

## ATTACHMENT 3

## ATTACHMENT 3: Section 117 Directions

Section 117 Directions	Consistency	Comments
<b>Employment and Resources</b>		
1.1 Business and Industrial zones	Inconsistent	<p>The proposal is inconsistent with this Direction as it proposes to rezone a parcel of IN2 zoned land to allow residential uses. The loss of business zoned land is expected to be in the order of 14,763.02 m<sup>2</sup>.</p> <p>The viability of industrial use for that section of the land was assessed in relation to a previous planning proposal for this site which concluded that on the basis of a number of State and Council's Strategies:</p> <ul style="list-style-type: none"> <li>• The industrial use of the subject site is not near or within direct access to key economic infrastructure contributing to any significant industry cluster.</li> <li>• The industrial buildings on this site have reached the end of their industrial life and the number of jobs has been declined.</li> <li>• The site is not considered of strategic importance. It is isolated, relies upon access through residential streets and is not will connected to major arterial roads and freight movement. Also, the site has no railway connection.</li> <li>• The loss of jobs will be compensated during the redevelopment of the site, which will generate employment during the construction stage. There is potential for jobs associated with flat building(s) strata management and ground maintenance.</li> <li>• The future viability of this relatively small, isolated site for industrial purposes is not feasible due to current and future macro and micro economic trends in industrial land development. The site's buildings are in need of replacement or refurbishing, which is unlikely to occur given the strategic location and isolation.</li> </ul> <p>Council's assessment concluded that the precinct is located within a residential area and does not have high level of accessibility to the major thoroughfares network or motorway ramp. It is also around 1.5 km from the railway line. As a result of the location, the precinct is not considered well suitable neither for freight and logistics nor industrial manufacturing or urban services due to its proximity to surrounding residential development.</p> <p>The proposal is considered justifiably inconsistent.</p>
<b>Housing, Infrastructure and Urban Development</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>• The planning proposal encourages a variety and choice of housing types by increasing density on R4 High Density Residential Zoned land thus increasing the supply of apartment dwellings in the Croydon Park locality.</li> </ul>

		<ul style="list-style-type: none"> <li>• The planning proposal contributes to efficient use of infrastructure and services by providing for additional housing in an area already serviced for urban development in the close vicinity of Croydon Park Town Centre.</li> <li>• The planning proposal will have no discernible effects on the environment or resource lands.</li> <li>• The planning proposal will contribute an increase in the choice of building types and locations in the housing market by increasing apartment supply in an area zoned for high density residential development.</li> <li>• The planning proposal will make a small contribution to more efficient use of existing infrastructure and services by increasing dwelling supply in an area that is already provided with infrastructure and services.</li> <li>• The planning proposal will make a minor contribution to the reduction of land consumption at the urban fringe by providing a small increase in the dwelling capacity of the R4 High Density zone in Croydon Park, an infill development area, which may have a small dwelling substitution effect.</li> <li>• Any development application lodged pursuant to this planning proposal will be subject to the design requirements under SEPP 65 and the Canterbury Development Control Plan at the development application stage.</li> <li>• The land subject to this planning proposal has been previously developed for many years. As such, adequate service capacity has been provided in anticipated of this site redeveloping.</li> <li>• The intent of the planning proposal is to increase the permissible residential density of the land to which it applies.</li> <li>• The proposal is in accordance with the Sydney Region Metropolitan Strategy, in particular with the following Objectives: <ul style="list-style-type: none"> <li>○ Objective 2 Balanced growth</li> <li>○ Objective 5 Deliver new housing to meet Sydney's growth</li> </ul> </li> </ul>
3.4 Integrating Land Use and Transport	Consistent	The planning proposal improving access to housing, jobs and services by walking, cycling and public transport by increasing the supply of housing within walking access to bus routes. The site is located within 400m walking distance of high frequency bus route and a cycleway providing good access to surrounding shops, business and service centres and less than 2 km to stations on three railway lines, which can be reached by busses.
<b>Metropolitan Planning</b>		
7.1 Implementation of A Plan for Growing Sydney	Consistent	An assessment of the consistency with A Plan for Growing Sydney is part of Section B Clause 3 of this document. Note that the planning proposal site is located broadly in the Bankstown – Sydenham corridor and will benefit directly from the implementation of the Sydney Rapid Transit. An increase in residential density in this location will increase housing supply in proximity to bus services.