

PLANNING PROPOSAL

LOCAL GOVERNMENT AREA: The Hills Shire Council

NAME OF PLANNING PROPOSAL: Draft The Hills Local Environmental Plan 2019 (Amendment No (#)) – Proposed amendments to increase the maximum building height from RL 116m to RL 129.2m and increase the maximum floor space ratio from 1:1 to 2.65:1 for land at 14-16 Brookhollow Avenue, Norwest.

STATUS: Public Exhibition

ADDRESS OF LAND: 14-16 Brookhollow Avenue, Norwest (Lot 3 DP 1010849)

SUMMARY OF EMPLOYMENT YIELD:

	EXISTING	PROPOSED	ADDITIONAL
JOBS	50	875	+825

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 (27 July 2021)
Attachment D	Further Council Report and Minute (14 June 2022)
Attachment E	Local Planning Panel Report and Minute (19 May 2021)
Attachment F	Gateway Determination (22 December 2021)
Attachment G	Draft Voluntary Planning Agreement
Attachment H	Draft The Hills DCP Part D Section X
Attachment I	Public Authority Submission – Transport for NSW
Attachment J	Revised Planning Proposal Report
Attachment K	Revised Urban Design Report
Attachment L	Revised Traffic Impact Assessment
Attachment M	Flood Statement

BACKGROUND:

At its Ordinary Meeting of 27 July 2021, Council considered a planning proposal applicable to land at 14-16 Brookhollow Avenue, Norwest and resolved that:

- 1. The planning proposal for land at 14-16 Brookhollow Avenue, Norwest (Lot 3 DP 1010849), seeking to increase the maximum height of building from RL 116 metres to RL 129.2 metres and increase the floor space ratio from 1:1 to 2.65:1, be forwarded to the Department of Planning, Industry and Environment for Gateway Determination.*
- 2. Prior to the proposal being forwarded to the Department for Gateway Determination, the Proponent be required to submit an updated Planning Proposal Report, Traffic Impact Assessment Report, Flood Study Report, Urban Design Report (including cross sections, elevations and floor plans) and Overshadowing Analysis, which seek to resolve the remaining site specific issues identified in this report.*
- 3. Draft Hills Development Control Plan 2012 Part D Section X – 14-16 Brookhollow Avenue, Norwest (Attachment 3) be publicly exhibited concurrent with the planning proposal.*
- 4. Council accept, in principle, the draft Voluntary Planning Agreement (Attachment 4), with the VPA to be subject to legal review (at the cost of Proponent), updated in accordance with the recommendations of the legal review and subsequently placed on public exhibition concurrent with the planning proposal and draft Development Control Plan.*

A copy of the Council Report and Minute is provided as Attachment C of this report.

In satisfaction of Council's resolution (in particular, Point 2), the Proponent submitted a revised planning proposal package in November 2021 which sought to resolve a number of remaining site specific matters identified in the Council officer report to Council. Further discussion on this matter is provided in Part 3 Section C of this report.

A Gateway Determination was issued by DPE on 22 December 2021 which authorised the planning proposal to proceed, subject to being updated prior to public exhibition to include:

- 1) An updated Traffic and Transport Assessment including recommendations for a maximum parking rate based on similar centres and transport infrastructure accessibility, TfNSW to be consulted on the maximum car parking rates and the outcomes reflected in the updated planning proposal.*
- 2) Amend Part 2 – Explanation of provisions to include a maximum car parking rate, following the completion of condition 1(a), as a local provision within the LEP to apply to commercial development on the site.*
- 3) Consider whether an updated floor space ratio is appropriate for the site given the outcomes of the car parking review and amend Part 2 – Explanation of provisions accordingly.*
- 4) Amend Part 2 – Explanation of provisions to include a clause that requires concurrence of the Planning Secretary to consider the potential effects of the development on existing and proposal future infrastructure in the area.*
- 5) Amend the design concept supporting the planning proposal to demonstrate compliance with the draft development control plan.*

Delegation for making the LEP has been issued to Council under the Gateway Determination.

In accordance with these conditions, the Proponent submitted an updated Traffic and Transport Assessment and Revised Urban Design Report in March 2022.

Council referred the planning proposal and revised Traffic Impact Assessment to TfNSW for comment on 25 March 2022. TfNSW provided a submission on 28 April 2022, recommending a minimum parking rate of 1 space per 100m² and a maximum parking rate of 1 space per 75m² of GFA. TfNSW recommended the parking rate be included as a local provision within Council's LEP (historically, Council's car parking rates have typically been expressed as controls within a Development Control Plan). The submission received from TfNSW is provided as Attachment I.

