PLAN 2010

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### Part 1 – Objectives or Intended Outcomes

Temora Shire Council has resolved to prepare a planning proposal under the provisions of Section 3.33 of the *Environmental Planning & Assessment Act 1979*. Refer to **Appendix A** for resolution.

The proposal seeks an amendment to the *Temora Local Environmental Plan 2010* (LEP 2010) that involves a rezoning of the subject land from SP1 Special Activities (Stock and Sale Yards) and R5 Large Lot Residential to SP1 Special Activities (Business Premises, Residential, Tourist and Visitor Accommodation Incidental with Aviation). The proposal will also involve a change to the minimum lot size to land currently zoned R5, from 2 hectares to 750m<sup>2</sup>, where new development is proposed in association with aviation.

The intended outcome of the Planning Proposal is to support the extension of existing development associated with Temora Airport, including residential airpark estate, commercial and tourism uses. The objective is to enable more efficient use of the available land, encourage a diverse local economy, whilst managing potential land use conflict.

By enabling the selected zones to have greater options for future development, it is envisaged that this will boost the economic attractiveness of Temora, and support a diversified local economy.

### Part 2 – Explanation of Provisions

This Planning Proposal seeks to amend LEP 2010 as outlined below:

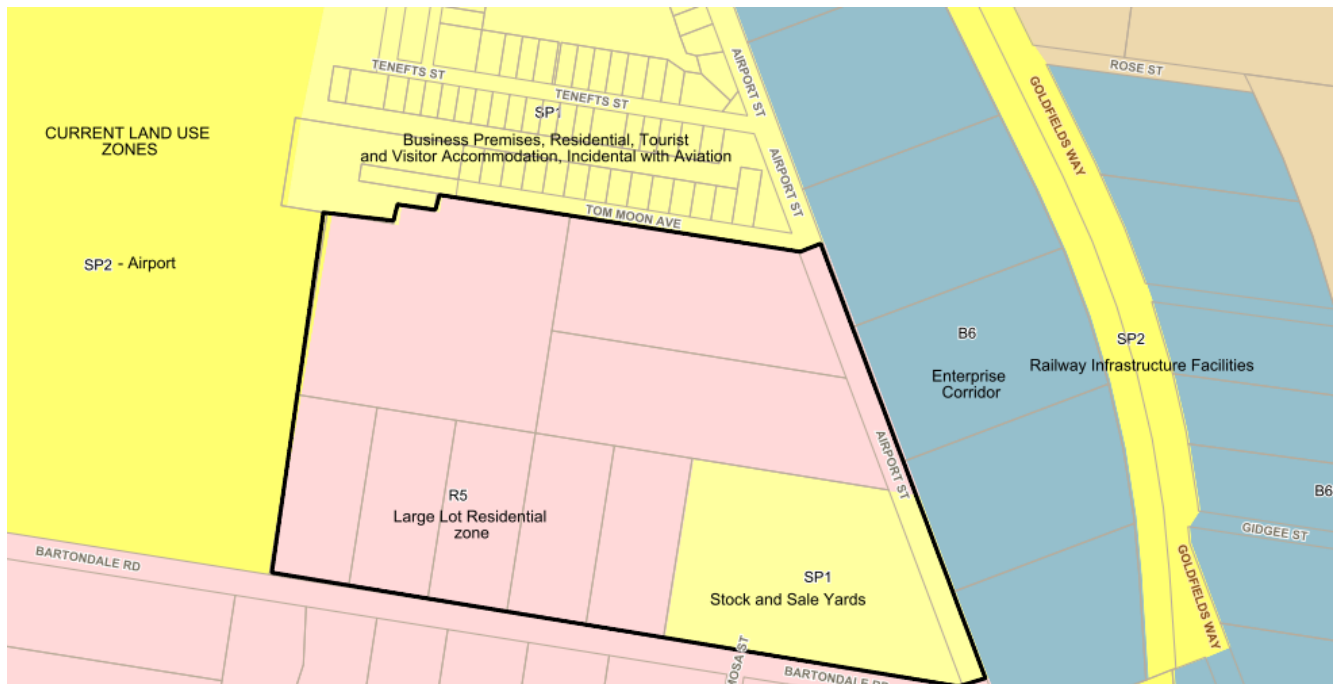
Rezone Lot 2 DP 209557 from SP1 Special Activities (Stock and Sale Yards) to SP1 Special Activities (Business Premises, Residential, Tourist and Visitor Accommodation Incidental with Aviation). Amend the lot size map to include a minimum lot size of 750m<sup>2</sup>, where currently no minimum lot size is specified.

Rezone Lot 52 DP 1043165, Lots 1111-1112 DP 750587 and Lots 1-5 DP 1015581 from R5 Large Lot Residential to SP1 Special Activities (Business Premises, Residential, Tourist and Visitor Accommodation Incidental with Aviation). Amend the lot size map to reduce the minimum lot size from 2 hectares to 750m<sup>2</sup>.

Rezone a section of Airport Street from SP1 Special Activities (Stock and Sale Yards) or R5 Large Lot Residential to SP1 Special Activities (Business Premises, Residential, Tourist and Visitor Accommodation Incidental with Aviation).

List “Home occupation” as Permitted without consent in the SP1 Special Activities zone.

The subject land with existing zones is shown by Figure 1.



**Figure 1: Subject land, showing existing zoning**

The subject land with aerial image is shown by Figure 2.



**Figure 2: Subject land, showing aerial image**

The total area of land included within the Planning Proposal is approximately 33.6 hectares, of which approximately 6.2 hectares comprises the former saleyards and approximately 1.5 hectares comprises the area of Airport Road to be rezoned.

The proposal involves changes to relevant zoning maps and minimum lot size maps, specifically:  
Land Zoning Map - Sheet LZN\_004C  
Lot Size Map – Sheet LSZ\_004C

### **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 in response to the Temora Airport Master Plan, which was prepared by Temora Shire Council and publicly exhibited between 27 July 2018 and 27 August 2018. The Temora Airport Master Plan was adopted by Council on 18 April 2019 and is attached at **Appendix B**.

The planning proposal is also the result of the outcomes of Temora Shire Council Land Use Discussion Paper 2017. The relevant Discussion Paper is attached at **Appendix C**. This document was publicly exhibited between 24 November 2017 and Friday 19 January 2018.

The strategy identified that the current stage of the Temora Airpark Estate, known as Spitfire Drive, would meet short term demand for house and hangar developments as part of Council's aviation estate. One-third of the lots have already been sold from this stage. Nearby land, previously used as a stock and sale yard, was identified to be monitored as part of the LEP review process. Since the completion of the Discussion Paper, and due to the decline of the local stock sale industry, Council has resolved to cease all use of this land for stock and sale yard purposes and all infrastructure associated with the former sale yards has been removed from the site. Council has committed to developing this precinct for the purposes of the next stage of the Temora Airpark Estate, which will support the reuse of this now disused site.

The LEP amendment process seeks the redevelopment of the vacant former industrial purposes land, in conjunction with underutilised large lot residential land, to support future economic growth in Temora, through the provision of land that is suitably zoned for the purposes of SP1 Special Activities (Business Premises, Residential, Tourist and Visitor Accommodation Incidental with Aviation). This zone is already in place in adjoining land that is used as the Temora Airpark Estate, Caravan Park, Temora Aviation Museum and commercial businesses associated with aviation.

Council officers have received and considered submissions relating to the Discussion Paper and reported these outcomes back to Council.

The circumstances that have led to the preparation of this Planning Proposal are:

- Other than the current stage of the Airpark Estate at Spitfire Drive, comprising 20 lots, of which one-third are already sold, there are no additional zoned areas of land that will support any further growth of the Temora Airpark Estate

