

18 June 2013

XXXXXXXXXXXXXXXXXXXXXXXXXXXX

XXXXXXXXXXXXXXXXXXXX

Peter Goth
Regional Director
Department of Planning and Infrastructure,
Sydney West Region
Locked Bag 5020
PARRAMATTA NSW 1740

Our Ref: 9/2013/PLP

Dear Mr Goth

PLANNING PROPOSAL SECTION 56 NOTIFICATION
The Hills Local Environmental Plan 2012 (Amendment No. 17) – to increase
permissible building height and create a uniform land use zone and maximum
floor space ratio across the site (9/2013/PLP).

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

Please find enclosed the information required in accordance with the guidelines 'A guide to preparing planning proposals' issued under Section 55(3) of the EP&A Act. The planning proposal and supporting materials is enclosed with this letter for your consideration. It would be appreciated if an officer of Council can be present at the time the planning proposal is being considered by the panel to respond to any questions that may arise. In this regard please contact Council's Principal Forward Planner, Janelle Atkins on 9843 0266.

Following receipt by Council of the Department's written advice, Council will proceed with the planning proposal.

Any future correspondence in relation to this matter should quote reference number 9/2013/PLP. Should you require further information please contact Anne Banyai, Forward Planning Coordinator on 9843 0390.

Yours faithfully



Stewart Seale

MANAGER - FORWARD PLANNING

Enc: CD – Planning Proposal and supporting documents

PLANNING PROPOSAL

LOCAL GOVERNMENT AREA: The Hills Shire Council

NAME OF PLANNING PROPOSAL: The Hills Local Environmental Plan 2012 (Amendment No (17)) – to increase permissible building height and create a uniform land use zone and maximum floor space ratio across the site (9/2013/PLP).

ADDRESS OF LAND: Lot 23 DP 785110, Lot 1 DP 701677, Lot A DP 15102, Lot 18 DP 821398 and Lot 19 DP 821398: 299-309 Old Northern Road, Castle Hill (Crane Road Precinct)

SUMMARY OF HOUSING AND EMPLOYMENT YIELD

	EXISTING	PROPOSED	TOTAL YIELD
Dwellings	0	350- 400	350 - 400
Jobs	50 (approx)	90 (approx)	40

SUPPORTING MATERIAL:

Attachment A	Assessment against State Environmental Planning Policies
Attachment B	Assessment against Section 117 Ministerial Directions
Attachment C	Council Report and Resolution, 28 May 2013
Attachment D	Draft amended Site Specific Development Control Plan

THE SITE

The site known as the Crane Road Precinct is located within the Castle Hill Major Centre and is bounded by Crane Road, Old Northern Road and Terminus Street. The site and surrounds are identified in Figure 1.



Figure 1

Site and Surrounds

Arthur Whitling Reserve lies to the north of the site and the Terminus Street Precinct is adjacent to the south western boundary. The proposed Castle Hill Station as part of the delivery of the North West Rail Link will be located under the existing reserve directly opposite the site.

It is to be noted that the proposed site area includes a 447m² area of Council land (currently road reserve) at the intersection of Old Northern Road and Terminus Street. The details of the land exchange remains under negotiation, however it is anticipated that in exchange for the road reserve, Council would acquire two portions of land on the northern and western boundaries of the site to contribute to an expanded site area for the relocated bus interchange proposed at the intersection of Old Northern Road and Crane Road as part of the delivery of the new Castle Hill railway station. Further background and details relating to the proposed land exchange are outlined in Section 5(a) of Attachment C.

PART 1 OBJECTIVES OR INTENDED OUTCOME

The objective of the proposed LEP is to facilitate the redevelopment of the site for a landmark mixed use development to support the planned revitalisation of Castle Hill.

PART 2 EXPLANATION OF THE PROVISIONS

In order to achieve the objective outlined above, the planning proposal firstly seeks to amend the height of buildings map across the precinct to apply a maximum building height for the entire site from part 45 metres, part 16 metres to 68 metres. It is important to note that this is partly a correction of a mapping anomaly that occurred during the preparation of LEP 2012 that inadvertently resulted in the application of incorrect maximum building heights for the lots with a current height of 45m rather than 68m as was established in the adopted development control plan for the site. In addition, the planning proposal seeks to rezone the north east corner of the site

(currently road reserve) from R4 High Density Residential to B4 Mixed Use and apply a floor space ratio of 6.4:1 to this portion of 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

Previous strategic planning work for the precinct undertaken by Council has identified the opportunity for the site to accommodate a distinctive gateway/landmark building to support the planned revitalisation of Castle Hill. In this regard, a site specific development control plan for the site was adopted on 22 June 2010 and came into force on 13 July 2010. The relevant provisions of the DCP have since been incorporated into The Hills Development Control Plan 2012.

The DCP outlines the strategic importance of the precinct in the context of the development of Castle Hill as a Major Centre and identifies the opportunity for the site to accommodate a distinctive gateway/landmark building to support the planned revitalisation of Castle Hill.

The DCP proposes that this would be achieved by the incorporation of a tower element of 68m to the centre of the site, with heights transitioning to a maximum of 16m towards the east of the precinct, and stepping down in height to the west towards the Crane Road frontage as illustrated in Figures 2 and 3.