At its Ordinary Meeting on the 14 June 2022, Council considered a report on the revised car parking rates as recommended by TfNSW and resolved that:

- 1) The planning proposal applicable to land at 14-16 Brookhollow Avenue, Norwest (Lot 3 DP 1010849), be updated to include an LEP provision prescribing a minimum car parking rate of 1 space per 100m² of commercial gross floor area and a maximum car parking rate of 1 space per 75m² of commercial gross floor area for the site, as required by Transport for NSW.*
- 2) The draft site specific DCP be updated to reflect the revised car parking rate required by Transport for NSW (minimum of 1 space per 100m² of commercial gross floor area and maximum of 1 space per 75m² of commercial gross floor area).*
- 3) The Proponent be requested to submit updated planning proposal material which reflects the revised parking rate and an updated Transport Impact Assessment report that addresses the technical matters raised in Transport for NSW's submission.*
- 4) The revised planning proposal be forwarded to the Department of Planning and Environment for their review and approval prior to public exhibition, in accordance with the conditions of the Gateway Determination.*
- 5) Pending receipt of the Department's approval, the amended planning proposal and draft Development Control Plan proceed to public exhibition.*

A revised Planning Proposal Report and Transport Impact Assessment reflecting the revised parking rate was provided by the applicant in June 2022. The planning proposal was submitted for DPE's endorsement in June 2022, prior to commencing public exhibition.

THE SITE:

The subject site is located at 14-16 Brookhollow Avenue, Norwest (Lot 3 DP1010849). The site is known as 14-16 Brookhollow Avenue, Norwest (Lot 3 DP 1010849). It is located within the Norwest Strategic Centre and is approximately 600 metres walking distance from the Norwest Metro Station as shown in Figure 1. It has an area of 6,620m² and currently contains a 3 storey commercial building constructed in 1999.



Figure 1: Aerial view of the site and surrounding locality

The site is surrounded by low-rise commercial development on 3 frontages. The rear boundary adjoins Fairmont Avenue Reserve (zoned RE1 Public Recreation) and detached low density residential dwellings (zoned R3 Medium Density Residential).

PART 1 OBJECTIVES OR INTENDED OUTCOME

The planning proposal seeks to facilitate redevelopment of the site to accommodate a commercial development comprising 17,539m² of commercial gross floor area (GFA) and 292 car parking spaces within 1 lower ground floor and 3 levels of basement parking. The design concept proposes a built form ranging between 6 storeys to 10 storeys (including a 1 storey podium), with 45% of the site to be retained for landscaping.

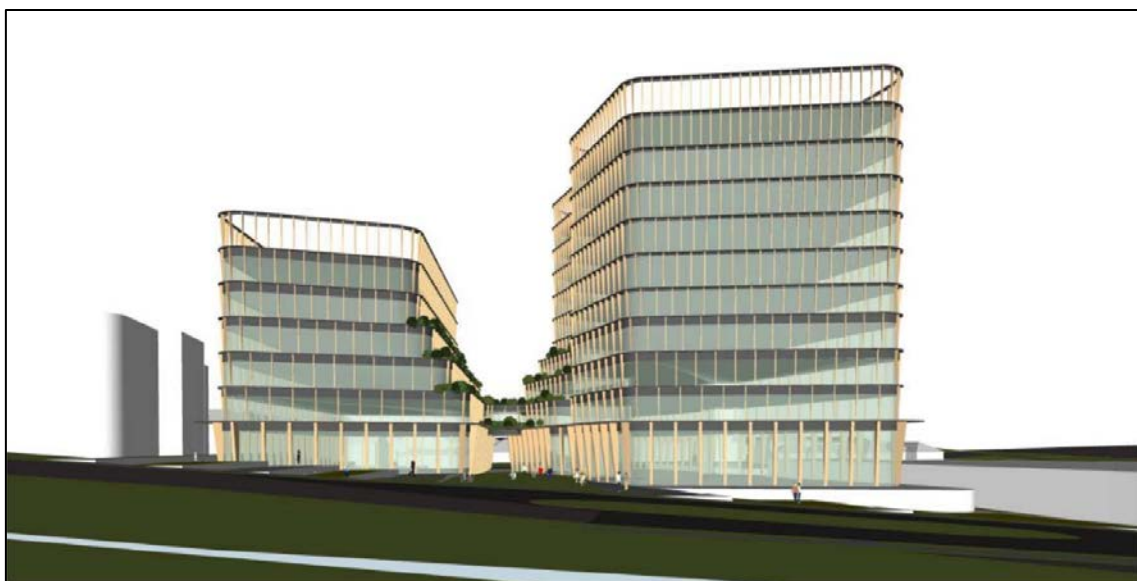


Figure 2: Proposed development outcome as viewed from Brookhollow Avenue

PART 2 EXPLANATION OF THE PROVISIONS

The proposed outcome will be achieved by amending The Hills Local Environmental Plan 2019 as follows:

1. Increase the maximum floor space ratio from 1:1 to 2.65:1; and
2. Increase the maximum building height from RL116 to RL129.2 metres (approx. 10 storeys).

The Gateway Determination requires a provision to be included that requires the concurrence with the Planning Secretary to consider the potential effects of the development on existing and proposal future infrastructure in the area. The Gateway also requires a maximum car parking rate to be included as a relevant provision within the LEP, following completion of consultation with TfNSW.

The following clause is intended to be inserted in The Hills LEP Part 7 Additional Local Provisions as follows:

XX Development at 14-16 Brookhollow Avenue, Norwest

- 1) *This clause applies to the Lot 3 DP 1010849, 14-16 Brookhollow Avenue, Norwest.*
- 2) *Development consent must not be granted to development on land to which this clause applies unless –*
 - a. *the consent authority has obtained the concurrence of the Planning Secretary, and*
 - b. *The following number of car parking spaces will be provided for commercial premises -*
 - i. *No more than 1 space for every 75m² of gross floor area,*
 - ii. *No less than 1 space for every 100m² of gross floor area.*
- 3) *In deciding whether to grant concurrence the Planning Secretary must consider the potential effects of the development on existing and proposed future infrastructure in the locality.*
- 4) *The Planning Secretary must notify the consent authority of the Planning Secretary's decision within 21 days of receiving the request for concurrence.*

*Note: This clause is draft only and will be subject to legal review.

The planning proposal is also accompanied by a site specific development control plan (DCP) to guide built form outcomes on the site. Draft controls relate to setbacks, landscaping, built form design, parking and vehicular access, public domain, pedestrian amenity, solar access and overshadowing.

The Gateway Determination requires consideration of whether amendments to the floor space ratio control are necessary following the adoption of a revised car parking rate. The car parking rate, as amended from Council's original support for the proposal in July 2021, would result in the provision of between 58-117 fewer parking spaces within the proposed development.

The planning proposal concept comprises two basement levels of parking and as such, any reduction in the provision of parking spaces can be comfortably accommodated within future re-design of these basement levels. The nature of such revisions would not have any impact on the aboveground provision of commercial floor space or the resultant building height. The Proponent's revised planning proposal report also confirms this. As such, no amendments to the proposed floor space ratio control are considered necessary.

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. It has been initiated by the Proponent, acting on the behalf the land owner.

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 proposed floor space ratio and building height will regulate an appropriate built form outcome and facilitate an increase in commercial floor space and employment opportunities. The site's close proximity to Norwest Metro Station will encourage transit oriented development and reinforce Norwest's role as a strategic centre.

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 and Central City District Plan

The Greater Sydney Region Plan and Central City District Plan seek to attract investment and business activity in key strategic centres and ensure infrastructure provision aligns with forecast growth through various objectives and priorities. Those relevant to this planning proposal are as follows:

- Objective 2 – Infrastructure supports the three cities;
- Objective 14 – Integrated land use and transport creates walkable and 30-minute cities;
- Objective 22 – Investment and business activity in centres;
- Priority C1 – Planning for a city supported by infrastructure;
- Priority C9 – Delivering integrated land use and transport planning and a 30-minute city; and
- Priority C10 – Growing investment, business and job opportunities in strategic centres.

The planning proposal seeks to facilitate additional commercial floor space and increased commercial employment opportunities within the Norwest Strategic Centre and approximately 600 metres walking distance from Norwest Metro Station. The retention and growth of existing and new commercial office precincts is essential to grow employment opportunities and in turn, Sydney's global competitiveness. The planning proposal will assist in realising the potential for Norwest to become one of nine specialised commercial office precincts within Greater Sydney through its contribution of 825 additional jobs.