- The estate meets an important niche market of people who are seeking an aviation based lifestyle, where they enjoy direct taxiway access to an airport, with their own private hangar located at the rear of their dwelling.
- Temora Airport is ideal for this purpose, having commenced development of the Airpark Estate in the mid-1990s and the estate has been growing steadily since, with over 100 house and hangar development located at Temora Airport. Temora supports a range of recreational aviation opportunities, including light aircraft, gliding and small pilot training schools, with its suitable weather and low congestion airspace.
- There are several small aviation related businesses operating from the estate and there is strong desire of Council to support further growth in this area, with discussions held with a Sydney based pilot training school for a component of their training to be hosted in Temora.
- The estate complements ideally with the Temora Aviation Museum, which is a world-renowned museum, housing one of the largest collections of historic ex-military aircraft that is still in flying condition and flown on aircraft showcase days throughout the year. Many current residents of the Temora Airpark Estate are volunteers at the Museum.
- The focus on aviation as a lifestyle is significant for a rural Shire that is actively trying to diversify its local economy in order to strengthen its community.

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

Amending LEP 2010 to rezone the identified land is the best means of achieving the objectives of the planning proposal. The proposal will enable a range of aviation related developments to be considered by Council officers and Council.

Without a rezoning of this land, there are no opportunities for future aviation related development, due to the restrictions of the existing zones.

***2A. If the provisions of the planning proposal include the extinguishment of any interests in the land, an explanation of the reasons why the interests are proposed to be extinguished.***

No interests on the land are proposed to be extinguished.

***2B. The concurrence of the landowner, where the land is not owned by the relevant planning authority.***

The proposal will apply to two lots owned by Temora Shire Council, Council has secured in-principle support from two of the landowners affected by the planning proposal and has received no formal objections from the remaining landowners affected by the proposal.

***3. Is there a net community benefit?***

There is a net community benefit as the land has the potential to be used for a greater variety of aviation related purposes, including residential, commercial and tourism related businesses. This increases the potential to diversify the economy of Temora Shire, which increases the resilience of the community. The proposal complements the recent Federal Government commitment to fund the upgrade of Temora Airport Runway 18/36, as well as associated taxiways, apron and drainage works, to the value of \$5.35 million.

The Temora Shire Development Control Plan 2012 will be reviewed and updated to provide additional guidance for specific types of development, where required. By providing additional residential, business and employment opportunities, the community will benefit through an increase in potential population, which is desirable in a rural town. It is therefore in the community's interest to develop underutilised land for the purposes of enabling additional residential, commercial and tourism development related to aviation.

## ***Section B - Relationship to strategic planning framework***

### ***4. 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)?***

The proposal is consistent with the objectives and actions of the Riverina Murray Regional Plan 2036. The relevant goals, directions and actions are:

Goal 1: A growing and diverse economy, including relevant directions:

Direction 4. Promote business activities in industrial and commercial areas, Action 4.1 Encourage the sustainable development of industrial land to maximise the use of infrastructure and connectivity to the existing freight network, Action 4.2 Promote specialised employment clusters and co-location of related employment generators in local plans, Action 4.4 Encourage the consolidation of isolated, unused or underused pockets of industrial zoned land to create new development opportunities in the long term.

Direction 6: Promote the expansion of education and training opportunities and

Direction 7: Promote tourism opportunities, Action 7.2 Enable opportunities for tourism development and associated land uses in local plans, Action 7.3 Target experimental tourism opportunities and tourism management frameworks to promote a variety of accommodation options,

Goal 3: Efficient transport and infrastructure networks, including Direction 19: Support and protect ongoing access to air travel

Goal 4: Strong, connected and healthy communities, including Direction 23: Build resilience in towns and villages, Direction 26: Provide greater housing choice and Direction 28: Deliver healthy built environments and improved urban design.

The project is listed as a priority action in the South West Slopes Regional Economic Development Strategy (page 16) as:

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*Planning Proposal – Rezone land from SP1 (Stock and Sale Yards) and R5 Large Lot Residential to SP1 (Incidental with Aviation) at Temora Airport*

*“Implementation of the Temora Airport Master Plan to upgrade runways, associated facilities and commercial and residential estate.”*

The proposal is also consistent with the Premier’s Priority of Creating Jobs, as the Planning Proposal will support a wider variety of opportunities for new development.

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

The *Temora 2030 Community Strategic Plan* is Council’s local community strategic planning document.

