



Amend Yass Valley LEP 2013 - Schedule 1 Additional Permitted Uses - Permit Highway Service Centre near Bowning, Hume Highway (0 dwellings; 30 jobs)

Proposal Title : Amend Yass Valley LEP 2013 - Schedule 1 Additional Permitted Uses - Permit Highway Service Centre near Bowning, Hume Highway (0 dwellings; 30 jobs)

Proposal Summary : Yass Valley Council is seeking to amend Schedule 1 Additional Permitted Uses to permit a 'highway service centre' on part lots 16 and 18 DP 246891 and part lot 172 DP 649063 zoned RU1 Primary Production Zone located west of Bowning Village and fronting the Hume Highway.

The highway service centre will occupy approximately 19.63 hectares of land, including land for road access.

The indicative layout shows that a proposed lot (Lot 1) will incorporate part lots 16 and 18 DP 246891 and part lot 172 DP 649063 that will be used for a highway service centre.

Apart from fuel dispensers it is intended that future development for a highway service centre will include dining and takeaway food outlets and a convenience shop.

PP Number : PP_2017_YASSV_001_00 **Dop File No :** 17/07656

Proposal Details

Date Planning Proposal Received : 05-Jul-2017

LGA covered : Yass Valley

Region : Southern

RPA : Yass Valley Council

State Electorate : GOULBURN

Section of the Act : 55 - Planning Proposal

LEP Type : Spot Rezoning

Location Details

Street : Hume Highway

Suburb : **City :** Bowning **Postcode :** 2582

Land Parcel : Part lots 16 and 18 DP 246891 and part Lot 172 649063

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DoP Planning Officer Contact Details

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Land Release Data

Growth Centre :	N/A	Release Area Name :	N/A
Regional / Sub Regional Strategy :	South East and Tablelands Regional Plan 2036	Consistent with Strategy :	Yes
MDP Number :		Date of Release :	
Area of Release (Ha) :	19.63	Type of Release (eg Residential / Employment land) :	Employment Land
No. of Lots :	0	No. of Dwellings (where relevant) :	0
Gross Floor Area :	0	No of Jobs Created :	30

The NSW Government Yes
Lobbyists Code of
Conduct has been
complied with :

If No, comment :

Have there been No
meetings or
communications with
registered lobbyists? :

If Yes, comment :

Supporting notes

Internal Supporting
Notes :

External Supporting Notes : The planning proposal prepared by MacroPlanDimasi dated June 2017 is consistent with Council's resolution dated 24 May 2017, i.e. to forward the planning proposal for a Highway service centre, Hume Highway, Bowning to the Minister of Planning to request a Gateway Determination pursuant to s56 of the Environmental Planning and Assessment Act 1979.

Adequacy Assessment

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Statement of the objectives - s55(2)(a)

Is a statement of the objectives provided? Yes

Comment : The planning proposal clearly indicates that it seeks to permit a 19.63 hectare 'highway service centre' on part lots 16 and 18 DP 246891 and part Lot 172 DP 649063.

A highway service centre is defined in the Yass Valley LEP 2013 as;
highway service centre means a building or place used to provide refreshments and vehicle services to highway users. It may include any one or more of the following:

- (a) a restaurant or cafe,
- (b) take away food and drink premises,
- (c) service stations and facilities for emergency vehicle towing and repairs,
- (d) parking for vehicles,
- (e) rest areas and public amenities.

Explanation of provisions provided - s55(2)(b)

Is an explanation of provisions provided? Yes

Comment : The planning proposal clearly indicates that it seeks to amend 'Schedule 1 Additional Permitted Uses' to permit a highway service centre on the subject site.

Figure 2 of the planning proposal clearly identifies part lots 16 and 18 DP 246891 and part Lot 172 DP 649063 that will be used for a highway service centre and the subject of the request to permit the additional use.

