

## PLANNING PROPOSAL

**LOCAL GOVERNMENT AREA:** The Hills Shire Council

**NAME OF PLANNING PROPOSAL:** Proposed The Hills Local Environmental Plan 2012 – to increase the maximum floor space ratio from 1:1 to 2.2:1 and increase the maximum building height from RL116 metres (approximately 8 storeys) to RL126 metres (approximately 10 storeys) on land at 8 Solent Circuit, Baulkham Hills (11/2018/PLP).

**ADDRESS OF LAND:** 8 Solent Circuit, Baulkham Hills (Lot 4026 DP873565)

### SUMMARY OF HOUSING AND EMPLOYMENT YIELD:

	EXISTING	PROPOSED	TOTAL YIELD
Dwellings	0	0	0
Jobs	103	860	860

### 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, 24 April 2018  
**Attachment D** Planning proposal documentation submitted by applicant:
- Planning Report (Jan 2018)
  - Concept Plans (Jan 2018)
  - Traffic Report (Jan 2018)

### THE SITE:

The proposal applies to land at 8 Solent Circuit, Baulkham Hills (Lot 4026 DP 873565) with an area of 11,709m<sup>2</sup>. The site is located within the Norwest Business Park, approximately 380 metres walking distance from Norwest station. The site is located within a commercial area (zoned B7 Business Park), with R2 Low Density Residential to the west and R3 Medium Density Residential to the south. As demonstrated below, the subject site currently contains a two (2) storey warehouse and office development.



**Figure 1**  
Photo of subject site



**Figure 2**  
Site and Surrounds

## **BACKGROUND:**

The planning proposal was submitted to Council in January 2018 and on 24 April 2018, at an Ordinary Meeting, Council resolved to forward the proposal to the Department of Planning and Environment for a Gateway Determination.

## **PART 1 OBJECTIVES OR INTENDED OUTCOME**

The objective of the planning proposal is to enable the intensification of commercial development on the site, facilitating the demolition of the existing two (2) storey warehouse and construction of two (2) 10 storey commercial office buildings.

The buildings would comprise a café and lobby at ground level, three (3) levels of above-ground car parking, six (6) levels of office space and three (3) levels of basement car parking with a total gross floor area of 25,555m<sup>2</sup>. A detailed overview of the concept plans is included in Attachment D.

## **PART 2 EXPLANATION OF THE PROVISIONS**

To achieve the intended outcome, the planning proposal seeks to amend The Hills LEP 2012 to:

1. Increase the maximum building height from RL116 metres (8 storeys) to RL126 metres (10 storeys) applicable to Lot 4026 DP 873565; and
2. Increase the maximum floor space ratio from 1:1 to 2.2:1 applicable to Lot 4026 DP 873565.

## **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 in response to an application lodged by the proponent, being the owner of the site. However,

the planning proposal is largely consistent with the vision for Norwest given the various strategic studies prepared by The Hills Shire Council and the State Government, including Ministerial Direction 5.9 North West Rail Link Corridor Strategy, the North West Rail Corridor Strategy and the Hills Corridor Strategy as outlined in Section B below.

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.

Having regard to the strategic location of the site being employment land within Norwest Business Park, it is considered appropriate for an intensification of commercial development. The proposal would accommodate additional commercial floor space to ensure that greater employment opportunities are realised within a strategic centre. The proposal will contribute to increased employment opportunities that are easily accessible given Norwest Station is within 400 metres walking distance from the site.

## **SECTION B - RELATIONSHIP TO STRATEGIC PLANNING FRAMEWORK**

3. *Is the planning proposal consistent with the objectives and actions contained within the applicable regional or sub-regional strategy (including the Sydney Metropolitan Strategy and exhibited draft strategies)?*

Yes, a discussion of consistency is provided below.

### **• Greater Sydney Region Plan**

The Greater Sydney Region Plan is a 40-year vision that seeks to accommodate a growing and changing population within three cities, the Western Parkland City, the Central River City and the Eastern Harbour City. The Plan will inform district and local plans as well as the assessment of planning proposals. It will also facilitate the alignment of infrastructure planning to support anticipated growth. The delivery and implementation of the Plan is supported by 10 directions, which will facilitate an integrated approach to realising outcomes.

The planning proposal is consistent with the Greater Sydney Region Plan as it contributes to the supply of retail and office floor space in a strategic centre. The relevant objective in the plan is Objective 22 – Investment and business activity in centres, which is discussed further below.