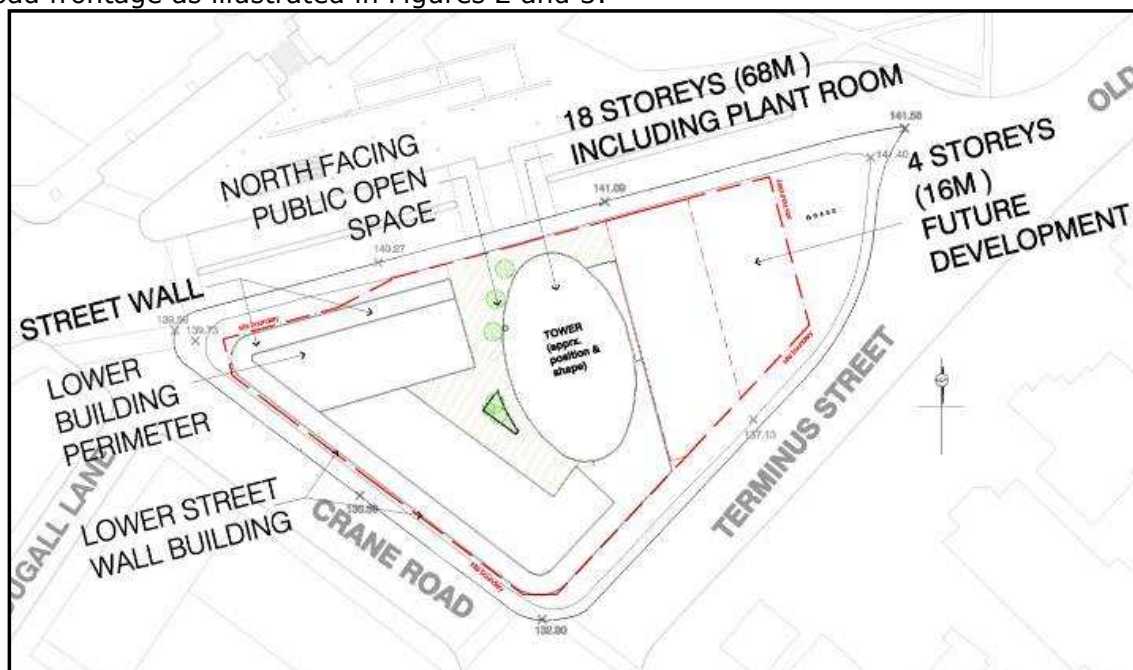


Figure 2
Adopted Building Heights as set out in the adopted DCP

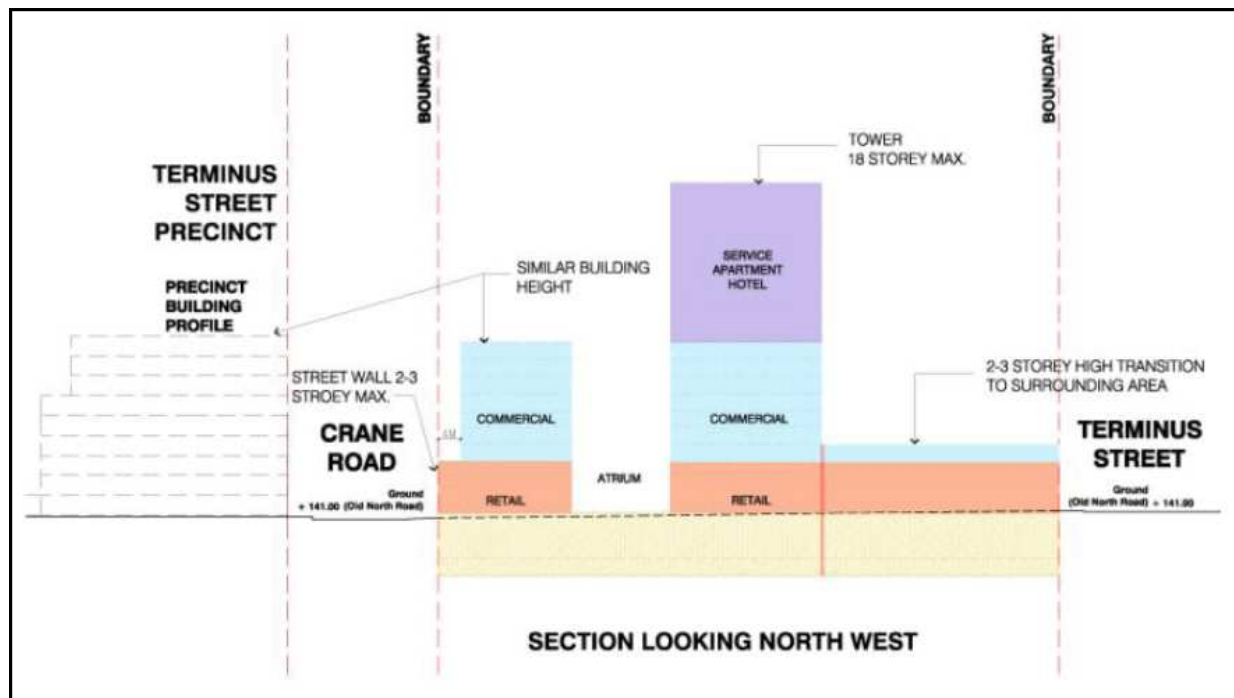


Figure 3

Section diagram as set out in the adopted DCP

The established development standards for the site therefore reinforced Council's intention for a gateway/landmark building on the site to function as major catalyst for the future development of the centre.

Since the adoption of the site specific DCP, a number of strategic documents have been released that are relevant to the site, particularly the Environmental Impact Statement 2 (EIS 2) for the North West Rail Link and the draft North West Rail Link Corridor Strategy. These documents reinforce the opportunities for mixed use transit orientated development within walking distance of the new railway stations providing a range of residential , commercial, open space and public facilities.

Concurrently, the owners and developers of the site have presented revised development concept plans for the site that are consistent with Councils strategic intentions for the site, and the renewed planning context brought about by the State government's commitment to deliver the North West Rail Link to Castle Hill.

The revised development concept involves the erection of two predominately residential towers with a maximum height of 68m accommodating ground floor mixed commercial uses and 350-400 residential units at the upper levels. The revised concepts incorporate the desired acquisition of a portion of Council owned road reserve at the corner of Old Northern Road and Terminus Street. The concept incorporates a central public plaza which would open to Old Northern Road and Arthur Whitling Reserve to the north. Through access would be provided via an escalator to the corner of Crane Road and Terminus Street. The figures (4-9) below illustrate the principles of the concept proposal.



Figure 4
Indicative southern elevation



Figure 5
Indicative northern elevation



Figure 6
Indicative eastern Elevation



Figure 7
Indicative Ground Floor Plan



Figure 8
Internal Perspective



Figure 9
Indicative plaza area

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 best means of achieving the objectives and intended outcomes given it will facilitate the opportunity for an iconic high density mixed use development on a strategic site within Castle Hill major 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)?*

- **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. The planning proposal is consistent with the following objectives:

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

- **Draft Metropolitan Strategy for Sydney to 2031**

On 18 March 2013 the NSW Department of Planning and Infrastructure released the 'draft Metropolitan Strategy for Sydney to 2031' (draft Strategy) for public exhibition.

The draft Strategy is a growth plan which is underpinned by transport and infrastructure initiatives to deliver an adequate supply of housing and employment opportunities through to 2031. The draft strategy is integrated with the NSW Long Term Transport Master Plan and State Infrastructure Strategy as part of an overarching framework for Sydney's growth. The draft strategy seeks to provide at least 545,000 new homes across Sydney along with at least 625,000 new jobs to 2031, as well as introducing short term housing and employment targets to 2021.

The draft Strategy seeks to align economic and housing growth and emphasises the importance of the North West Rail Link Corridor. Further the draft Strategy prioritises the creation of liveable centres that are well integrated with adjacent neighbourhoods and best practice principles of transit orientated design.

The proposal is consistent with the draft Strategy as it will provide high density housing within close proximity to existing and proposed high frequency public transport services and will additionally assist in meeting the residential density targets as proposed within the draft Strategy.

- **Draft North West Subregional Strategy**

The draft *North West Subregional Strategy* was prepared by the NSW Government to implement the Metropolitan Plan and the State Plan. It was exhibited in December 2007 through to March 2008. 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:

- o B2.1.1 Council's to consider planning for housing growth in centres, particularly those well serviced by public transport; and
- o 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 – jobs closer to home.

