



PLANNING REPORT

Oxford Falls Valley - Assessment of Rezoning/ Development Proposals

Background and Purpose

The Department of Planning are in receipt of numerous submissions from landowners in the Oxford Falls Valley. Under the provisions of SEPP (Major Projects) 2005, residential and commercial developments whose total value after development is \$50 million or greater are subject to the discretionary call-in powers for the Minister for Planning, making either he or the Department of Planning the consent authority for such applications.

The Department of Planning have requested that Council provide its response to these proposals, having first undertaken an overall strategic land capability assessment of the Oxford Falls Valley locality through a series of maps. Part 1 of this report provides the rationales and the methodology behind this land capability assessment.

The proponents have provided detailed submissions to the Minister suggesting that there are sufficient grounds for his consideration of these proposals. Specifically, the proponents have provided detailed assessments of their proposals against the 'Threshold Sustainability Criteria' for listing of sites on the State Government's Metropolitan Development Program (MDP). These criteria are set out in Section G2.3 of City of Cities – the State government's land use and planning strategy for the Sydney metropolitan region.

Thus, the assessments contained within Part 2 of this report seek to:

- assess the content of these proposals against the broad strategic emphasises of the State Government as articulated through its Sydney Metropolitan Strategy, 'City of Cities';
- provide a consistent review the assessments provided against the Threshold Sustainability Criteria contained within the Metropolitan Strategy
- formulate recommendations on the suitability of each of these proposals.

Relationship to Warringah Local Environmental Plan Review

The work undertaken for the strategic land use capability overview (Part 1) form part of the background study and investigations being undertaken into developing an appropriate land use strategy for the non-urban land for the draft Warringah Local Environmental Plan 2009. As such, the data produced and analysis undertaken as part of this Planning Report is being applied consistently throughout the Warringah local government area and will form the basis of the environmental controls that form part of the new instrument.

PART 1 – STRATEGIC ASSESSMENT OF LAND CAPABILITY

The Department have requested that a series of maps be produced to assist in determining the land capability of the Oxford Falls Valley (B2) locality. This mapping has been developed and used as part of a strategic overview to determine the possible extent of environmental impact posed by these individual development proposals. The mapping requested and provided for the B2 locality includes:

- A composite environmental constraints map, delineating the most constrained to the least constrained land
- A map showing the extent of bushfire constraint, using Council's certified bushfire mapping
- A map showing land ownership patterns, broken down into State-owned land, Council-owned land, land owned by the Metropolitan Local Aboriginal Land Council and private holdings.

Council has also provided mapping to indicate the extent of cleared land within the B2 locality.

Each of the maps listed above have been produced based upon data held either by Council or the Rural Fire Service that are a full and correct as of the date of this Planning Report. The composite environmental constraints map has required the development of a methodology to combine numerous layers of environmental information in manner that enables the identification of the most severely constrained land through to lands containing no significant impediment to urban development. The methodology used to develop this map is discussed below.

Environmental Constraints / Land Capability Map

As part of the overall strategic assessment of environmental constraint impacting the Oxford Falls B2 locality, the criteria contained within Table 1 (below) was utilised, using a weighted breakdown that reflects the extent of the constraint to development relative to other constraints.

The type of constraint and their data sources are provided in Table 2. Each of these sources are either the adopted position of Council with regard to the management of the constraint in question or have been gazetted by the State government. Each constraint makes use of the same breakdown of significance as is used in their source documents and the scores have been allocated accordingly.






The weighting of the scores has been undertaken in close consultation with Council's Catchment Services Unit and Conservation and Land Use Management Unit. This weighted scoring system has been devised to consider the relative sensitivity of specific constraints, or level of impediment to development created by the constraint, in comparison to that created by other constraints.

In developing the weighted criteria, it was determined that points should be allocated based upon the following rationales:

- Highly threatened vegetation communities listed within the Threatened Species Conservation Act 1995 should be allocated the highest relative weighting (maximum 20 points) due to their statutory status in legislation and the state and national significance of these communities.
- The restrictive nature of developing upon land with slope constraints necessitates a relatively high relative weighting (maximum 15 points for 1 in 3 slopes). This is due to the highly erodible nature of soils in the B2 locality, the potential for land degradation within the Narrabeen Lagoon catchment and the significant and measurable sedimentation/siltation impacts downstream into Narrabeen Lagoon.

- Location within a riparian corridor or within the probable maximum flood zone are both significant constraints to urban development, which is reflected in their equal maximum possible score of 12 points. (Council uses the probable maximum flood measure in all of its flooding assessment work and is in turn based upon State government best practice standards as set by the Department of Environment and Conservation). However, more so than the environmental constraints discussed above, there is some scope to minimise the impacts upon riparian zones caused by development through acceptable design solutions. Similarly, development can be designed in such a way so as to minimise the impact of flooding upon development. Accordingly, these constraints are significant though have not been allocated the highest relative weightings.
- The Warringah Natural Area Survey represents Council's adopted position on that status of sensitive terrestrial features, including significant vegetation communities, fauna habitat and ecological corridors. In particular, the Survey suggests the values and priorities allocated to various wildlife corridors, which is dependent upon the size and integrity of in-tact areas of natural bushland to which they link. For example, the Priority 1 corridor links the bushland either side of Forest Way, Belrose – both of which are known native fauna habitat. As such, Council's policies are to recognise these corridors, their spatial requirements (including dedications of land for this purpose) and more broadly the limitations they place on the extent of urban development. This means they have some relative weight in determining the suitability of land for development (maximum 10 points), but not as high as others such as threatened species vegetation, slope, and riparian zones.
- Wetlands are recognised as having particularly important functions for maintaining catchment water quality and health. While these actual communities are captured in the Significant Vegetation criterion, the Natural Area Survey suggests further that land within 100 metres of the community is an area within which caution is to be exercised, particularly in relation to urban development. As such, these areas do not have the highest relative weighting (maximum 7 points) though the precaution and additional development requirements in these areas warrant consideration in determining land capability.
- Other constraints that have a lesser impact upon land capability for urban development are acid sulfate soils and location within the statutorily defined NSW Coastal Zone. These constraints impact only the northeastern extent of the B2 locality. Neither development upon land containing acid sulfate soils, nor within the Coastal Zone serve as major restrictions to urban development. Instead, they require that a number of additional matters be considered as part of the development application process.

The cumulative scores determine overall land capability for any particular piece of land, in accordance with the total weighted in the Table 1 below:

Scores = 30-70	Prohibitive environmental constraints to development	
Scores = 20-29	Severe environmental constraints to development	
Scores = 10-19	Significant environmental constraints to development	
Scores = 1-9	Moderate environmental constraints to development	
Score = 0	No significant environmental constraints to development	

(Max Score = 70)

Table 1

The practical effect of this weighted scoring approach is that if land contains any two or three of these constraints, the affected land becomes classified as significantly constrained to prohibitive for urban development.

The final maps are enclosed separately for use by the Department of Planning in making its own assessment of land capability in the Oxford falls Valley.

CONSTRAINT	DATA SOURCE	CONDITION	WEIGHTED SCORE
Riparian	Warringah Creek Management Study	Land within riparian zone	12
		Land within riparian buffer	7
		Land outside riparian buffer	0
Significant Vegetation (including wetland communities)	Warringah Natural Area Survey	Land containing a 'threatened community in Australia'	20
		Land containing a 'threatened community in New South Wales'	20
		Land containing a 'rare community in Australia'	10
		Land containing a 'threatened community in Warringah'	7
		Land containing a 'local habitat'	7
		Land not containing any of these communities	0
Wetland Buffers	Warringah Natural Area Survey	Land containing wetland buffer	7
		Land outside wetland buffer	0
Slope	Council GIS contour data	Land containing slopes of 30% (19 degrees) or greater	15
		Land containing slopes between 20% (11 degrees) and 30% (19 degrees)	5
		Land containing slopes of less than 20% (11 degrees)	0
Designated Wildlife Corridor	Warringah Natural Area Survey	Land within mapped Priority 1 wildlife corridor	10
		Land within mapped Priority 2 wildlife corridor	6
		Land within mapped Priority 3 wildlife corridor	4
		Land outside mapped wildlife corridor	0
Coastal Zone	Coastal Protection Act 1979 'Coastal Zone' map	Land within NSW Coastal Zone	4
		Land outside NSW Coastal Zone	0
Flooding	Council GIS flooding data	Land within Possible Maximum Flood (PMF) area	12
		Land outside Possible Maximum Flood (PMF) area	0
Acid Sulfate Soils	Warringah Local Environmental Plan 2000 – supporting mapping	Land containing Class 1 acid sulfate soils	5
		Land containing Class 2 acid sulfate soils	4
		Land containing Class 3 acid sulfate soils	3
		Land containing Class 4 acid sulfate soils	2
		Land containing Class 5 acid sulfate soils	1
		Land not containing acid sulfate soils	0

Table 2

PART 2 – ASSESSMENT OF ‘MAJOR PROJECT’ REQUESTS

The mapping exercise undertaken in Part 1 of this report will serve as important background information in undertaking the detailed assessments of each of the Part 3A requests currently lodged with the Minister for Planning. Council's individual assessments of these proposals against the Threshold Sustainability Criteria as contained within the Metropolitan Strategy is provided in Part 2 below.

(Please note: Council has commenced these assessments but are not yet complete. Council will supply an updated Planning Report to the Department of Planning containing full documentation of these assessments once they are complete.)

Implications of Metropolitan Strategy

The Metropolitan Strategy provides its position with regard to the consideration of new urban releases within section G2.3.2, being that:

Any substantially new greenfield area will be required to meet the sustainability criteria (refer Table G2) including mechanisms being in place to ensure utilities, infrastructure and open space are provided in a timely and efficient way.

While the above provides the framework for some consideration of future urban expansion, some important accompanying statements are made which serve to limit these expansions, with reference to the overarching strategic principles and housing objectives embodied in the Strategy:

Lands outside the growth centres which are not on the Metropolitan Development Program are not needed for urban development over the next 25 years.

This land will be maintained in its current land use for rural activities and resource production. Land will only be identified in non-statutory planning documents for urban investigation where it is the subject of a broad Strategy prepared by the State Government – or strictly as rural town expansions in local strategies.

These statements within the Metropolitan Strategy signal the State government's position with regard to development within the non-urban lands of Warringah. In particular, the Oxford Falls area is designated specifically as 'Rural and Resource Lands' – an area to which the discussion under section G2.3.2 directly applies. These statements are consistent with the long-held position of Warringah Council with regard to the need/ requirement to pursue further urban expansion on its urban fringes, which has been articulated through its Residential Development Strategy.

Any assessment of the specific proposals against the Threshold Sustainability Criteria needs to be framed within discussion of the population and housing supply targets set within the Metropolitan Strategy. As part of the sub-ordinate Subregional Strategy being developed for the North East Subregion, Warringah, Manly and Pittwater Councils will absorb the dwelling targets in the manner set out in Table 3:

LGA	Housing Targets
Manly	2,464 (infill only)
Warringah	10,300 (infill only)
Pittwater	3,813 (infill) + 800 (greenfield) + approx 4,500 (greenfield, if Ingleside Release area taken up)

Table 3

Accordingly, residential development in Warringah local government area is to consist exclusively of development within the existing urban footprint and around existing local and sub-regional centres. As such, in light of the stated planning directions of the Metropolitan Strategy discussed above, the case for undertaking new greenfield development should be compliant with all of the factors discussed above.

Assessment of Proposals

The above section has discussed the provisions of the Metropolitan Strategy that set out housing targets comprising exclusively of infill development. Notwithstanding, Council has undertaken a detailed assessment of each of the proposals submitted to the Minister for Planning for assessment under Part 3A of the Environmental Planning and Assessment (EP&A) Act 1979.

The Lizard Rock, Cromer Golf Course, Oxford Falls West and Red Hill proposals have been assessed against the Metropolitan Strategy's Threshold Sustainability Criteria (Table 4).

DEVELOPMENTS MAY BE APPROVED IF THEY SUBSTANTIALLY MEET THE CRITERIA BELOW AFTER A MERITS ASSESSMENT

Threshold Sustainability Criteria for listing of site on MDP	Measurable explanation of criteria
1 Infrastructure Provision Mechanisms in place to ensure utilities, transport, open space and communication are provided in a timely and efficient way.	<ul style="list-style-type: none"> Development is consistent with any relevant residential development strategy, subregional strategy, regional infrastructure plan and Metropolitan Strategy. The provision of infrastructure (utilities, transport, open space, and communication) is costed and economically feasible based on Government methodology for determining infrastructure contribution. Preparedness to enter into development agreement.
2 Access Accessible transport options for efficient and sustainable travel between homes, jobs, services and recreation to be existing or provide.	<ul style="list-style-type: none"> Accessibility of the area by public transport and appropriate road access in terms of: <ul style="list-style-type: none"> Location/land use, to existing networks and related activity centres. Network: the areas potential to be serviced by economically efficient public transport services. Catchment: the area's ability to contain, or form part of the larger urban area which contains adequate transport services. Capacity for land use/transport patterns to make a positive contribution to achievement of travel and vehicle use goals. No net negative impact on performance of existing subregional road, bus, rail, ferry and freight network.
3 Housing Diversity Provide a range of housing choices to ensure a broad population can be housed.	<ul style="list-style-type: none"> Contributes to the geographic market spread of housing supply, including any government targets established for aged, disabled or affordable housing.
4 Employment Lands Provide regional/local employment opportunities to support Sydney's role in the global economy.	<ul style="list-style-type: none"> Maintain or improve the existing level of subregional employment self containment. Meets subregional employment capacity targets; <ul style="list-style-type: none"> Employment related land is provided in appropriately zoned areas.
5 Avoidance of Risk Land use conflicts, and risk to human health and life, avoided.	<ul style="list-style-type: none"> Available safe evacuation route (flood and bushfire). No residential development within 1:100 floodplains. Avoidance of physically constrained land: high slope; highly erodible. Avoidance of land use conflicts with adjacent, existing or future land use and rural activities as planned under regional strategy.
6 Natural Resources Natural resource limits not exceeded/ environmental footprint minimised.	<ul style="list-style-type: none"> Demand for water does not place unacceptable pressure on infrastructure capacity to supply water and on environmental flows. Demonstrates most efficient/sustainable use of land <ul style="list-style-type: none"> Avoids identified significant agricultural land. Avoids impacts on productive resource lands; extractive industries, coal, gas and other mining, and quarrying. Demand for energy does not place unacceptable pressure on infrastructure capacity to supply energy; requires demonstration of efficient and sustainable supply solution.
7 Environmental Protection Protect and enhance biodiversity, air quality, heritage, and waterway health.	<ul style="list-style-type: none"> Consistent with Government approved Regional Conservation Plan (if available). Maintains or improves areas of regionally significant terrestrial and aquatic biodiversity (as mapped and agreed by DEC and DPI). This includes regionally significant vegetation communities; critical habitat; threatened species; populations; ecological communities and their habitats. Maintain or improve existing environmental condition for air quality. Maintain or improve existing environmental condition for water quality and quantity. <ul style="list-style-type: none"> Consistent with community water quality objectives for recreational water use and river health (DEC and CMA). Consistent with catchment and stormwater management planning (CMA and local council). Protects areas of Aboriginal cultural heritage value (as agreed by DEC).
8 Quality and Equity in Services Quality health, education, legal, recreational, cultural and community development and other government services are accessible.	<ul style="list-style-type: none"> Available and accessible services. <ul style="list-style-type: none"> Do adequate services exist? Are they at capacity or is some available? Has Government planned and budgeted to further service provision? Developer funding for required service upgrade/access is available.

Table 4. Threshold Sustainability Criteria

SITE: Lizard Rock, Belrose

PROPONENT: Belrose Land Pty Ltd (for Metropolitan Local Aboriginal Land Council)

SITE AREA: 57.033 ha

WARRINGAH LAND CAPABILITY MAPPING

MAP	DESCRIPTION OF LAND
Environmental Constraints	Moderate to severe environmental constraints to urban development , including areas of significant slopes, riparian corridors and large riparian buffers the in eastern sections of the site and areas of prohibitive slopes at its western and southernmost extents. Lesser-constrained parts are the easternmost and central portions of the site (around Morgan Road). The majority of the site requires highly localised investigations to determine the risk of landslip.
Bushfire	Site is bushfire prone in accordance with certified mapping under the <i>Rural Fires Act 1997</i> . The development site contains and is surrounded to the north, east and south by Category 1 vegetation. When considered in conjunction with the significant topographical features of the site and its surrounds, the site is considered to be subject to extreme bushfire risk , particularly from the northern, eastern and southern edges of the site.
Land Ownership/Tenure	The land is one of several land holdings within the Oxford Falls Valley owned by the Metropolitan Local Aboriginal Land Council . It is predominantly surrounded by lands owned by the Crown, consisting largely of lands to form part of the Oxford Falls Regional Crown Reserve that present significant barriers to any urban expansion in this area. A number of private, semi-rural land holdings are interspersed amongst these Crown land holdings.
Cleared Land	The vast majority of the site (except for the Morgan Road reserve) is considered to be in its natural, bushland state . No part of the development site is cleared of native vegetation.

METROPOLITAN STRATEGY THRESHOLD SUSTAINABILITY CRITERIA

CRITERIA and MEASURABLE EXPLANATION	ASSESSMENT	COMPLIANCE
<p>1. Infrastructure Provision</p> <p>a. Development is consistent with any residential development strategy, subregional strategy, regional infrastructure plan and Metropolitan Strategy</p>	<p>Infrastructure Provision</p> <p>a. The Warringah Residential Development Strategy stated that detailed investigations would be required prior to any consideration of further urban release areas into the non-urban lands beyond the existing (Perentie/Dawes Road, Belrose) in achieving its stated sustainable residential growth targets.</p> <p>The 1998 Non-Urban Lands Study (NULS) compiles a series of environmental constraints within Warringah's non-urban lands, providing a strategic overview of the capability of its component lands for urban development. The NULS identifies that the footprint of the Lizard Rock proposal falls on land with 'Moderate' to 'Severe Environmental Limitations to Urban Development' and is</p>	<p>N/A</p> <p>Unsatisfactory</p>

	<p>therefore not an area of the non-urban lands within which urban development should be pursued. (Council's current constraint mapping exercise for the LEP's B2 locality is discussed above and provides further guidance as to the opportunities and constraints to development in this locality).</p> <p>The findings of the NULS formed the strategic basis of the statutory planning controls applicable to the B2 Locality contained within Warringah Local Environmental Plan (LEP) 2000. While the premise of the Lizard Rock proposal is a fine-grained approach to the assessment of the opportunities and constraints of the site, the proposal fails to acknowledge the overarching strategic priorities embodied in the Desired Future Character statement for the B2 locality, as sourced from the NULS. Specifically, the proposal fails on the "low intensity, low impact use" test, proposing residential densities that significantly exceed both the stated capability of the land in the NULS and of the LEP for this locality. The proponent has attempted to redraft the LEP locality provisions in arguing that their fine-grained analysis provides specific development opportunities on the land in question. However, the proposed Desired Future Character statement provides little acknowledgment of the broader environmental and strategic finding of the NULS, nor of the stated legal position of Council with regard to future development on the land in question as articulated through the existing LEP provisions.</p> <p>The 'City of Cities' Sydney Metropolitan Strategy provides the ability for the consideration of new urban release areas to be added to the Metropolitan Development Program, subject to the meeting its Threshold Sustainability Criteria. This assessment is the subject of this Planning Report. However, the Strategy also makes clear statements regarding its intentions for the prospective further release of urban lands that directly impact this specific proposal, namely that:</p> <ul style="list-style-type: none"> • "Lands outside the growth centres which are not on the Metropolitan Development Program are not needed for urban development over the next 25 years" (Section G2.3.2). This statement aligns in the context of Warringah with Council's stated position that further urban expansion into the non-urban lands are not required in order to achieve its residential development target of 10,300 new homes within existing urban areas as infill development. • The majority of the B2 locality is designated as "Rural and Resource Land" on the Metropolitan Strategy Map (pages 10-11). The strategic directions for Rural and Resource lands in the Strategy stresses that rural and resource lands are not 'land in waiting' for urban development (p205). In discussing the anticipated future of Sydney's Rural and Resource Land supply, the Strategy states, "this land will be maintained in its 	<p>Unsatisfactory</p> <p>Unsatisfactory</p>
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<p>b. The provision of infrastructure (utilities, transport, open space, and communications) is costed and economically feasible based on Government methodology for determining infrastructure contribution</p>	<p>current land use for rural activities and resource production. Land will only be identified in non-statutory planning documents for urban investigation where it is the subject of a broad Strategy prepared by the State government". Council is unaware of any specific strategy to consider or investigate new urban releases within Warringah as part of the Metropolitan Development Program. Further, the provisions of Section G2.3.2, and Council monitoring of the performance of its Residential Development Strategy at the local level, suggest that no further urban releases are required over the next 25 years.</p> <p>Compliance Criterion 1a.</p> <p>b. The proponent has stated that \$33,000 per proposed lot will be paid toward the 'Regional Infrastructure Levy'. Council has researched this requirement but was unable to determine what infrastructure or services this is to contribute toward. Further clarification is required from the applicant. However, Council is reluctant to have contributions paid in an attempt to offset or overcome any inherent servicing problems with this site, due to its location, servicing capacities or otherwise.</p> <p>The proposal provides evidence from the key relevant providers of water and electricity utilities (Sydney Water, Energy Australia) that sufficient headwork capacity exists at this point in time to accommodate the development with upgrades that would be funded by the developer. However, advice received from Sydney Water, which is valid only for one year, suggests that there is currently no capacity in the existing sewer systems that service the site and that the Corporation will review/consider alternative sewerage methods upon the submission of detailed proposals. In addition, the provision of natural gas reticulation will be based upon feasibility and the commercial decision of Agility to proceed with this investment. These advices suggest that the ability to provide these services to the site is uncertain and therefore does not substantially meet this criteria.</p> <p>Local transport servicing the site, including local access roads, fire roads, pedestrian, cycleways and the improvements to Morgan Road proposed will all adequately service the development. However, Council has concerns at the ongoing viability of connecting the development to Forest Way through use of a community bus service. Should such a service be no longer viable at any time over the life of the development, the loss of this service will create significant access impediments for those reliant upon public transport. Therefore, there is a risk that any future development may become isolated and largely car dependent.</p>	<p>Unsatisfactory</p> <p>TBA</p> <p>Unsatisfactory</p> <p>Unsatisfactory</p>
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<p>c. Preparedness to enter into development agreement</p>	<p>Regional transport remains an important constraint to this proposal. The Warringah local government area has reported and demonstrated high levels of employment growth and employment 'self-containment', in satisfaction of the criteria of Section 117 Direction relating to major urban releases on the Warringah peninsula. However, there have been no major upgrades to the local and regional road networks in this area which serve increased residential and employment populations since this time. This road network is heavily utilised in accommodating the self-contained employment structure within Warringah and in other parts of the northern beaches.</p>	<p>Unsatisfactory</p>
	<p>The development site is well serviced by open space, which enjoys close proximity to the Oxford Falls Regional Crown Reserve and Garigal National Park. The proposal also makes large open space allocations within the development area for both passive and active use.</p>	<p>Satisfactory</p>
	<p>In relation to communications infrastructure, only verbal assurances have been given from Telstra that telephone connections can be provided. Written assurances should be provided that telephone, internet and cable television can be provided, which for each is stated but not evidenced.</p>	<p>Satisfactory (subject to receipt of written assurances from relevant providers)</p>
	<p>Compliance Criterion 1b.</p> <p>c. The proponents have stated their willingness to enter into a planning agreement with regard to the provision of the above-mentioned infrastructure.</p>	<p>Partial only</p> <p>Satisfactory</p>
	<p>Compliance Criterion 1c.</p> <p><i>OVERALL COMPLIANCE CRITERION 1 – INFRASTRUCTURE PROVISION</i></p>	<p>Satisfactory</p> <p><i>Unsatisfactory</i></p>

CRITERIA and MEASURABLE EXPLANATION	ASSESSMENT	COMPLIANCE
<p>2. Access</p> <p>a. Accessibility of the area by public transport and appropriate road access in terms of:</p> <ul style="list-style-type: none"> • Location/land use: to existing networks and related activity centres. • Network: the area's potential to be serviced by economically efficient public transport services. • Catchment: the area's ability to contain, or form part of the larger urban area, which contains adequate transport services. Capacity for land use/transport patterns to make a positive contribution to achievement of travel and vehicle use goals. 	<p>Access</p> <p>a. The location of the development allows it access to the bus services along Forest Way. However the a large portion of the site will rely upon community bus services to access the bus corridor, which then links to Strategic Bus Route 15 as identified in the Metropolitan Strategy. Council is concerned that it will be difficult to guarantee the availability of community buses over the life of the development to access these services on Forest Way. In particular, the residential area proposed for the eastern-most parts of the development which propose road (walking) distances of up to 2 kilometres to access Forest Way bus services.</p> <p>In terms of the ability of the development to be serviced within the existing public transport network, a public bus route through the site is proposed. With satisfactory developer-funded upgrades to Morgan Road to accommodate bus traffic, linking Forest Way with Oxford Falls Road and Wakehurst Parkway, the majority of residences would be located within the 400-metre walkable catchment standard required of bus services. However, there are no written assurances (or otherwise) from the relevant public bus service provider/s that the proposed services would be established contemporaneously with the development. At present, bus services do not utilise Morgan Road and the development would rely exclusively upon services along Forest Way.</p> <p>Council agrees that the development will contribute positively to the pedestrian and bicycle accessibility in the area, which link all parts of the development with Forest Way and assists in facilitating future cycleway extensions through Belrose and Frenchs Forest to the south of the site. However, there are significant slopes leading down into the site from Forest Way, which would provide a significant obstacle to the ease of accessibility of residents (and particularly less mobile residents) to the public transport services along this main road.</p> <p>The site forms part of a catchment that is largely self-contained with respect to employment and journeys-to-work. The site is located in close proximity to a number of employment centres on the northern beaches. However, as stated above, Council has concerns at the likelihood that any new residential area in this location would be predominantly car dependent, particularly should the proposed community and public bus services not commence or be discontinued at any point over the life of the development. As such, the ability of the development to achieve the stated vehicles use goals of the Metropolitan Strategy is questionable.</p> <p>Compliance Criterion 2a</p>	<p>Unsatisfactory</p> <p>Satisfactory (subject to confirmation of bus routes to be provided through site)</p> <p>Unsatisfactory</p> <p>Unsatisfactory</p> <p>Unsatisfactory</p>

<p>b. No net negative impact on performance of existing subregional road, bus, rail, ferry and freight network.</p>	<p>b. The influx of 432 new dwellings into this area is likely to effect local and subregional transportation network performance, including:</p> <ul style="list-style-type: none"> • increased traffic flows created by additional numbers of private vehicles using, entering and exiting Forest Way; • increased reliance upon bus services along Forest Way and on Strategic Bus Route (SBR) 15 <p>A planning agreement is proposed in order to offset the increase usage of services along the SBR 15. However, the issue of accessing SBR 15 on Warringah Road (approximately 4 kilometres away) remains insufficiently addressed. The geographical disadvantages of the site necessitate bus services directly accessing the new development area via Morgan Road, in the same manner that public buses service the parts of Belrose, Frenchs Forest and Davidson on the western side of Forest Way. Council foresees difficulties in placing an in-perpetuity requirement for community bus services as a permanent solution to an inherent geographical and town-planning shortcoming.</p> <p>Accordingly, assurances are required from local public bus providers that the development site will be adequately serviced. This will place significant additional demands upon local bus servicing requirements into the area.</p> <p>Compliance Criterion 2b</p> <p><i>OVERALL COMPLIANCE CRITERION 2 – ACCESS</i></p>	<p>Unsatisfactory</p> <p>Unsatisfactory</p> <p><i>Unsatisfactory</i></p>
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CRITERIA and MEASURABLE EXPLANATION	ASSESSMENT	COMPLIANCE
<p>3. Housing Diversity</p> <p>a. Contributed to the geographic market spread of housing supply, including any government targets established for aged, disabled or affordable housing.</p>	<p>Housing Diversity</p> <p>a. The development proposes a mix of housing types that are considered appropriate for the fringe location of the site including attached villa-style housing, concentrated on the northern entrance to the site on Morgan Road and low density detached residences in its outer parts. A total of thirteen dwellings are to be set aside for management by community housing providers, demonstrating a commitment to the State government's affordable housing objectives in the Metropolitan Strategy.</p> <p>The bushfire-prone environment within which this development site is to be located suggests that there are limitations to the extent to which it can contribute to any targets set for aged and disabled housing. SEPP Seniors Living developments are prohibited due to both the prevalence on Category 1 vegetation in the immediate surrounds and the lack of connection of the site to existing urban areas.</p> <p>Compliance Criterion 3a</p> <p><i>OVERALL COMPLIANCE CRITERION 3 – HOUSING DIVERSITY</i></p>	<p>Satisfactory</p> <p>Unsatisfactory</p> <p>Partial only</p> <p><i>Partial Only</i></p>

CRITERIA and MEASURABLE EXPLANATION	ASSESSMENT	COMPLIANCE
<p>4. Employment Lands</p> <p>a. Maintain or improve the existing level of subregional employment self-containment.</p> <p>b. Meets subregional employment capacity targets:</p> <ul style="list-style-type: none"> • Employment related land is provided in appropriately zoned areas. 	<p>Employment Lands</p> <p>a. No employment generating land uses are proposed as part of the proposal, aside from the employment created during its construction phases and a total of 25 staff associated with the Aboriginal interpretative centre. Therefore, the majority of residents of the additional 432 additional dwellings are to find employment in other parts of Warringah or the northern beaches. In broad terms, the ability to maintain relative employment self-containment of the subregion following this development will depend upon the supply of employment opportunities that matches demand. With increasing trends for home businesses and local employment within the northern beaches, the additional population proposed is likely to find or pursue local employment opportunities.</p> <p>Compliance Criterion 4a</p> <p>b. The proposed interpretive centre, home employment within the residential area and employment lands at Austlink, Dee Why, Warringah Road corridor and Frenchs Forest/Belrose should absorb a large proportion of employment growth resulting from this development. However, the likely car dependency of residents accessing these employment lands is not considered desirable and will jeopardise the satisfaction of other criteria (namely, air quality reduction targets).</p> <p>Compliance Criterion 4b</p> <p><i>OVERALL COMPLIANCE CRITERION 4 – EMPLOYMENT LANDS</i></p>	<p>Satisfactory</p> <p>Satisfactory</p> <p>Satisfactory</p> <p>Satisfactory</p> <p><i>Satisfactory</i></p>

CRITERIA and MEASURABLE EXPLANATION	ASSESSMENT	COMPLIANCE
<p>5. Avoidance of Risk</p> <p>a. Available safe evacuation route (Flood and Bushfire).</p>	<p>Avoidance of Risk</p> <p>a. Council's flooding and natural drainage data suggests that the development will not be subject any unreasonable levels of flood inundation, due to the site's location in the upper Narrabeen Lagoon catchment. As such, the road system proposed for the development should be adequate for the purpose of evacuation. The proponent undertakes to ensure the proposed vehicular crossing of Snake Creek is designed and constructed to a standard that will accommodate any periodic increases in water levels.</p> <p>With regard to bushfire protection and evacuation, it is acknowledged that the proposal has been developed in accordance with the Rural Fire Service RFS <i>Planning for Bushfire Protection Guidelines</i>, including land allocations for asset protection zones and multiple vehicular access points to Morgan Road. However, there are broader contextual issues that prejudice the site against more effective bushfire risk mitigation:</p> <ul style="list-style-type: none"> • The development site is proposed to be located within an area of regular bushfire events and will be surrounded on all sides by Category 1 vegetation, with 'spurs' of this vegetation on adjoining lands directly accessing to the central and developed parts of the site. This is the result of the irregular shape of the development site and the limited connection of the site to existing adjoining urban development (i.e. to along Forest Way). Despite fuel reductions within the site created by the development, the proposed residences within site remain highly vulnerable to both direct flame and ember attacks from all directions. • Significant topographical and access constraints exist to the creation and maintenance of asset protection zones, particularly at the northern, eastern, south-western and southern edges of the site that are subject to high to extreme bush fire exposure levels. • The orientation and travel path of Morgan Road requires that any evacuation occur through equally bushfire prone lands in both east and west directions. Past bushfire events suggest that these evacuation routes are often cut off due to the traditional bushfire paths. . <p>Each of these factors suggest that the proposed residences and the evacuation routes are both exposed to a significant bushfire risk that is prohibitive to urban development. Council strongly opposes the development on the grounds of bushfire risk.</p> <p>Compliance Criterion 5a</p>	<p>Satisfactory</p> <p>Unsatisfactory</p> <p>Unsatisfactory</p>

<p>b. No residential development within 1:100 floodplain.</p> <p>c. Avoidance of physically constrained land: high slope; highly erodable.</p> <p>d. Avoidance of land use conflicts with adjacent, existing or future land use and rural activity as planned under regional strategy.</p>	<p>b. As discussed above in point 1a, Council information verifies that the land is not within the 1:100 floodplain</p> <p>Compliance Criterion 5b</p> <p>c. The site analysis used to determine the capability of land for development identifies a number of rock outcrops and shelves. However, the master plan proposes residential development on significantly sloping land according to Council contour data. In particular, the dwellings and local roads proposed for the north-eastern, eastern and south-western portions of the site are affected by slopes of greater than (or equal to) 33 percent, or 1 in 3. Council does not support further urban development on lands with these gradients, irrespective of the level of engineering safeguards proposed.</p> <p>Development on sloping land has traditionally been discouraged within the Oxford Falls valley locality due to the high susceptibility of land within the Narrabeen Lagoon catchment to soil erosion and the build up of sediment downstream. Further, recent geotechnical work undertaken for Council suggests that the majority of this site (and the Narrabeen Lagoon Catchment generally) is an area where highly localised erosion and landslip investigations are required prior to proceeding with development. Possible hazards identified in this area include movement of detached blocks of sandstone, rock falls and slumping of soil (Coffey 2006), which have not been sufficiently investigated. This erosive and landslip activity is heightened when combined with sloping land. Accordingly, Council does not support development on lands impacted by these constraints in the absence of highly detailed and localised assessment.</p> <p>Compliance Criterion 5c</p> <p>d. The visual assessment report undertaken for the proponent has adjudged large portions of the site (i.e. those in the southern, south-western extents and in the immediate vicinity of Snake Creek) to produce low 'visual absorbency' for any future development. Areas with this highly visible character impact approximately half of the proposed development site. Development on these lands is likely to be highly visually prominent from the surrounding areas even if building heights are limited to one storey and is unacceptable to Council.</p>	<p>Satisfactory</p> <p>Satisfactory</p> <p>Unsatisfactory</p> <p>Unsatisfactory</p> <p>Unsatisfactory</p> <p>Unsatisfactory</p>
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	<p>The majority of the B2 locality has been identified in the Metropolitan Strategy as "Rural and Resource Land", which also constitutes the majority of this development site. As discussed under Criterion 1 above, the Action G2.3.2 of the Strategy states that "lands outside the growth centres which are not on the Metropolitan Development Program are not needed for urban development over the next 25 years" and that "this land will be maintained in its current use for rural activities and resource production". Accordingly, neither this site nor any other land within the B2 locality is required to achieve the metropolitan or local population/employment growth targets. Accordingly, the Strategy does not prescribe the Oxford Falls Valley as an area within which urban development is to be pursued in the immediate future.</p> <p>Compliance Criterion 5d</p> <p><i>OVERALL COMPLIANCE CRITERION 5 – AVOIDANCE OF RISK</i></p>	<p>Unsatisfactory</p> <p>Unsatisfactory</p> <p><i>Unsatisfactory</i></p>
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CRITERIA and MEASURABLE EXPLANATION	ASSESSMENT	COMPLIANCE
<p>6. Natural Resources</p> <p>a. Demand for water does not place unacceptable pressure on infrastructure capacity to supply water and on environmental flows.</p> <p>b. Demonstrates most efficient/suitable use of land:</p> <ul style="list-style-type: none"> • Avoids identified significant agricultural land. • Avoids impacts on productive resource lands; extractive industries, coal, gas and other mining, and quarrying. <p>c. Demand for energy does not place unacceptable pressure on infrastructure capacity to supply energy; requires demonstration of efficient and sustainable supply solution.</p>	<p>Natural Resources</p> <p>a. Sydney Water has indicated that the proposal will require significant amplification of the existing water reticulation system to serve the development at the expense of the developer. It is assumed from the advice that there is satisfactory capacity within the existing water supply system to supply this development. The development also proposes a number of public and private rainwater harvesting and reuse initiatives, with a view to exceeding BASIX requirements. Thus, the demand for water created by the development is not likely to be excessive in proportion to the number of new residents to be housed by the development.</p> <p>Compliance Criterion 6a</p> <p>b. Although most of the site (except the western-most part) falls within land identified in the Metropolitan Strategy as 'Rural and Resource Land', the site of the proposed development is natural, native bushland that has historically encountered only minor disturbance. As such, the land has never been used or earmarked as either productive resource land or agricultural land. The significant environmental, access and archaeological constraints present on the site have negated these potential uses in the past. However, as discussed previously, residential subdivision is not an intended outcome for the use and development of these lands and its development for these purposes is not required to achieve population growth targets. Notwithstanding, this point is made more strongly in relation to other criteria as discussed above, the development site is not identified for the purposes for resource extraction or agricultural purposes.</p> <p>Compliance Criterion 6b</p> <p>c. Advice from Energy Australia is that capacity exists to supply electricity to 500 residences on the site. A number of measures to ensure energy efficiency and to exceed the requirements of BASIX are proposed, including dwelling siting and orientation, passive solar design, use of low embodied energy materials and other measures aimed at energy efficiency through the community association. These initiatives would need to be enforced through the future development assessment, though if implemented, the development should not place excessive demands upon energy supply given the electricity capacity indicated by Energy Australia.</p> <p>Compliance Criterion 6c</p>	<p>Satisfactory</p> <p>Satisfactory</p> <p>Satisfactory</p> <p>Satisfactory</p> <p>Satisfactory</p> <p>Satisfactory</p>

	<i>OVERALL COMPLIANCE CRITERION 6 – NATURAL RESOURCES</i>	<i>Satisfactory</i>
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CRITERIA and MEASURABLE EXPLANATION	ASSESSMENT	COMPLIANCE
<p>7. Environmental Protection</p> <p>a. Consistent with Government approved Regional Conservation Plan (if available).</p> <p>b. Maintains or improves areas of regionally significant terrestrial and aquatic biodiversity (as mapped and agreed by DEC and DPI). This includes regionally significant vegetation communities; critical habitat; threatened species; populations; ecological communities and their habitats.</p>	<p>Environmental Protection</p> <p>a. At present there is no Regional Conservation Plan that applies to the development site. However, the 'Environment and Resources' actions within the Metropolitan Strategy provides relevant guidance with regard to the State Government's policy directions, namely to contain Sydney's urban footprint (Action E3.1) and to focus of land release within growth centres (Action E4.2.1) in order to achieve metropolitan growth targets.</p> <p>Compliance Criterion 7a</p> <p>b. Amongst the actions of the Metropolitan Strategy include the mapping of regional biodiversity by the Department of Environment and Conservation (DEC) (Action E2.2) and of regionally significant agriculture and resource lands by the Department of Primary Industries (Action E4.1). To date, Council does not have access to this mapping that is expected to form part of the North East Subregional Plan (once released). This mapping will be an important determinant of the appropriate way forward with regard to the future of this development proposal and of the Oxford Falls Valley in general.</p> <p>In the interim, Council has undertaken the mapping exercise discussed in Part 1 of this report to aid the assessment of this proposal, which indicates the following:</p> <ul style="list-style-type: none"> The site comprises almost exclusively of native vegetation communities that are well represented though Warringah and the northern beaches. The Warringah Natural Area Survey considers this vegetation significant as local fauna habitat. However, given this level of local representation, Council is satisfied there are no threatened or rare vegetation communities that would be displaced by this development. However, the development in due course of the relevant mapping by DEC that clearly delineates fauna communities or habitat of regional significance is required to conclusively determine the level of adherence with this criterion. The Natural Area Survey does not seek to identify specific threatened or critical fauna habitat. Instead, it identifies the lands most likely to contain fauna habitat (including large stands of undisturbed native bushland) and the corridors/linkages that facilitate fauna movements between them. Given the undisturbed nature of bushland on the proposed development site and its linkage into a greater fauna movement corridor with the various sections of Garigal National Park, the development site directly adjoins a key Priority 1 	<p>N/A</p> <p>N/A</p> <p>N/A</p> <p>Satisfactory (subject to findings of DEC regionally significant vegetation community mapping)</p> <p>TBA, subject to findings of DEC regionally significant fauna habitat mapping and appropriate</p>

<p>c. Maintain or improve existing environmental condition for air quality.</p> <p>d. Maintain or improve existing environment condition for water quality and quantity.</p> <ul style="list-style-type: none"> ➤ Consistent with community water quality objectives for recreational water use and river health (DEC and CMA). ➤ Consistent with catchment and stormwater management planning (CMA and local council). 	<p>wildlife corridor to the immediate west of the site. It is accepted that not all lands included within this corridor will be required to facilitate specific fauna movements, but this key linkage will need to be incorporated, subject to the more detailed findings of the mapping exercise to be undertaken by the DEC.</p> <p>Compliance Criterion 7b</p> <p>c. The geographical isolation of the site and the obstacles associated with the use of public and community transportation services (as discussed in the assessment of Criteria 2 – Access above) implies that car dependency for residents of the development is likely to be high. Residential development in fringe locations such as this typically rely on at least one vehicle to meet their transportation needs, inferring the influx of a similar number of vehicles into this area. This in turn will have adverse impacts on both local and regional air quality.</p> <p>Compliance Criterion 7c</p> <p>d. The relevant preliminary supporting consultant reports that address stormwater management state that there are satisfactory measures in place to ensure improvements to the existing levels of pollutant, sediment loads and water volumes entering Snake Creek, ensuring that adverse downstream impacts upon Oxford Creek and Narrabeen Lagoon are minimised. Therefore, subject to more detailed reporting at the time of the formal lodgement of rezoning and development applications, the development proposes to include satisfactory stormwater treatments that will enable the development to “substantially meet” these criteria.</p> <p>The Sydney Metropolitan Catchment Management Authority (SMCMA) has a number of key responsibilities within the Metropolitan Strategy. The action plan of the SMCMA are to fulfil these responsibilities, including the implementation of its stormwater, catchment and biodiversity objectives through the North East Subregional Plan and through local environmental plans in the subregion. As these initiatives are in their early stages, the emphasis of catchment and stormwater planning for the Oxford Falls Valley and for this site must rely largely upon Council initiatives at this stage.</p> <p>Warringah’s Creek Management Study provides significant guidance as to the condition and priority actions for the management of Snake and Oxford Creeks. It identifies these creeks as forming part of a ‘substantially non-urban’ and natural area and therefore proposes management</p>	<p>development responses</p> <p>TBA</p> <p>Unsatisfactory</p> <p>Unsatisfactory</p> <p>Satisfactory</p> <p>N/A</p> <p>Unsatisfactory</p>
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<p>e. Protects areas of Aboriginal cultural heritage value (as agreed by DEC)</p>	<p>action on this basis. Further the Study notes that Snake Creek contains the best overall water quality of all creeks within Warringah (after Deep Creek, located within Garigal National Park). The development of this site will substantially alter the current status of the land and these two creeks are identified as watercourses for which catchment planning and development controls are of the highest priority.</p> <p>The proposed subdivision and local internal road layout generally avoid development within the riparian corridors identified within the Creek Management Study. However, there is significant development proposed within the riparian buffer zones to Snake Creek, which are areas recommended for 'restricted development'. The Study states that only the lowest intensity uses are envisaged for these riparian buffers, including footbridges, vehicular crossings, roadways, walkways and stormwater management devices. Thus, the development proposal does not meet these best practice recommendations. While these recommendations have not been formally adopted as Council policy the LEP, they are no less an important strategic determinant of land capability and are used as a reference in formulating recommendations on specific development applications.</p> <p>Compliance Criterion 7f</p> <p>e. The concept master plan has been developed with the Aboriginal heritage and archaeological heritage significance of the site and area as a primary consideration. Large buffer areas of 50 metres or more have been incorporated into the design of the development, and the intention to develop an interpretive centre demonstrates a commitment to the Aboriginal cultural heritage of the area.</p> <p>It should be noted that Council's support for the Native Title claim that brought this land into the ownership of the MLALC was on the basis of its assessment/suitability for urban development purposes. Council's support was premised upon the significant environmental attributes of the site. Accordingly, the concept plan is inconsistent with the intended use of the land and the basis upon which the Native Title claim was supported.</p> <p>Compliance Criterion 7g OVERALL COMPLIANCE CRITERION 7 – ENVIRONMENTAL PROTECTION</p>	<p>Unsatisfactory</p> <p>Satisfactory (subject to management during construction)</p> <p>Satisfactory</p> <p>Unsatisfactory</p>
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CRITERIA and MEASURABLE EXPLANATION	ASSESSMENT	COMPLIANCE
<p>8. Quality and Equity in Services</p> <p>a. Available and accessible services.</p> <ul style="list-style-type: none"> • Do adequate services exist? • Are they at capacity or is some available? • Has Government planning and budgeted to further service provision? <p>b. Developer funding for required service upgrade/access is available.</p>	<p>Quality and Equity in Services</p> <p>a. The broader Warringah area and environs contain a wide range of essential services including public and private primary, secondary and tertiary education, local and regional sporting facilities, health care, shopping and other essential services. The proposed development site is well placed to take advantage of these services within the existing centres on the northern beaches, including Dee Why/Brookvale, Forestville, Narrabeen and Warriewood, along with the subregional and regional centres of Manly, Chatswood and Mona Vale for higher-end and specialised services. The development of a new level 5 hospital for the northern beaches and its associated services at Frenchs Forest will further improve the geographical proximity of range of health care and other services to the site.</p> <p>As discussed previously, public transportation services remain the primary impediment to the full enjoyment of these services. Access to these services are likely over the long term to be predominantly car dependent which limits the accessibility of these services to all age/mobility groups who reside in the development site. Car dependency also will create burdens in terms of the need to provide additional parking by service providers and associated traffic issues, which also have impacts upon the ease of access to these services.</p> <p>Compliance Criterion 8a</p> <p>b. The proponent has expressed a willingness to fund or enter into planning agreement relating to any part of the development. In particular, a planning agreement that addresses the inherent public transportation constraints of the site to local and regional services should be considered.</p> <p>Compliance Criterion 8b</p> <p><i>OVERALL COMPLIANCE CRITERION 8 – QUALITY AND EQUITY IN SERVICES</i></p>	<p>Satisfactory</p> <p>Refer assessment of Criteria 1 and 2</p> <p>Satisfactory</p> <p>Satisfactory</p> <p>Satisfactory</p> <p><i>Satisfactory</i></p>

SUMMARY AND RECOMMENDATIONS ON SUITABILITY OF PROPOSAL

Threshold Sustainability Criteria Summary	Compliance
Infrastructure provision	Unsatisfactory
Access	Unsatisfactory
Housing Diversity	Partial
Employment Lands	Satisfactory
Avoidance of Risk	Unsatisfactory
Natural Resources	Satisfactory
Environmental Protection	Unsatisfactory
Quality and equity of resources	Satisfactory

The proposal has been carefully and exhaustively put together based upon the specific opportunities for residential development presented by the site, in a level of site specific that Council's Non Urban Lands Strategy could not provide. The proposed treatment of the site itself proposes the highest levels of environmental and design sensitivity, and as such, a number of the Metropolitan Strategy's Threshold Sustainability Criteria have been substantially met. However, there a number of distinct locational, environmental, accessibility disadvantages and broader contextual considerations have largely underpinned its inability to "substantially meet" all of the Threshold Sustainability Criteria for consideration as an urban release area. Specifically, the concept proposal:

- Is not envisaged as being necessary to achieve residential or employment growth targets, neither in subregional nor regional contexts;
- Is inconsistent with the low intensity development character envisaged under the Warringah Local environmental Plan 2000 and through designation under the Metropolitan Strategy as "Rural and Resource Land"
- Lacks guarantees that the utility head works required to service the site have the required capacity (especially sewage treatment plant capacities)
- Has constrained access to public transportation, with an unacceptable reliance upon private vehicles (with implications for air quality) and community buses to service the site
- Will produce unacceptable exposure to extreme bushfire risk in the local area, with highly constrained evacuation routes
- Will produce unacceptable levels of development on highly sloping lands containing highly erodible soils
- Will produce unacceptable levels of development within the riparian zones and corridors, as prescribed by the Warringah Creek Management Study
- Will produce unacceptable visual amenity impacts when viewing the site from surrounding areas.

Accordingly, Council's assessment is that **the concept proposal fails to substantially meet a number of key sustainability criteria** developed for new urban development outside of the identified growth centres of the Sydney Metropolitan Strategy, and its recommendation is that the proposal **not be supported**.

SITE: Cromer Golf Club, Cromer Road, Cromer

PROPONENT: JBA Urban Planning Consultants (for Cromer Golf Club)

SITE AREA: 13 ha

WARRINGAH LAND CAPABILITY MAPPING

MAP	DESCRIPTION OF LAND
Environmental Constraints	Moderate to prohibitive environmental constraints to urban development , including areas of significant slopes, riparian corridors and large riparian buffers in the eastern sections of the site and areas of prohibitive slopes at its northern, western and easternmost extents.
Bushfire	Site is bushfire prone in accordance with certified mapping under the <i>Rural Fires Act 1997</i> . The development site contains and is surrounded to the north and west by Category 1 vegetation. When considered in conjunction with the significant topographical features of the site and its surrounds, the site is considered to be subject to extreme bushfire risk , particularly from the northern, and western edges of the site.
Land Ownership/Tenure	The land is owned by Cromer Golf Club Pty Ltd.
Cleared Land	The vast majority of the site is considered to be in its natural, bushland state . No part of the development site is cleared of native vegetation.

METROPOLITAN STRATEGY THRESHOLD SUSTAINABILITY CRITERIA

CRITERIA and MEASURABLE EXPLANATION	ASSESSMENT	COMPLIANCE
<p>1. Infrastructure Provision</p> <p>a. Development is consistent with any residential development strategy, subregional strategy, regional infrastructure plan and Metropolitan Strategy</p>	<p>Infrastructure Provision</p> <p>a. The Warringah Residential Development Strategy stated that detailed investigations would be required prior to any consideration of further urban release areas into the non-urban lands beyond the existing (Perentie/Dawes Road, Belrose) in achieving its stated sustainable residential growth targets.</p> <p>The 1998 Non-Urban Lands Study (NULS) compiles a series of environmental constraints within Warringah's non-urban lands, providing a strategic overview of the capability of its component lands for urban development. The NULS identifies that the footprint of the Cromer Golf Club proposal falls on land with 'Significant' to 'Severe Environmental Limitations to Urban Development' and is therefore not an area of the non-urban lands within which urban development should be pursued. (Council's current constraint mapping exercise for the LEP's B2 locality is discussed above and provides further guidance as to the opportunities and constraints to development in this locality).</p>	<p>N/A</p> <p>Unsatisfactory</p>

<p>b. The provision of infrastructure (utilities, transport, open space, and communications) is costed and economically feasible based on Government methodology for determining infrastructure contribution</p>	<p>non-statutory planning documents for urban investigation where it is the subject of a broad Strategy prepared by the State government". Council is unaware of any specific strategy to consider or investigate new urban releases within Warringah as part of the Metropolitan Development Program. Further, the provisions of Section G2.3.2, and Council monitoring of the performance of its Residential Development Strategy at the local level, suggest that no further urban releases are required over the next 25 years.</p> <p>Compliance Criterion 1a.</p> <p>b. Water - A formal feasibility inquiry was lodged with Sydney Water in December 2004 with the response that the site is within the Warringah Water DSP (development servicing plans) area and as such would attract approximately \$65,000 in DSP charges (based on 60 lots).</p> <p>Further, to provide adequate pressure the following upgrades have been identified</p> <ul style="list-style-type: none"> o Upgrade of the 100mm diameter main along the entire length of Woodward Street to 150mm diameter and o Upgrade of a 500m section of 100mm diameter main along Toronto Avenue (between Macquarie street and Cromer Road) to 200mm Diameter <p>No negotiations however have taken place in regards to these further requirements, regarding the costing of these upgrades, of whether or not the upgrades will be economic feasible. Therefore the ability to provide this service is uncertain and does not substantially meet this criterion.</p> <p>The stormwater management planned prepared by Patterson Britton is limited because it proposes using WSUD principles such as bio-retention swales for the redevelopment, which are not suited to steep sloping sites which also feature shallow soils underlain by rock. This limitation is also referred to in Councils draft WSUD policy.</p> <p>Stormwater detention and water quality control is not provided for any of the proposed roads, which is required by Council policy. This would require the construction of a substantially sized water quality control pond similar but larger in size to the pond constructed for the below Cromer road subdivision. It would involve the excavation of significant quantities of rock and construction of high retaining walls and a land area of approximately 2000m²</p> <p>Sewer - A formal notice of requirements was received from Sydney Water in February 2005. The site is determined to be within the Narrabeen Submain Sewer DSP and as such would attract</p>	<p>Unsatisfactory</p> <p>Unsatisfactory</p> <p>Unsatisfactory</p> <p>Unsatisfactory</p> <p>Unsatisfactory</p>
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	<p>approximately \$20,000 in DSP charges (based on 60 lots).</p> <p>Further,</p> <ul style="list-style-type: none"> ○ The development would connect to the gravity sewer line at the corner of Cromer Road and Boromi Way, the location of this connection point being such that the majority of the site could not drain there by gravity and would therefore require a pumping station. ○ In addition to this an upgrade (150mm to 225 diameter) of a short section of sewer is required on Cromer Road near the corner of Wolbah Place. <p>No negotiations however have taken place in regards to these further requirements, regarding the costing of these upgrades, of whether or not the upgrades will be economic feasible. Therefore the ability to provide this service is uncertain and therefore does not substantially meet this criterion.</p> <p>Power – Energy Australia have indicated that they have the infrastructure capacity available to service the development, however no indications have been provided of any necessary augmentations required to service the site, nor the costing or economic feasibility. Therefore the ability to provide this service is uncertain and therefore does not substantially meet this criterion.</p> <p>Telecommunications – Telstra have indicated that the supply of telecommunications to the development would be straightforward, however no investigations have been provided into the costing or economic feasibility. Therefore the ability to provide this service is uncertain and therefore does not substantially meet this criterion.</p> <p>Gas – Agility have indicated that the site can be serviced via a connection to the existing nylon main within Cromer Road, however no investigations have been provided into the costing or economic feasibility. Therefore the ability to provide this service is uncertain and therefore does not substantially meet this criterion.</p> <p>Local Transport - The traffic report indicates a good level of intersection operation and that the development would result in low traffic generation, which would not have significant effects on the operation of the surrounding road network. The traffic report however was based on 40 residential lots, not 45 representing a 10% reduction of dwellings for the capacity analysis. The traffic report also indicates that in association with the proposed development Cromer Rd should be widened and the northern side of the road formulated into a standard road treatment with kerb and gutter. However no investigations have been provided into the costing or economic feasibility of these</p>	<p>Unsatisfactory</p> <p>Unsatisfactory</p> <p>Unsatisfactory</p> <p>Unsatisfactory</p>
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<p>c. Preparedness to enter into development agreement</p>	<p>road works. Therefore the ability to provide this upgrade is uncertain and therefore does not substantially meet this criterion.</p>	
	<p>Further the proposed lead in road to the development would require a cut and fill of 3m, based on a standard road reserve width of 12m the actual disturbed area would be wider by a few metres to contain retaining walls 3 metres in height.</p>	<p>Unsatisfactory</p>
	<p>The internal road system would require roads with longitudinal grades of a 20% average, which far exceeds Councils desirable grade of 12% as required by Councils engineering specification Auspec 1.</p>	<p>Unsatisfactory</p>
	<p>Regional transport remains an important constraint to this proposal. The Warringah local government area has reported and demonstrated high levels of employment growth and employment 'self-containment', in satisfaction of the criteria of Section 117 Direction relating to major urban releases on the Warringah peninsula. However, there have been no major upgrades to the local and regional road networks in this area which serve increased residential and employment populations since this time. This road network is heavily utilised in accommodating the self-contained employment structure within Warringah and in other parts of the northern beaches.</p>	<p>Unsatisfactory</p>
	<p>Although Open Space has been provided, there is no demonstrated evidence that any acceptable criteria have been applied to determine the adequate level of Open Space required to accommodate the additional recreational needs that would be associated with the additional development.</p>	<p>Unsatisfactory</p>
	<p>Compliance Criterion 1b.</p> <p>c. The proponents have stated that they MAY be willing to enter into a planning agreement with regard to the provision of the above-mentioned infrastructure in a timely manor.</p> <p>Compliance Criterion 1c.</p> <p><i>OVERALL COMPLIANCE CRITERION 1 – INFRASTRUCTURE PROVISION</i></p>	<p>Unsatisfactory</p> <p>Satisfactory (subject to a commitment should it be required)</p> <p>Satisfactory</p> <p><i>Unsatisfactory</i></p>

CRITERIA and MEASURABLE EXPLANATION	ASSESSMENT	COMPLIANCE
<p>2. Access</p> <p>a. Accessibility of the area by public transport and appropriate road access in terms of:</p> <ul style="list-style-type: none"> • Location/land use: to existing networks and related activity centres. • Network: the area's potential to be serviced by economically efficient public transport services. • Catchment: the area's ability to contain, or form part of the larger urban area, which contains adequate transport services. Capacity for land use/transport patterns to make a positive contribution to achievement of travel and vehicle use goals. <p>b. No net negative impact on performance of existing subregional road, bus, rail, ferry and freight network.</p>	<p>Access</p> <p>a. The area is well serviced by public buses between Cromer, the city and surrounding suburbs. Further analysis is required however with respect to the location of bus stops and bus routes given the significant slopes that exist leading from the site to Cromer and Toronto Ave, which would provide a significant obstacle to the ease of accessibility of residents (and particularly less mobile residents) to the public transport service.</p> <p>Adequate pedestrian and cycle linkage will exist allowing pedestrian passage around the development and access to nearby parks and walking trails.</p> <p>Two of the design concepts rely on the use of Council land for southern access into the site. This land was acquired for the purpose of a fire trail, and is classified community use, not for the purposes of a public road.</p> <p>The location of the development is at a considerable distance from the nearest local retail centre, thereby making the potential residents transport dependent and inconsistent with the centres principal of the Metropolitan Strategy, concentrated growth principal of Councils Residential Development Strategy and capacity to make a positive contribution to achievement of vehicle use goals.</p> <p>Compliance Criterion 2a</p> <p>b. The accompanying traffic report indicates that the surrounding road network and its intersections will continue to operate at the same levels of service as today. The proposal also has the ability to strengthen the existing public transport services currently in operation.</p> <p>Compliance Criterion 2b</p> <p><i>OVERALL COMPLIANCE CRITERION 2- ACCESS</i></p>	<p>Unsatisfactory</p> <p>Satisfactory</p> <p>Unsatisfactory</p> <p>Unsatisfactory</p> <p>Unsatisfactory</p> <p>Satisfactory</p> <p>Satisfactory</p> <p><i>Partial Only</i></p>

CRITERIA and MEASURABLE EXPLANATION	ASSESSMENT	COMPLIANCE
<p>3. Housing Diversity</p> <p>a. Contributed to the geographic market spread of housing supply, including any government targets established for aged, disabled or affordable housing.</p>	<p>Housing Diversity</p> <p>The development proposes between 44-45 low-density detached style residences, considered an appropriate mix for the surrounding residential housing supply.</p> <p>The bushfire-prone environment within which this development site is to be located suggests that there are limitations to the extent to which it can contribute to any targets set for aged and disabled housing. SEPP Seniors Living developments are prohibited due to both the prevalence on Category 1 vegetation in the immediate surrounds and the limited connection of the site to existing urban areas.</p> <p>Compliance Criterion 3a</p> <p><i>OVERALL COMPLIANCE CRITERION 3 – HOUSING DIVERSITY</i></p>	<p>Satisfactory</p> <p>Unsatisfactory</p> <p>Partial</p> <p><i>Partial Only</i></p>

CRITERIA and MEASURABLE EXPLANATION	ASSESSMENT	COMPLIANCE
<p>4. Employment Lands</p> <p>a. Maintain or improve the existing level of subregional employment self containment.</p> <p>b. Meets subregional employment capacity targets:</p> <ul style="list-style-type: none"> • Employment related land is provided in appropriately zoned areas. 	<p>Employment Lands</p> <p>a. Apart from during the development phase, no employment generating land uses are proposed as part of the proposal. With increasing trends for home businesses and local employment opportunities within the northern beaches, the additional population proposed is likely to find or pursue local employment opportunities.</p> <p>Compliance Criterion 4a</p> <p>b. The employment lands at Austlink, Dee Why, Cromer Industrial, Warringah Road corridor and Frenchs Forest/Belrose should absorb a large proportion of employment growth resulting from this development. However, the likely car dependency of residents accessing these employment lands is not considered desirable and will jeopardise the satisfaction of other criteria (namely, air quality reduction targets).</p> <p>Compliance Criterion 4b</p> <p><i>OVERALL COMPLIANCE CRITERION 4 – EMPLOYMENT LANDS</i></p>	<p>Satisfactory</p> <p>Satisfactory</p> <p>Satisfactory</p> <p>Satisfactory</p> <p><i>Satisfactory</i></p>

CRITERIA and MEASURABLE EXPLANATION	ASSESSMENT	COMPLIANCE
<p>5. Avoidance of Risk</p> <p>a. Available safe evacuation route (Flood and Bushfire).</p>	<p>Avoidance of Risk</p> <p>a. Council's flooding and natural drainage data suggests that the development will not be subject any unreasonable levels of flood inundation.</p> <p>With regard to bushfire protection and evacuation</p> <ul style="list-style-type: none"> ○ The development site is proposed to be located within an area of regular bushfire events and will be surrounded on all sides by Category 1 vegetation, and despite fuel reductions within the site created by the development, the proposed residences within site remain highly vulnerable to both direct flame and ember attacks from the north and west. ○ Although two entry points are proposed they are both in the southwest corner of the site in relative close proximity, and therefore both have the potential to be blocked off in the event of a bushfire from the west/northwest direction. <p>Each of these factors suggests that the proposed residences and the evacuation routes are both exposed to a significant bushfire risk that is prohibitive to urban development. Council strongly opposes the development on the grounds of bushfire risk.</p> <p>Compliance Criterion 5a</p>	<p>Satisfactory</p> <p>Unsatisfactory</p> <p>Partial</p>
<p>b. No residential development within 1:100 floodplain.</p> <p>c. Avoidance of physically constrained land: high slope; highly erodable.</p>	<p>b. As discussed above in point 1a, Council information verifies that the land is not within the 1:100 floodplain</p> <p>Compliance Criterion 5b</p> <p>c. The master plan proposes residential development on sections of significantly sloping land according to Council contour data. In particular, the dwellings and local roads proposed for the south-western and north/north-eastern portions of the site are affected by slopes of greater than (or equal to) 33 percent, or 1 in 3. Council does not support further urban development on lands with these gradients, irrespective of the level of engineering safeguards proposed.</p>	<p>Satisfactory</p> <p>Satisfactory</p> <p>Unsatisfactory</p>

<p>d. Avoidance of land use conflicts with adjacent, existing or future land use and rural activity as planned under regional strategy.</p>	<p>Development on sloping land has traditionally been discouraged within the Oxford Falls valley locality due to the high susceptibility of land within the Narrabeen Lagoon catchment to soil erosion and the build up of sediment downstream.</p> <p>Recent geotechnical work undertaken for Council suggests that the majority of this site (and the Narrabeen Lagoon Catchment generally) is an area where highly localised erosion and landslip investigations are required prior to proceeding with development. Possible hazards identified in this area include movement of detached blocks of sandstone, rock falls and slumping of soil (Coffey 2006).</p> <p>The proponents have conducted a geotechnical assessment, with the summary outlining the following points:</p> <ul style="list-style-type: none"> ○ Shallow soil profiles of very high erosion potential ○ Rock exposed at the surface or at relatively shallow depths over most of the site ○ Provision of uniform founding conditions on bedrock for buildings ○ Possible difficult excavation into rock for underground services ○ Provision of good founding conditions for pavements <p>The comments given through the report however were of a general nature only to assist in the evaluation of the land, further detailed investigations are required to address individual lot and site issues given the extent of rock close to the surface and very high potential for erosion of the generally shallow, sandy profile.</p> <p>Compliance Criterion 5c</p> <p>d. The visual assessment report undertaken by the proponent has adjudged that the site comprises a relatively small part of the visual landscape. The majority of the site is visually prominent however, especially when viewed from Wheeler Heights, so development on these lands is also likely to be highly visually prominent even if building heights are limited to one storey, and is unacceptable to Council.</p> <p>The majority of the B2 locality has been identified in the Metropolitan Strategy as "Rural and Resource Land", which also constitutes the majority of this development site. As discussed under Criterion 1 above, the Action G2.3.2 of the Strategy states that "lands outside the growth centres which are not on the Metropolitan Development Program are not needed for urban development over the next 25 years" and that "this land will be maintained in its current use for</p>	<p>Unsatisfactory</p> <p>Unsatisfactory</p> <p>Unsatisfactory</p>
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	<p>rural activities and resource production". Accordingly, neither this site nor any other land within the B2 locality is required to achieve the metropolitan or local population/employment growth targets. Accordingly, the Strategy does not prescribe the Oxford Falls Valley as an area within which urban development is to be pursued in the immediate future.</p> <p>Compliance Criterion 5d</p> <p><i>OVERALL COMPLIANCE CRITERION 5 – AVOIDANCE OF RISK</i></p>	<p>Unsatisfactory</p> <p><i>Partial</i></p>
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CRITERIA and MEASURABLE EXPLANATION	ASSESSMENT	COMPLIANCE
<p>6. Natural Resources</p> <p>a. Demand for water does not place unacceptable pressure on infrastructure capacity to supply water and on environmental flows.</p> <p>b. Demonstrates most efficient/suitable use of land:</p> <ul style="list-style-type: none"> • Avoids identified significant agricultural land. • Avoids impacts on productive resource lands; extractive industries, coal, gas and other mining, and quarrying. 	<p>Natural Resources</p> <p>a. As discussed for Compliance Criterion 1b, Sydney water has indicated that to provide adequate pressure and security of water supply the following upgrades have been identified</p> <ul style="list-style-type: none"> ○ Upgrade of the 100mm diameter main along the entire length of Woodward Street to 150mm diameter and ○ Upgrade of a 500m section of 100mm diameter main along Toronto Avenue (between Macquarie street and Cromer Road) to 200mm Diameter <p>It is assumed therefore that, providing these upgrades are conducted, there would then be satisfactory capacity within the existing water supply system to supply this development. The development also proposes a number rainwater harvesting and reuse initiatives, with a view to meeting BASIX requirements. Thus, the demand for water created by the development is not likely to be excessive in proportion to the number of new residents to be housed by the development.</p> <p>However the existing overland flows will be modified (quality and dynamics) and potentially impact on surrounding bushland, which is deemed unacceptable.</p> <p>Compliance Criterion 6a</p> <p>b. Although most of the site falls within land identified in the Metropolitan Strategy as 'Rural and Resource Land', the site of the proposed development is natural, native bushland that has historically encountered only minor disturbance. As such, the land has never been used or earmarked as either productive resource land or agricultural land. The significant environmental, topographical and access and constraints present on the site have negated these potential uses in the past. However, as discussed previously, residential subdivision is not an intended outcome for the use and development of these lands and its development for these purposes is not required to achieve population growth targets. Notwithstanding, this point is made more strongly in relation to other criteria as discussed above, the development site is not identified for the purposes for resource extraction or agricultural purposes.</p> <p>Compliance Criterion 6b</p>	<p>Satisfactory (subject to further investigations with Sydney Water and the required upgrades)</p> <p>Unsatisfactory</p> <p>Partial Only</p> <p>Satisfactory</p> <p>Satisfactory</p>

<p>c. Demand for energy does not place unacceptable pressure on infrastructure capacity to supply energy; requires demonstration of efficient and sustainable supply solution.</p>	<p>c. As discussed for Compliance 1b Energy Australia have indicated that they have the infrastructure capacity available to service the development. Apart from reference to the requirements of BASIX however, no further exploration in terms of demonstrating an efficient or sustainable energy supply solution has occurred.</p> <p>Compliance Criterion 6c</p> <p><i>OVERALL COMPLIANCE CRITERION 6 – NATURAL RESOURCES</i></p>	<p>Satisfactory (subject to a further exploration of energy supply and use initiatives)</p> <p>Satisfactory</p> <p><i>Satisfactory</i></p>
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CRITERIA and MEASURABLE EXPLANATION	ASSESSMENT	COMPLIANCE
<p>7. Environmental Protection</p> <p>a. Consistent with Government approved Regional Conservation Plan (if available).</p> <p>b. Maintains or improves areas of regionally significant terrestrial and aquatic biodiversity (as mapped and agreed by DEC and DPI). This includes regionally significant vegetation communities; critical habitat; threatened species; populations; ecological communities and their habitats.</p>	<p>Environmental Protection</p> <p>a. At present there is no Regional Conservation Plan that applies to the development site. However, the 'Environment and Resources' actions within the Metropolitan Strategy provides relevant guidance with regard to the State Government's policy directions, namely to contain Sydney's urban footprint (Action E3.1) and to focus of land release within growth centres (Action E4.2.1) in order to achieve metropolitan growth targets.</p> <p>Compliance Criterion 7a</p> <p>b. Amongst the actions of the Metropolitan Strategy include the mapping of regional biodiversity by the Department of Environment and Conservation (DEC) (Action E2.2) and of regionally significant agriculture and resource lands by the Department of Primary Industries (Action E4.1). To date, Council does not have access to this mapping that is expected to form part of the North East Subregional Plan (once released). This mapping will be an important determinant of the appropriate way forward with regard to the future of this development proposal and of the Oxford Falls Valley in general.</p> <p>In the interim, Council has undertaken the mapping exercise discussed in Part 1 of this report to aid the assessment of this proposal, which indicates the following:</p> <p>The site is comprised largely of native vegetation communities that are well represented though Warringah and the northern beaches. However, the flora and fauna assessment provided identifies that the site is likely to be utilised by the following threatened fauna species: Red Crowned Toadlet, Glossy Black Cockatoo, and Microbat species. The threatened flora species, <i>Tetratheca glandulosa</i>, may also occur on the site, as the habitat of the site is highly suitable, however it is difficult to detect outside its flowering season (late Winter - early Spring), and the survey was undertaken in late Summer. The report concludes (5.2) " A suite of threatened fauna species are likely to occur on the site or have the potential to occur from time to time"</p> <p>While some bushland is retained on the site post development, it is down slope of the development and much of it comprises of a different vegetation community to the vegetation cleared for the development. The vegetation being cleared is situated on the flatter ridge top and upper slopes and comprises heathland/low woodland. Much of the</p>	<p>N/A</p> <p>N/A</p> <p>N/A</p> <p>TBA (subject to findings of DEC regionally significant vegetation community mapping)</p>

<p>c. Maintain or improve existing environmental condition for air quality.</p>	<p>vegetation being retained is situated on steep, lower slopes and creek lines and provides different habitat for plants and animals. Because the retained vegetation is located down slope of the proposed subdivision it will be exposed to ongoing, adverse impacts associated with changes in hydrology, the fire regime and soils. This will result in disturbance such as weed invasion and long-term loss of biodiversity values.</p> <p>Accordingly due to the presence of habitat for threatened species on site, the type of vegetation being retained is different to the vegetation being cleared, and the retained vegetation will be exposed to ongoing impacts from the subdivision, the proposal does not substantially meet the criteria by demonstrating a maintenance or improvement of an area of threatened species habitat.</p> <p>However in saying this the development, in due course of the relevant mapping by DEC that clearly delineates fauna communities or habitat of regional significance is required to conclusively determine the level of adherence with this criterion.</p> <p>The Natural Area Survey also identifies the corridors/linkages that facilitate fauna movements between them. Given the undisturbed nature of the bushland on the proposed development site, and its linkage into a greater fauna movement corridor with the various sections of Garigal National Park, the development site directly adjoins a key Priority 2 wildlife corridor to the immediate north of the site. It is accepted that not all lands included within this corridor will be required to facilitate specific fauna movements, but this key linkage will need to be incorporated, subject to the more detailed findings of the mapping exercise to be undertaken by the DEC.</p> <p>No evidence is documented for maintaining aquatic biodiversity: threatened/protected species are present in tributaries and Narrabeen Lagoon.</p> <p>Compliance Criterion 7b</p> <p>c. The geographical isolation of the site and the obstacles associated with the use of public and community transportation services (as discussed in the assessment of Criteria 2 – Access above) implies that car dependency for residents of the development is likely to be high. Residential development in fringe locations such as this typically rely on at least one</p>	<p>Unsatisfactory</p> <p>TBA (subject to findings of DEC regionally significant vegetation community mapping)</p> <p>Unsatisfactory</p> <p>TBA</p> <p>Unsatisfactory</p>
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<p>d. Maintain or improve existing environment condition for water quality and quantity.</p> <ul style="list-style-type: none"> ➤ Consistent with community water quality objectives for recreational water use and river health (DEC and CMA). ➤ Consistent with catchment and stormwater management planning (CMA and local council). <p>e. Protects areas of Aboriginal cultural heritage value (as agreed by DEC)</p>	<p>vehicle to meet their transportation needs, inferring the influx of a similar number of vehicles into this area. This in turn will have adverse impacts on both local and regional air quality.</p> <p>Compliance Criterion 7c</p> <p>d. The Sydney Metropolitan Catchment Management Authority (SMCMA) has a number of key responsibilities within the Metropolitan Strategy. The action plan of the SMCMA are to fulfil these responsibilities, including the implementation of its stormwater, catchment and biodiversity objectives through the North East Subregional Plan and through local environmental plans in the subregion. As these initiatives are in their early stages, the emphasis of catchment and stormwater planning for the Oxford Falls Valley and for this site must rely largely upon Council initiatives at this stage.</p> <p>No evidence has been provided within the proposal however for maintaining the existing recreational water quality in Narrabeen Lagoon or the river health of the tributaries.</p> <p>The proposal also does not reference the objectives of the CMA or local stormwater management plans, and the subdivision development encroaches the riparian zone and buffer of the existing watercourse running through the site. The development would need to be setback from the riparian zone and buffer.</p> <p>Compliance Criterion 7d</p> <p>e. The proposal has successfully completed this criterion with an aboriginal assessment submitted with the proposal</p> <p>Compliance Criterion 7e</p> <p><i>OVERALL COMPLIANCE CRITERION 7 – ENVIRONMENTAL PROTECTION</i></p>	<p>Unsatisfactory</p> <p>Unsatisfactory</p> <p>Unsatisfactory</p> <p>Unsatisfactory</p> <p>Satisfactory</p> <p>Satisfactory</p> <p><i>Unsatisfactory</i></p>
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CRITERIA and MEASURABLE EXPLANATION	ASSESSMENT	COMPLIANCE
<p>8. