

PLANNING PROPOSAL

LOCAL GOVERNMENT AREA: The Hills Shire Council

NAME OF PLANNING PROPOSAL: Proposed *Draft The Hills LEP 2012* (Amendment No. (##)) - rezoning of Lot 2 DP 817696, No.64 Mackillop Drive, Baulkham Hills.

ADDRESS OF LAND: Lot 2 DP 817696, No.64 Mackillop Drive, Baulkham Hills

MAPS:

Attachment A: Locality Map (existing zoning)
Attachment B: Proposed Zoning Map
Attachment C: Proposed Height of Buildings Map

SUPPORTING MATERIAL

Attachment D: Aerial Photograph of Subject Site
Attachment E: Council Report and Minute – 28 February 2012
Attachment F: Proposed amendment to Baulkham Hills DCP Part C Section 3 Residential
Attachment G: Heritage Impact Assessment, Tropman and Tropman Architects, November 2010
Attachment H: Flora and Fauna Survey and Assessment, Ambrose Ecological Services Pty Ltd, March 2011
Attachment I: Traffic Impact Assessment, Traffix, March 2011

1. OBJECTIVE OF PROPOSED LOCAL ENVIRONMENTAL PLAN (LEP):

The objective of the proposed LEP is to rezone part of Lot 2 DP 817696, No.64 Mackillop Drive, Baulkham Hills (Attachment A) from the proposed R2 Low Density Residential Zone under *Draft The Hills LEP 2010* to part R4 High Density Residential, part R3 Medium Density Residential. A Proposed Zoning Map is Attachment B to this Report.

2. PROVISIONS TO BE INCLUDED IN PROPOSED LEP:

The proposed LEP seeks to introduce a maximum building height of 16m over the portion of the site proposed to be zoned R4 High Density Residential (Attachment C).

3. JUSTIFICATION FOR THE PLANNING PROPOSAL:

A. Need for the planning proposal

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

On 22 March 2011 a site specific DCP application was lodged to amend Baulkham Hills DCP and introduce site specific development controls at No.64 Mackillop Drive, Baulkham Hills (Attachment D). The planning proposal is a result of a report to Council (Attachment E) following consideration of the site specific DCP application (Attachment E and F). The site is currently used for a seminary and conference centre and it is proposed that these uses will be retained with the balance of the site being developed for a range of development types including apartment buildings, small lot housing and single dwellings. Infill development will create housing within the vicinity of public transport routes and employment thus making it an ideal location for development.

Though the proposal is permissible under the existing *Baulkham Hills LEP 2005* Special Uses 5(a) (Place of Worship) zoning, the high and medium density aspects would be prohibited under *Draft The Hills LEP 2010* (Draft LEP 2010) which proposes

to zone the site R2 Low Density Residential. An analysis of the area has shown that the proposed zoning under Draft LEP 2010 for land to the north of the site along Barina Downs Road is R3 Medium Density Residential and R4 High Density Residential. The continuation of this zoning pattern into the site is considered appropriate as it will facilitate a unified streetscape along Barina Downs Drive. The ridgeline will also provide a natural point of transition to low density residential as provided by the existing adopted *Draft The Hills LEP 2010*.

To enable the proposed development to remain permissible under *Draft The Hills LEP 2010*, a planning proposal is required that applies the R3 Medium Density Residential and R4 High Density Residential zones to those parts of the site where small lot integrated housing and apartment buildings are proposed. The proposed location of the R3 Medium Density Residential and R4 High Density Residential zones is shown in Attachment B.

The application was supported by a concept plan which proposes residential development including apartment buildings, small lot integrated housing and detached dwellings. If the site is rezoned the total yield would be 195 dwellings consisting of a combination of low, medium and high density development. As part of the preparation of this application a number of studies were undertaken to establish the suitability of the site for future residential development. These studies include a heritage impact assessment, flora and fauna survey and assessment and a traffic assessment.

- Heritage Impact Assessment

The subject property contains an item of local heritage significance as listed within Schedule 5 of *Draft The Hills LEP 2010*. The heritage item is an interwar Californian bungalow circa 1928 and is referred to as St Joseph's Novitiate. A heritage impact assessment was prepared by Tropman and Tropman Architects (Attachment G) to assess the impact of future development on the heritage significance of the building and its surrounds. The assessment is outlined in greater detail within section 3(B)(4) of this proposal.

- Flora and Fauna Survey and Assessment

Although most of the site has been cleared there are small areas of remnant vegetation located on the western edge of the property. Due to the presence of this remnant vegetation, a flora and fauna survey and assessment was prepared by Ambrose Ecological Services Pty Ltd (Attachment H). The assessment identified that these areas are a transition zone between Sydney Ironbark Forest and Cumberland Plain Woodland. Both of these are listed as Critically Endangered Ecological Communities under the *Environmental Protection and Biodiversity Conservation Act 1999* and the *Threatened Species Conservation Act 1995*.

In light of the presence of the critically endangered communities, the concept plan proposes development outside of the main habitat areas so as to ensure that the habitat values of the site are retained. Additional detail regarding the flora and fauna survey and assessment is provided within section 3(C)(1) of this proposal.

- Traffic Impact Assessment

A traffic assessment was prepared by Traffix (Attachment I) to investigate the potential traffic implications arising from the development proposed on the site. The assessment focussed specifically on the existing and future intersection performance of the local road network. The key outcomes of the traffic assessment are detailed within section 3(D)(1) of this proposal.

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

The planning proposal is the most effective method to ensure that the existing development potential of No.64 Mackillop Drive, Baulkham Hills is retained when *Draft The Hills LEP 2010* comes into force.

The subject site is zoned Special Uses 5(a) (Place of Worship). A range of housing options from single dwellings through to apartment buildings are permissible as the zone allows for land uses which are permitted in the adjoining zones being Residential 2(a) and Residential 2(b). The zoning of the subject site under *Draft The Hills LEP 2010* is R2 Low Density Residential. This zone was considered appropriate at the time of drafting the *Draft The Hills LEP 2010* given the requirements to align special uses zones with adjoining residential zones. It aligns with the zone for land to the south and east of the site. In terms of residential accommodation this zone only permits single dwellings and dual occupancies. Therefore the range of land uses proposed by the applicant is not possible if Draft LEP 2010 comes into force without amendment.

3. Is there a net community benefit?

Yes. The proposal offers the opportunity to increase residential densities within close proximity to local and regional bus routes. Bus routes 614 and T60 directly pass the subject site. A third bus route the 615 operates along Windsor Road. Other bus routes are available within an 800m distance of the subject site including the 613, 618, 714, 745, T62, T64 and T70.

Infill development will create housing within the vicinity of numerous public transport routes and employment locations within the Norwest Business Park, Castle Hill Industrial Area, and the centres of Castle Hill and Baulkham Hills. This in addition to its connectivity to jobs, entertainment and shopping opportunities outside the local government area make it an ideal location for development. The development also offers opportunities to help the Hills Shire achieve its residential housing targets established within the draft North West Subregional Strategy and Councils Local Strategy.

B. Relationship to strategic planning framework

1. 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)?

• Metropolitan Plan for Sydney 2036

The strategic plan prepared by the NSW Government entitled the *Metropolitan Plan for Sydney 2036* aims to integrate land use and transport planning to provide a framework for the growth and development of the Sydney region to 2036. The proposal is consistent with this strategic direction as it will provide housing opportunities in locations highly accessible by public transport, walking and cycling. The planning proposal is consistent with the following objectives:

- C2 Plan for a housing mix near jobs, transport and services; and
- D3 Influence travel choices to encourage more sustainable travel.

- **Draft North West Subregional Strategy**

The draft *North West Subregional Strategy* was prepared by the NSW Government to implement the Metropolitan Plan and the State Plan. It was exhibited in December 2007 through to March 2008 and is currently being finalised by the Department of Planning and Infrastructure. Other than ensuring sufficient zoned land to accommodate housing targets, Council also has a role in considering proximity to public transport when planning for new dwellings to respond to State Plan targets for jobs closer to home.

The planning proposal is consistent with this draft strategy as it is located in a position that provides housing opportunities to capitalise on existing strategic transport corridors, local bus routes and the proposed north west rail infrastructure. In this regard the planning proposal is consistent with the following Draft North West Subregional Strategy actions:

- B2.1.1 Council's to consider planning for housing growth in centres, particularly those well serviced by public transport; and
- C2.1.3 North West Council's to ensure location of new dwellings improves the subregions performance against the target for State Plan Priority E5.

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

- **Hills 2026 Community Strategic Direction**

The Hills 2026 Community Strategic Direction is the first 20 year outlook for the Hills Shire. It is a direction that creates a picture of where the Hills would like to be in the future. The direction is based on community aspirations gathered throughout months of community engagement and consultation with members of the community.

The planning proposal is consistent with the following Hills 2026 Community Outcomes, and relevant Key Directions:

- BUG 1 – I can get where I need to go
- BUG 2 – Lifestyle options that reflect our natural beauty
- BUG 3 – I can work close to home

- **The Hills Shire Local Strategy**

In addition to the Community Strategic Direction, Council has adopted a draft Local Strategy together with a number of other Strategic Directions - Residential, Employment Lands, Environment & Leisure, Waterways, Centres, Integrated Transport and Rural Lands. The planning proposal is consistent with the relevant objectives and actions identified in these strategies.

The Residential and Integrated Transport Directions are the relevant components of Council's adopted Draft Local Strategy.

– Residential Direction

The North West Subregional Strategy sets a target for the Shire to contribute an additional 36,000 dwellings from 2004 to 2031 to accommodate a share of Sydney's population growth. A total of 14,500 dwellings are to be located within the North West Growth centre with the balance to be infill housing, located in existing urban

areas and other release areas such as Kellyville/Rouse Hill and Balmoral Road release areas. The Residential Direction indicates that there is sufficient capacity to accommodate these targets based on the existing framework and current projects.

Whilst the subject land is not specifically identified in the Residential Direction, overriding objectives relate to providing for housing choice in locations that are supported by infrastructure that allows residents access to transport, shopping and employment. Through the delivery of approximately 195 apartments, small lot housing and detached dwellings the development of this site is consistent with the objectives of the Residential Direction.

– Integrated Transport Direction

A key objective of the Integrated Transport Direction is to ensure that planning and future development supports the provision of an efficient transport network. The subject site is ideally located given its proximity to a range of bus routes, future train stations at Norwest Business Park and the Hills Centre, access to employment within the Norwest Business Park and Castle Hill Industrial Area, local shops, and recreational opportunities such as playing fields within Crestwood. Over time this will offer opportunities for reduced car usage, shorter journeys to work and public transport choice.

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

The planning proposal is consistent with all applicable state environmental planning policies. Refer to Table 1 for a full list of SEPPs. Of the applicable State policies, *State Environmental Planning Policy No. 55 Remediation of Land* is relevant as detailed below.

State Environmental Planning Policy No. 55 Remediation of Land

State Environmental Planning Policy No. 55 Remediation of Land (SEPP 55) requires a council to be satisfied that the land can be made suitable for the intended purpose. A *Preliminary Environmental Site Assessment* has been submitted to determine whether the subject site is likely to be contaminated. The assessment concludes that it is unlikely that there is widespread contamination over the site. It also advises that further testing is required to satisfy SEPP 55 requirements. Given the above outcome, it is considered appropriate for a future development application to undertake a detailed contamination assessment of the property prior to residential development occurring.

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

The planning proposal is consistent with all applicable Section 117 Directions. Refer to Table 2 for a full list of Section 117 Directions. Of the applicable Section 117 Directions, 2.3, 3.1, 3.4 and 4.3 are relevant and consistency with these Directions is described below.

2.3 Heritage Conservation

The proposal is consistent with this Direction.

The heritage building located on the subject property is an interwar Californian bungalow built circa 1928. It is described in The Hills Shire Council Inventory Sheet No.92 as "A fine example of a bungalow in original condition". A Heritage Impact

Assessment prepared by Tropman and Tropman Architects has been submitted with the application to assess the impact of future development on a heritage building. An important aspect of maintaining and enabling the interpretation of the heritage significance of a building is the land around it that establishes its context, commonly known as curtilage. Curtilage can include (but is not limited to) significant features of a site such as outbuildings and driveways and also vegetation, for example, the original garden or an avenue of trees.

The Heritage Impact Assessment establishes that the garden setting is important in establishing the items minimum curtilage. The Heritage Impact Statement also establishes that: *'Important features of this setting include the approach to the house and its prominent location on the ridge of the property, and the mature trees and plantings around the house including the mature Brush Box trees, mature gum trees, agapanthus, pittosporum and crepe myrtle. The connection to the tree lined avenue to the rear of the house is also important to retain as this was an early access route through the property. Visual links that should be retained include views to and from the house to Mackillop Drive and the surrounding landscape.'*

The concept subdivision provides for a curtilage generally consistent with the Heritage Impact Assessment. In this regard the curtilage will include part of the ridge top open space to the west of the heritage item and a proposed road and pathway to the south of the item that accommodates the avenue of trees. The curtilage as identified in Figure 1 below together with appropriate development controls relating to landscaping, retention of the brush box trees and views to the heritage will ensure that the item is able to be interpreted as a farm house within a rural garden setting.

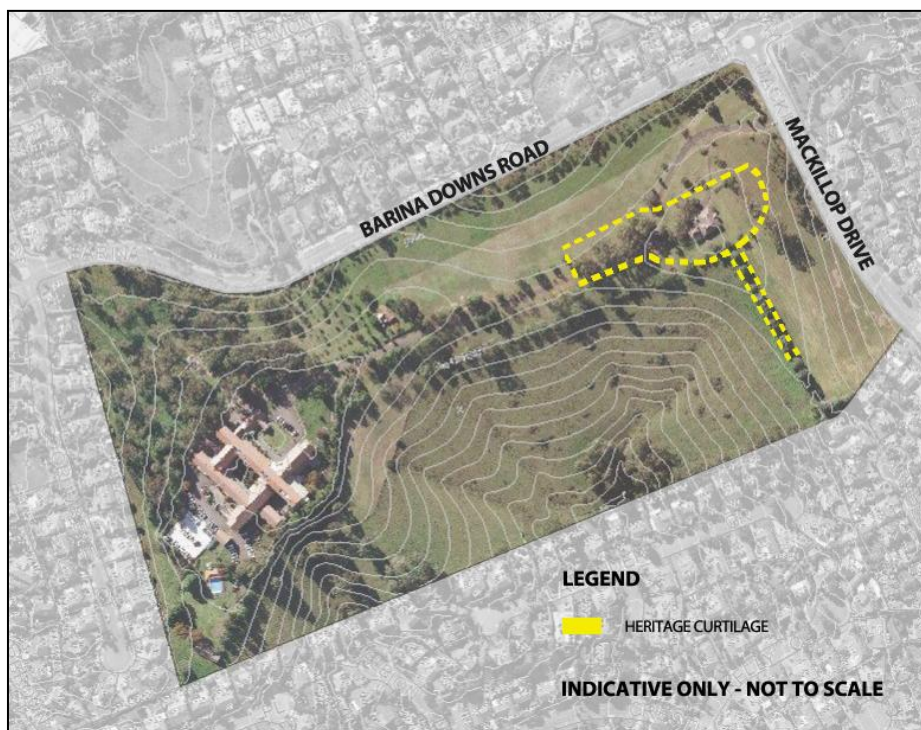


Figure 1: Heritage Curtilage

3.1 Residential Zones

Should the site be rezoned the total yield would be 195 dwellings being a combination of low, medium and high density development. The proposal is consistent with the objectives of this direction which seek to encourage a variety of housing types, size and choice, to make efficient use of existing infrastructure and services and ensure that new housing has appropriate access to infrastructure and services, and to

minimise the impact of residential development on the environment. The means by which the proposal addresses any possible environmental impacts are addressed in Section C of this planning proposal.

3.4 Integrating Land Use and Transport

The proposal is consistent with this Direction as it increases residential densities within close proximity to local and regional bus routes. Infill development will create housing within the vicinity of numerous public transport routes and employment locations within the Norwest Business Park, Castle Hill Industrial Area, and the centres of Castle Hill and Baulkham Hills. This in addition to its connectivity to jobs, entertainment and shopping opportunities outside the local government area make it an ideal location for development.