- **North West Rail Link**

The North West Rail Link (NWRL) has been identified by the NSW Government as a priority transport infrastructure project which will consist of a heavy rail line extending from Epping, through the North West Growth Centre, to Cudgegong Road. The North West Rail Link will support metropolitan planning objectives by putting in place a key transport project which extends the connectivity of the existing rail network and will support future growth within North West Sydney.

The rail line will be 23 kilometres in length and will provide 8 additional railway stations at Cherrybrook, Castle Hill, Showground Road, Norwest, Bella Vista, Kellyville, Rouse Hill and Cudgegong Road. A map of the proposed route is included below in Figure 10.

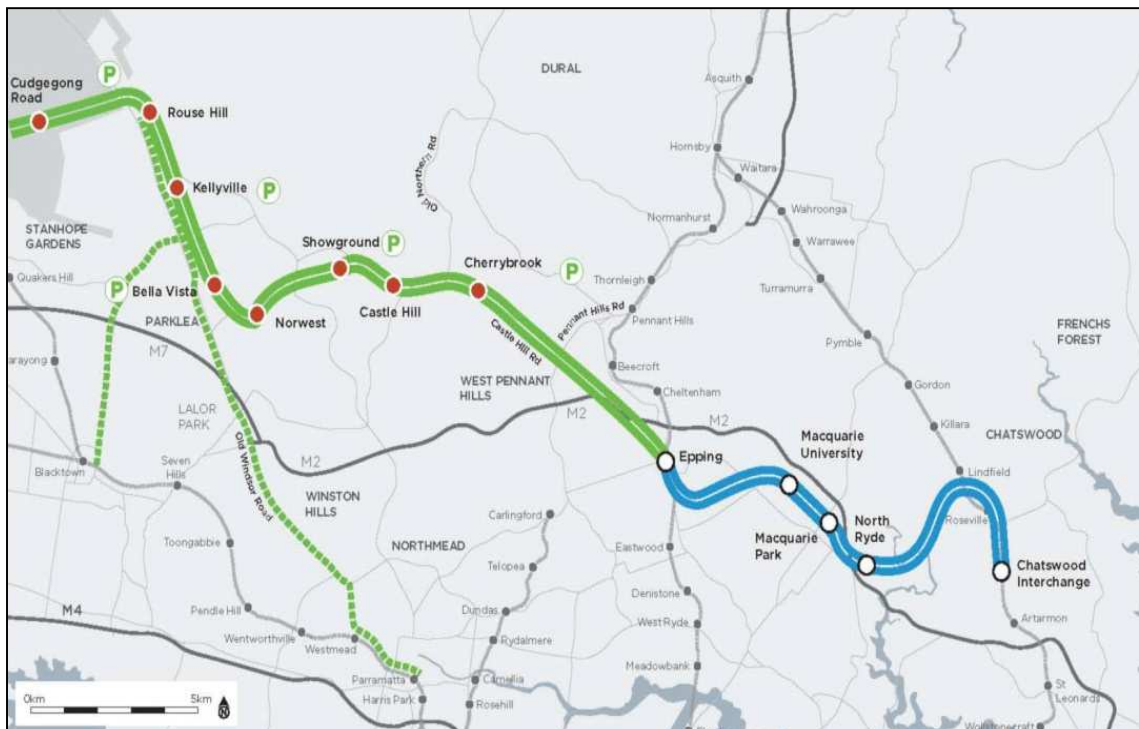


Figure 10
North West Rail Link Corridor (Source Transport for NSW – EIS 2)

The future Castle Hill railway station is within 25 metres of the site, being located on the opposite side (northern side) of Old Northern Road. Proximity to the Castle Hill railway station makes the site ideal for high density development to capitalise upon the principles of transport orientated development.

- **Draft North West Rail Link Corridor Strategy**

To ensure that future development supports the public transport infrastructure, a precinct planning process for the North West Rail Link Corridor has been undertaken by the Department of Planning & Infrastructure.

The North West Rail Link Corridor Strategy was exhibited during March and April 2013 and provides a vision for how the areas surrounding the proposed railway stations could be developed to integrate with the new rail link. The Corridor Strategy includes a structure plan for each station precinct and once finalised the structure plans will be implemented through appropriate rezonings and amendments to built form controls.

A key principle informing the corridor strategy is the integration of land use and transport planning by the provision of transit orientated development. This is defined as mixed use communities within walking distance of a transit node that provide a range of

residential, commercial, open space and public facilities in a way that makes it convenient and attractive to walk, cycle or use public transport for the majority of trips. The strategy accordingly highlights that the new rail line provides significant opportunities for transit orientated development around the new rail stations.

An extract of the Castle Hill Structure Plan detailing the site and station location is shown below:

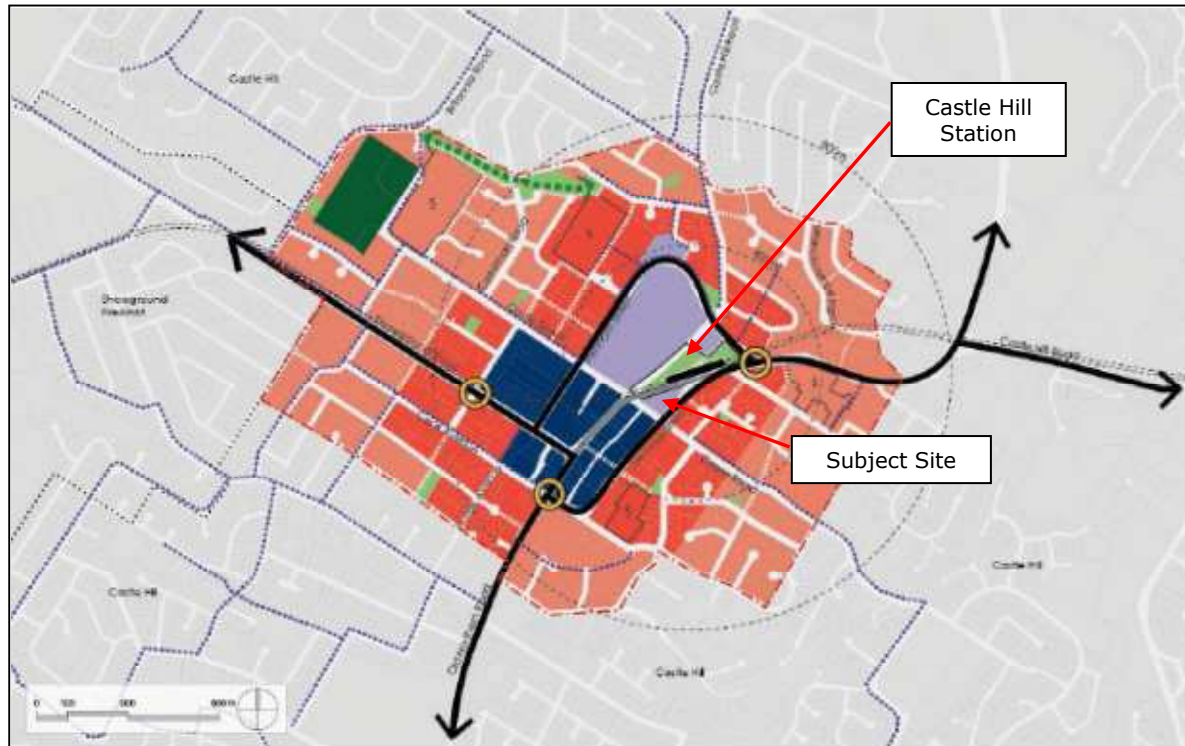


Figure 11
North West Rail Link Corridor Strategy – Castle Hill draft Structure Plan
(Source DoPI)