The plan includes the Strategic Actions of:

- 1.3 Encourage the provision of educational opportunities including post school education
- 1.8 Provide a safe and supportive living environment for our residents
- 1.9 Provide services required for excellent liveability in a rural community
- 2.3 Encourage a welcoming, inclusive and tolerant community that welcomes new residents from all backgrounds
- 3.5 Strengthen the Temora Shire economy
- 3.6 Support Tourism, acknowledging the value it brings to the Temora Shire economy
- 4.4 Ensure local planning instruments meet the needs of the community
- 5.2 Retain and develop facilities at Temora Airport
- 5.3 Ensure land use plans are developed to protect the future use of the airport
- 5.4 Provide a clear direction for the current use and future direction of the Temora Airport.

The planning proposal is consistent with these Strategic Actions, which seeks to support the Temora local economy and community.

**5. Is the planning proposal consistent with applicable state environmental planning policies?**

The Planning Proposal is consistent with *State Environmental Planning Policies*, as set out in **Table 2 of Appendix E**.

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

The Planning Proposal is consistent, or where applicable, justifiably inconsistent with Section 117(2) Ministerial Directions, as set out in **Table 3 of Appendix E**.

**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?***

The proposal is not identified as affecting threatened species, critical habitat, ecological communities or their habitat.

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

The former saleyards land has had long term use for agricultural purposes and will require soil testing and rehabilitation prior to being developed for aviation related purposes. The likely contaminations at the site are high levels of nutrients due to concentration of livestock wastes at the site. The expected highest intensity of nutrients are expected at the site of the former yards, which are buffered by lower intensity uses, being short term grazing use only, on the eastern, northern and western boundaries, with Bartondale Road forming the southern boundary of the site. In addition there may be higher levels of hydrocarbons, from diesel and oil from parked trucks involved with livestock transport. The lowest point on the site is an existing dam. The current site poses no environmental risk to adjoin landholders due to the topography of the site that slopes towards the onsite dam. The site is vacant and is no longer used for any purpose.

It is proposed that a land contamination investigation and remediation plan be completed during the public exhibition period of the draft Planning Proposal. This is due to the proposal being considered to be a generalised rezoning, rather than a spot rezoning, as the site includes more than one property.

Part of the subject land is identified as affected by the 1% AEP within the Temora Flood Study 2019. Refer Appendix D.

***9. Has the planning proposal adequately addressed any social and economic effects?***

The planning proposal will have a positive social and economic effect for Temora Shire, by providing additional opportunities for a greater variety of appropriate developments to be considered by Council. The Temora Shire Development Control Plan 2012 will be updated as required to provide additional guidance about particular types of development.

***Section D - State and Commonwealth interests***

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

Relevant infrastructure to support proposed developments can be considered by Council as part of the assessment process. This is required under Section 6.5 of the Temora LEP.

## **11. What are the views of State and Commonwealth public authorities consulted in accordance with the gateway determination?**

Preliminary consultation regarding the proposal has occurred with NSW Planning and Environment Regional Office (Queanbeyan), which received a supportive response to the concept.

It is proposed that Council will consult with Government Agencies as part of the public exhibition process, including the Department of Primary Industries, Office of Environment and Heritage and Department of Industry.

### **Part 4 – MAPPING**

The proposal involves changes to relevant zoning maps and minimum lot size maps, specifically:

Land Zoning Map - Sheet LZN\_004C

Lot Size Map – Sheet LSZ\_004C

### **Part 5 – COMMUNITY CONSULTATION**

Council proposes that the planning proposal be exhibited in accordance with the requirements of section 3.33 of the *Environmental Planning & Assessment Act 1979*.

It is proposed that the planning proposal will be placed on public exhibition for a minimum of 28 days. Written notification of the community consultation will be provided in a local newspaper and Council's social media. The written notice will contain:

- A brief description of the intended outcomes of the planning proposal;
- An indication of the zones which are affected by the proposal;
- Information on where and when the planning proposal can be inspected;
- The name and address of Council for the receipt of submissions; and
- The closing date for submissions.

Notices will be mailed to all affected landowners, all adjoining landowners, and all current landowners within the existing Temora Airpark Estate.

