



PLANNING PROPOSAL

'Site B' – Pittwater Road, Howard and Oaks Avenue
Dee Why

October 2014

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1 Introduction

In May 2014, Karimbla Construction Services Pty Ltd lodged a Planning Proposal seeking amendments to a number of Warringah Local Environmental Plan 2011 (WLEP 2011) provisions relating to land highlighted in Figure 1.

The site is referenced in many of Council's planning documents as 'Site B' and consists of 13 lots which feature a range of retail and business premises and associated car parking. The site is irregular in shape and totals approximately 14,466 sqm.

The WLEP 2011 includes site specific development standards and permissibility controls. The Height of Building Map illustrates the location and height of the proposed tower and podium building elements while Part 7 regulates the land use composition, building configuration, and other design parameters. The WLEP 2011 controls reflect the built form approved under DA2007/1249.

Although the proposed amendments to WLEP 2011 will not result in a building that is significantly different to that approved, the applicant is required to pursue a Planning Proposal to amend the development standards due to the existing exclusion of WLEP 2011 Clause 4.6 *Exceptions to development standards* for Site B.

1.1 Historical context

On 4 January 2008, Multiplex Dee Why Pty Ltd lodged DA2007/1249 which sought consent for a mixed use development consisting of a publicly accessible plaza (referred to as the town square), podium levels and two residential towers above. The application was approved by the Warringah Development Assessment Panel (WDAP) in February 2009.

During this time, Council was developing the new WLEP 2011. Site specific development standards that would 'lock in' the outcomes supported through the Development Application process were drafted and included within Part 7. The site specific provisions included a detailed Height of Buildings Map that strictly enforced the building envelopes approved in DA2007/1249. Other provisions relate to the developments land use composition, design excellence, the requirement to maintain appropriate levels of solar access etc.

The Dee Why Town Centre Masterplan provides additional context for the site. On 22 November 2011, Council resolved to commission a Masterplan for the Dee Why Town Centre through the engagement of external consultants, members from local businesses, landowners and community representatives.

The Draft Masterplan was presented to Council on 11 December 2012, with a recommendation for wider community engagement. On 6 August 2013, Council reviewed the findings of the engagement and adopted the Masterplan. The Masterplan reconfirmed Site B as the location for a publicly accessible town square and for the tallest built form in the town centre.

The applicant lodged a Planning Proposal in May 2014. Since that time, Council has worked with the applicant to refine the proposed WLEP 2011 amendments which culminated into the July 2014 Planning Proposal prepared by Urbis P/L (Appendix 2).

2 Site Analysis

2.1 Site details and features

The site is known as 'Site B' of the Dee Why Town Centre in WLEP 2011. It consists of the following addresses and Deposited Plan (DP)/lots:

LAND PARCEL ADDRESS	LEGAL DESCRIPTION
9 Howard Avenue	Lot 7, DP 8172
11 Howard Avenue	Lo1 1, DP 209503
15 Howard Avenue	Lot 1, DP 212382
17 Howard Avenue	Lot 2, DP 212382
14 Oaks Avenue	Lot A, DP 371110
16 Oaks Avenue	Lot B, DP 371110
28 Oaks Avenue	Lot 3, DP 212382
884 Pittwater Road	Lot A, DP 339410
888 Pittwater Road	Lot 11, DP 231418
890 Pittwater Road	Lot 10, DP 231418
892 Pittwater Road	Lot 1, DP 504212
894 Pittwater Road	Lot A, DP 416469
896 Pittwater Road	Lots 1 and 3, DP 307937

Table 1: Site Land Parcels

The site's key features in relation to the proposal are summarised as follows:

- Frontages to Pittwater Road, Howard Avenue and Oaks Avenue
- Site area of 14,466 square metres (sqm)
- Existing uses include:
 - o Medical centre
 - o Fruit and vegetable retailer
 - o Two local bank branches
 - o Various other local retail/services
- Approximately 100 car parks (2800 sqm)

Topography

The site slopes from west to east, with a cross-fall of approximately 4 metres from the highest point on the south-western corner of the Pittwater Road site frontage to the lowest point at the north-eastern corner of the site on Howard Avenue.

Access

The site comprises of 13 allotments with several tenancies that utilise multiple driveway access points. The allotments fronting Pittwater Road have vehicle access from the access handles adjacent to 888 Pittwater Road and from Howard Avenue adjacent to 9 Howard Avenue. The car park fronting Howard Avenue is accessed from two access points off Howard Avenue.

Pedestrian access to the site is either via public footpaths along the street frontages or adjoining the at-grade car park on 15-17 Howard Avenue.



Figure 1: Site identification map

3 Proposed Development

3.1 Development Overview

The Planning Proposal seeks to permit the construction of an amended built form with an alternate land use composition compared to that approved under DA2007/1249 and permitted under the existing WLEP 2011 planning controls.

The applicants Planning Proposal (Attachment 1) incorporates concept plans with an overlay to enable a comparison between those plans and the DA approved floor plates and building mass. A section profile comparison has been included in Figure 2 below.

Table 2 provides a comparison of the approved and proposed development yield and ancillary parking.

	DA2007/1249	Planning Proposal Concept Plan
Residential units	300	461
Retail	33,400	8,710
Other Business	4,200	3,057
Total commercial	37,600	11,767
Parking (estimated)	1500	1141
Total Building Floor Area	62,806	63,452 (5,647sqm of which is above ground car parking)

Table 2: Proposed yield, parking and land use composition

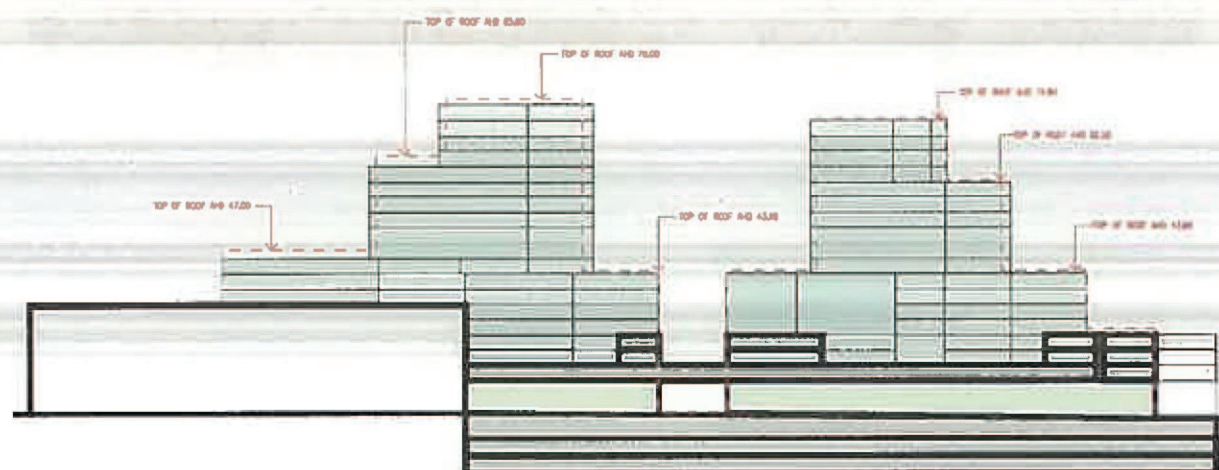


Figure 2: Proposed development and approved building profile DA2007/1249 (shown in dotted red outline)

Local context

The site is located within the Dee Why Town Centre. The context of the Centre and its characteristics are summarised below.

Housing Character

As of the 2011 Census, Dee Why was home to 19,638 people and 8,810 households. The average household size is 2.2 occupants per household, and the population density is 63.88 persons per hectare.

Of the 9,312 dwellings in the suburb, 79% are unit-style, and 17% are separate/detached homes while the remainder are largely attached and semi-detached houses. The dwelling density of the urbanised portion of Dee Why (excluding parks and beaches) is 42.5 dwellings per hectare.

Dee Why Town Centre

The Dee Why Town Centre currently contains a number of shops and services that service the local and sub-regional population. These include:

- Local and civic services (e.g. medical centres, Council chambers and administration building, Northern Beaches Local Area Police command, post office etc.)
- Local retail (e.g. four supermarkets, main street and mall style local retailing)
- Several public parking facilities (e.g. 'Site A' Howard and Oaks Avenue, Mooramba Road, Library car park)

Public Transport

The site is located in proximity to the principal bus corridor along Pittwater Road which services the Northern Beaches. Transport for NSW are currently considering further bus prioritisation measures including the opportunities for a dedicated 24 hour bus lanes and new kerbside interchanges at key destinations, including the Dee Why town centre.

Dee Why Masterplan 2013

At its meeting held 6 August 2013, Council adopted *Dee Why Masterplan 2013* (the Masterplan). The Masterplan was compiled after a coordinated process which included a working party which consisted of members from local businesses, landowners and community representatives.

The Masterplan details several strategies and recommendation within the overarching aim of revitalising the town centre. Site B is acknowledged as a key contributor to the town centre goals in terms of the provision of community space, infrastructure, and additional housing and supporting commercial floorspace.

4 Report Structure

NSW Planning and Environment sets the structure for the drafting of Planning Proposals. Accordingly, this the following sections of this report are set out in four main parts, as follows:

- Part 1 - A statement of the objectives or intended outcomes of the proposed LEP;
- Part 2 - An explanation of the provisions that are to be included in the proposed LEP;
- Part 3 - Justification for those objectives, outcomes and provisions and the process for their implementation:
 - A. Need for the Planning Proposal
 - B. Relationship to strategic planning framework
 - C. Environmental, social and economic considerations
 - D. State and Commonwealth interests
- Part 4 - Details of the community consultation that is to be undertaken on the Planning Proposal.

Part 1: Objectives or Intended Outcomes

Intended Outcomes

The intent of the Planning Proposal is to:

- Amend the WLEP 2011 "Height of Building Map" to permit alternate building heights across sections of the site
- Amend site specific provisions within Part 7 of the WLEP 2011 to allow an alternative building design and building use composition.

The specific WLEP amendments are outlined below in Part 2 Explanation of Provisions.

Part 2: Explanation of Provisions

WLEP 2011 Height of Buildings Map

Maximum permissible building height is stipulated by the WLEP 2011 Height of Buildings Map and supporting clauses. For Site B, height maximums are expressed with reference to the Australian Height Datum (AHD) shown in Figure 2. The WLEP 2011 also stipulates that the specific location of the residential towers and building podiums cannot be varied by more than 2 metres in any horizontal direction. These controls were drafted to ensure the delivery of development consistent with that approved under DA2007/1249.

To further enforce the WLEP 2011 building height, the ability to consider a development application outside of the building height standards is prohibited via a specific exclusion from WLEP 2011 Clause 4.6 *Exceptions to development standards*.

As such, the only mechanism that would allow the consideration of a future development outside the prescriptive WLEP 2011 height standards is a Planning Proposal.

The proponent's concept plan sits outside some of the prescriptive building heights and therefore amendments are proposed to the Height of Buildings Map. The concept building plan rationalises floor plates to improve building efficiency and compliance with the requirements of State Environmental Planning Policy 65- Design Quality of Residential Flat Development.

Importantly, the proposed amendments do not seek to increase the street frontage building height adjacent Oaks Avenue and Pittwater Road, or increase the overall maximum building height above 78AHD. This ensures that the projected overshadowing and visual impact under the current approval is not increased and that the overall building volume remains generally consistent with that approved under DA2007/1429.



Figure 3: WLEP 2011 Height of Buildings Map extract

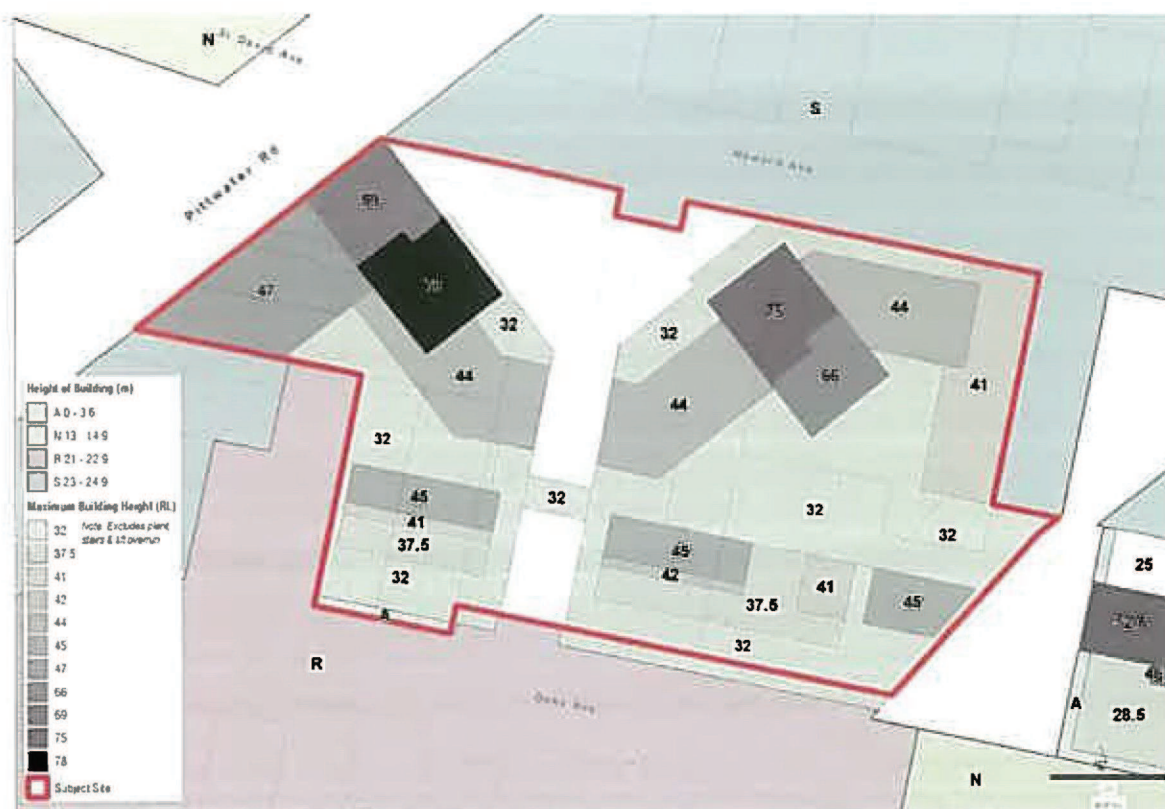


Figure 4: Proposed Height of Building Map

WLEP 2011 - Part 7 Local Provisions

Part 7 contains local provisions that relate to the Dee Why Town Centre including a number of specific development controls for this site which reflect the scheme approved under DA2007/1249.

The clauses subject to amendments are provided below;

Proposed Change

Clause 7.3 – Objectives for Development within Dee Why Town Centre

(i) To establish ground floor levels that are occupied by retail uses that:

- (i) are highly active, accessible to the street and create a lively ambience, and
- (ii) provide a mix of retail uses ~~shops, cafes and restaurants~~ at the edges of street, pedestrian areas and open spaces, and

Explanation

The amendment to subclause (ii) above provides an increase in the range of permissible retail uses (beyond shops, cafes and restaurants) for the building elevations that address publicly accessible areas. The amendment increases the potential range of permissible retail uses, allowing greater adaptation to market demand and therefore business viability.

Proposed Change

Clause 7.3 – Objectives for Development within Dee Why Town Centre

- (iii) ~~are at the same level as the footpaths and~~ provide opportunities for a generous promenade and distinctive street tree planting for shade and shelter.

Explanation

This aspect of the proposal is not supported. The reasons are provided as follows.

The existing requirement to construct retail premises at footpath level is to ensure ease of access for pedestrians, provide a human scale and improve the design and visibility of those businesses.

Due to the potential for flood inundation, the proponent requests amendments to Clause 7.3 (iii) (as highlighted above) allowing the construction of retail uses above the footpath level.

Street activation and the levels between the public domain and this site are significant considerations for the proposed development. The proposed development has an extensive street frontage and features a publicly accessible town square within the site.

Council does not support the amendment to Clause 7.3 (iii) however considers that solutions are available, particularly considering the outcomes of the Dee Why South Catchment Flood Study adopted in 2013 and associated Floodplain Risk Management Study. Drainage upgrades are being planned for the town centre designed to ameliorate current stormwater drainage disposal.

Proposed Change

Clause 7.3 – Objectives for Development within Dee Why Town Centre

(j) to accommodate additional employment opportunities, service functions and space for business, consistent with the role of Dee Why as a Major Centre by providing ~~at least 2 levels (excluding the ground floor) of development for non-residential purposes~~ a gross floor area of not less than 12,745 square metres for use as commercial premises.

Explanation

The amendment to sub-clause (j) removes the prohibition of residential development on building levels above the ground floor. The amendment provides the flexibility to replace those areas designated for commercial floorspace with residential units.

The potential implication of the amendment is the reduction of commercial floorspace. The Planning Proposal concept plan (Attachment 1) indicates the provision of 12,745sqm of commercial floorspace compared to 37,600sqm approved under DA2007/1249.

The trend for a reduced supply of commercial floorspace within mixed-use developments is evident throughout a number of recent proposals. This trend is recognised within the Warringah Employment Study 2013 which acknowledges that Brookvale is likely to experience further commercial expansion while Dee Why will continue to be the focus for housing with some convenience retail and businesses.

The delivery of substantial commercial development (including Dee Why Grand and the expansion to Warringah Mall) within Dee Why and the larger trade catchment area further reduces investor confidence in the Dee Why commercial market in the short to medium term.

The change to the control does not prevent the development of this level for commercial uses. It may be that market demand warrants the commercial use of this floor space.

Other sites within the B4 Mixed Use zone do not have a mandatory requirement to provide commercial floorspace above the ground floor.

For these reasons, increasing land use flexibility for this site whilst mandating a minimum amount of commercial floorspace is an appropriate outcome. Council is imposing a requirement that future development incorporates at least 12,745sqm of commercial gross floor area, which equates to the existing supply currently operating on site. The delivery of 12,745sqm equates to 22% of the total deliverable floorspace indicated on the concept plan.

Proposed Change

Clause 7.12 – Provisions promoting retail activity

(2) Development consent must not be granted to development in the Dee Why Town Centre unless the consent authority is satisfied that:

(a) in the case of ground floor level development on Site A and Site B—the development will not be used for any of the following purposes (other than the provision of access to such purposes):

(i) residential accommodation,

(ii) medical centres,

(iii) office premises, and

(c) in the case of first floor development on Site B—the development will not be used for any of the following purposes (other than the provision of access to such purposes):

(i) residential accommodation,

(ii) office premises, and

(d) in the case of second floor development on Site B—the development will not be used for residential accommodation

Explanation

Similar to Clause 7.3 (j) outlined above, Clause 7.12 prohibits certain land uses on the lower levels of development with the aim of maximising retail and other business types that provide active and engaging shopfronts. The proposed amendments seek to increase the range of permissible commercial uses by allowing medical centres and office premises on the ground floor whilst still prohibiting residential units.

The deletion of subclause 2 (c) and 2 (d) introduces residential accommodation as a permissible land use to Levels 1 and 2, and office premises as a permissible land use for Level 2.

The proposed WLEP amendments introduce land use flexibility to suit the market conditions whilst still ensuring a strong commercial presence on this site. The intent of delivering active and engaging shopfronts will be considered during the assessment of Development Applications rather than the current WLEP 2011 mechanism of prohibiting land uses on certain building levels.

Part 3: Justification

Section A: Need for the Planning Proposal

Is the planning proposal a result of any strategic study or report?

A Planning Proposal was commissioned by the landowner and is not a direct result of a strategic study or report. The proposal accords with Council's strategic direction contained within the Dee Why Town Centre Masterplan and many of the outcomes agreed to and approved under DA2007/1249. The proposal will deliver:

- A viable quantum of retail and other commercial businesses at the ground which will activate the new publically accessible Town Square and pedestrian thoroughfare;
- A mix of commercial uses on the first floor of the podium which will benefit from the creation of a future pedestrian overpass; and
- Additional dwellings which will contribute to activating the Dee Why Town Centre on land in close proximity to public transport and services.

Is the planning proposal the best means of achieving the objectives or intended outcomes?

Yes. The Planning Proposal is the only way to amend the existing WLEP 2011 planning controls that regulate building height, the form and location of building envelopes and prescriptive land use composition for certain levels of the development.

Section B: Relation to Strategic Planning Framework

Is the planning proposal consistent with the objectives and actions of the applicable regional or sub-regional strategy, including the Sydney Metropolitan Strategy and exhibited draft strategies?

The following strategic planning considerations are applicable to the site:

- *Metropolitan Plan for Sydney 2036 (2010)*
- *Draft Metropolitan Strategy for Sydney to 2031*
- *Draft North East Subregional Strategy*

Metropolitan Plan for Sydney 2036 (2010)

The Metropolitan Plan for Sydney 2036 sets the strategic direction for land use and transport planning in the Sydney Metropolitan Area.

The Planning Proposal is consistent with the relevant objectives summarised in the table below:

METRO PLAN 2036 OBJECTIVE / ACTION	PROJECT CONTRIBUTION
A2 – To achieve a compact, connected, multi-centred and increasingly networked city structure	- The Planning Proposal is consistent with the objective of supporting centres as it seeks to facilitate the development of a key site located within a connected town centre.
B1 – To focus activity in accessible centres.	- The Planning Proposal introduces greater land use flexibility which promotes economic viability through responsiveness to market demand. - The proposal maintains the provision of previously endorsed public benefits including pedestrian access ways and publicly accessible open space.
B2 – To strengthen Major and Specialised Centres to support sustainable growth of the city.	- The Planning Proposal encourages land use flexibility which promotes economic viability and responsiveness to market demand. - The development will deliver (through a VPA) a range of public benefits and infrastructure upgrades that improves the public domain and functioning of the town centre.
C4 – To ensure that our key centres are accessible and connected.	- The Planning Proposal improves pedestrian connectivity throughout key destinations within the town centre.

Table 3: Metropolitan Plan for Sydney 2036 objectives summary

Draft Metropolitan Strategy for Sydney to 2031

The Draft Metropolitan Strategy for Sydney to 2031 was released in 2013 and although not as yet endorsed, it provides an insight into the State Governments latest strategy for land use planning. The proposal is consistent with a number of strategic objectives, including those identified in the Table 3;

DRAFT METRO STRATEGY 2031 OBJECTIVE / ACTION	PROJECT CONTRIBUTION
5 – Deliver Housing to meet Sydney's growth	- The Planning Proposal provides flexibility to provide additional dwellings to that afforded under the current planning controls. - The site is located with the Brookvale/Dee Why Major Centre as is supported by considerable physical and social infrastructure required to support medium to high density living.
8 – Create socially inclusive places that promote social, cultural and recreational opportunities	- The Planning Proposal maintains the existing statutory requirement for the provision of publicly accessible open space ('town square') and a pedestrian thoroughfare.
15 –Supply of retail space	- The Planning Proposal amendments are supported as they introduce land use flexibility to suit market conditions whilst still ensuring a strong commercial presence on the site.

Table 4: Metropolitan Strategy for Sydney 2031 objectives summary

Draft North East Subregional Strategy

The draft North East Subregional Strategy translates the objectives of NSW Government's Metropolitan Strategy to the local level. Indeed many of the aims of the draft Subregional Strategy mirror those of the companion Metropolitan Strategy which has been addressed above. The proposal is consistent with provisions of the draft North East Subregional Strategy.

Is the planning proposal consistent with the local Council's Community Strategic Plan, or other local strategic plan?

Yes, the Planning Proposal is consistent with Warringah Council's Community Strategic Plan, the Dee Why Town Centre Masterplan 2013 (Masterplan) and the Warringah Employment Study 2013.

Community Strategic Plan 2013-2023

The *Warringah Community Strategic Plan 2013-2023* is the Council's principal forward planning document. The plan contains some objectives/goals relevant to the consideration of the Planning Proposal which are identified and addressed below.

The plan is established under six outcomes and 22 objectives. The six Outcomes include:

- *Vibrant Community*
- *Lifestyle and Recreation*
- *Healthy Environment*
- *Connected Transport*
- *Liveable Neighbourhoods*
- *Working Together*

The Outcomes of *Lifestyle and Recreation*, and *Liveable Neighbourhoods* are relevant to the proposal. The corresponding objectives under each are addressed in turn below.

OBJECTIVE	PROJECT CONTRIBUTION
2.3 – We have inviting public spaces that are clean, green and well designed	- The Planning Proposal maintains the statutory requirement to provide publicly accessible open space ('town square') and pedestrian thoroughfare. - The concept plan illustrates an appropriate interface with the public spaces and minimises impact upon the amenity of existing key pedestrian access way on Oaks and Howard Avenue.
5.1 – We have attractive and functional urban and commercial centres that adapt to the needs of residents and businesses	- The Planning Proposal increases flexibility in regards to the permissibility and location (within the building) of land uses. This allows for an easier adaptation of business to suit market demand.
5.2 – We encourage and support a diversity of businesses that provide a range of services and employment opportunities	- As above
5.3 – We offer a variety of housing choices that meet the needs of our community and complements local neighbourhoods and the Warringah lifestyle	- The Planning Proposal ensures an appropriate mix of residential and commercial uses on land that is well placed in the town centre core. The concept plan indicates the provision of over 460 residential units in an accessible location.

Table 5: Community Strategic Plan Objectives

In summary the proposal positively responds to, and is supportive of, the relevant Outcomes and Objectives within the *Warringah Strategic Community Plan*.

Dee Why Masterplan 2013

At its meeting held 6 August 2013, Council adopted *Dee Why Masterplan 2013* (the Masterplan). The Masterplan was compiled after a coordinated process which included a working party which consisted of members from local businesses, landowners and community representatives.

The Masterplan details several strategies and recommendation within the overarching aim of revitalising the town centre. Site B is acknowledged as a key contributor to the town centre objective in that it will provide community space, pedestrian access ways, infrastructure, additional housing and supporting commercial floorspace.

Warringah Employment Lands Study 2013

Prepared by consultants SGS Economics and was adopted in 2013, the Study incorporates significant analysis of current and future employment trends and provides recommendations for future land use decisions.

The proposal accords with recommendations within the Study in that it seeks to consolidate new forms of housing and commercial uses within a consolidated town centre and close to public transport and support services.

Consolidating development within a defined area provides investor confidence and also increases the value of past or future infrastructure investment. As stated in the Study, the ultimate quantum of development within the town centre is constrained by the road network capacity, and as such a detailed traffic report will be required to be submitted with a future Development Application for the site.

By seeking a potential reduction in commercial floorspace, the Planning Proposal is consistent with the Warringah Employment Study 2013 finding which acknowledges that Brookvale is likely to be the focus of employment land delivery while Dee Why would become the focus for housing and convenience retail and local business.

Is the planning proposal consistent with applicable state environmental planning policies?

There are no State Environmental Planning Policies relevant to the assessment of this Planning Proposal.

Is the planning proposal consistent with applicable Ministerial Directions (s.117 directions)?

Consideration of the Ministerial Directions is provided below.

s.117 Direction	Comment
1.1 Business and Industrial Zones The objectives of this direction are to: (a) encourage employment growth in suitable locations, (b) protect employment land in business and industrial zones, and (c) support the viability of identified strategic centres.	The Planning Proposal is consistent with this Direction as it: - Supports the viability of the Dee Why Town centre, which has been identified along with Brookvale as the designated Major Centre for the Northern Beaches. - Does not reduce the land area zoned B4 Mixed Use. - Increases the range of commercial land uses permissible on the ground floor and Level 1 of future development. - Result in improved public domain and a highlighted

s117 Direction	Comment
	user experience which may improve business viability. - Retain, as a minimum, the quantum of commercial floorspace currently provided on the site. The Planning Proposal introduces a minimum commercial gross floor area in order to ensure the delivery of a desirable amount of employment generating floorspace. This provision is intended to offset the emerging trend of maximising residential floorspace above the ground levels for mixed use development. The proposed WLEP 2011 amendment will deliver, as a minimum, the net amount of commercial floorspace currently provided on-site.
3.1 Residential Zones The objectives of this direction are: (a) to encourage a variety and choice of housing types to provide for existing and future housing needs, (b) to make efficient use of existing infrastructure and services and ensure that new housing has appropriate access to infrastructure and services, and (c) to minimise the impact of residential development on the environment and resource lands.	The Planning Proposal is considered consistent with the objectives of the direction for the following reasons: - It will encourage redevelopment of a 'Key Site', providing additional dwellings within a well serviced town centre. - Housing will be of the 'unit' type, providing an opportunity for more affordable housing in the area. - The site is located adjacent to Pittwater Road, a major bus thoroughfare and future site of Bus Rapid Transit infrastructure. - Future development will provide support for the new residents including retail and commercial uses, public open space and pedestrian thoroughfares. - Encourages the development of urban land, reducing pressure from fringe areas to house a growing population.
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	The proposal is consistent with the direction for the following reasons: - The Planning Proposal improves the viability of developing on land in proximity to public transport. - The proponent has offered to improve bus infrastructure along Pittwater Road and contribute to the cost of providing a new road from Oaks Avenue and Howard Avenue as per Council's improved road network. - The concept plan provided with the Planning Proposal provides a reduced quantum of car parking which will encourage the use of alternate forms of transport.
4.3 Flood Prone Land	The site is affected by the flood planning level. The Planning Proposal does not intensify development on site

s117 Direction	Comment
The objectives of this direction are: (a) to ensure that development of flood prone land is consistent with the NSW Government's Flood Prone Land Policy and the principles of the Floodplain Development Manual 2005, and (b) to ensure that the provisions of an LEP on flood prone land is commensurate with flood hazard and includes consideration of the potential flood impacts both on and off the subject land.	or require alternate building design which would exacerbate flooding of adjoining land. Flooding constraints will be considered during the design and Development Application assessment stage.
6.3 Site Specific Provisions The objective of this direction is to discourage unnecessarily restrictive site specific planning controls.	The Planning Proposal is consistent with the objectives of this Direction for the following reasons: - It provides increased flexibility regarding land use composition within the building - It retains a balance between design flexibility and delivery of a previously approved development footprint and building volume (DA2007/1249) - It has been prepared in accordance with the provisions of the Standard Instrument and in a manner consistent with the WLEP 2011.
7.1 Implementation of the Metropolitan Plan	The planning proposal is consistent with the aims of the Metropolitan Plan as detailed previously within Section B of this Planning Proposal.

Table 6: Summary of consistency with Section 117 Directions

Section C: Environmental Social and Economic Considerations

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 Planning Proposal seeks to amend specific development standards that apply to Site B including the height of buildings and land use composition. The amendments do not impact upon ecological communities or their habitat.

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

No. The proposal seeks to deliver the same development outcome for the site as DA2007/1249. The likely environmental effects will remain consistent with those assessed during the assessment of that application.

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

Yes. The proposal will retain a number of significant community and economic benefits attributed to DA2007/1249 and illustrated in the proponents concept plan, including:

- Consolidate the core of the town centre which will include publicly accessible area linked to surrounding business and retail premises.
- Increased housing supply and diversity with good access and proximity to key public transport infrastructure.
- Facilitate the delivery of a new bus layback along Pittwater Road to contribute to the improvement in public transport along the Pittwater Road strategic bus corridor.
- Proposed inclusion of a childcare centre at the upper podium levels which will benefit from a northern aspect and protected outdoor space.
- Provide a quantum of retail and commercial floorspace (22% of total gross floor area on the site) which supports employment generation.
- Increase the supply of high density residential accommodation, which may assist housing affordability.

WARRINGAH Council

‘Site B’ Plannign Proposal Project Timeline

Task	Estimated Completion Time	Date
Submission of Planning Proposal to DP&E	N/A	15 December 2014
Anticipated Gateway determination	8 weeks	February 2015
Anticipated timeframe for the completion of required studies	3 weeks	March 2015
Timeframe for government agency consultation	21 days (Pre- exhibition)	February to March 2015 (In accordance with Gateway)
Exhibition period	14 days	April 2015
Timeframe for consideration of submissions	14 days	April –May20015
Submission report completed, mapping revised, instrument amended, Council report written.	21 days	May 2015
Council meeting		June 2015
Anticipated date RPA will make the plan	7 days (if delegated)	June 2015
Anticipated date RPA will forward the plan to Department		July 2015

6