The draft structure plan retains the existing mixed use designation for the Crane Road site and is therefore consistent with the planning proposal in terms of zoning. Whilst not specifically applying a desired height for mixed use land, the draft structure plan supports the provision of apartment buildings up to 20 storeys within close walking distance of the new stations and is therefore generally consistent with the provisions of the draft strategy.

4. *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:

- o BUG 1 – I can get where I need to go
- o BUG 3 – I can work close to home

- **Draft Local Strategy**

In June 2008 Council adopted its Local Strategy to provide the basis for the future direction of land use planning in the Shire and within this context implement the key themes and outcomes of the 'Hills 2026 Looking Toward the Future'. The Residential, Centres, Integrated Transport Directions are the components of the Local Strategy which have relevance to the planning proposal.

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.

The Residential Direction intends to provide for a wide variety of housing needs. The strategy aims to balance growth while ensuring Council will meet its prescribed housing targets. It identifies Castle Hill as an established centre which should host the vast majority of the Shire's apartment living. The planning proposal would support increasing residential density within the Castle Hill Major Centre and therefore consistent with the Residential Direction.

Centres Direction

The Centres Direction seeks to establish a network of centres that provides places for residents to shop, work, and have social interaction and recreation opportunities. The Direction identifies Castle Hill as a Major Centre and seeks to encourage a mix of business, retail, residential and community uses within the core of the centre. It also seeks to use height and floor space ratio controls that reflect the centre's role as a primary retail and commercial centre within the Shire by way of a taller built form. The planning proposal will support high density mixed use development on a strategic site within Castle Hill Major Centre and is therefore consistent with this 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. Relevant actions include promoting the delivery of key rail infrastructure and planning for a concentration of and/or intensity of land use activities around major public transport nodes.

The subject site is located directly adjacent to the proposed Castle Hill Rail Station and Bus Interchange. The planning proposal supports transport-orientated development in a highly appropriate location and is therefore consistent with this Direction.

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

State Environmental Planning Policy No 55 Remediation of Land

This Policy aims to promote the remediation of contaminated land for the purpose of reducing the risk of harm to human health or any other aspect of the environment by:

- (a) specifying when consent is required, and when it is not required, for a remediation work;
- (b) specifying certain considerations that are relevant in rezoning land and in determining development applications in general and development applications for consent to carry out a remediation work in particular; and
- (c) requiring that remediation work meet certain standards and notification requirements.

The Policy requires a planning authority to consider the possibility that a previous land use has caused contamination of the site as well as the potential risk to health or the environment from that contamination.

A portion of the site has previously been used for a service station (Lot 19 DP 821398). Whilst service stations are identified within Table 1 of the Contaminated Land Planning Guidelines as a 'possible activity that may cause contamination', given the planning proposal does not seek to amend the zone in this location, and previous planning for the site has identified its suitability for high density mixed use development it is considered that a contamination assessment is not necessary at this stage of the proposal. The relevant matters can be duly addressed as part of the development application process.

For the reasons outlined above the proposal is considered to satisfactorily address the requirements of SEPP 55 Remediation of Land for the current phase of the proposal's assessment.

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

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

Direction 3.4 Integrating Land Use and Transport

This Direction aims to ensure that development improves access to housing, jobs and services, increase choice of available transport, reduce travel demand, and provide for the efficient movement of freight.

The Crane Road precinct is located immediately adjacent to the proposed Castle Hill Railway Station. The planning proposal will directly support the integration of land use and transport planning by providing residential and retail/commercial in a highly appropriate location and is therefore consistent with this Direction.

Direction 7.1 Implementation of the Metropolitan Plan for Sydney 2036

The planning proposal is consistent with the Strategic Directions and Key Policy Settings of the Metropolitan Plan for Sydney 2036. An overarching theme within the Plan is to ensure that more homes are located within suitable locations. In light of the delivery of the North West Rail Link, the site presents an opportunity to incorporate the principles of transit oriented development by locating higher density residential development within close proximity to high frequency public transport services. This will both improve public transport patronage and will reduce demand car dependency. The planning proposal is therefore consistent with this direction.

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?

There are no identified critical habitat or threatened species, populations or ecological communities, or their habitats on, or within the vicinity of the site.

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

There are not considered to be any natural hazards or other notable environmental effects that require specific management.

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

The planning proposal is unlikely to have any adverse social or economic effects. Rather the proposal will generate positive social and economic effects given it will facilitate the revitalisation of a key site within Castle Hill Major Centre in line with Council's strategic direction. The proposal will additionally contribute the provision of diverse housing opportunities for the community within the centre and positively support the economic development through increased population and commercial floorspace provision.

SECTION D - STATE AND COMMONWEALTH INTERESTS

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

The proposed development adjoins a major transport hub with the proposed Castle Hill railway station and bus interchange. The site is within the Castle Hill Major Centre which provides adequate public services and infrastructure.

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

The views of the State and Commonwealth Public Authorities will not be known until after the Gateway Determination. An initial list of public authorities to be consulted includes, but is not limited to the following:

- Transport for NSW (NSW Roads and Maritime Services and the North West Rail Link Project Team);
- Sydney Water Corporation;
- Endeavour Energy; and
- TransGrid

PART 4 MAPPING

The planning proposal seeks to amend Land Use Zone Map, Building Height Map and Floor Space Ratio Map of *The Hills Local Environmental Plan 2012*.

It is also noted that given the extension of the site area to incorporate a portion of Council road reserve, the mapping proposed changes incorporate an extension of Area A identified on the height of buildings map (relating to Clause 7.7 Design Excellence of LEP 2012 as it applies to the site).

