

Consistency with Section 117 Ministerial Directions

Direction	Objective	Comment
<p>1.1 Business and Industrial Zones</p>	<p>The objectives of this direction is to encourage employment growth in suitable locations, protect employment land and support the viability of identified centres. The direction applies when a planning proposal will affect land within an existing or proposed business or industrial zone.</p>	<p>The Planning Proposal will in effect, increase residential density in an area that is within close proximity to Norwest, which is a large employment hub. The proposal will not change the areas and locations of existing business and industrial zones or reduce the FSR for employment and industrial uses.</p> <p>The proposal would contribute to allowing homes to be closer to jobs. The planned growth of the Norwest Precinct would complement the higher residential density proposed for the site.</p>
<p>2.3 Heritage Conservation</p>	<p>The objective of this direction is to conserve items, areas, objects and places of environmental significance and indigenous heritage significance.</p>	<p>The Planning Proposal is consistent with the terms of this direction as it would not affect the heritage item on the site. The farmhouse residence and curtilage will be offered as a communal space for future residents. The farmhouse will be conserved and refurbished for adaptive reuse and views to and from the heritage item will be maintained as one lot at the entrance of the site will be left undeveloped to improve these views. A Heritage Report accompanies this Planning Proposal in Appendix B which provides recommendations to preserve the heritage of the farmhouse.</p>
<p>3.1 Residential Zones</p>	<p>The objective of this direction is to encourage a variety of choice of housing types to accommodate existing and projected household needs. This direction also aims to ensure that new housing has appropriate access to infrastructure and services as well as minimise the impact of residential development. This direction applies where a planning proposal will affect land within an existing or proposed zone.</p>	<p>The Planning Proposal will ensure that greater housing choice will be provided for the locality, including well designed apartments, small lot housing and low density detached dwellings. The apartments and medium density housing are in appropriate locations within close proximity of the Norwest hub and train station. The Planning Proposal will therefore encourage more efficient use of existing infrastructure and services. Additional public open space would be provided as part of the development of the site to address social infrastructure demand as a result of the growth in population. The site will be adequately serviced in the near future with arrangements having taken place with the relevant utility providers including Endeavour Energy, Telstra, NBN and Jemena. This Planning Proposal is accompanied by an Infrastructure Report in Appendix G which provides further detail. The Planning Proposal does not contain provisions which will reduce the permissible residential density of land.</p>
<p>3.4 Integrating Land Use and Transport</p>	<p>The direction aims to ensure that urban structures, building forms, land use locations, development designs,</p>	<p>The Planning Proposal would contribute towards the development of Norwest as a concentrated centre containing appropriate densities of housing within an</p>

	<p>subdivision and street layouts achieve key planning objectives. The planning proposal should be consistent with the aims, objectives and principles of <i>Improving Transport Choice – Guidelines for planning and development</i> and <i>The Right Place for Business and Services – Planning Policy</i> prepared by the Department of Urban Affairs and Planning.</p>	<p>acceptable walking distance (which is noted as 400 to 1000m) of a major public transport node, being the future Norwest station which will provide access to the wider metropolitan rail network within Sydney including key centres along the Global Economic Corridor. In addition, homes would be located closer to employment and essential services that are available in the growing Norwest Precinct. This would reduce travel demand, including the number of trips generated by the development and the distances travelled and support the efficient and viable operation of public transport services</p> <p>The proposal would support the facilitation of high quality street networks with multiples and direct connections for pedestrians and cyclists to the station. These street connections would be safe, permeable and well-designed to encourage pedestrian use, rather than discourage usage. Street connectivity would allow for a range of movement options and reduce dependence on cars.</p>
5.9 North West Rail Link Corridor Strategy	<p>The objectives of this direction is to promote transit-oriented development (TOD) and manage growth around the eight train stations of the North West Rail Link and ensure that development within the rail corridor is consistent with the proposals set out within the North West Rail Link Corridor Strategy and precinct structure plans. This direction applies where a planning proposal applies to land within the rail corridor.</p>	<p>This Planning Proposal is in response to the growing change in land use and density trends within The Hills Shire due to the Sydney Metro infrastructure project that is underway, with the Northwest component set for completion in 2019.</p> <p>The Planning Proposal contributes to facilitating transit-oriented development around the Norwest Station, proposing to locating higher densities within a suitable 400m-800m walking distance. The concept plan demonstrates consistency with the Norwest Structure Plan including the growth projections and proposed future character of the site and area.</p>
6.1 Approval and Referral Requirements	<p>This direction aims to ensure that LEP provisions encourage the efficient and appropriate assessment of development.</p>	<p>This Planning Proposal does not include provisions that require the concurrence, consultation or referral of development applications to a Minister or public authority. It does not identify development as designated development.</p>
6.2 Reserving Land for Public Purposes	<p>The objectives of this direction is to reserve land for public purposes.</p>	<p>This Planning Proposal is seeking to rezone part of the site to RE1 Public Recreation to support the amenity of the local community. This will require approval of the relevant public authority and the Director-General of the Department of Planning. This land would be required to be acquired under Division 3 of Part 2 of the <i>Land Acquisition (Just Terms Compensation) Act 1991</i>.</p>
6.3 Site Specific Provisions	<p>The objective of this direction is to discourage unnecessarily restrictive site specific planning controls. This direction</p>	<p>The Planning Proposal does not seek for a particular development to be carried out and does not promote site specific planning. The rezoning of the site,</p>

	applies where a planning proposal would allow a particular development to be carried out.	increase in building height controls as well as minor amendments to The Hills DCP would not restrict development and is in accordance with The Hills LEP 2012.
7.1 Implementation of A Plan for Growing Sydney	The objective of this direction is to give legal effect to the planning principles, directions and priorities for subregions, strategic centres and transport gateways contained within <i>A Plan for Growing Sydney</i> .	This Planning Proposal reflects the objectives and priorities of <i>A Plan for Growing Sydney</i> which has been discussed under Question 3.