Justification - s55 (2)(c)

a) Has Council's strategy been agreed to by the Director General? Yes

b) S.117 directions identified by RPA :

1.1 Business and Industrial Zones

1.2 Rural Zones

* May need the Director General's agreement

1.5 Rural Lands

5.1 Implementation of Regional Strategies

6.3 Site Specific Provisions

5.10 Implementation of Regional Plans

Is the Director General's agreement required? Yes

c) Consistent with Standard Instrument (LEPs) Order 2006 : Yes

d) Which SEPPs have the RPA identified?

SEPP No 33—Hazardous and Offensive Development

SEPP No 55—Remediation of Land

SEPP (Rural Lands) 2008

e) List any other matters that need to be considered :

Have inconsistencies with items a), b) and d) being adequately justified? Yes

If No, explain :

SECTION 117 DIRECTIONS

1.1 BUSINESS AND INDUSTRIAL ZONES: This Direction does apply to the planning proposal as it will affect land within an existing or proposed business or industrial zone.

Although the planning proposal does not affect land within an existing or proposed business or industrial zone the proposal seeks to permit a type of business, i.e. highway service centre, on land zoned RU1 Primary Production Zone.

Comment

The proposal is consistent with the objectives of the Direction:

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"(a) encourage employment growth in suitable locations"

The highway service centre suitably located on rural land and adjacent to the Hume Highway. The planning proposal is accompanied by a number of technical reports (Aboriginal heritage, flora and fauna, noise, light spill and traffic) that address environmental impacts of the proposal and that justify the suitability of the site to accommodate the highway service centre.

"(b) protect employment land in business and industrial zones"

Not applicable. The land is currently zoned RU1 Primary Production.

"(c) support the viability of identified strategic centres"

The highway service centre is unlikely to have an adverse impact on the Yass central business district, the nearest strategic centre.

The proposed changes to the LEP that are considered of minor significance and are unlikely to have any significant impact.

Conclusion

The proposal is considered to be consistent with this Direction.

1.2 RURAL ZONES: This Direction does apply to the planning proposal as it affects land within an existing rural zone, i.e. RU1 Primary Production Zone. The objective of the Direction is to protect the agricultural production value of rural land.

Although the planning proposal does not change the RU1 Primary Production Zone it will introduce provisions that increase the permissible density of development within the rural zone. The proposal is therefore inconsistent with this Direction.

Comment

The inconsistency with this direction has been justified on the basis that it is of minor significance by virtue of the small size of the site (19.63 hectares) compared to the large rural area surrounding it, and the land is currently not used for agriculture.

The planning proposal also indicates that a highway service centre will generate a number of social and economic benefits that justify the inconsistency with the Direction;

- provide a range of services to travelling motorists on the Hume Highway,
- create employment opportunities for residents in Yass LGA, particularly Bowning Village.

Conclusion and Recommendation

The inconsistency with the Direction is considered to be of minor significance because it is unlikely that the highway service centre will have a significant adverse impact on agricultural production within the area and there are social and economic benefits associated with a highway service centre located within the locality.

RECOMMENDATION: The Secretary approve the Inconsistency with s117 Direction 1.2 Rural Zones because the inconsistency is of minor significance.

1.5 RURAL LANDS: This Direction does apply to the planning proposal because it affects land within an existing rural zone, i.e. RU1 Primary Production Zone.

Comment

The proposal is considered to be consistent with this direction because it is consistent with the Rural Planning Principles and Rural Subdivision Principles listed in SEPP (Rural Lands) 2008.

These principles primarily relate to protecting productive, sustainable economic activities and natural resources in rural areas, minimising rural land use conflict and balancing social, economic and environmental interests of the community.

The proposed highway service centre will occupy the small area of rural land (19.63 hectares) compared to the large rural area surrounding it, and the land is currently not used for agriculture.

The planning proposal is also accompanied by a number of technical reports (Aboriginal heritage, flora and fauna, noise, light spill and traffic) that address environmental impacts of the proposal and that justify the suitability of the site to accommodate the highway service centre.