Existing Land Use Zoning Map

The site is currently zoned Part B4 Mixed Use, Part R4 High Density Residential

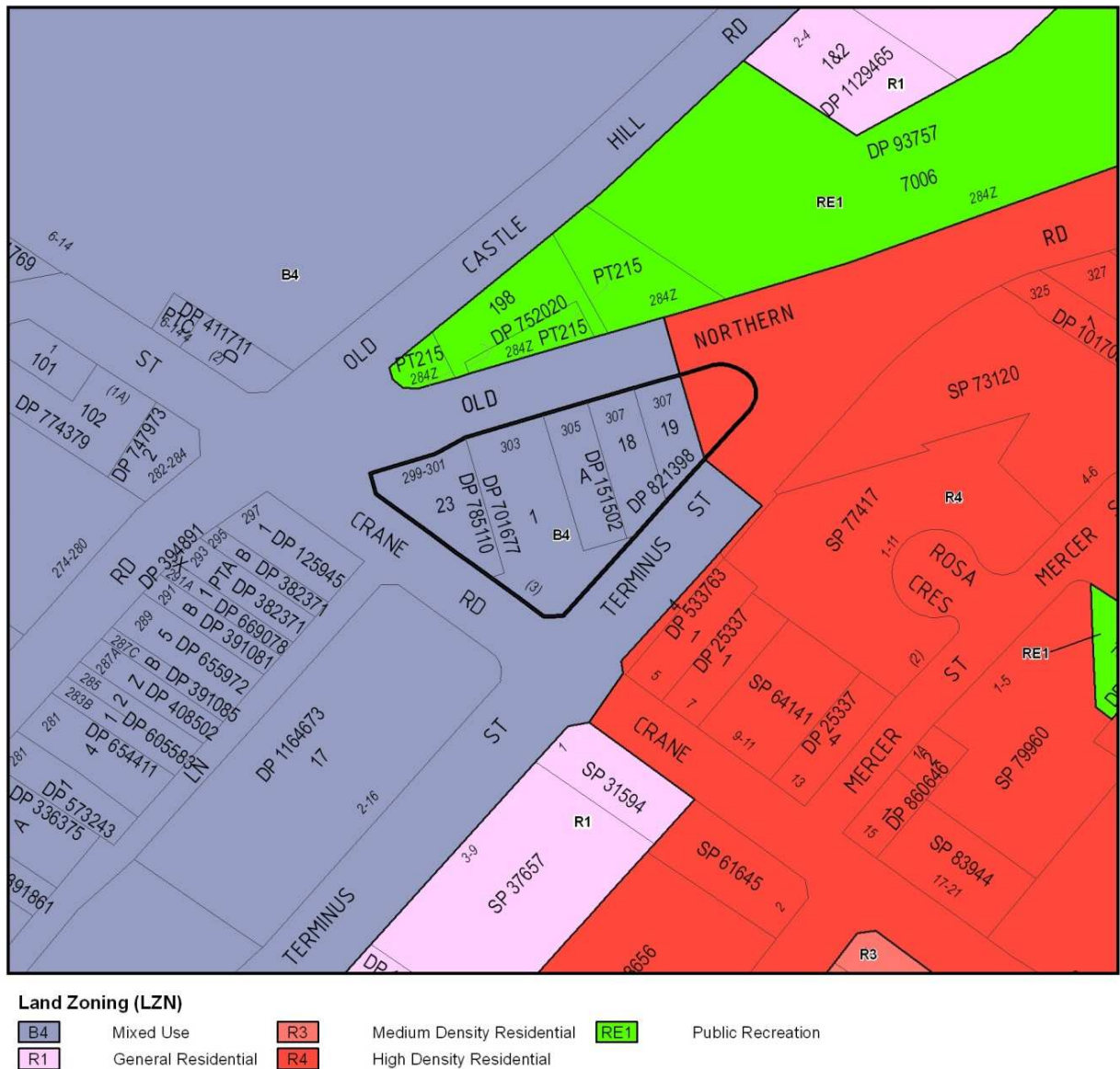


Figure 12
Current Land Use Zoning Map

The planning proposal seeks to rezone the site from Part B4 Mixed Use, Part R4 High Density Residential to B4 Mixed Use.

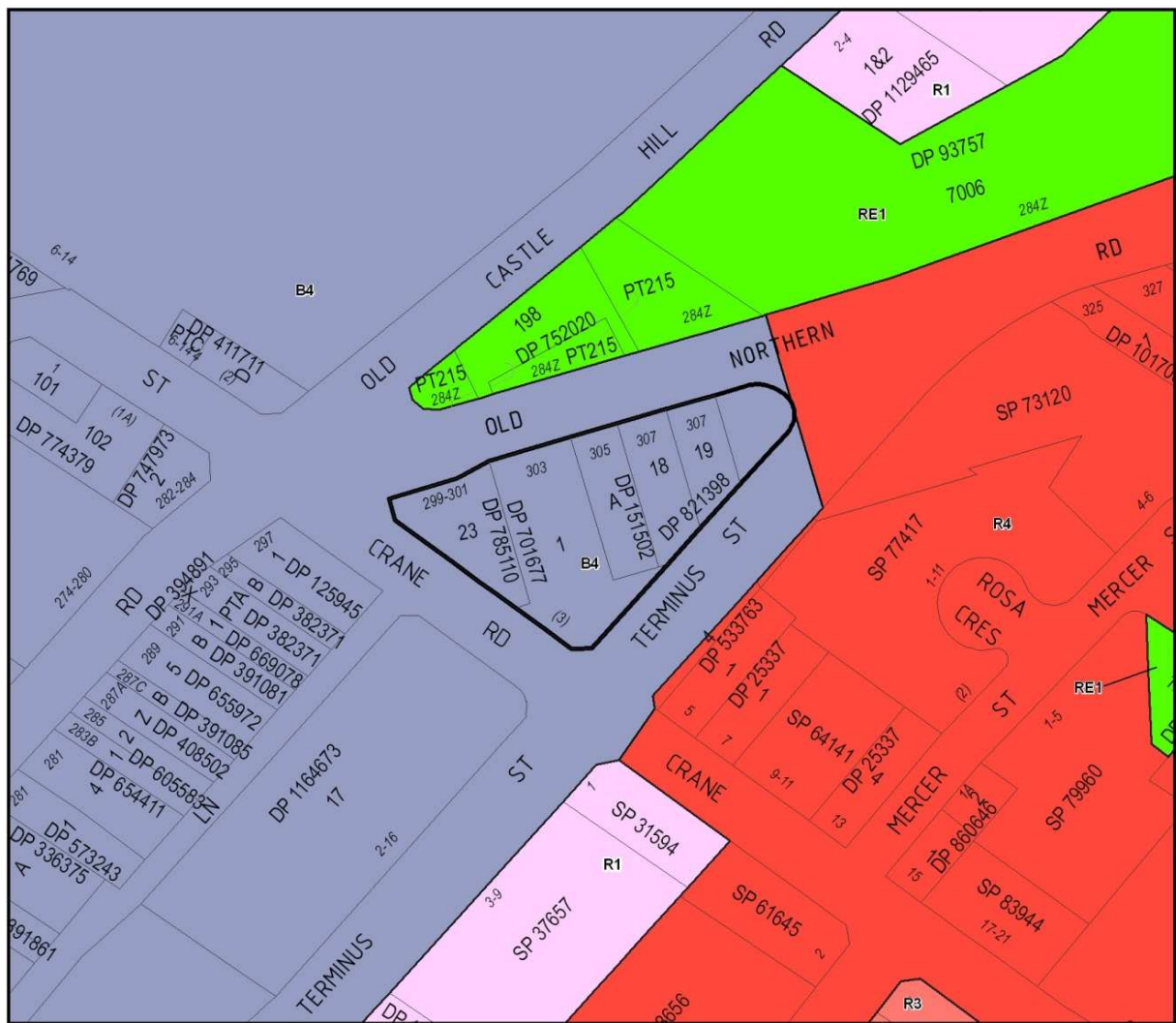


Figure 13
Proposed Land Use Zoning Map

Existing maximum building heights and Area A (relating to Clause 7.7 Design Excellence of LEP 2012)

The site currently has a prescribed maximum building height of Part 45 metres, Part 16 metres. The eastern boundary of the area known as Area A follows the eastern boundary of Lot 19 DP 821398.