A draft Voluntary Planning Agreement has been submitted by the Proponent which includes a monetary contribution to Council valued at 3% of the cost of future development (equating to a monetary contribution of approximately \$2.5 million). In the absence of a completed Norwest precinct plan which would determine the local infrastructure required to support anticipated redevelopment within the precinct, the offered monetary contribution will seek to align infrastructure with forecast growth. It is considered to be a fair and reasonable contribution offer and is commensurate with the proposal's impact on the cumulative local infrastructure needs of the Precinct.

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 Local Strategic Planning Statement

The Hills Local Strategic Planning Statement (LSPS) outlines the Shire's 20 year vision regarding land use, planning, population, housing, economic growth and environmental management. The planning proposal will give effect to the following relevant planning priorities of the LSPS:

- Planning Priority 1 – Plan for sufficient jobs targeted to suit the skills of the workforce;
- Planning Priority 2 – Build strategic centres to realise their potential; and
- Planning Priority 12 – Influence travel behaviour to promote sustainable choices.

The planning proposal is consistent with the LSPS as it would substantially increase the commercial floor space potential permitted on the site and will contribute towards the anticipated additional 16,600 to 20,600 jobs identified for the Norwest Strategic Centre by 2036. The increase in commercial office space aligns with the highly skilled professional workforce within The Hills and is consistent with the identified need to match jobs growth with the skills of the Shire's workforce. Further it seeks to facilitate viable re-development for a

wholly commercial development outcome reflective of the anticipated use identified in the LSPS's structure plan of Norwest.

The site's strategic location within 600 metres walking distance of Norwest Metro Station will facilitate a transit oriented development that prioritises active and public transport use, will reduce car dependency and minimise traffic generation on the local and regional road network.

Although the planning proposal precedes the completion of detailed precinct planning and infrastructure analysis of Norwest as identified in the LSPS, the proposed development is consistent with what has been envisaged for the site and the proposed monetary contribution toward local infrastructure is considered commensurate with the proposal's impact on the cumulative local infrastructure needs of the Proposal.

- 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 proposed floor space ratio and building height provisions will contribute to the realisation of Norwest as a strategic centre and key office precinct whilst regulate an appropriate built form outcome on the site. Further, compliance with the associated site specific DCP will ensure interface issues with adjoining low-rise residential properties are overcome.

- The Hills Corridor Strategy

The proposed delivery of a commercial FSR of 2.65:1 exceeds the specified minimum FSR of 2:1 anticipated for the site under Council's Hills Corridor Strategy. Such an increased density is considered reasonable as the proposal appropriately addresses relevant strategic and site specific factors. The Proponent's urban design report demonstrates compliance with the draft development controls to achieve an optimal built form and urban design outcome. Additionally, the proposed height limit of 10 storeys aligns with the outcomes foreshadowed within Council's corridor strategy.

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 7.1 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 proposal is consistent with Direction in that it seeks to facilitate additional commercial floor space within an existing business zone in close proximity to the Norwest Metro Station, which would support the viability of the Norwest Business Park as a key office precinct into the future.

- Direction 5.1 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, and facilitate an additional 825 jobs within 600 metres walking distance from the Norwest Metro Station. It is anticipated that the proposed development will generate public transport patronage and as such, a reduced parking rate of 1 space per 60m² from Council's existing parking rate, is proposed for the site. Additionally, the associated draft VPA includes a monetary contribution towards the delivery of a cycleway along Brookhollow Avenue, which will encourage active transport use and reduce car dependency.

▪ Direction 4.1 Flooding

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 floodwaters 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.

Whilst the subject site is identified as a flood control lot, it is located away from the low-lying gully of Strangers Creek that conveys flows from the upstream catchment. The Proponent's Flood Study Report notes a localised upstream catchment could potentially generate flows through the swale at the rear of the site. Notwithstanding this, it is unlikely that the proposed development outcome would adversely impact the local flood characteristics. The Flood Study ultimately concludes that the proposal is consistent with Council's DCP requirements and Ministerial Direction 4.1. It is therefore anticipated that the site can continue to meet Council's stormwater design requirements as part of future redevelopment of the site. As a part of the Gateway Determination, the Environment, Energy and Science Group will be consulted during the public exhibition process.

▪ Direction 1.16 North West Rail Link Corridor Strategy

This Direction aims to promote transit-oriented development and manage growth around Sydney Metro Northwest stations. The planning proposal is consistent with the principles of this Direction as it would facilitate an appropriate commercial FSR that is within the 2:1-4:1 FSR range envisaged for site and encourage a transit-oriented development that will contribute to job growth within the Norwest Strategic Centre.