Conclusion

The proposal is considered to be consistent with the Direction because it is consistent with the following Rural Planning Principles;

- (a) the promotion and protection of opportunities for current and potential productive and sustainable economic activities in rural areas;
- (d) in planning for rural areas, to balance the social, economic and environmental interests of the community.

The Rural Subdivision Principles are not applicable to the proposal.

5.1 IMPLEMENTATION OF REGIONAL STRATEGIES: This Direction does apply to the planning proposal as the Sydney-Canberra Corridor Regional Strategy applies to the land.

There are no specific policies in the Sydney-Canberra Corridor Regional Strategy regarding highway service centres.

It does however promote protecting the regions natural resources, environmental values, cultural heritage and important agricultural lands. It also strengthen the economic opportunities of the region.

The planning proposal provides justification for the location of a new Hume highway service centre and is accompanied by a number of technical reports (Aboriginal heritage, flora and fauna, noise, light spill and traffic) that address environmental impacts of the proposal.

The proposal is considered to be consistent with the Strategy and is therefore consistent with this Direction.

5.10 IMPLEMENTATION OF REGIONAL PLANS

This direction applies to land

- to which a Regional Plan has been released by the Minister for Planning, and
- a relevant planning authority prepares a planning proposal.

The South East and Tablelands Regional Plan has been recently endorsed by the NSW Government and applies to the site.

At the time of drafting the planning proposal the public release of the final Regional Plan had not been formally announced. The Planning proposal however addresses the relevant actions outlined in the exhibited draft South East and Tablelands Regional Plan.

Comment

The South East and Tablelands Regional Plan does not contain any specific policies regarding highway service centres. It does however promote protecting the regions natural resources, environmental values, cultural heritage and important agricultural lands. It also strengthen the economic opportunities of the region.

The planning proposal provides justification for the location of a new Hume highway

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service centre and is accompanied by a number of technical reports (Aboriginal heritage, flora and fauna, noise, light spill and traffic) that address environmental impacts of the proposal.

The proposal is considered to be consistent with the Regional Plan and is therefore consistent with this Direction.

STATE ENVIRONMENTAL PLANNING POLICIES

SEPP (RURAL LANDS) 2008.

The planning proposals consistency with the Rural Planning Principles and Rural Subdivision Principles listed in SEPP (Rural Lands) 2008 have been considered as part of s117 Direction 1.5 Rural Lands

These principles primarily relate to protecting productive, sustainable economic activities and natural resources in rural areas, minimising rural land use conflict and balancing social, economic and environmental interests of the community.

The proposed highway service centre will occupy the small area of rural land (19.63 hectares) compared to the large rural area surrounding it, and the land is currently not used for agriculture.

The planning proposal is also accompanied by a number of technical reports (Aboriginal heritage, flora and fauna, noise, light spill and traffic) that address environmental impacts of the proposal and that justify the suitability of the site to accommodate the highway service centre.

Conclusion

The proposal is considered to be consistent with this State policy.

SEPP No 55 - REMEDIATION OF LAND

Clause 6 of SEPP 55 (Contamination and remediation to be considered in zoning or rezoning proposal) requires planning authorities to consider if the land is contaminated when they are preparing an environmental planning instrument.

If the land is contaminated the planning authority must be satisfied that the land is either suitable for the intended purpose or requires remediation to make it suitable.

Yass Valley Council, when it adopted the planning proposal to seek a Gateway determination, accepted the proponents advice that "The subject site has not previously been used for agricultural or industrial uses that may give rise to contamination concerns."

Comment

The planning proposal has indicated that the proposal is consistent with SEPP 55 - Remediation of land because the land unlikely to be contaminated and is therefore suitable for use as a highway service centre.