The plan recognises that attracting investment, business activity and jobs in strategic centres across Greater Sydney increases access to a wide range of jobs, goods and services close to people's homes and supports the 30-minute city. Within the plan, Norwest is identified as a strategic centre and significant commercial office precinct.

The planning proposal facilitates the redevelopment of a key site within Norwest Business Park, providing additional commercial office space and employment opportunities in close proximity to Norwest Railway Station. Additionally, as part of Strategy 22.1, the proposal includes provisions for adaptable car parking that can be adapted in the future to employment uses in response to the operation of Norwest Train Station and changes in travel behaviour. Given this, the proposal contributes to the objective of a 30-minute city through the intensification of commercial land within a strategic centre, and will contribute to the success of Norwest Business Park as a high performing economic hub within Greater Sydney.

### **• Central City District Plan**

The Central City District Plan is a 20-year plan to manage growth in the context of economic, social and environmental matters to achieve the 40-year vision of Greater Sydney. It is a guide for implementing the Greater Sydney Region Plan at a district level and is a bridge between regional and local planning. The District Plan also assists councils to plan for and deliver



growth and change, and align their local planning strategies to place-based outcomes. It informs infrastructure agencies, the private sector and the wider community of expectations for growth and change.

Of particular relevance to this planning proposal is planning priority C10 – Growing investment, business opportunities and jobs in strategic centres. Strategic centres are a key organising element of the urban structure of the Central City District and provide a significant percentage of jobs, goods and services. Well planned strategic centres assist in stimulating economic activity through the co-location of activities and provide jobs closer to residents of the Shire. The relevant objectives of planning priority C10 are discussed below:

*Action 37a - Provide access to jobs, goods and services in centres by attracting significant investment and business activity in strategic centres to provide jobs growth*

The proposal relates to the intensification of jobs on the site. Given the identification of Norwest as a strategic centre, with the ability to accommodate a significant percentage of jobs for the Shire, the proposal aligns with the objectives of the Action as it promotes investment and business activity within the Norwest strategic centre, on a site with good access to jobs and services.

*Action 37j - Provide access to jobs, goods and services in centres by designing parking that can be adapted to future uses*

Given the impending opening of the Norwest Train Station in 2019, the proposal aligns with the objective of this action as it includes above-ground car parking that is designed to be adaptable to provide additional commercial space in the future (subject to a future planning proposal) as transport modes change. The operation of the Norwest Train Station would provide an additional public transport options for accessing the site and reduce the need for private vehicle usage and contribute to changes in commuter behaviour. It is noted that the conversion of the above-ground car parking would be subject to the adoption of a future planning proposal to further increase the maximum floor space ratio.

*Action 45a – Strengthen Norwest through approaches that retain and grow commercial capacity to achieve the centre’s job targets*

The proposal meets the objectives of this Action considering the intensification of development on the site and subsequent provisions for additional commercial employment growth. In relation to the employment targets for the Norwest Precinct, approximately 20,600 jobs are anticipated over a 20 year period, equating to roughly an additional 1,000 jobs per year. The proposal would provide approximately 757 additional jobs for the site and contribute to the achievement of commercial employment targets for the Precinct. The planning proposal is consistent with this priority as it seeks to facilitate high quality design outcomes for a commercial development on land identified as being a Specialised Centre suitable for providing employment.

• **North West Rail Link Corridor Strategy – Norwest Structure Plan**

The Department of Planning and Environment produced a Corridor Strategy and Structure Plan (September 2013) to guide future development around the eight (8) new stations of the Sydney Metro Norwest. The introduction of the Sydney Metro Norwest and a station at Norwest has the potential to further reinforce Norwest as a Specialised Centre and the largest employment centre for Sydney’s North West. A new station, located within the existing Norwest Business Park, will provide further impetus for Norwest to evolve as a vibrant and active centre of business for the region, comprising offices, retailing, community facilities, recreation, cultural, education and housing to serve the increasing population.

The Corridor Strategy provides a vision for how the areas surrounding the railway stations could be developed to integrate new homes and jobs. The Norwest Structure Plan projects that within the Norwest Station Precinct, an additional 14,200 commercial jobs will be provided by 2036 including 1,000 retail jobs.

