

### Attachment 3: Section 117 Directions

Section 117 Directions	Consistency	Comments
<b><i>Employment and Resources</i></b>		
1.1 Business and Industrial zones	Consistent	<p>While the planning proposal seeks a rezoning to facilitate mixed use development, it is nevertheless consistent with this direction in that the proposed B5 zoning permits commercial use.</p> <p>The concept plans for the site include a total combined area of 900m<sup>2</sup> of commercial use to be situated on the ground floor along Canterbury Road.</p> <p>The proposal will still retain an area of the existing business zone and will not reduce the potential for employment uses</p>
<b><i>Housing, Infrastructure and Urban Development</i></b>		
3.1 Residential zones	Consistent	<p>The direction applies when a relevant planning authority prepares a planning proposal that will affect land within any zone in which significant residential development is permitted or proposed to be permitted. It is considered that the planning proposal is consistent with this Ministerial Direction as follows:</p> <ul style="list-style-type: none"> <li>• Encourage a variety of housing to provide for existing and future housing needs.</li> <li>• Make efficient use of existing infrastructure and services; and</li> <li>• The planning proposal will reduce the consumption of land for housing and associated urban development on the urban fringe.</li> <li>• The planning proposal does not contain provisions which will reduce the permissible density of the land, in accordance with the requirements of the Ministerial Direction.</li> </ul>
3.4 Integrating Land Use and Transport	Consistent	<p>The planning proposal is consistent with the Direction as the sites have access to housing, jobs and services by walking; cycling and public transport and can assist in reducing car dependence due to walkability to neighbourhood centres and bus services. The site is more than the accepted walking catchment distance of 800m to Belmore Station and Campsie Station; however there are high frequency public transport services within 400m of the subject site. The proposal is broadly consistent with Improving Public Transport Choice – Guidelines for Planning and Development and The Right Place for Business and Services Planning Policy, which direct development of this nature to locations within or immediately adjacent to centres at public transport nodes (i.e. railway stations with high frequency services and/or</p>

bus interchanges).		
<b><i>Hazard and Risk</i></b>		
<b>4.1 Acid Sulfate Soils</b>	Consistent	The sites are not identified as being within areas where Acid Sulfate Soils are known or suspected to be present.
<b>4.3 Flood Prone Land</b>	Consistent	The subject sites are not known to be subject to flooding and are located near a ridge line.