During the public exhibition period the following documents will be placed on public exhibition:

- The planning proposal;
- The Gateway determination

The documents will be available for viewing in hard copy for at Council's offices, as well as electronically on Council's website.

### **Part 6 – PROJECT TIMELINE**

Table 1 provides a project timeline for the proposed rezonings and changes to minimum lot size:

**Table 1 – Project Timeline**

No.	Description of Tasks	Task Commencement	Task Completion
1.	<b>Gateway Determination</b>  Anticipated Gateway Determination (including any delegated authority)	July 2019	September 2019
2.	<b>Public Exhibition</b>  Agency and community consultation to be undertaken as part of the formal public exhibition of the Planning Proposal in accordance with any conditions of the Gateway Determination.	October 2019	November 2019
3.	<b>Consider Submissions &amp; Document Finalisation (only if any objections received)</b>  Post public exhibition, Temora Shire Council officers to consider, respond and report on any objections received and issues raised to Council and make any relevant changes to the Planning Proposal.	December 2019	February 2020
4.	<b>Submission to the Department and/or Parliamentary Counsel</b>  Council to forward Planning Proposal to the department for finalisation following public exhibition (including any changes made).	March 2020	May 2020

## **APPENDIX A**

### **Relevant Council Resolution**

Support for the preparation of this Planning Proposal is contained in the report presented to Council on 18 July 2019.

## **APPENDIX B**

### **Relevant Studies & Strategies**

**Temora Land Use Discussion Paper 2017**

**Temora Airport Master Plan**

## APPENDIX C

**Table 2 – Consideration of State Environmental Planning Policies**

<b>No.</b>	<b>SEPP Title</b>	<b>Applicable to Planning Proposal</b>	<b>Consistency</b>
1	State Environmental Planning Policy – Development Standards	No, does not apply to land in the Temora LGA since gazettal of Temora LEP 2010	N/A
19	State Environmental Planning Policy – Bushland in Urban Areas	No, does not apply to the Temora LGA	N/A
21	State Environmental Planning Policy – Caravan Parks	Applicable	Consistent as any proposals that involve the development of a caravan park will be required to be considered against the requirements of the SEPP.
33	State Environmental Planning Policy – Hazardous & Offensive Industry	Not applicable	N/A
36	State Environmental Planning Policy – Manufactured Home Estate	Not applicable	N/A
44	State Environmental Planning Policy – Koala Habitat Protection	Not applicable	N/A
47	State Environmental Planning Policy – Moore Park Showground	No, does not apply to the Temora LGA	N/A
50	State Environmental Planning Policy – Canal Estate Development	Not applicable	N/A
55	State Environmental Planning Policy – Remediation of Land	Applicable	Lot 2 DP 209557 is former saleyards land and is potentially contaminated due to the former land use. Before any future use in accordance with the proposed rezoning, Council will require that the land is remediated to be made suitable for that purpose.
64	State Environmental Planning Policy –	Not applicable	N/A

*Planning Proposal – Rezone land from SP1 (Stock and Sale Yards) and R5 Large Lot Residential to SP1 (Incidental with Aviation) at Temora Airport*

	Advertising & Signage		
65	State Environmental Planning Policy – Design Quality of Residential Flat Development	Not applicable	N/A
70	State Environmental Planning Policy – Affordable Housing (Revised Schemes)	No, does not apply to the Temora LGA	N/A
	State Environmental Planning Policy (Aboriginal Land) 2019	No, does not apply to the Temora LGA	N/A
	State Environmental Planning Policy (Affordable Rental Housing) 2009	Not applicable	N/A
	State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004	Not applicable	N/A
	State Environmental Planning Policy (Coastal Management) 2018	No, does not apply to the Temora LGA	N/A
	State Environmental Planning Policy (Concurrences) 2018	Not applicable	N/A
	State Environmental Planning Policy (Educational Establishments and Child Care Facilities) 2017	Not applicable	N/A
	State Environmental Planning Policy (Exempt & Complying Development Codes) 2008	Not applicable	N/A
	State Environmental Planning Policy (Gosford City Centre) 2018	No, does not apply to the Temora LGA	N/A
	State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004	Not applicable	N/A