The Structure Plan identifies the site as being suitable for Business Park land which encourages employment opportunities consisting of office and light industrial uses, carefully designed to integrate into the character of the area. Additionally, employment space within Business Park land under the Structure Plan is to take into consideration the Norwest Railway Station. Under the North West Rail Link Corridor Strategy "Potential Growth and Yields Methodology" (Section 4.2) it is anticipated that commercial areas would typically have a maximum floor space ratio ranging from 2:1 to 4:1.

The proposed development outcome is consistent with the Corridor Strategy and Structure Plan as it would strengthen Norwest's role as a Specialised Precinct and delivers on a key objective for the Norwest Precinct by delivering commercial floor space with a focus on efficient, large floor plate, campus-style office space. It is noted that the proposed yield of 860 jobs is consistent with that identified under the North West Rail Link Corridor Strategy and the Norwest Station Structure Plan. The proposed floor space ratio of 2.2:1 falls within the range anticipated for commercial development. The proposed floor space ratio is towards the lower end of the range (2:1 to 4:1), which is appropriate given the location of the site at the periphery of the business area and close to existing low density residential development.

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

Yes, a discussion of consistency is provided below.

- **The Hills Future Community Strategic Plan**

The Hills Future Community Strategic Direction articulates The Hills Shire community's and Council's shared vision, values, aspirations and priorities with reference to other local government plans, information and resourcing capabilities. 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 will assist in the realisation of The Hills Future outcome of balanced urban growth through the provision of commercial floor space that will provide additional employment opportunities within the Norwest Business Park and ensure the delivery of appropriate jobs consistent with the needs of the future demographics of the Shire.

- **Local Strategy**

Council's Draft Local Strategy was adopted in 2008, it is the principal document for communicating the future planning of the Shire and includes the objectives of longer term planning projects of the State Government as well as responding to, and planning for, local needs such as employment, housing and transport.

The draft Local Strategy was adopted principally as a land use planning document to guide local planning and reflect the following five key themes of "Hills 2026 Community Strategic Direction: Looking Towards the Future":

- Resilient Local Leadership;
- Vibrant Communities;
- Balanced Urban Growth;
- Protected Environment; and
- Modern Local Economy.

The Local Strategy continues to provide a clear statement of the overall strategic land use management and planning objectives for the Hills Shire. However, it is noted that the dwelling and job growth targets detailed within the Local Strategy represent Council's projected growth targets as at June 2008.

The key directions and objectives of the Local Strategy relevant to this proposal are:

- E1 Facilitate development that promotes growth in local business and employment;
- E2 Plan for local job opportunities; and
- C1 Ensure planning and future development reinforces the hierarchy of centres in the Shire
  - Growth in local business and local job opportunities

A key task of the Employment Lands Direction is to facilitate sustainable growth of the local economy from a land use perspective. A sufficient amount of employment land must be maintained within centres to support the North West Subregional employment capacity target of 47,000 jobs by 2031. It is noted that this Direction was adopted in 2008 and precedes the Sydney Metro infrastructure project.

The planning proposal is consistent with the objective of the Direction in that the proposal seeks to increase the amount of commercial floor space for the site and provide additional employment opportunities. The proposal would see a substantially higher number of jobs located on the site relative to the existing number of jobs currently on the site. The proposal also reinforces and protects the critical role of the Norwest Business Park in contributing to employment opportunities within the Shire.

- 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 planning for a concentration and/or intensity of land use activities around major public transport nodes and higher order centres.

The subject site is located within a 380 metre walking catchment of Norwest Station. The planning proposal is consistent with this Direction as it will facilitate commercial office development and increased employment opportunities within close proximity to high frequency public transport services.

- 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 recreational opportunities. The Direction includes a centres hierarchy which provides a framework for the scale, location and function of centres. This ensures that the population has access to a range of centres that meet their needs and are appropriate in scale and design for their location.

The planning proposal would provide additional employment opportunities and reinforce Norwest as a Specialised centre consistent with the Centres Direction. The uses are considered to be appropriate to provide suitable employment and services required by residents within the precinct and those in the local neighbourhood.

- Employment Lands Direction

The North West Subregional Strategy establishes an employment capacity target for the Shire from 2001 to 2031 of 47,000 jobs. The Employment Lands Direction demonstrates that there is capacity to meet this target with capacity for 55,574 additional jobs to 2031. In addition to the contribution towards anticipated employment targets, the Direction seeks to provide employment close to home, services and transport infrastructure.