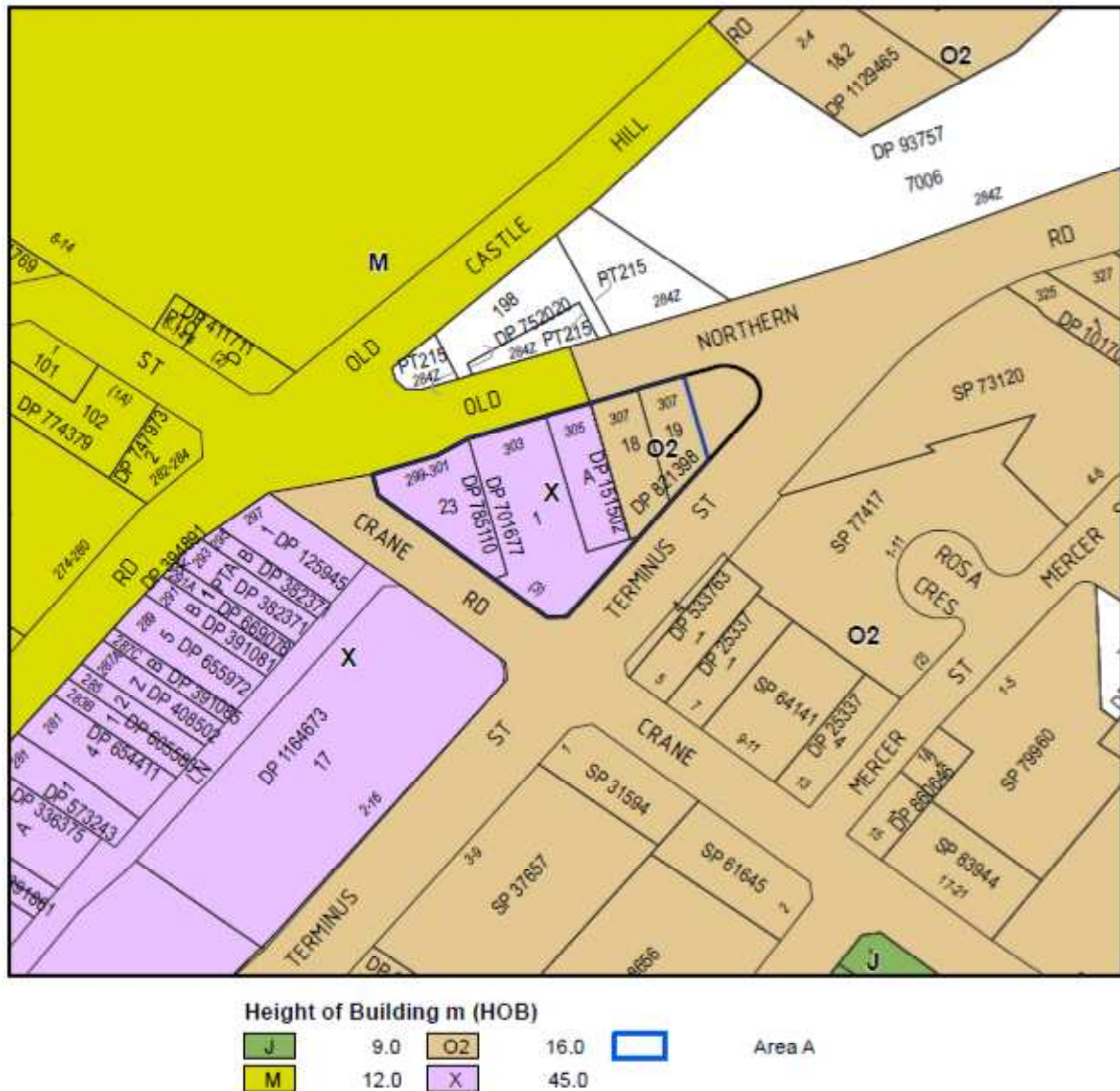


Figure 14
Current Height of Building and Area A Map

Proposed maximum building heights and Area A (relating to Clause 7.7 Design Excellence of LEP 2012)

The planning proposal seeks to amend the maximum building height applying to the site from Part 45 metres, Part 16 metres to 68 metres.