SEPP 33 HAZARDOUS AND OFFENSIVE INDUSTRY

The planning proposal states that no hazardous or offensive industry is proposed for the site and that "Fuel storage and dispensing facilities will be provided at the service centre in accordance with applicable standards".

Comment

A highway service centre is not an "industry" and therefore the SEPP is not applicable to the planning proposal.

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Mapping Provided - s55(2)(d)

Is mapping provided? Yes

Comment : Figure 2 of the planning proposal clearly identifies the parts of Lots 16 and 18 DP 246891 and part Lot 172 DP 649063 that are to be identified in Schedule 1 Additional Permitted Uses to permit a highway service centre.

Community consultation - s55(2)(e)

Has community consultation been proposed? Yes

Comment : The planning proposal has suggested that community consultation be undertaken for 28 days.

Comment and Recommendation

The planning proposal to permit a highway service centre on land near Bowning, Hume Highway is not considered a minor proposal and should therefore be publicly advertised for a minimum of 28 days.

It is recommended that Community consultation should be undertaken for a minimum of 28 days.

Additional Director General's requirements

Are there any additional Director General's requirements? No

If Yes, reasons :

Overall adequacy of the proposal

Does the proposal meet the adequacy criteria? Yes

If No, comment : The planning proposal meets the adequacy criteria to enable assessment.

Proposal Assessment

Principal LEP:

Due Date :

Comments in relation to Principal LEP : The planning proposal will amend Schedule 1 Additional Permitted Uses in the Yass Valley LEP 2013.

Assessment Criteria

Need for planning proposal :

The subject land is zoned RU1 Primary Production Zone under the Yass Valley LEP 2013 and 'highway service centres' are prohibited in the RU1 Primary Production Zone.

A planning proposal is needed to amend the Yass Valley LEP 2013 to permit a highway service centre on part lots 16 and 18 DP 246891 and part Lot 172 DP 649063.

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Consistency with
strategic planning
framework :

There are no specific policy statements on highway service centres in the Yass Town and Village Strategy 2010, the recently exhibited draft Yass Valley Settlement Strategy 2016-2036, the Sydney Canberra Corridor Strategy or the South East and Tablelands Regional Plan.

The planning proposal provides justification for the location of a new Hume highway service centre on the subject land near Bowning that is consistent with the intent of the local and state strategies, i.e. to protect natural resources, environmental values and promote sustainable economic development.

The planning proposal is accompanied by a number of technical reports (Aboriginal heritage, ecological, noise, light spill and traffic) that assist in justifying the proposal by addressing any potential environmental impacts of the proposal and by highlighting the economic and social benefits of developing the site for a highway service centre.

The planning proposal is therefore considered to be consistent with both local and State government strategic planning framework.

Environmental social
economic impacts :

BIODIVERSITY

The planning proposal was accompanied by an ecological report by the Australian Ethnography Institute Pty Ltd dated March 2017. The report outlined the results of a targeted survey for the Yass Daisy, listed as vulnerable under both State and Commonwealth biodiversity legislation, and concluded it was not present on the site.

The report also concluded that the site has been substantially cleared of native vegetation as a result of previous agricultural use and that there are no threatened species or ecological communities present on the site.

Comment

Based on the ecological report it is unlikely that the use of the site for a highway service centre will have an significant adverse impact on the biodiversity of the site. It is suggested that consultation be undertaken with the Office of Environment and Heritage to determine if the conclusions of the ecological assessment are robust.

ABORIGINAL HERITAGE

The planning proposal was accompanied by an 'Aboriginal Heritage Due Diligence Assessment' prepared by Waters Consulting Pty Ltd dated March 2017. The assessment, undertaken in accordance with a code of practice prepared by the Office of Environment and Heritage, found no Aboriginal archaeological objects or areas of archaeological potential within the study area.

Comment

Based on the ecological report it is unlikely that the use of the site for a highway service centre will have an significant adverse impact on Aboriginal heritage. It is suggested that consultation be undertaken with the Office of Environment and Heritage to determine if the conclusions of the 'Aboriginal Heritage Due Diligence Assessment' are robust.