The planning proposal would facilitate approximately 25,555m<sup>2</sup> of commercial floor space and 876 jobs in a central location, providing new employment opportunities close to existing services and transport. It is noted that the Direction was released in 2009 prior to the plans for the Sydney Metro Northwest railway infrastructure project that significantly shape employment

lands within the Shire. However, the planning proposal is considered to be consistent with the objectives of this direction.

- **The Hills Corridor Strategy**

The Hills Corridor Strategy was adopted by Council on 24 November 2015 to build upon the platform established by the NSW Government's Corridor Strategy and articulate redevelopment opportunities arising from the Sydney Metro Northwest around each of the seven (7) stations that are within, or close to, the Shire. It is underpinned by guiding principles that reflect the long held strategic direction of Council that is embedded in Council's Local Strategy and Local Environmental Plan (LEP) with the key being a hierarchy of zones that see the greatest densities closer to transport and centres, while maintaining low density housing choices in more peripheral locations.

The Strategy identifies Norwest Business Park as a major Specialised Centre and seeks to reinforce the centre as a key employment destination, becoming the largest employment centre for Sydney's North West. The Hills Corridor Strategy identifies opportunity for 5,320 additional dwellings and 14,450 additional jobs within the Norwest Precinct by 2036.

To achieve this, the Strategy identifies the site as land with Commercial opportunities and suitable for an Employment FSR of 2:1. The proposal seeks to allow an Employment FSR of 2.2:1. While the proposed floor space ratio of 2.2:1 is marginally higher than the anticipated floor space ratio of 2:1, the proposal is largely consistent with the anticipated outcomes within The Hills Corridor Strategy.

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

Yes. Consistency of the planning proposal with applicable SEPPs is detailed within Attachment A.

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

Yes. The consistency of the planning proposal with the s.9.1 Ministerial Directions is detailed within Attachment B. A discussion on the consistency of the proposal with each relevant Direction is provided below.

- **Direction 1.1 Business and Industrial Zones**

The objectives of this direction are to encourage employment growth in suitable locations, protect environment land in business and industrial zones, and support the viability of identified centres.

The planning proposal is consistent with this Direction as it capitalises and promotes the growth of the strategic location of the site as being employment land within the Norwest Business Park. The site is in close proximity to the Specialist Centre and Norwest Station and is appropriate for the intensification of a commercial development outcome. The proposal would ultimately support the viability of Norwest as a Specialised centre.

- **Direction 2.3 Heritage Conservation**

The objectives of this direction are to conserve items, areas, objects and places of environmental significance and indigenous heritage significance.

The planning proposal is consistent with the terms of this direction. There are no heritage items identified on the site. The proposal is unlikely to impact on views to and from the State heritage item Bella Vista Farm; however as part of any Gateway Determination, it may be appropriate to consult the Office of Environment and Heritage.

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

The objective of this direction is to ensure that urban structures, building forms, land use locations, development designs, subdivision, and street layouts achieve the following planning objectives:

- a) improving access to housing, jobs and services by walking, cycling and public transport; and
- b) increasing the choice of available transport and reducing dependence on cars, and
- c) reducing travel demand including the number of trips generated by development and the distances travelled, especially by car; and
- d) supporting the efficient and viable operation of public transport services, and
- e) providing for the efficient movement of freight.

This Direction is applicable as the proposal seeks to facilitate a development outcome consisting of above-ground adaptable car parking and it is strategically located within a 400 metre walking catchment of Norwest Station.

The planning proposal is consistent with this Direction considering the site is located within a well-developed business park (Specialised Centre) with access to public transport and infrastructure. It contains adaptable car parking that can be retrofitted to accommodate additional commercial floor area in the future, subject to a future planning proposal, which appropriately responds to the location of the site and the imminent operation of the Sydney Metro Northwest.

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

Ministerial Direction 5.9 North West Rail Link Corridor Strategy promotes transit-oriented development and managed growth around the eight (8) train stations and seeks to ensure development within the Sydney Metro Northwest corridor is consistent with the proposals set out in the North West Rail Link Corridor Strategy and precinct Structure Plans. These matters are addressed above under the North West Rail Link Corridor Strategy and The Hills Corridor Strategy headings and it is considered that the proposal is consistent with this direction.