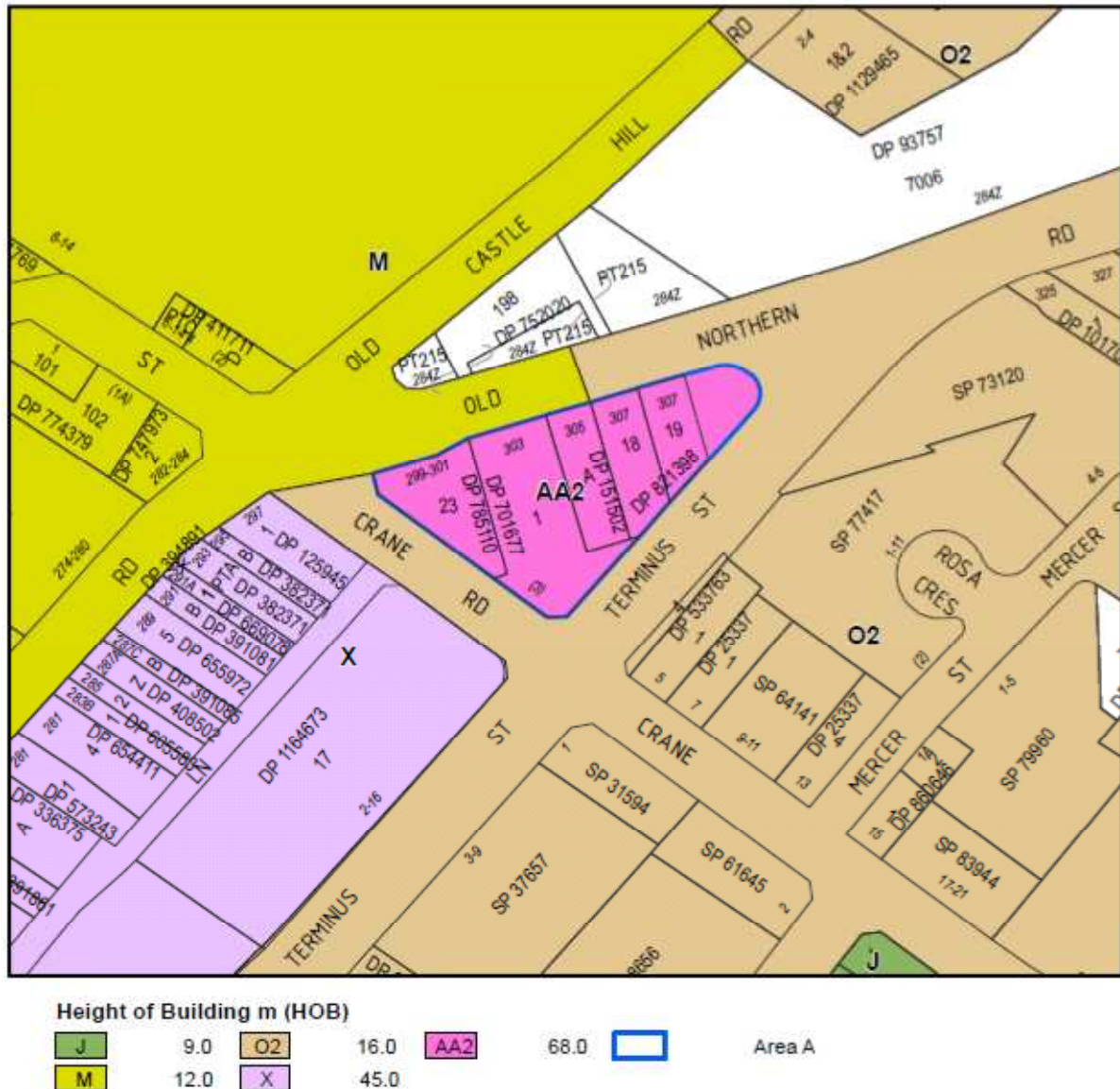
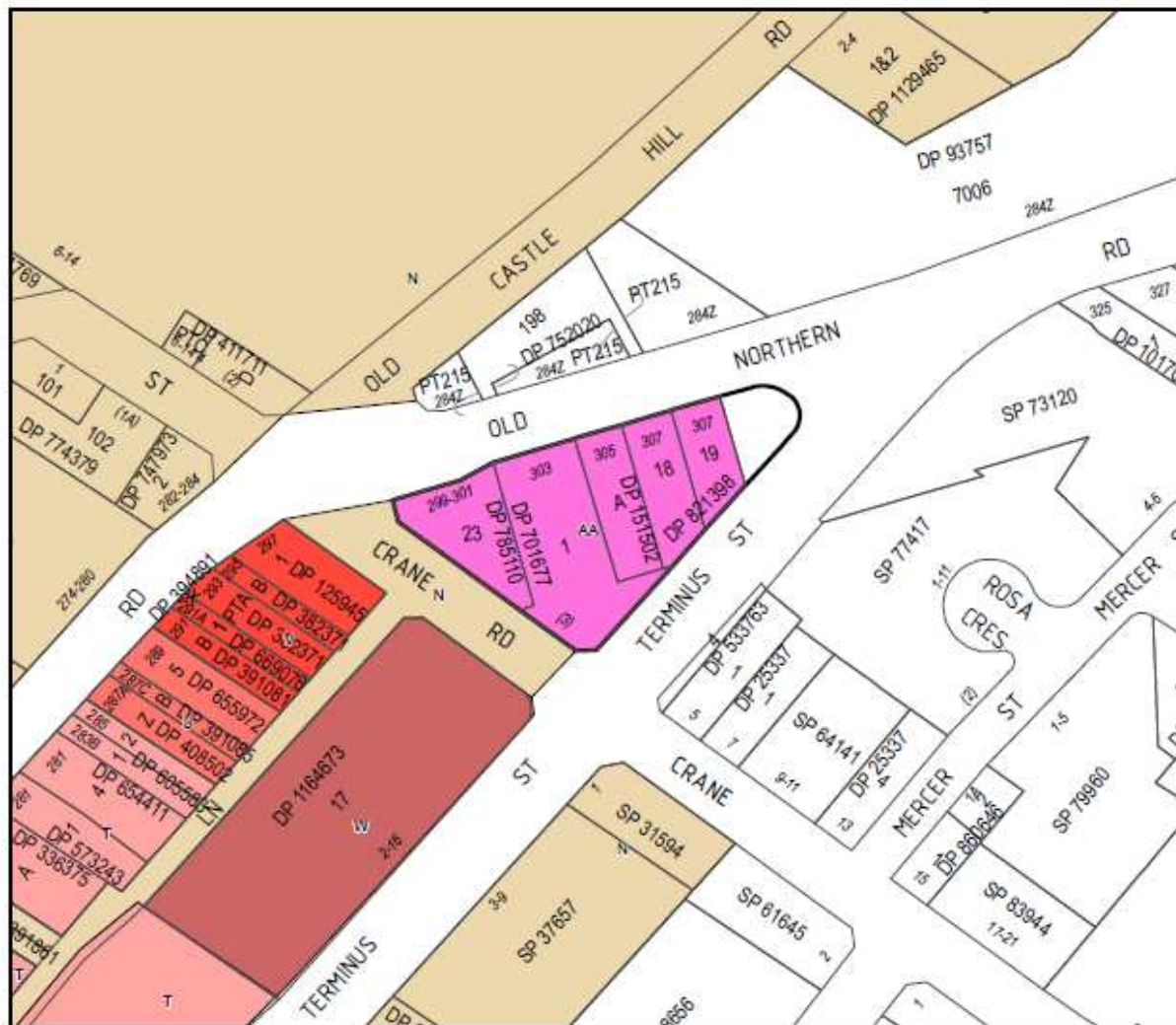


Figure 15
Proposed Height of Building and Area A Map

Existing maximum floor space ratio

The site currently has a prescribed maximum Floor Space Ratio of Part 6.4:1.



Floor Space Ratio (FSR) (n:1)

N	1.0	U	2.7	W	3.8
T	2.3	V	3.0	AA	6.4

Figure 16
Current Floor Space Ratio Map

Proposed maximum floor space ratio

The planning proposal seeks to amend the maximum floor space ratio applying to the site from Part 6.4:1 to apply the same floor space ratio across the entire site.