GROUNDWATER

The planning proposal acknowledges that almost all of Lot 18 is identified on the LEP Groundwater Vulnerability Map. Development on areas mapped as 'groundwater vulnerability' are subject to the provisions of clause 6.4 under Yass Valley LEP 2013. The objective of clause 6.4 is;

- to maintain the hydrological functions of key ground water systems;
- to protect vulnerable groundwater resources from depletion and contamination as a result of development.

The planning proposal indicates that the highway service centre will not be located within the identified groundwater vulnerable land and "all storage tanks and operating procedures will be designed and performed in full compliance with relevant regulations and requirements including monitoring and design".

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Comment

it appears, based on the indicative design, that areas of the site mapped as 'groundwater vulnerability' under the Yass Valley LEP 2013 (i.e. Lot 18) are only affected by the highway service centre access road (off-ramp) and not the highway service centre.

However the planning proposal indicates that the treatment of sewage will be undertaken by an on-site treatment plant and the technical details of all proposed servicing will be addressed at the detailed design of the proposal. It is therefore appropriate that consultation be undertaken with NSW Water and NSW Environmental Protection Authority for early feedback on potential impacts on groundwater of the proposed highway service centre.

NOISE ASSESSMENT

The planning proposal is accompanied by an 'Environmental Noise Impact Assessment' prepared by Day Design Pty Ltd dated 6 February 2017. The noise impact assessment is based on an indicative development layout outlined in the planning proposal comprising 12 car fuel pumps and 7 high flow heavy vehicle fuel pumps, two restaurants with drive through, another two restaurants, common dining for 188 patrons and 33 truck drivers and a car parking with a capacity of 171 cars, 19 cars with trailers, 3 bus spaces and 33 truck spaces.

The report identifies the the most affected receptors to noise generated by the highway service centre with the closest receptor being a residence located within 550 metre from the boundary of the proposal.

The report indicates that main sources of noise would be from the mechanical plant, car and truck movements and restaurant patron noise. Section 6 of the report provides recommendations to reduce noise emissions to within acceptable limits (derived from NSW Industrial Noise Policy 2000).

Comment

Based on the noise impact assessment report it is unlikely that the use of the site for a highway service centre will have an significant adverse noise impact. It is suggested that consultation be undertaken with the NSW Environmental Protection Agency to determine if the conclusions of the 'Environmental Noise Impact Assessment' are robust.

EXTERIOR LIGHTING

The planning proposal is accompanied by a report on exterior lighting prepared by NINOX Pty Ltd dated January 2017. The report is based on an indicative development layout outlined in the planning proposal.

The report has identified the nearest receptors that may be affected by light spill and has made recommendations on the type of lighting to minimise the impacts of lighting on adjoining land or the Hume Highway.

The report concludes that the proposed lighting used for modern highway service centres is not expected to adversely impact on adjoining lands or the Hume Highway.

Comment

Based on the assessment report on exterior lighting it is unlikely that the use of the site for a highway service centre will generate significant adverse impacts from exterior lighting. It is suggested that consultation be undertaken with the NSW Environmental Protection Agency to determine if the conclusions of the report on exterior lighting are robust.

TRAFFIC

The planning proposal is accompanied by a 'Transport Impact Assessment' prepared by GTA Consultants dated 24 March 2017. The report is based on an Indicative development layout outlined in the planning proposal. The finalised layout will be determined by a assessment of a development application.

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Access is proposed along the Hume Highway via separated and appropriately designed highway exit ramp (from the west) and highway entry ramp to the east).

The traffic analysis indicates that the site is not unsuitable for use as a highway service centre. The can accommodate the development including safe and adequate vehicular access, car parking and internal circulation of vehicles.