- **Direction 6.1 Site Specific Provisions**

This Direction applies *"when a relevant planning authority prepares a planning proposal that will allow a particular development to be carried out"* and requires that a planning proposal must either:

- a) allow that land use to be carried out in the zone the land is situated on, or
- b) rezone the site to an existing zone already applying in the environmental planning instrument that allows that land use without imposing any development standards or requirements in addition to those already contained in that zone, or
- c) allow that land use on the relevant land without imposing any development standards or requirements in addition to those already contained in the principal environmental planning instrument being amended.

The objective of this Direction is to discourage unnecessarily restrictive site specific planning controls. The proposal does not promote unnecessarily restrictive site specific planning controls and does not propose to rezone the site. The proposal seeks to increase the applicable floor space ratio and building height controls to facilitate increased intensity of already permissible uses, which would not restrict what can be developed on the site.

## **SECTION C - ENVIRONMENTAL, SOCIAL AND ECONOMIC IMPACT**

7. *Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected as a result of the proposal?*



The site as the site is currently developed, with minimal vegetation. The Planning Proposal is unlikely to impact on critical habitat or threatened species, populations or ecological communities, or their habitats.

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

Relevant matters to the proposal are addressed in detail in the attached Council report. The proposed maximum height of 10 storeys is supported on the basis that it is consistent with the future character of the Norwest Business Park and in combination with the proposed FSR standards, enables an appropriate development outcome.

Given the relevant matters discussed in the attached Council report, the planning proposal would not likely result in environmental effects or natural hazards. The subject site is not identified as being within bushfire, flooding, landslide or biodiversity sensitive areas.

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

The planning proposal seeks to increase the floor space ratio and building height controls relevant to the subject site and would not result in adverse social or economic impacts.

The planning proposal will facilitate a commercial office development on land designated for employment, within a strategic centre in North West Sydney. The proximity of the site within a 400 metre walking catchment from the future Norwest station allows for development which can utilise public transport as a primary means of accessing the site for workers. The proposal will support the economic viability and activity of the Precinct by providing jobs closer to home, enabling local residents to easily access employment opportunities. The proposal assists in the provision of additional commercial employment floor space and would enhance and reinforce the critical employment role of the Norwest Business Park.

## **SECTION D - STATE AND COMMONWEALTH INTERESTS**

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

The subject site will have access to adequate public infrastructure including utility services, as an existing development currently occupies the site. The proposal has access to public transport and will benefit from the opening of the Sydney Metro in 2019 as the site is located within 400 metres of the Norwest station.

*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?*

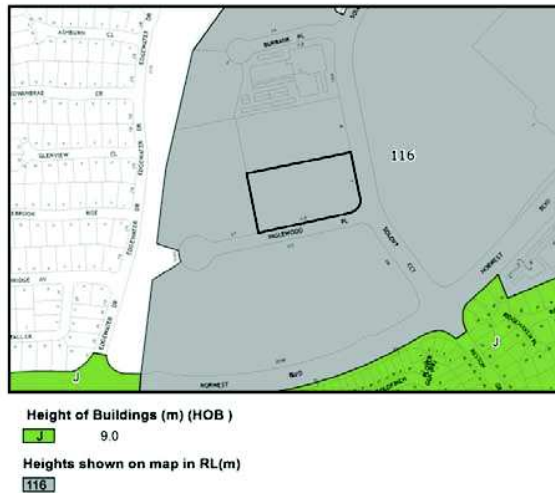
Any Gateway Determination issued will specify relevant agencies to be consulted, which may include:

- Endeavour Energy;
- Transport for NSW; and
- Transport for NSW - Roads and Maritime Services.

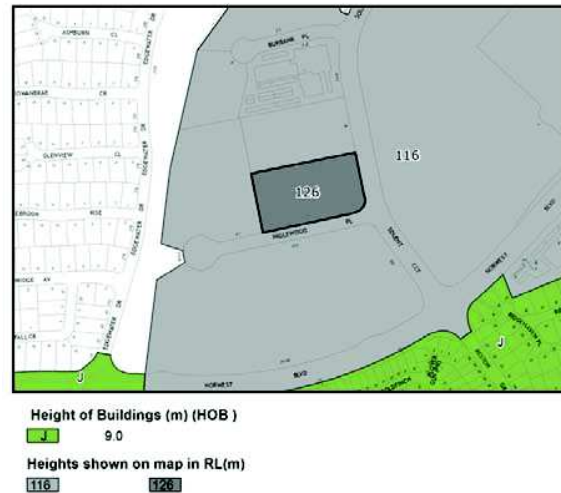
## PART 4 MAPPING

The planning proposal seeks to amend the Height of Buildings Map and Floor Space Ratio Map of *The Hills Local Environmental Plan 2012*.

