



5 February 2020

Ms Gina Metcalfe
A/Director, Central (Western)
Place, Design and Public Spaces
Department of Planning, Industry and Environment
Level 4, 10 Valentine Avenue
PARRAMATTA NSW 2150

Our Ref 18/2018/PLP

Dear Ms Metcalfe

PLANNING PROPOSAL SECTION 3.34 NOTIFICATION

The Hills Local Environmental Plan 2019 (Amendment No. #) – Amendments to Floor Space Ratio and Height of Building Provisions for land at 2-4 Burbank Place, Norwest (18/2018/PLP)

I refer to the above planning proposal, which was submitted to the Department of Planning, Industry and Environment for Gateway Determination on 12 December 2019. On 20 December 2019, Council received correspondence from the Department requesting that the proposal be revised to include the proposed amendment to The Hills Development Control Plan 202 Part C Section 1 – Parking.

Please find enclosed the updated planning proposal which has satisfied this requirement.

Following receipt by Council of the Department's written advice and Gateway Determination, Council will proceed with the planning proposal. Any future correspondence in relation to this matter should quote reference number 18/2018/PLP. Should you require further information please contact Kayla Atkins, Senior Town Planner on 9843 0404.

Yours faithfully

Nicholas Carlton
MANAGER – FORWARD PLANNING

PLANNING PROPOSAL

LOCAL GOVERNMENT AREA: The Hills Shire Council

NAME OF PLANNING PROPOSAL: Proposed The Hills Local Environmental Plan 2019 (Amendment No (#)) – Proposed amendments to Floor Space Ratio and Height of Building Provisions for 2-4 Burbank Place, Norwest.

ADDRESS OF LAND: 2-4 Burbank Place, Norwest (Lot 4054 DP 1070487)

SUMMARY OF DEVELOPMENT YIELD:

	EXISTING	PROPOSED	ADDITIONAL
JOBS	700	1,389	+689

SUPPORTING MATERIAL:

Attachment A	Assessment against State Environment Planning Policies
Attachment B	Assessment against Section 9.1 Local Planning Directions.
Attachment C	Council Report and Minute, 12 November 2019
Attachment D	Local Planning Panel Report and Minute, 15 May 2019
Attachment E	Local Planning Panel Report and Minute, 17 October 2019
Attachment F	Proponent's Planning Proposal and Supporting Material

BACKGROUND:

On 2 October 2015, a planning proposal for the site was finalised, permitting an increase in Floor Space Ratio (FSR) from 1:1 to 1.4:1 and a total gross floor area of 17,300m² (8/2015/PLP).

The subject planning proposal was lodged with Council on 29 May 2018 seeking to increase the FSR from 1.4:1 to 2.5:1 and increase the maximum building height from RL 116m to RL 163m to facilitate up to 22 storeys on 4 Burbank Place. Additional information was subsequently lodged with Council that reduced the overall height by 5 metres whilst still proposing a 22-storey built form. This concept was considered by the Local Planning Panel on 15 May 2019 who advised that the proposal should not proceed to Gateway Determination. The report and the Panel's advice is provided as Attachment D of this planning proposal. Following receipt of this advice, the Proponent requested the opportunity to consider revisions to the proposal and to submit additional information.

In August 2019 a revised proposal was submitted seeking to enable an increase in FSR from 1.4:1 to 2.5:1 within a reduced built form of up to 16 storeys (RL141.5m). This proposal was considered by the Local Planning Panel on 17 October 2019. The report and the Panel's advice is provided as Attachment E of this planning proposal.

Council considered the planning proposal at its Ordinary Meeting of 12 November 2019 and resolved that:

- A planning proposal be forwarded to the Department of Planning, Industry and Environment for Gateway Determination, to amend LEP 2012 to permit a maximum floor space ratio of 2.8:1 and a maximum building height of RL 126 metres (12 storeys) on the portion of land at 2-4 Burbank Place, Norwest zoned B7 Business Park (Option 3).*
- Amendments to The Hills Development Control Plan Part C Section 1 – Parking to apply a reduced parking rate of 1 space per 60m² of commercial gross floor area to land at 2-4 Burbank Place, Norwest be prepared and publicly exhibited concurrently with the planning proposal.*
- Council proceed with discussions with the Proponent for the preparation of a draft Voluntary Planning Agreement which secures a fair and reasonable contribution from future development on the site towards infrastructure and public domain improvements in the Norwest Business Park. Council consider a further report on any proposed mechanism, prior to public exhibition of the planning proposal.*

Since the planning proposal was considered by Council, The Hills Local Environmental Plan 2019 has been finalised and hence the proposal now seeks to amend LEP 2019, rather than LEP 2012 which applied at the time the proposal was considered by Council.

THE SITE:

The site is located within Norwest Business Park and is known as Lot 4054 DP 1070487. It is irregular in shape and has an area of approximately 13,897m². Access to the site is provided at three (3) different points along Burbank Place. It is approximately 750m walking distance from the Norwest Metro Station and is surrounded by commercial buildings and Strangers Lake, with low and medium density residential uses on the opposite side of the lake.

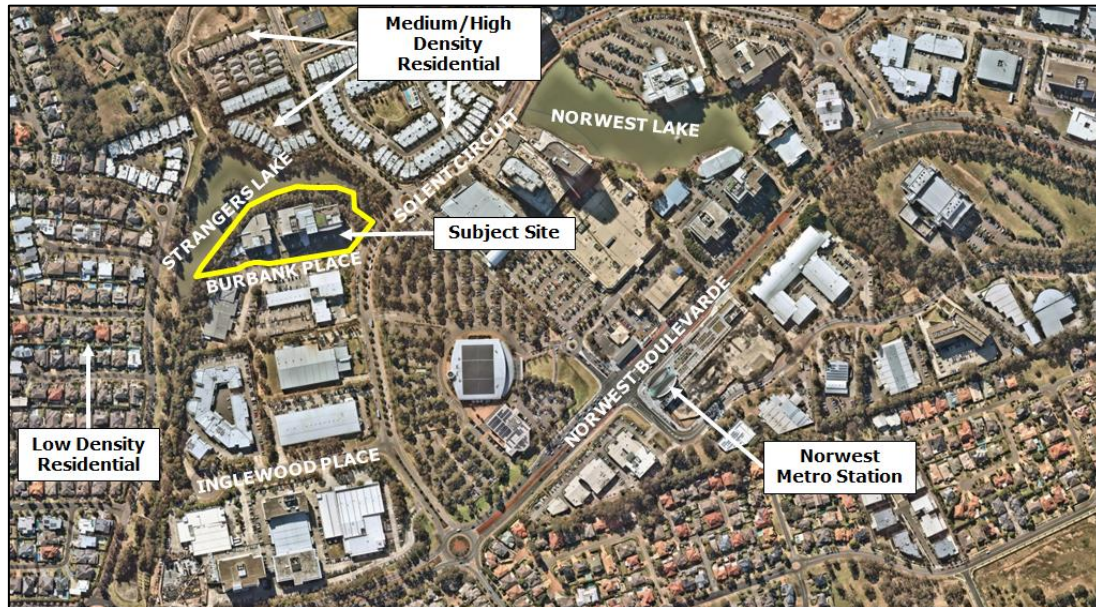


Figure 1
Site and Locality

The majority of the site is zoned B7 Business Park, with a small portion zoned SP2 Infrastructure Drainage (1,545m²) fronting Strangers Lake.

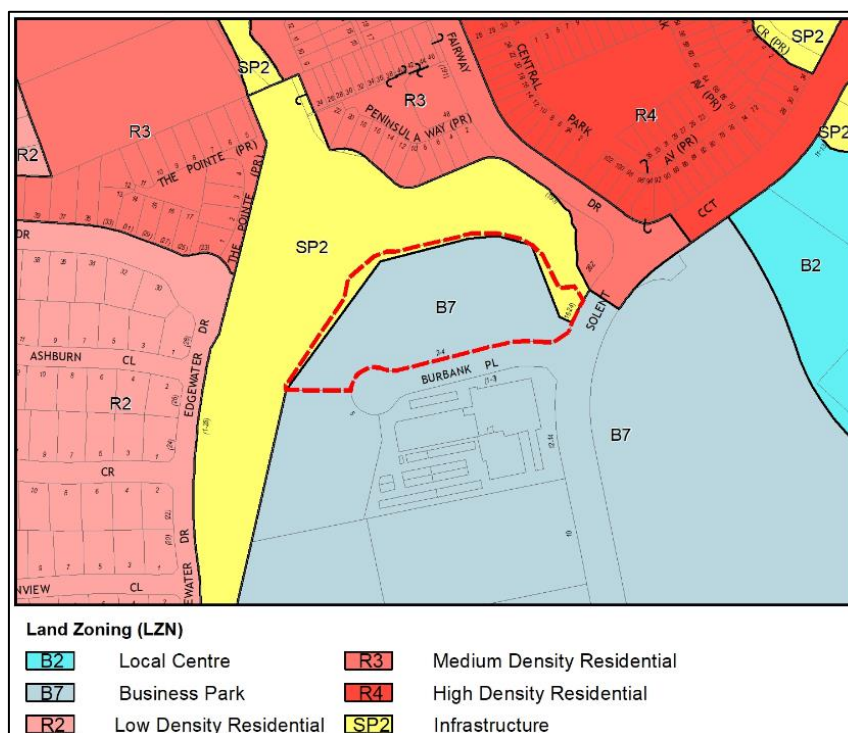


Figure 2
Existing Land Zone Map

The subject site currently contains two office buildings which are 4-6 storeys in height, accommodating a combined gross floor area of 13,890m². The existing development outcome on the site has a floor space ratio of approximately 1:1. The existing development includes 687 parking spaces, which is equivalent to a rate of 1 space per 20m² of gross floor area.

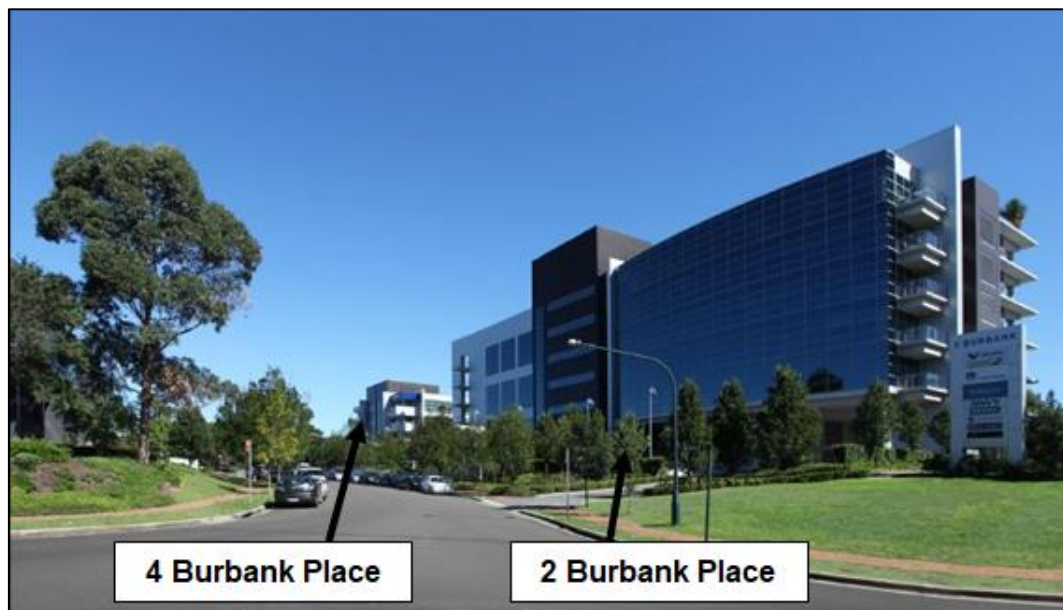


Figure 3
Existing development on the site as viewed from Burbank Place

In 2013, development consent was issued for 2,293m² of additional commercial office space as a 7th floor addition to 2 Burbank Place however this was not constructed and the consent has since lapsed.

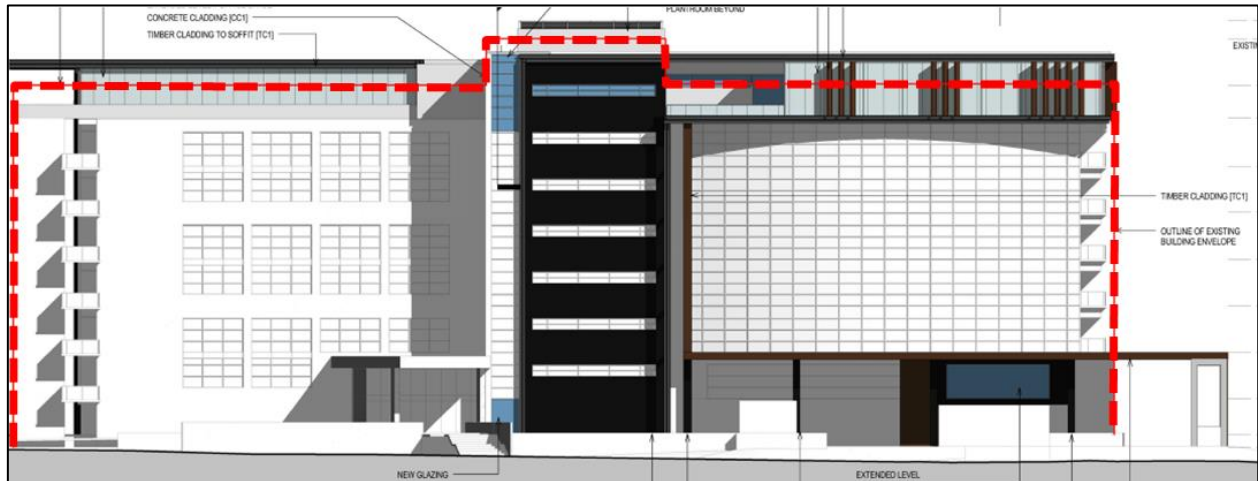


Figure 4
Previously approved 7th level at 2 Burbank Place not constructed (existing building envelope in red)

The site was subject to a previous planning proposal (8/2015/PLP) which was finalised in October 2015. This previous proposal amended the floor space ratio from 1:1 to 1.4:1 however this uplift has not been taken up.

PART 1 OBJECTIVES OR INTENDED OUTCOME

The objective of the planning proposal is to facilitate additional commercial floor space on the site in the form of a 12 storey commercial building through amendments to the Floor Space Ratio Map and Height of Buildings Map. Figure 5 below demonstrates the intended outcome for the site through the indicative development concept.



Figure 5

Proposed Development Outcome as viewed from Burbank Place

PART 2 EXPLANATION OF THE PROVISIONS

To facilitate the proposed development outcome, the proposal seeks to amend LEP 2019 as follows:

1. Amend the Floor Space Ratio Map to increase the FSR from 1.4:1 to 2.8:1 on the portion of the site zoned B7 Business Park; and
2. Amend the Height of Buildings Map to increase the height from RL 116 metres to RL 126 metres on the portion of the site zoned B7 Business Park.

To support the intended development outcome, an amendment to Part C Section 1 – Parking is proposed, which would apply a minimum parking rate of 1 space per 60m² of commercial gross floor area on the site.

PART 3 JUSTIFICATION

SECTION A - NEED FOR THE PLANNING PROPOSAL

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

No, the planning proposal is not a result of any strategic study or report. The planning proposal has been initiated by the landowner.

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 considered to be the best way to achieve the intended outcomes for the site. The Floor Space Ratio and Height of Building controls will regulate the built form outcome on the site and will facilitate an increase in commercial floor space and employment opportunities that will reinforce Norwest's role as a strategic centre. The exclusion of these controls from the portion of the land zoned SP2 Infrastructure Drainage will ensure that the development outcome can be achieved in a manner consistent with the objectives of the SP2 zone.

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, a discussion of consistency is provided below.

- **Greater Sydney Region Plan**

The relevant objectives of the Greater Sydney Region Plan are:

- Objective 14 A Metropolis of Three Cities – integrated land use and transport creates walkable 30-minute cities; and
- Objective 22 Investment and business activity in centres.

The planning proposal is consistent with the Greater Sydney Region Plan as it seeks to attract investment and business activity by facilitating additional commercial floor space and a greater number of jobs in an identified strategic centre and specialised commercial office precinct (Objective 22 and Strategy 22.1). The proposal would contribute to the 30-minute city by co-locating jobs in close proximity to the Norwest Metro Station (Objective 14 and Strategy 14.1).

• **Central City District Plan**

The Central City District Plan is a 20-year plan to manage growth in the context of economic, social and environmental matters to achieve the 40-year vision of Greater Sydney. It is a guide for implementing the Greater Sydney Region Plan at a district level and is a bridge between regional and local planning. The District Plan also assists councils to plan for and deliver growth and change, and align their local planning strategies to place-based outcomes. It informs infrastructure agencies, the private sector and the wider community of expectations for growth and change.

The relevant objectives of the Central City District Plan are:

- Planning Priority C9 Delivering integrated land use and transport planning and a 30-minute city; and
- Planning Priority C10 Growing investment, business opportunities and jobs in strategic centres.

The planning proposal is consistent with the Central City District Plan as it seeks to grow investment, business opportunities and jobs in the strategic centre of Norwest, with increased employment opportunities within 750m walking distance from the Norwest Metro Station (Planning Priority C9 and Action 32). The proposal will contribute approximately 700 additional jobs (1,400 total) towards the target of 49,000 to 53,000 total jobs identified for Norwest in the Plan (Planning Priority C10 and Action 37).

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

Yes, a discussion of consistency is provided below.

• **The Hills Future Community Strategic Plan**

The Hills Future Community Strategic Plan aims to manage new and existing development with a robust framework of policies, plans and processes that is in accordance with community needs and expectations. The planning proposal seeks to better utilise the existing site to provide for additional employment opportunities, consistent with the Strategic Plan. The revised scale and built form of the development is considered appropriate given the location of the site within the Norwest Strategic Centre and specialised employment precinct.

• **Local Strategic Planning Statement**

Council's Local Strategic Planning Statement and supporting strategies were adopted by Council on 22 October 2019. They are currently subject to the Greater Sydney Commission's "Assurance" process and have not yet been endorsed. They set the high-level strategic direction for the Shire within a framework for managing anticipated growth and delivering associated infrastructure to 2036. It is anticipated that the Shire's strategic centres will contribute 32,000 additional jobs, which is 23%-30% of the target for the Central City District. Norwest Business Park is the Shire's only specialised commercial office precinct, one of nine (9) across Greater Sydney.

The planning proposal is consistent with Planning Priority 1 – Plan for sufficient jobs, targeted to suit the skills of our workforce. The provision of commercial office space will facilitate the Shire's transition towards a more knowledge-based economy with a workforce that is predominantly highly educated and highly skilled. Planning Priority 2 seeks to build our strategic centres to realise their potential, particularly in Norwest, Castle Hill and Rouse Hill. The Norwest Business Park comprises significant employment land that facilitates a cluster of higher order employment. Within the business park, the Norwest Central Precinct is envisaged to

facilitate enhanced office and business capacity. The planning proposal is consistent with this priority and vision.

Notably, the planning proposal is consistent with Council's strategic planning framework as it will provide commercial floor space only, rather than a mixed use residential outcome. Noting the mix of uses (and significant residential growth potential within the broader Norwest Station Precinct and Strategic Centre), the strategic framework clearly stipulates that residential floor space on the existing B7 Business Park areas would detract from the commercial function of employment lands, change land pricing signals, reduce investor confidence and undermine the retention, viability and flexibility of commercial development over the longer term. The planning proposal clearly demonstrates the viability of commercial office development without the introduction of other mixed uses on the site.

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

Yes. An assessment of the planning proposal against applicable State Environmental Planning Policies is provided in Attachment A.

6. Is the planning proposal consistent with applicable Ministerial Directions (s. 9.1 directions)?

Yes. An assessment of the planning proposal against applicable Ministerial Directions is provided in Attachment B and below.

- **Direction 1.1 Business and Industrial Zones**

This Direction seeks to encourage employment growth in suitable locations, protect employment land in business and industrial zones and support the viability of identified centres. The planning proposal is consistent with this Direction in that it seeks to facilitate additional commercial floor space within an existing business zone. The additional commercial office space will reinforce and support the viability of Norwest as a specialised commercial office precinct within Greater Sydney.

- **Direction 3.4 Integrating Land Use and Transport**

This Direction seeks to ensure that urban structures, building forms, land use locations, development designs, subdivision and street layouts achieve the following planning objectives:

1. Improving access to housing, jobs and services by walking, cycling and public transport, and
2. Increasing the choice of available transport and reducing dependence on cars, and
3. Reducing travel demand including the number of trips generated by development and the distances travelled, especially by car, and
4. Supporting the efficient and viable operation of public transport services, and
5. Providing for the efficient movement of freight.

This Direction provides that a planning proposal must locate zones for urban purposes and include provisions that give effective to and are consistent with the aims, objectives and principles of *Improving Transport Choice – Guidelines for planning and Development* (DUAP 2001), and *The Right Place for Business and Services – Planning Policy* (DUAP 2001).

The planning proposal is consistent with this Direction as it seeks to better utilise new public transport infrastructure, being the Sydney Metro Northwest. The planning proposal would facilitate an additional 700 jobs (1,400 total) within 750m walking distance from the Norwest Metro Station. The planning proposal is expected to generate public transport patronage and as such, a reduced parking rate of 1 space per 60m² is proposed for the site. The proposal is accompanied by a Green Travel Plan which aims to limit the number of staff who require access to their own private motor vehicle to travel to work by facilitating alternatives such as public transport, cycling, walking and car sharing. As such, the planning proposal is consistent with this Direction.

- **Direction 4.3 Flood Prone Land**

The objectives of this Direction are to ensure development on flood prone land is consistent with the NSW Government's Flood Prone Land Policy and the principles of the Floodplain Development Manual 2005. A planning proposal must not rezone land within the flood planning areas to:

- Increase development potential or contain provisions that permit development in floodway areas;
- Allow development that will result in significant flood impacts to other properties;
- Permit a significant increase in the development of that land; or
- Result in a substantially increased requirement for government spending on flood mitigation services, infrastructure or services.

The site is identified as a flood control lot and a portion of the site is zoned SP2 Infrastructure Drainage. This part of the lot forms part of the drainage function associated with Strangers Lake and the 100 year ARI flood event. The applicant of the planning proposal initially sought to amend Schedule 1 Additional Permitted Uses to permit development on parts of the flood prone lot where it is currently prohibited. While the proposal does not identify any intention to physically develop on this part of the site, it would have enabled the SP2 zoned land to be included for the purpose of calculating floor space potential on the developable portion of the site.

This originally proposed mechanism was considered inappropriate as it would not align with the objectives of the SP2 Infrastructure Zone and would remove protection against inappropriate development outcomes on flood prone land. It would also reduce the transparency of the controls applicable to the site, as an FSR of 2.5:1 (applied to the whole site) would actually enable a development outcome equivalent to an FSR of 2.8:1 on the developable portion of the site.

In its decision to progress the planning proposal to Gateway Determination, Council resolved to map the increased height of building and floor space ratio controls to the portion of the site zoned B7 Business Park only. This is a more transparent mechanism and facilitates a more appropriate outcome consistent with the intent of this Direction.

Should a Gateway Determination be issued, it is likely that the NSW Office of Water will be consulted as part of the conditions of the Gateway Determination, given that future development may require a controlled activity permit under the Water Management Act 2000.

- **Direction 5.9 North West Rail Link Corridor Strategy**

This Direction aims to promote transit-oriented development, manage growth and around the eight new train stations of the North West Rail Link (now known as Sydney Metro Northwest) and ensure that development within the Corridor must give effect to these objectives. The planning proposal is consistent with the principles of this Direction and is largely in line with the outcomes envisaged by the Strategy, especially noting the significant contribution towards jobs growth within the Norwest Business Park.

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, Council's Vegetation Mapping identified Gardens / Modified Vegetation Communities on the subject site.

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

Other than flooding impacts discussed under question 6 above, the proposal is not considered likely to have any other environmental impacts. If the proposal receives a Gateway Determination, the Office of Water will likely need to be consulted due to the site's proximity to the riparian corridor surrounding Strangers Lake.

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

The proposal will contribute an additional 700 jobs to the local economy of Norwest and contribute towards increasing Greater Sydney's global economic competitiveness, which is a positive economic impact of the proposal. The proposal will co-locate jobs near housing and major public transport, being the Norwest Metro Station, which is a positive social impact of the proposal. The planning proposal is also accompanied by a Green Travel Plan, which aims to limit the number of staff who require access to their own private motor vehicle to travel to work by facilitating alternatives such as public transport, cycling, walking and car sharing. It is considered that the proposal will not have any negative social or economic effects.

SECTION D - STATE AND COMMONWEALTH INTERESTS

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

The subject site is identified for commercial development uplift in response to the operation of the Sydney Metro Northwest. The site is located approximately 750m walking distance from the Norwest Metro Station. The uplift sought will likely generate additional public transport patronage of the Sydney Metro Northwest – there is considered to be adequate capacity to accommodate this.

While the Proponent's traffic report concludes that the proposed development will only marginally affect the Level of Service of all major approach roads to the site, the report does not consider the potential impacts of the proposal in light of the cumulative growth and development anticipated across the broader Norwest locality in the future. The absence of this regional and local modelling means that a holistic assessment of the traffic impacts associated with this proposal in the context of the broader Norwest Precinct cannot be completed at this time.

However, Transport for NSW has recently committed to funding the required regional traffic modelling work for the Castle Hill, Showground and Norwest Precincts and tendering for this work has commenced. This modelling will analyse the impacts of cumulative growth anticipated within the Norwest Precinct and identify any required traffic infrastructure upgrades or improvements required to support this growth. Should a Gateway Determination be issued, it is anticipated that there would be further opportunities through the subsequent process to consider the proposal in light of the outcomes and findings of the regional traffic and transport modelling, once completed. Discussions with the Proponent would also be required to ensure that future development on the site makes a fair and reasonable contribution towards future traffic and public domain upgrades required to support growth within the Norwest Precinct.

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?

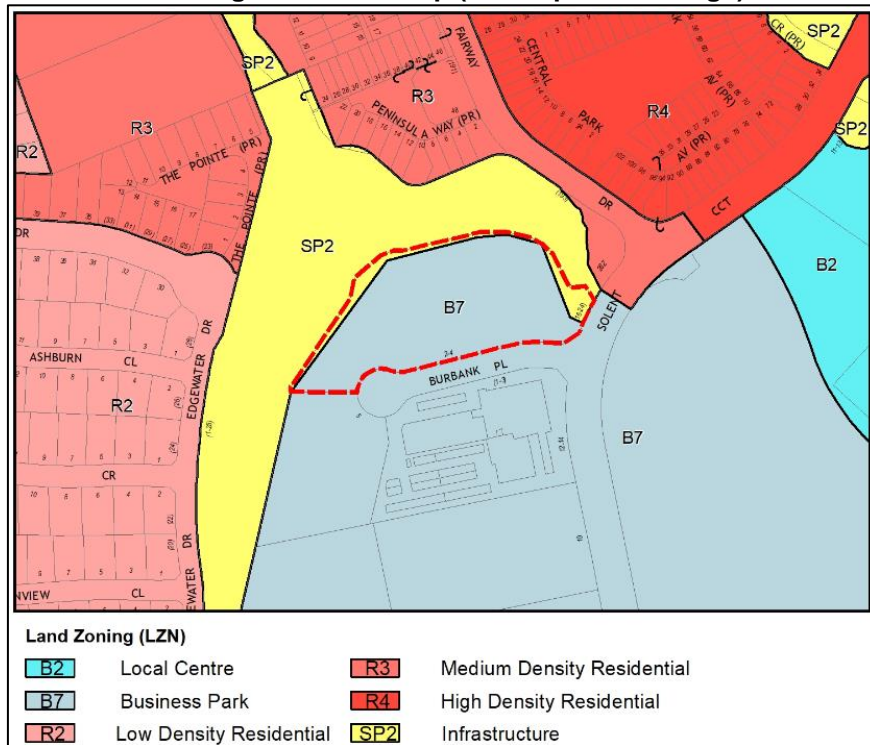
Should a Gateway Determination be issued, the public exhibition process will facilitate the opportunity to consult with relevant state agencies. It is anticipated that consultation with the following public authorities will be required:

- Transport for NSW;
- Roads and Maritime Services;
- NSW Office of Water;
- Sydney Water; and
- Endeavour Energy.

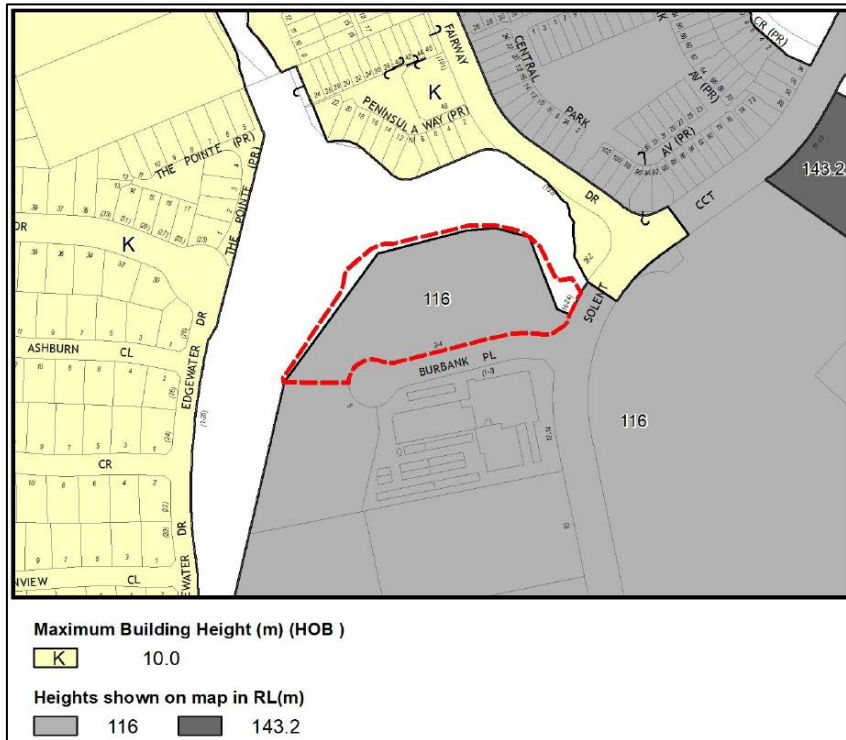
PART 4 MAPPING

The planning proposal seeks to amend the Height of Buildings Map and Floor Space Ratio Map of *The Hills Local Environmental Plan 2019* as they relate to the portion of the land zoned B7 Business Park.

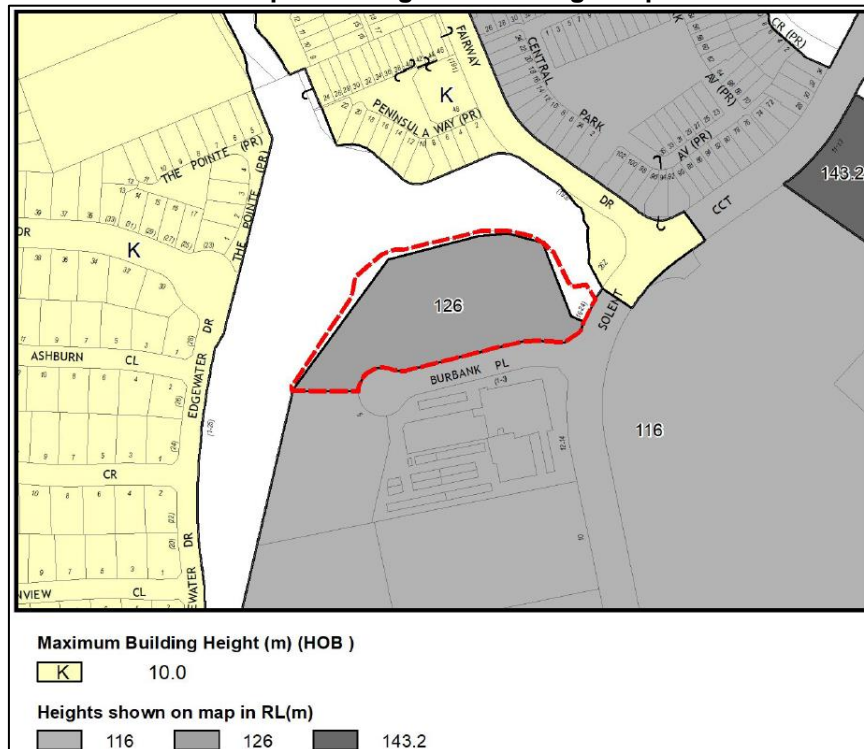
Existing Land Zone Map (No Proposed Change)



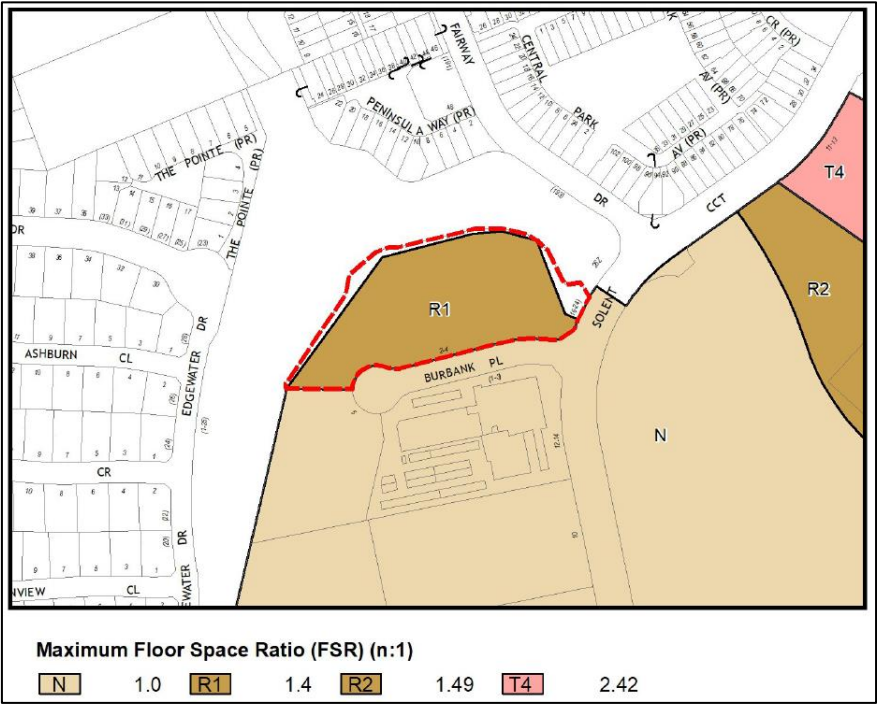
Existing Height of Buildings Map



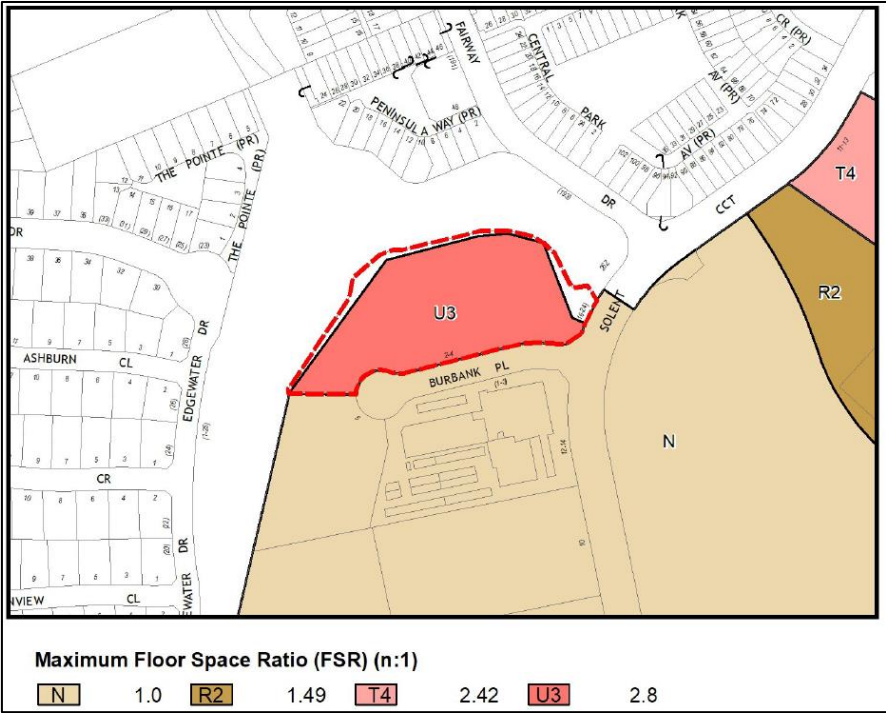
Proposed Height of Buildings Map



Existing Floor Space Ratio Map



Proposed Floor Space Ratio Map



PART 5 COMMUNITY CONSULTATION

The planning proposal will be advertised in local newspapers and on display at Council's administration building and Castle Hill Library. The planning proposal will also be made available on Council's website.

PART 6 PROJECT TIMELINE

STAGE	DATE
Commencement Date (Gateway Determination)	February 2020
Commencement of agency consultation and public exhibition (28 days)	May 2020
Completion of public exhibition period	June 2020
Timeframe for consideration of submissions	July 2020
Timeframe for consideration of proposal post exhibition	August 2020
Report to Council on submissions	September 2020
Planning Proposal to PCO for opinion	October 2020
Date Council will make the plan (if delegated)	November 2020
Date Council will forward to department for notification (if delegated)	November 2020

ATTACHMENT A: ASSESSMENT AGAINST STATE ENVIRONMENTAL PLANNING POLICIES

STATE ENVIRONMENTAL PLANNING POLICY (SEPP)		APPLICABLE TO THSC	RELEVANT? (YES/NO)	(IF RELEVANT) INCONSISTENT/CONSISTENT
No. 1	Development Standards	NO	-	-
No. 19	Bushland in Urban Areas	YES	NO	
No. 21	Caravan Parks	YES	NO	
No. 30	Intensive Agriculture	YES	NO	
No. 33	Hazardous and Offensive Development	YES	NO	
No. 36	Manufactured Home Estates	NO	-	-
No. 44	Koala Habitat Protection	NO	-	-
No. 47	Moore Park Showground	NO	-	-
No. 50	Canal Estate Development	YES	NO	
No. 55	Remediation of Land	YES	NO	
No. 64	Advertising and Signage	YES	NO	
No. 65	Design Quality of Residential Apartment Development	YES	NO	
No. 70	Affordable Housing (Revised Schemes)	YES	NO	
Aboriginal Land (2019)		NO	NO	
Affordable Rental Housing (2009)		YES	NO	
Building Sustainability Index: BASIX (2004)		YES	NO	
Coastal Management (2018)		NO	-	-
Concurrences (2018)		YES	NO	
Educational Establishments and Child Care Facilities (2017)		YES	NO	
Exempt and Complying Development Codes (2008)		YES	NO	
Gosford City Centre (2018)		NO	-	-
Housing for Seniors or People with a Disability (2004)		YES	NO	
Infrastructure (2007)		YES	NO	
Kosciuszko National Park – Alpine Resorts (2007)		NO	-	-
Kurnell Peninsula (1989)		NO	-	-
Mining, Petroleum Production and Extractive Industries (2007)		YES	NO	
Miscellaneous Consent Provisions (2007)		YES	NO	
Penrith Lakes Scheme (1989)		NO	-	-
Primary Production and Rural Development (2019)		YES	NO	-
State and Regional Development (2011)		YES	NO	
State Significant Precincts (2005)		YES	NO	
Sydney Drinking Water Catchment (2011)		NO		
Sydney Region Growth Centres (2006)		YES	NO	
Three Ports (2013)		NO	-	-
Urban Renewal (2010)		NO	-	-
Vegetation in Non-Rural Areas (2017)		YES	NO	
Western Sydney Employment Area (2009)		NO	-	-
Western Sydney Parklands (2009)		NO	-	-
Deemed SEPPs				
SREP No. 8 (Central Coast Plateau Areas)		NO	-	-
SREP No. 9 – Extractive Industry (No. 2 – 1995)		YES	NO	
SREP No. 16 – Walsh Bay		NO	-	-
SREP No. 20 – Hawkesbury – Nepean River (No 2 – 1997)		YES	NO	

STATE ENVIRONMENTAL PLANNING POLICY (SEPP)	APPLICABLE TO THSC	RELEVANT? (YES/NO)	(IF RELEVANT) INCONSISTENT/ CONSISTENT
SREP No. 24 – Homebush Bay Area	NO	-	-
SREP No. 25 – Orchard Hills	NO	-	-
SREP No. 26 – City West	NO	-	-
SREP No. 30 – St Marys	NO	-	-
SREP No. 33 – Cooks Cove	NO	-	-
SREP (Sydney Harbour Catchment) 2005	YES	NO	

ATTACHMENT B: ASSESSMENT AGAINST SECTION 9.1 MINISTERIAL DIRECTIONS

DIRECTION		APPLICABLE	RELEVANT? (YES/NO)	(IF RELEVANT) INCONSISTENT/ CONSISTENT
1. Employment and Resources				
1.1	Business and Industrial Zones	YES	YES	CONSISTENT Refer Part 3 Section B
1.2	Rural Zones	YES	NO	
1.3	Mining, Petroleum Production and Extractive Industries	YES	NO	
1.4	Oyster Aquaculture	YES	NO	
1.5	Rural Lands	NO	-	-
2. Environment and Heritage				
2.1	Environment Protection Zone	YES	NO	
2.2	Coastal Protection	NO	-	-
2.3	Heritage Conservation	YES	NO	
2.4	Recreation Vehicle Area	YES	NO	
2.5	Application of E2 and E3 Zones and Environmental Overlays in Far North Coast LEPs	NO	-	-
3. Housing, Infrastructure and Urban Development				
3.1	Residential Zones	YES	NO	
3.2	Caravan Parks and Manufactured Home Estates	YES	NO	
3.3	Home Occupations	YES	NO	
3.4	Integrating Land Use and Transport	YES	YES	CONSISTENT Refer Part 3 Section B
3.5	Development Near Licensed Aerodomes	YES	NO	
3.6	Shooting Ranges	YES	NO	
3.7	Reduction in non-hosted short term rental accommodation period	NO	-	-
4. Hazard and Risk				
4.1	Acid Sulfate Soils	YES	NO	
4.2	Mine Subsidence and Unstable Land	YES	NO	
4.3	Flood Prone Land	YES	YES	CONSISTENT Refer Part 3 Section B
4.4	Planning for Bushfire Protection	YES	NO	
5. Regional Planning				
5.1	Implementation of Regional Strategies	NO	-	-
5.2	Sydney Drinking Water Catchment	NO	-	-
5.3	Farmland of State and Regional Significance on the NSW Far North Coast	NO	-	-
5.4	Commercial and Retail Development along the Pacific Highway, North Coast	NO	-	-
5.9	North West Rail Link Corridor Strategy	YES	YES	YES

DIRECTION		APPLICABLE	RELEVANT? (YES/NO)	(IF RELEVANT) INCONSISTENT/ CONSISTENT
				Refer Part 3 Section B
5.10	Implementation of Regional Plans	YES	NO	
5.11	Development of Aboriginal Land Council Land	NO	-	-
6. Local Plan Making				
6.1	Approval and Referral Requirements	YES	NO	
6.2	Reserving Land for Public Purposes	YES	NO	
6.3	Site Specific Provisions	YES	NO	
7. Metropolitan Planning				
7.1	Implementation of the Metropolitan Plan for Sydney 2036	YES	NO (Refer to comments on Greater Sydney Region Plan)	
7.2	Implementation of Greater Macarthur Land Release Investigation	NO	-	-
7.3	Parramatta Road Corridor Urban Transformation Strategy	NO	-	-
7.4	Implementation of North West Priority Growth Area Land Use and Infrastructure Implementation Plan	YES	NO	
7.5	Implementation of Greater Parramatta Priority Growth Area Interim Land Use and Infrastructure Implementation Plan	NO	-	-
7.6	Implementation of Wilton Priority Growth Area Interim Land Use and Infrastructure Implementation Plan	NO	-	-
7.7	Implementation of Glenfield to Macarthur Urban Renewal Corridor	NO	-	-
7.8	Implementation of Western Sydney Aerotropolis Interim Land Use and Infrastructure Implementation Plan	NO	-	-
7.9	Implementation of Bayside West Precincts 2036 Plan	NO	-	-
7.10	Implementation of Planning Principles for the Cooks Cove Precinct	NO	-	-