	State Environmental Planning Policy (Infrastructure) 2007	Applicable	Consistent as any development requiring the extension of infrastructure will be required to have regard to the requirements of the Infrastructure SEPP.
	State Environmental Planning Policy (Kosciuszko National Park – Alpine Resorts) 2007	No, does not apply to the Temora LGA	N/A
	State Environmental Planning Policy (Kurnell Peninsula) 1989	No, does not apply to the Temora LGA	N/A
	State Environmental Planning Policy (Mining, Petroleum Production & Extractive Industries) 2007	Not applicable	N/A
	State Environmental Planning Policy (Miscellaneous Consent Provisions) 2007	Not applicable	N/A
	State Environmental Planning Policy (Penrith Lakes Scheme) 1989	No, does not apply to the Temora LGA	N/A
	State Environmental Planning Policy (Primary Production and Rural Development) 2019	Not applicable	N/A
	State Environmental Planning Policy (State and Regional Development) 2011	Not applicable	N/A
	State Environmental Planning Policy (State Significant Precincts) 2005	Not applicable	N/A
	State Environmental Planning Policy (Sydney Drinking Water Catchment) 2011	No, does not apply to the Temora LGA	N/A
	State Environmental Planning Policy (Sydney Region Growth Centres)	Not applicable	N/A

	2006		
	State Environmental Planning Policy (Three Ports) 2013	No, does not apply to the Temora LGA	N/A
	State Environmental Planning Policy (Urban Renewal) 2010	Not applicable	N/A
	State Environmental Planning Policy (Vegetation in Non-Rural Areas) 2017	Applicable	Consistent as any proposals that involve the clearing of vegetation in non-rural areas will be required to be considered against the requirements of the SEPP.
	State Environmental Planning Policy (Western Sydney Employment Area) 2009	No, does not apply to the Temora LGA	N/A
	State Environmental Planning Policy (Western Sydney Parklands) 2009	No, does not apply to the Temora LGA	N/A

**Table 3 – Consideration of Section 9.1 (Previously Section 117) Ministerial Directions**

<b>No.</b>	<b>Direction Title</b>	<b>Applicable to Planning Proposal</b>	<b>Consistency</b>
<b>1. Employment and Resources</b>			
1.1	Business & Industrial Zones	Yes	Consistent because the proposal will encourage employment growth in suitable locations, protect employment land in business and industrial zones and support the viability of identified centres. The proposal will retain the areas and location of existing business and industrial zones.
1.2	Rural Zones	Not applicable	N/A
1.3	Mining, Petroleum Production & Extractive Industries	Not applicable	N/A
1.4	Oyster Aquaculture	Not applicable	N/A
1.5	Rural Lands	Not applicable	N/A
<b>2. Environment and Heritage</b>			
2.1	Environmental Protection Zones	Not applicable	N/A
2.2	Coastal Protection	No (does not apply to land in the Temora LGA)	N/A
2.3	Heritage Conservation	Yes	Consistent as there are no changes to existing Environmental Planning instruments that protect environmental or indigenous heritage.
2.4	Recreation Vehicle Areas	Not applicable	N/A
2.5	Application of E2 and E3 Zones and Environmental Overlays in Far North Coast LEPs	No (does not apply to land in the Temora LGA)	N/A
<b>3. Housing, Infrastructure and Urban Development</b>			
3.1	Residential Zones	Yes	Consistent because the proposal makes more efficient use of existing infrastructure and services, as the minimum lot size for

*Planning Proposal – Rezone land from SP1 (Stock and Sale Yards) and R5 Large Lot Residential to SP1 (Incidental with Aviation) at Temora Airport*

			residential development will be 750m <sup>2</sup> .  Temora LEP 2010 Clause 6.5 Essential Services requires that Development consent must not be granted to development unless the consent authority is satisfied that those of the services that are essential for the proposed development are available or that adequate arrangements have been made to make them available when required.
3.2	Caravan Parks & Manufactured Home Estates	Not applicable	N/A
3.3	Home Occupations	Yes	Consistent as the Planning Proposal lists "Home occupation" to be Permitted without consent in the SP1 Special Activities zone.
3.4	Integrating Land Use and Transport	Applicable as the planning proposal affects urban land zoned for residential and business purposes	Consistent because the planning proposal has regard for the two DUAP documents referenced in this Direction.
3.5	Development Near Regulated Airports and Defence Airfields	Applicable	Consistent as Temora Shire Council is the operator of Temora Airport. The planning proposal will not allow development types that are incompatible with the current and future operation of Temora Airport. Future development must be considered against relevant controls within the DCP
3.6	Shooting Ranges	Not applicable	N/A
<b>4. Hazard and Risk</b>			
4.1	Acid Sulphate Soils	No (does not apply to land in the Temora LGA)	N/A
4.2	Mine Subsidence & Unstable Land	No (does not apply to land in the Temora LGA)	N/A
4.3	Flood Prone Land	Applicable	Consistent as applicants will still be

			required to consider and manage any identified flood risk associated with their proposed development, in accordance with Clause 6.6 of the Temora LEP and the Temora Flood Study 2019.
4.4	Planning for Bushfire Protection	Not applicable	N/A
<b>5. Regional Planning</b>			
5.1	Implementation of Regional Strategies	No (does not apply to the Temora LGA)	N/A
5.2	Sydney Drinking Water Catchment	No (does not apply to the Temora LGA)	N/A
5.3	Farmland of State & Regional Significance on the NSW Far North Coast	No (does not apply to the Temora LGA)	N/A
5.4	Commercial and Retail Development along the Pacific Highway, North Coast	No (does not apply to the Temora LGA)	N/A
5.5	Development in the Vicinity of Ellalong, Paxton and Millfield (Cessnock LGA)	No (revoked)	N/A
5.6	Sydney to Canberra Corridor	No (revoked)	N/A
5.7	Central Coast	No (revoked)	N/A
5.8	Second Sydney Airport: Badgerys Creek	No (revoked)	N/A
5.9	North West Rail Link Corridor Strategy	No (does not apply to the Temora LGA)	N/A
5.10	Implementation of Regional Plans	Applicable	Consistent as the proposal is consistent with the Riverina Murray Regional Plan prepared by NSW Planning and Environment

<b>6. Local Plan Making</b>			
6.1	Approval and Referral Requirements	Yes	Consistent as the planning proposal is not proposing to add any provisions that require referral of development applications to the Minister.
6.2	Reserving Land for Public Purposes	Not applicable	N/A
6.3	Site Specific Provisions	Not applicable	N/A
<b>7. Metropolitan Planning</b>			
7.1	Implementation of Plan for Growing Sydney	No (does not apply to the Temora LGA)	N/A
7.2	Implementation of Greater Macarthur Land Release Investigation	No (does not apply to the Temora LGA)	N/A
7.3	Parramatta Road Corridor Urban Transformation Strategy	No (does not apply to the Temora LGA)	N/A
7.4	Implementation of North West Priority Growth Area Land Use and Infrastructure Implementation Plan	No (does not apply to the Temora LGA)	N/A
7.5	Implementation of Greater Parramatta Priority Growth Area Interim Land Use and Infrastructure Implementation Plan	No (does not apply to the Temora LGA)	N/A
7.6	Implementation of Wilton Priority Growth Area Interim Land Use and Infrastructure Implementation Plan	No (does not apply to the Temora LGA)	N/A
7.7	Implementation of Glenfield to Macarthur Urban Renewal	No (does not apply to the Temora LGA)	N/A

	Corridor		
7.8	Implementation of Western Sydney Aerotropolis Interim Land Use and Infrastructure Implementation Plan	No (does not apply to the Temora LGA)	N/A
7.9	Implementation of Bayside West Precincts 2036 Plan	No (does not apply to the Temora LGA)	N/A
7.10	Implementation of Planning Principles for the Cooks Cove Precinct	No (does not apply to the Temora LGA)	N/A

## **APPENDIX D**

### **Extract of Temora Flood Study 1% AEP Map**