### Existing Height of Buildings Map

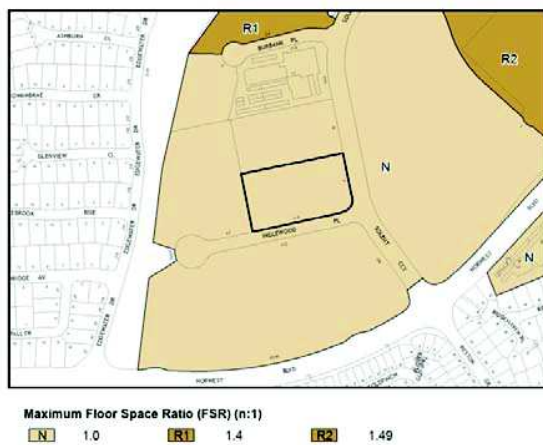


### Proposed Height of Buildings Map

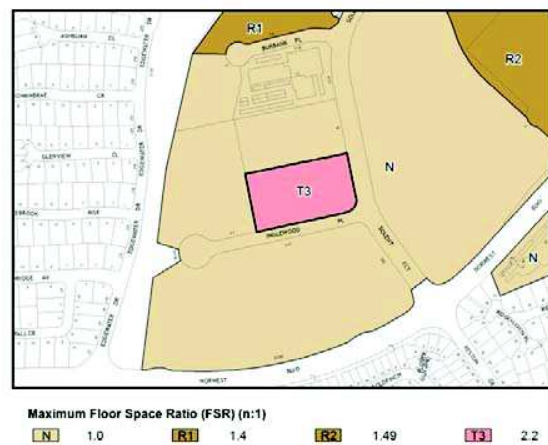


**Figure 3**  
Current and Proposed Height of Buildings Map

### Existing Floor Space Ratio Map



### Proposed Floor Space Ratio Map



**Figure 4**  
Current and Proposed Floor Space Ratio Maps

## PART 5 COMMUNITY CONSULTATION

It is considered appropriate that any Gateway Determination issued require public exhibition of the Planning Proposal for a minimum of 28 days, in accordance with the requirements of the *Environmental Planning and Assessment Regulation 2000*.

**PART 6 PROJECT TIMELINE**

<b>STAGE</b>	<b>DATE</b>
Commencement Date (Gateway Determination)	June 2018
Government agency consultation	July 2018
Commencement of public exhibition period (28 days)	August 2018
Completion of public exhibition period	September 2018
Timeframe for consideration of submissions	October 2018
Timeframe for consideration of proposal post exhibition	October 2018
Report to Council on submissions	November 2018
Planning Proposal to PCO for opinion	November 2018
Date Council will make the plan (delegated)	December 2018
Date Council will forward to department for notification (delegated)	December 2018

**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	NO	-	-
No. 19	Bushland in Urban Areas	YES	NO	-
No. 21	Caravan Parks	NO	-	-
No. 30	Intensive Agriculture	YES	NO	-
No. 33	Hazardous and Offensive Development	YES	NO	-
No. 36	Manufactured Home Estates	NO	-	-
No. 44	Koala Habitat Protection	NO	-	-
No. 47	Moore Park Showground	NO	-	-
No. 50	Canal Estate Development	NO	-	-
No. 52	Farm Dams and Other Works in Land and Water Management Plan Areas	NO	-	-
No. 55	Remediation of Land	YES	NO	-
No. 62	Sustainable Aquaculture	YES	NO	-
No. 64	Advertising and Signage	YES	NO	-
No. 65	Design Quality of Residential Flat Development	NO	-	-
No. 70	Affordable Housing (Revised Schemes)	NO	-	-
Affordable Rental Housing (2009)		NO	-	-
Building Sustainability Index: BASIX 2004		NO	-	-
Coastal Management (2018)		NO	-	-
Education Establishments and Child Care Facilities (2017)		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	-
Integration and Repeals (2016)		NO	-	-
Kosciuszko National Park – Alpine Resorts (2007)		NO	-	-
Kurnell Peninsula (1989)		NO	-	-
Mining, Petroleum Production and Extractive Industries (2007)		YES	NO	-
Miscellaneous Consent Provisions (2007)		YES	NO	-
Penrith Lakes Scheme (1989)		NO	-	-
Rural Lands (2008)		NO	-	-
State and Regional Development (2011)		YES	NO	-
State Significant Precincts (2005)		YES	NO	-
Sydney Drinking Water Catchment (2011)		NO	-	-
Sydney Region Growth Centres (2006)		NO	-	-
Three Ports (2013)		NO	-	-
Urban Renewal (2010)		NO	-	-
Vegetation in Non-Rural Areas (2017)		YES	NO	-
Western Sydney Employment Area (2009)		NO	-	-
Western Sydney Parklands (2009)		NO	-	-
<b>Deemed SEPPs</b>				