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?*

The proposal is not considered likely to have any environmental impacts aside from potential stormwater flooding impacts which can be addressed at the development application stage as detailed in question 6 above. Consultation will be undertaken with the Environment, Energy and Science Group during the public exhibition process, as required by the Gateway Determination.

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

The proposal will facilitate a positive economic impact through contributing to an additional 825 jobs to the local economy of Norwest whilst increasing Greater Sydney's global economic competitiveness. Additionally, the site strategically co-locates employment opportunities proximate to local residents and the Norwest Metro Station, which provides access to the Greater Sydney metro / rail network.

Council resolved to exhibit an associated draft site-specific Development Control Plan that details design controls that seek to optimise public amenity and maximise visual privacy with adjoining residential dwellings. The November 2021 development concept did not align with the draft DCP in relation to setbacks and

through site pedestrian links. In accordance with Gateway Conditions, the Proponent submitted a revised development concept in March 2022 that demonstrates compliance with the associated draft DCP with respect to front and rear setback requirements.

The current development concept still comprises stairs toward the rear of the site and no ramps have been provided. As part of a future development application, further refinements could occur to achieve greater compliance with the draft DCP as it relates to the provision of a universally accessible through site link.

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 600 metres walking distance from Norwest Metro Station. It is likely that the proposed uplift sought will generate additional public transport patronage and it is considered that there is adequate capacity for the Metro to accommodate this.

The Proponent's supporting Transport Infrastructure Assessment (TIA) anticipates the proposed development will generate less than one vehicle trip per minute during peak hours and recognises a future modal shift from private vehicle use to increased public transport patronage. Notwithstanding this, it ultimately concludes that the current traffic conditions are not representative of future conditions to provide meaningful results to inform the TIA.

It is noted that precinct-wide traffic modelling of Norwest Station Precinct (and Showground and Norwest Station Precincts) has commenced which will analyse the impacts of cumulative growth anticipated for the Norwest Precinct and identify any traffic infrastructure upgrades or improvements required to support future uplift on the site and beyond. Transport for NSW were publicly consulted prior to the public exhibition period, as required by the Gateway Determination.

In their submission, TfNSW advised that the further revised parking rate is consistent with recent analysis of travel behaviour and parking demand around transit centres, will help reduce the demand for car parking and will mitigate traffic impacts on the surrounding road network.

As the planning proposal precedes detailed precinct planning and infrastructure analysis of Norwest, Council has negotiated a draft Voluntary Planning Agreement to secure a fair and reasonable contribution towards future traffic and public domain upgrades required to support the proposed uplift and broader growth within the Norwest Precinct. Specifically, monetary contributions will be directed toward embellishment works to the adjoining Fairmont Avenue Reserve and cycleway upgrades along Brookhollow Avenue, as well as infrastructure and public domain works throughout Norwest Precinct (such as traffic infrastructure).

The revised parking rate and the draft VPA are considered to result in a sustainable impact and contribution towards public infrastructure improvements.

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?

As required by the Gateway Determination, Transport for NSW were consulted prior to the public exhibition period. Their views are discussed in previous sections throughout this document, and were the subject of a further report to Council on 14 June 2022 (provided as Attachment D). The matters raised in the submission have been addressed, including revisions to the proposal to adopt a maximum car parking rate and subsequent updates to trip generation analysis.

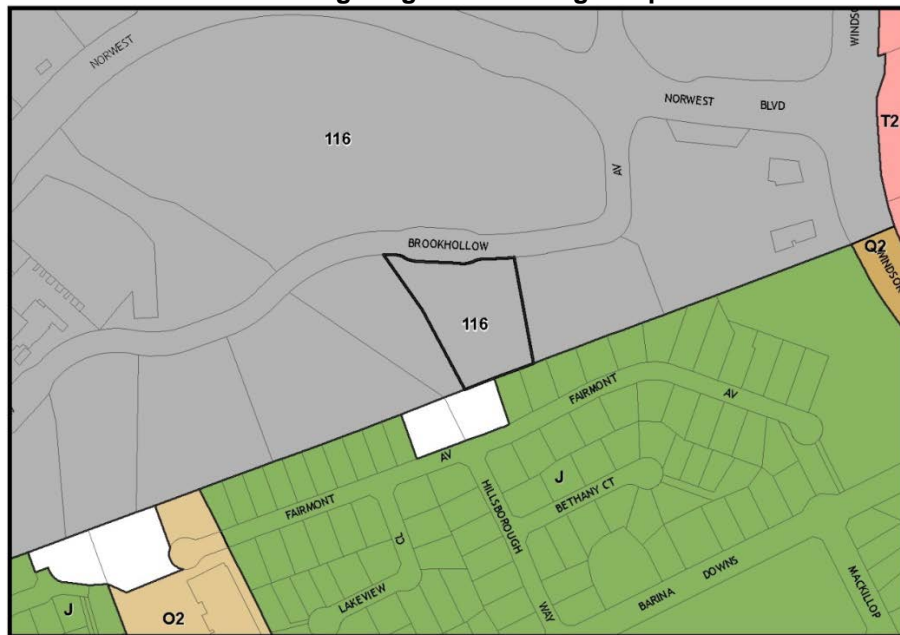
As part of the Gateway Determination, Council will consult with the following agencies as part of the public exhibition period:

- Sydney Water;
- Environment, Energy and Science Group; 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*.

Existing Height of Buildings Map



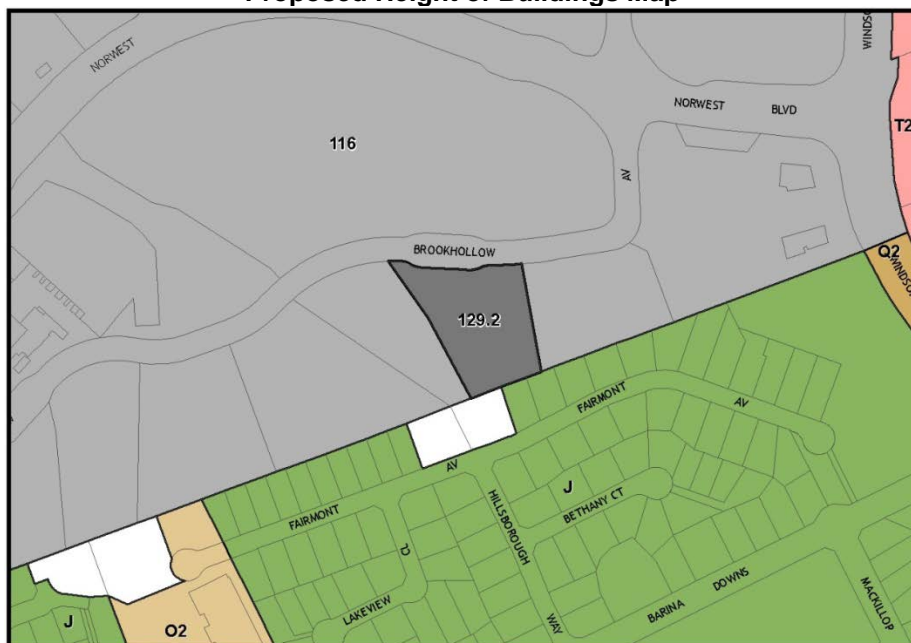
Height of Buildings (m) (HOB)

J 9.0 O2 16.0 Q2 20.0 T2 27.0

Heights Shown on Map in RL (m)

116

Proposed Height of Buildings Map



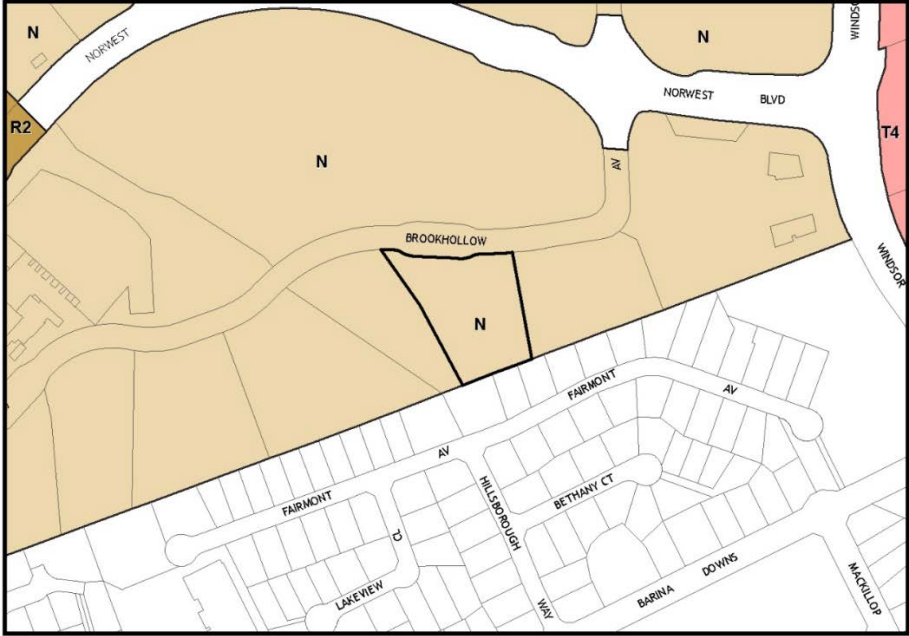
Height of Buildings (m) (HOB)