The report states that the

- site's location lends itself to good sight-lines along the Hume Highway, with adequate setbacks and separation of driveways from any adjacent crossovers west of the entry ramp,
- proposed access ramps on the indicative design have been located to ensure that site accessibility is as convenient as possible with minimal impacts on the Hume Highway,
- proposed car park layout design allows for good access to the fuel pumps with adequate on-site queuing available and maintaining a path of travel to other on-site parking spaces,
- separation of light and heavy vehicle areas is typical for such facilities and ensures safety is maintained for all users while keeping a good level of internal circulation and overall site efficiency.

The dedicated.

The report further states that the proposed site would not generate any additional or 'new' vehicle trips, rather simply providing key Highway services for vehicles already on the Hume Highway passing the site.

Comment

Based on the 'Transport Impact Assessment' report it is unlikely that the use of the site for a highway service centre will generate significant adverse traffic impacts. It is suggested that consultation be undertaken with NSW Roads and Maritime Services to determine if the conclusions of the traffic assessment.

ECONOMIC IMPACTS

The proposed highway service centre would create the first northbound (highway fronting) service centre on the Hume Highway between North Gundagai and Marulan. Direct access to the service centre will not be available for vehicles travelling west on the Hume Highway and there will be no direct road access to Bowning Village.

Although an existing Caltex highway service centre is located 11 kilometres to the east of the site and the planning proposal indicates that the new development seeks to meet the increased demand for highway service centres in this locality.

The planning proposal indicates that the proposed highway service centre will have "limited operational relationship with Bowning village as it sits west of, and somewhat isolated from, the village". Bowning does not offer fuel services so highway users that use the proposed centre "would not ordinarily consider stopping in Bowning for fuel". The planning proposal therefore concludes that the new development is unlikely to have an adverse impact on the trading capacity of Bowning Village, population 295 person (2011 Census).

The township of Yass is located approximately 14 kilometres south of Bowning Village and Yass provides a much larger range of services than provided by Bowning or the highway service centres. The planning proposal indicates that it is expected that Bowning Village and Yass township will continue to serve the needs of their local resident catchment.

The planning proposal indicates that the new development will provide employment opportunities, strengthen the areas tourism base and facilitate competitive fuel pricing.

Comment

The planning proposal adequately addresses the potential economic impacts of the future highway service centre on the subject site to enable the planning proposal to publicly exhibited for comment.

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RECOMMENDATION

That the Gateway determination include a condition requiring consultation with the following state agencies;

- Office of Environment and Heritage,
- Roads and Maritime Services,
- Office of Water, and
- Environmental Protection Authority.

Assessment Process

Proposal type : Routine Community Consultation Period : 28 Days

Timeframe to make LEP : 12 months Delegation : RPA

Public Authority : Office of Environment and Heritage
Consultation - 56(2)(d) : Transport for NSW - Roads and Maritime Services
Other

Is Public Hearing by the PAC required? No

(2)(a) Should the matter proceed ? Yes

If no, provide reasons :

Resubmission - s56(2)(b) : No

If Yes, reasons :

Identify any additional studies, if required. :

If Other, provide reasons :

The planning proposal is accompanied by a number of technical reports (Aboriginal heritage, ecological, noise, light spill and traffic) that assist in justifying the proposal by addressing any potential environmental impacts of the proposal and by highlighting the economic and social benefits of developing the site for a highway service centre.

No other studies are required.

Identify any internal consultations, if required :

No internal consultation required

Is the provision and funding of state infrastructure relevant to this plan? No

If Yes, reasons :

Documents

Document File Name	DocumentType Name	Is Public
MPDB_Amended Planning Proposal_Bowning_210617.pdf	Proposal	Yes
Covering letter YVC.pdf	Proposal Covering Letter	Yes
Cover letter revised PP 26 June 17.pdf	Proposal Covering Letter	Yes
3. NOISE -Final Feb 2017.pdf	Proposal	Yes
4. LIGHTING- BOWNING SERVICE STATION_Updated.pdf	Study	Yes
Environmental.pdf	Study	Yes
1631_Aboriginal Bowning Due Diligencev2.pdf	Study	Yes

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Amended Traffic.pdf	Study	Yes
1A. A100-PROPOSED SITE PLAN-I.pdf	Map	Yes
1B. A101-OVERALL SITE PLAN-D.pdf	Map	Yes
2562_PPS2.pdf	Map	Yes
Council Minutes.pdf	Proposal	Yes
Council Report.pdf	Proposal	Yes

Planning Team Recommendation

Preparation of the planning proposal supported at this stage : **Recommended with Conditions**

S.117 directions:

- 1.1 Business and Industrial Zones
- 1.2 Rural Zones
- 1.5 Rural Lands
- 5.1 Implementation of Regional Strategies
- 6.3 Site Specific Provisions
- 5.10 Implementation of Regional Plans

Additional Information : The Director Regions Southern, as delegate of the Minister for Planning, determine under Section 56(2) of the Environmental Planning and Assessment Act, 1979 (EP&A Act) that an amendment to Yass Valley Local Environmental Plan 2013 to amend Schedule 1 Additional Permitted Uses to permit a highway service centre on part lots 16 and 18 DP 246891 and part lot 172 DP 649063 Hume Highway near Bowning should proceed subject to the following conditions:

1. Community consultation is required under Sections 56(2)(c) and 57 of the EP&A Act as follows:

(a) the Planning Proposal must be made publicly available for a minimum of 28 days; and
(b) the relevant planning authority must comply with the notice requirements for public exhibition of planning proposals and the specifications for material that must be made publicly available along with planning proposals as identified in Section 5.5.2 of A guide to preparing local environmental plans (Department of Planning and Environment 2016).

2. All adjoining landowners must be notified of the planning proposal as part of community consultation.

3. Consultation is required with the following public authorities under Section 56(2)(d) of the EP&A Act:

- Office of Environment and Heritage
- Department of Primary Industries - NSW Water
- Environmental Protection Authority
- NSW Transport - Roads and Maritime Services

Each public authority/organisation is to be provided with a copy of the Planning Proposal and any relevant supporting material, and given at least 21 days to comment on the proposal.

4. A public hearing is not required to be held into the matter by any person or body under Section 56(2)(e) of the EP&A Act. This does not discharge Council from any obligation it may otherwise have to conduct a public hearing (for example, in response to a submission or if reclassifying land).

5. The timeframe for completing the LEP is to be 12 months following the date of the Gateway determination.

6. The final LEP maps shall be prepared in accordance with the requirements of the Department's "Standard Technical Requirements for Spatial Datasets and Maps" Vers: 1.0 November 2015.

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s117 DIRECTIONS

Recommendation:

The Director of Regions Southern, as delegate of the Secretary, approve the Planning Proposal's inconsistency with Section 117 Direction 1.2 Rural Zones because the inconsistency is of minor significance.

DELEGATION FOR PLAN MAKING

Recommendation:

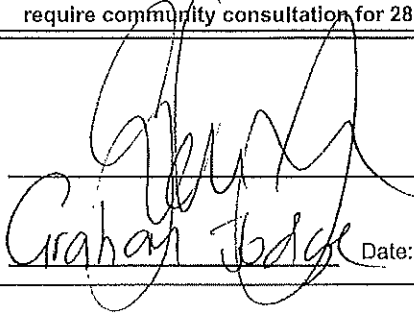
That Council be authorised to use the Minister's plan making functions under sections 59(2),(3)&(4) of the Environmental Planning and Assessment Act 1979.

Supporting Reasons :

The proposed amendment to Yass Valley LEP 2013 is considered significant and will require community consultation for 28 days and consultation with relevant state agencies

Signature:

Printed Name:


Graham Budge Date: 6 July 2017