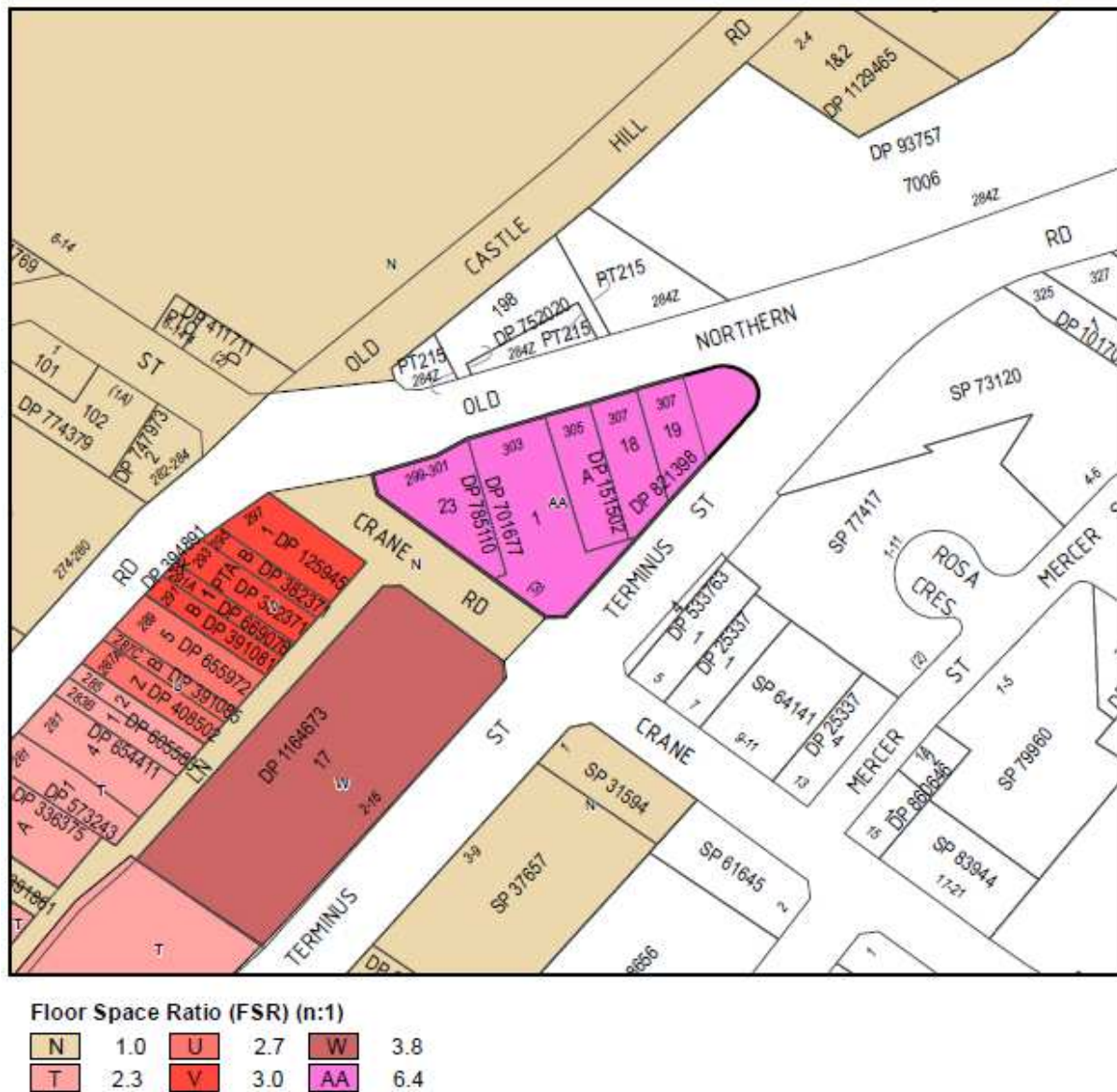


Figure 17
Proposed Floor Space Ratio Map

PART 5 COMMUNITY CONSULTATION

The planning proposal will be advertised in local newspapers and on display at Council's administration building located at No.129 Showground Road, Castle Hill and Castle Hill Library located at the Corner of Castle and Pennant Streets, Castle Hill. 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 planning proposal.

PART 6 PROJECT TIMELINE

STAGE	DATE
Commencement Date (Gateway Determination)	July 2013
Commencement of government agency consultation and public exhibition	August 2013
Completion of public exhibition period	September 2013
Timeframe for consideration of submissions	October 2013
Timeframe for consideration of proposal post exhibition	October 2013
Report to Council on submissions	November 2013
Date Council will make the plan (if delegated)	December 2013
Date Council will forward to department for notification (if delegated)	December 2013

ATTACHMENT A: 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. 15	Rural Landsharing Communities	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. 29	Western Sydney Recreation Area	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. 39	Spit Island Bird Habitat	NO	-	-
No. 41	Casino Entertainment Complex	NO	-	-
No. 44	Koala Habitat Protection	NO	-	-
No. 47	Moore Park Showground	NO	-	-
No. 50	Canal Estate Development	YES		
No. 52	Farm Dams and Other Works in Land and Water Management Plan Areas	NO	-	-
No. 55	Remediation of Land	YES	YES	CONSISTENT
No. 59	Central Western Sydney Regional Open Space and Residential	NO	-	-
No. 60	Exempt and Complying	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
No. 70	Affordable Housing (Revised Schemes)	YES	NO	-
Affordable Rental Housing (2009)		YES	NO	NO
Building Sustainability Index: BASIX		YES	NO	-

STATE ENVIRONMENTAL PLANNING POLICY (SEPP)	APPLICABLE	RELEVANT ? (YES/NO)	(IF RELEVANT) INCONSISTENT/ CONSISTENT
2004			
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	-	-
Kurnell Peninsula (1989)	NO	-	-
Major Development (2005)	YES	NO	-
Mining, Petroleum Production and Extractive Industries (2007)	YES	NO	-
Rural Lands (2008)	NO	-	-
SEPP 53 Transitional Provisions (2011)	NO	-	-
Sydney Drinking Water Catchment (2011)	NO	-	-
Sydney Region Growth Centres (2006)	YES	NO	-
Temporary Structures (2007)	YES	NO	-
Urban Renewal (2010)	NO	-	-
Western Sydney Employment Area (2009)	NO	-	-
Western Sydney Parklands (2009)	NO	-	-
Deemed SEPPs			
SREP No.9 – Extractive Industry (No 2 – 1995)	YES	NO	-
SREP No.18 – Public Transport Corridor	YES	NO	-
SREP No.19 – Rouse Hill Development Area	YES	NO	-
SREP No.20 – Hawkesbury – Nepean River (No 2 – 1997)	YES	NO	-

ATTACHMENT B: 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	YES	CONSISTENT
1.2	Rural Zones	YES	NO	-
1.3	Mining, Petroleum Production and Extractive Industries	YES	NO	-
1.4	Oyster Aquaculture	NO	-	-
1.5	Rural Lands	YES	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	-
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
3.5	Development Near Licensed Aerodomes	YES	NO	-
3.6	Shooting Ranges	YES	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	NO	-
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:	NO	-	-

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