<b>STATE ENVIRONMENTAL PLANNING POLICY (SEPP)</b>	<b>APPLICABLE</b>	<b>RELEVANT? (YES/NO)</b>	<b>(IF RELEVANT) INCONSISTENT/ CONSISTENT</b>
SREP No. 8 (Central Coast Plateau Areas)	NO	-	-
SREP No. 9 – Extractive Industry (No. 2 – 1995)	YES	NO	-
SREP No. 16 – Walsh Bay	NO	-	-
SREP No. 20 – Hawkesbury – Nepean River (No 2 – 1997)	NO	-	-
SREP No. 24 – Homebush Bay Area	NO	-	-
SREP No. 26 – City West	NO	-	-
SREP No. 30 – St Marys	NO	-	-
SREP No. 33 – Cooks Cove	NO	-	-
SREP (Sydney Harbour Catchment) 2005	NO	-	-



**ATTACHMENT B: ASSESSMENT AGAINST SECTION 9.1 MINISTERIAL DIRECTIONS**

DIRECTION		APPLICABLE	RELEVANT? (YES/NO)	(IF RELEVANT) INCONSISTENT/ CONSISTENT
<b>1. Employment and Resources</b>				
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	YES	NO	-
1.5	Rural Lands	NO	-	-
<b>2. Environment and Heritage</b>				
2.1	Environment Protection Zone	YES	NO	-
2.2	Coastal Protection	NO	-	-
2.3	Heritage Conservation	YES	YES	CONSISTENT
2.4	Recreation Vehicle Area	YES	NO	-
2.5	Application of E2 and E3 Zones and Environmental Overlays in Far North Coast LEPs	NO	-	-
<b>3. Housing, Infrastructure and Urban Development</b>				
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	-
<b>4. Hazard and Risk</b>				
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	-
<b>5. Regional Planning</b>				
5.1	Implementation of Regional Strategies	NO	-	-
5.2	Sydney Drinking Water Catchment	NO	-	-
5.3	Farmland of State and Regional Significance on the NSW Far North Coast	NO	-	-
5.4	Commercial and Retail Development along the Pacific Highway, North Coast	NO	-	-
5.8	Second Sydney Airport: Badgerys	NO	-	-

DIRECTION		APPLICABLE	RELEVANT? (YES/NO)	(IF RELEVANT) INCONSISTENT/ CONSISTENT
	Creek			
5.9	North West Rail Link Corridor Strategy	YES	YES	CONSISTENT
5.10	Implementation of Regional Plans	YES	YES	CONSISTENT
<b>6. Local Plan Making</b>				
6.1	Approval and Referral Requirements	YES	NO	-
6.2	Reserving Land for Public Purposes	YES	NO	-
6.3	Site Specific Provisions	YES	YES	CONSISTENT
<b>7. Metropolitan Planning</b>				
7.1	Implementation of the Metropolitan Plan for Sydney 2036	YES	YES	CONSISTENT
7.2	Implementation of Greater Macarthur Land Release Investigation	NO	-	-
7.3	Parramatta Road Corridor Urban Transformation Strategy	NO	-	-
7.4	Implementation of North West Priority Growth Area Land Use and Infrastructure Implementation Plan	NO	-	-
7.5	Implementation of Greater Parramatta Priority Growth Area Interim Land Use and Infrastructure Implementation Plan	NO	-	-
7.6	Implementation of Wilton Priority Growth Area Interim Land Use and Infrastructure Implementation Plan	NO	-	-
7.7	Implementation of Glenfield to Macarthur Urban Renewal Corridor	NO	-	-