4.3 Flood Prone Land

The planning proposal is consistent with this Direction.

Flood risk management issues are present in the southern catchment at the confluence of three overland flow paths. Whilst stormwater management controls are contained within Councils existing DCP more specific controls are warranted to reflect contemporary best practice. The physical characteristics of the site, potential capacity constraints in the piped stormwater system downstream of the site and the resultant flood risks make it imperative that the best practice controls be applied for such a large redevelopment site.

Site specific development controls (Attachment F) have been prepared which requires future development to undertake hydrological and hydraulic analysis of the existing infrastructure downstream to determine the capacity of the existing piped stormwater system. Where the runoff from the site in its post development condition exceeds the capacity of the system, additional stormwater management measures will be required to be implemented on site or alternatively, amplification of the existing downstream drainage network may be necessary.

B. Environmental, social and economic impact

1. 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?

Yes. Whilst the majority of native vegetation has been cleared from the site due to past grazing activities, small remnants of vegetation occur on the western edge of the site. Areas along the access road and around the heritage listed building have been landscaped with exotic plants. The pockets of remnant vegetation are listed on National Parks and Wildlife Service (2002) maps as Sydney Turpentine Ironbark Forest which is listed as a Critically Endangered Ecological Community under the *Environmental Protection and Biodiversity Conservation Act 1999* (EPBCA 1999) and as an Endangered Ecological Community under the *Threatened Species Conservation Act 1995* (TSCA 1995). Councils mapping identifies the remnant vegetation as Cumberland Plain Woodland which is also listed a Critically Endangered Ecological Community under the schedules of both the EPBCA 1999 and the TSCA 1995. The flora and fauna survey and assessment prepared by Ambrose Ecological Services Pty Ltd dated 2 November 2011 has identified that the site is within a geographical transition zone between these two endangered ecological communities.

The remnant bushland is significant to the site and the wider area due to its habitat value. Trees within this bushland environment have small to medium sized hollows

which may house a variety of fauna species including threatened Microchiropteran bats and birds which are known to occur in the locality. Due to the limited habitat left available in the surrounding urban context future development will need to ensure that the significance of the remnant bushland, including its habitat value, is addressed.

A concept plan submitted with a site specific DCP application does however indicate that development can occur outside of the main habit areas. This ensures that the habitat values of the site are retained. The concept plan is shown in figure 2 below.



Figure 2: Concept plan for No.64 Mackillop Drive, Baulkham Hills

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

Water management

The topography of the site is characterised by moderate to significant slopes with a central ridgeline that is oriented along an east-west direction. Slopes on the northern side of the ridgeline range from 5-14% and on the southern side range from 10-25%. Five distinct drainage catchments are present on the site due to spur lines that extend from the eastern and western edges of the ridge. The largest catchment which drains to the south generates flood risk management issues at the confluence of three overland flow paths.

Whilst stormwater management controls are contained within Councils existing DCP more specific controls are warranted to reflect contemporary best practice. The physical characteristics of the site, potential capacity constraints in the piped stormwater system downstream of the site and the resultant flood risks make it imperative that the best practice controls be applied for such a large redevelopment site. In this regard, runoff from the development site is constrained by downstream infrastructure easements, specifically those connecting the subject site to Salamander Grove and Albion Place.

A draft DCP has been prepared and publicly exhibited for the site which contains development controls to ensure that water is managed effectively. The recommended controls require hydrological and hydraulic analysis of the existing infrastructure

downstream to determine the capacity of the existing piped stormwater system. Where the runoff from the site in its post development condition exceeds the capacity of the system, additional stormwater management measures will be required to be implemented on site or alternatively, amplification of the existing downstream drainage network may be necessary. The draft DCP is Attachment F to this planning proposal.

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

The planning proposal is not anticipated to have any negative social or economic impacts on the locality. The planning proposal will provide the opportunity for people to live within a close distance to public transport routes, the Castle Hill Industrial Area, the Norwest specialised centre and the Castle Hill major centre.

The development of the site will impact on demand for public amenities and services. In this regard Council has a Section 94A Contributions Plan in place which will assist in responding to such demand.

D. State and Commonwealth interests

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

The traffic impact of the proposed development has been assessed by two different studies commissioned by the applicant and Council. The Council assessment was prepared to inform the Residential Direction and investigated both the immediate and wider road network.

The applicant's traffic assessment addressed the local road network only and considered existing and future intersection performance using the SIDRA traffic software tool. With respect to level of service (LOS), model results found that the operating performance of the following intersections remained within acceptable limits with minimal change from the existing (Table 3) to future (Table 4) level of service:

Table 3: Existing Intersection Performance – AM Peak Hour

Intersection Description	Control Type	Degree of Saturation	Intersection Delay	Level of Service
Barina Downs Road & Windsor Road	Priority	0.803	27.9	B
Barina Downs Road & Mackilliop Drive	Roundabout	0.199	7.5	A
Barina Downs Road & Reston Grange	Roundabout	0.330	8.3	A
Norwest Boulevard & Reston Grange	Roundabout	0.690	9.4	A

Table 4: Future Intersection Performance – AM Peak Hour

Intersection Description	Control Type	Degree of Saturation	Intersection Delay	Level of Service
Barina Downs Road & Windsor Road	Priority	0.841	30.5	C
Barina Downs Road	Roundabout	0.221	7.6	A

Intersection Description	Control Type	Degree of Saturation	Intersection Delay	Level of Service
& Mackillop Drive				
Barina Downs Road & Reston Grange	Roundabout	0.365	9.0	A
Norwest Boulevard & Reston Grange	Roundabout	0.773	10.9	A

Council's own 2009 traffic assessment endorses the above findings and concluded that the full development of the site would have little impact on critical intersections. In fact, traffic growth of less than 1% would be experienced on Windsor Road due to the development of the site.

However, Council's assessment also investigated the Environmental Capacity (EC) of the local road network to accommodate further growth. Environmental Capacity is a measure of the volume of traffic that a local or collector road can carry before residential amenity and pedestrian safety start to be significantly reduced. Once the EC of a street is estimated, it is then possible to assess the level of traffic overload known as the Environmental Deficiency Index (EDI). According to this methodology, an EDI at or above 1 is considered unacceptable and requires traffic management measures to increase the Environmental Capacity.

With respect to the subject site, Council's assessment found that the following streets are already performing poorly with current traffic volumes:

- Reston Grange is critical during the morning peak with an EDI measure of 3.4;
- Mackillop Drive is experiencing an EDI measure of 1.4; and
- Barina Downs Road is experiencing an EDI of 1.7 in the western section.

Council's study identified the need to address the impact of new development on the existing area and prepare a schedule of works to address the environmental capacity of the above roads. Environmental Capacity can be improved by additional regular pedestrian crossings and complemented with treatments that reduce the speed of vehicles. Given the existing deficiency it is not appropriate to require such works to be undertaken by the applicant. This matter could be addressed via a Local Area Traffic Management Plan.

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

Public Authorities will be consulted in accordance with any gateway determination. However, given potential impacts to the local and regional road network it is suggested that the Roads and Maritime Services be consulted. With respect to the provision of infrastructure services consultation will need to occur with all infrastructure providers including Sydney Water and Endeavour Energy.

4. DETAILS OF THE COMMUNITY CONSULTATION THAT IS TO BE UNDERTAKEN:

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. In addition, letters will be issued to adjoining and nearby property owners advising them of the proposed rezoning.