J 9.0 O2 16.0 Q2 20.0 T2 27.0

Heights Shown on Map in RL (m)

116 129.2

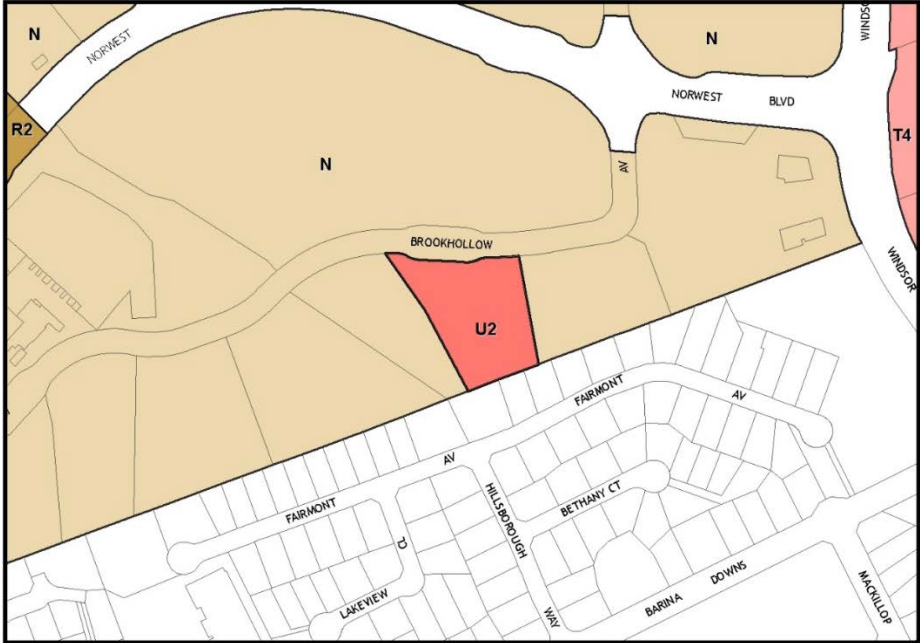
Existing Floor Space Ratio Map



Maximum Floor Space Ratio (FSR) (n:1)

Zone	FSR (n:1)
N	1.0
R2	1.49
T4	2.3

Proposed Floor Space Ratio Map



Maximum Floor Space Ratio (FSR) (n:1)

Zone	FSR (n:1)
N	1.0
R2	1.49
T4	2.3
U2	2.65

PART 5 COMMUNITY CONSULTATION

The planning proposal will be advertised on Council's website and social media platforms. Adjoining landowners will be directly notified of the public exhibition period and will be invited to comment on the proposal.

PART 6 PROJECT TIMELINE

STAGE	DATE
Commencement Date (Gateway Determination)	January 2022
Further Council Determination	June 2022
Department Endorsement	July 2022
Government Agency Consultation	July 2022
Commencement of Public Exhibition Period (28 days)	July 2022
Completion of Public Exhibition Period	August 2022
Timeframe for Consideration of Submission & Proposal Post Exhibition	September 2022
Report to Council on Submissions	October 2022
Execution of Associated Voluntary Planning Agreement	November 2022
Date Council will Forward to Department for Notification	December 2022

ATTACHMENT A: LIST OF STATE ENVIRONMENTAL PLANNING POLICIES

STATE ENVIRONMENTAL PLANNING POLICY (SEPP)	APPLICABLE TO THSC	RELEVANT? (YES/NO)	(IF RELEVANT) INCONSISTENT/ CONSISTENT
Biodiversity and Conservation (2021)	YES	NO	-
Building Sustainability Index: BASIX (2004)	YES	NO	-
Exempt and Complying Development Codes (2008)	YES	NO	-
Housing (2021)	YES	NO	-
Industry and Employment (2021)	YES	NO	-
No. 65 – Design Quality and Residential Apartment Development	YES	NO	-
Planning Systems (2021)	YES	NO	-
Precincts – Central River City (2021)	YES	NO	-
Precincts – Eastern Harbour City (2021)	NO	-	-
Precincts – Regional (2021)	NO	-	-
Precincts – Western Parkland City (2021)	NO	-	-
Primary Production (2021)	YES	NO	-
Resilience and Hazards (2021)	YES	NO	-
Resources and Energy (2021)	YES	NO	-
Transport and Infrastructure (2021)	YES	NO	-

ATTACHMENT B: ASSESSMENT AGAINST SECTION 9.1 MINISTERIAL DIRECTIONS

DIRECTION		APPLICABLE	RELEVANT? (YES/NO)	(IF RELEVANT) INCONSISTENT/ CONSISTENT
1. Planning Systems				
1.1	Implementation of Regional Plans	YES	NO	-
1.2	Development of Aboriginal Land Council land	NO	-	-
1.3	Approval and Referral Requirements	YES	NO	-
1.4	Site Specific Provisions	YES	NO	-
1. Planning Systems – Place-based				
1.5	Parramatta Road Corridor Urban Transformation Strategy	NO	-	-
1.6	Implementation of North West Priority Growth Area Land Use and Infrastructure Implementation Plan	YES	NO	-
1.7	Implementation of Greater Parramatta Priority Growth Area Interim Land Use and Infrastructure Implementation Plan	NO	-	-
1.8	Implementation of Wilton Priority Growth Area Interim Land Use and Infrastructure Implementation Plan	NO	-	-
1.9	Implementation of Glenfield to Macarthur Urban Renewal Corridor	NO	-	-
1.10	Implementation of the Western Sydney Aerotropolis Plan	NO	-	-
1.11	Implementation of Bayside West Precincts 2036 Plan	NO	-	-
1.12	Implementation of Planning Principles for the Cooks Cove Precinct	NO	-	-
1.13	Implementation of St Leonards and Crow Nest 2036 Plan	NO	-	-
1.14	Implementation of Greater Macarthur 2040	NO	-	-
1.15	Implementation of Pyrmont Peninsula Place Strategy	NO	-	-
1.16	North West Rail Link Corridor Strategy	YES	YES	CONSISTENT
1.17	Implementation of the Bays West Place Strategy	NO	-	-
2. Design and Place				
3. Biodiversity and Conservation				
3.1	Conservation Zones	YES	NO	-
3.2	Heritage Conservation	YES	NO	-
3.3	Sydney Drinking Water Catchments	NO	-	-
3.4	Application of C2 and C3 Zones and Environmental Overlays in Far North Coast LEPs 26	NO	-	-
3.5	Recreation Vehicle Areas	YES	NO	-
4. Resilience and Hazards				

DIRECTION		APPLICABLE	RELEVANT? (YES/NO)	(IF RELEVANT) INCONSISTENT/ CONSISTENT
4.1	Flooding	YES	YES	CONSISTENT
4.2	Coastal Management	NO	-	-
4.3	Planning for Bushfire Protection	YES	NO	-
4.4	Remediation of Contaminated Land	YES	NO	-
4.5	Acid Sulfate Soils	YES	NO	-
4.6	Mine Subsidence and Unstable Land	YES	NO	-
5. Transport and Infrastructure				
5.1	Integrating Land Use and Transport	YES	YES	CONSISTENT
5.2	Reserving Land for Public Purposes	YES	NO	-
5.3	Development Near Regulated Airports and Defence Airfields	YES	NO	-
5.4	Shooting Ranges	NO	-	-
6. Housing				
6.1	Residential Zones	YES	NO	-
6.2	Caravan Parks and Manufactured Home Estates	YES	NO	-
7. Industry and Employment				
7.1	Business and Industrial Zones	YES	YES	CONSISTENT
7.2	Reduction in non-hosted short-term rental accommodation period	NO	-	-
7.3	Commercial and Retail Development along the Pacific Highway, North Coast	NO	-	-
8. Resources and Energy				
8.1	Mining, Petroleum Production and Extractive Industries	YES	NO	-
9. Primary Production				
9.1	Rural Zones	YES	NO	-
9.2	Rural Lands	NO	-	-
9.3	Oyster Aquaculture	YES	NO	-
9.4	Farmland of State and Regional Significance on the NSW Far North Coast	NO	-	-