TABLE 1: LIST OF STATE ENVIRONMENTAL PLANNING POLICIES

STATE ENVIRONMENTAL PLANNING POLICY (SEPP)		APPLICABLE	RELEVANT? (YES/NO)	(IF RELEVANT) INCONSISTENT/CONSISTENT
No. 1	Development Standards	YES	NO	-
No. 4	Development without Consent and Miscellaneous Exempt & Complying Development	YES	NO	-
No. 6	Number of Storeys in a Building	YES	NO	
No. 14	Coastal Wetlands	NO	NO	-
No. 15	Rural Land sharing Communities	NO	NO	-
No. 19	Bushland in Urban Areas	YES	NO	-
No. 21	Caravan Parks	YES	NO	-
No. 22	Shops and Commercial Premises	YES	NO	-
No. 26	Littoral Rainforests	NO	NO	-
No. 29	Western Sydney Recreation Area	NO	NO	-
No. 30	Intensive Agriculture	YES	NO	-
No. 32	Urban Consolidation (Redevelopment of Urban Land)	YES	NO	-
No. 33	Hazardous and Offensive Development	YES	NO	-
No. 36	Manufactured Home Estates	NO	NO	-
No. 39	Spit Island Bird Habitat	NO	NO	-
No. 41	Casino Entertainment Complex	NO	NO	-
No. 44	Koala Habitat Protection	NO	NO	-
No. 47	Moore Park Showground	NO	NO	-
No. 50	Canal Estate Development	YES	NO	-
No. 52	Farm Dams and Other Works in Land and Water Management Plan Areas	NO	NO	-
No. 55	Remediation of Land	YES	YES	CONSISTENT
No. 59	Central Western Sydney Regional Open Space and Residential	NO	NO	-
No. 60	Exempt and Complying	NO	NO	-
No. 62	Sustainable Aquaculture	YES	NO	-
No. 64	Advertising and Signage	YES	NO	-
No. 65	Design Quality of Residential Flat Development	YES	NO	-
No. 70	Affordable Housing (Revised Schemes)	YES	NO	-
Affordable Rental Housing (2009)		YES	NO	-
Building Sustainability Index: BASIX 2004		YES	NO	-
Exempt and Complying Development Codes (2008)		YES	NO	-
Housing for Seniors or People with a Disability (2004)		YES	NO	-
Infrastructure (2007)		YES	NO	-
Kosciuszko National Park – Alpine Resorts (2007)		NO	NO	-
Kurnell Peninsula (1989)		NO	NO	-
Major Development (2005)		YES	NO	-

STATE ENVIRONMENTAL PLANNING POLICY (SEPP)	APPLICABLE	RELEVANT? (YES/NO)	(IF RELEVANT) INCONSISTENT/ CONSISTENT
Mining, Petroleum Production and Extractive Industries (2007)	YES	NO	-
Rural Lands (2008)	NO	NO	-
SEPP 53 Transitional Provisions (2011)	NO	NO	-
Sydney Drinking Water Catchment (2011)	NO	NO	-
Sydney Region Growth Centres (2006)	YES	NO	-
Temporary Structures (2007)	YES	NO	-
Urban Renewal (2010)	NO	NO	-
Western Sydney Employment Area (2009)	NO	NO	-
Western Sydney Parklands (2009)	NO	NO	-

TABLE 2: LIST OF SECTION 117 DIRECTIONS

DIRECTION		APPLICABLE	RELEVANT? (YES/NO)	(IF RELEVANT) INCONSISTENT/ CONSISTENT
1. Employment and Resources				
1.1	Business and Industrial Zones	YES	NO	-
1.2	Rural Zones	YES	NO	-
1.3	Mining, Petroleum Production and Extractive Industries	YES	NO	-
1.4	Oyster Aquaculture	NO	NO	-
1.5	Rural Lands	YES	NO	-
2. Environment and Heritage				
2.1	Environment Protection Zone	YES	NO	-
2.2	Coastal Protection	NO	NO	-
2.3	Heritage Conservation	YES	YES	CONSISTENT
2.4	Recreation Vehicle Area	YES	NO	-
3. Housing, Infrastructure and Urban Development				
3.1	Residential Zones	YES	YES	CONSISTENT
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
3.5	Development Near Licensed Aerodromes	YES	NO	-
3.6	Shooting Ranges	YES	NO	-
4. Hazard and Risk				
4.1	Acid Sulphate Soils	YES	NO	-
4.2	Mine Subsidence and Unstable Land	YES	NO	-
4.3	Flood Prone Land	YES	YES	CONSISTENT
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 SNW Far North Coast	NO	-	-
5.4	Commercial and Retail Development along the Pacific Highway, North Coast	NO	-	-
5.8	Second Sydney Airport: Badgers	NO	-	-

DIRECTION		APPLICABLE	RELEVANT? (YES/NO)	(IF RELEVANT) INCONSISTENT/ CONSISTENT
	Creek			
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	YES	CONSISTENT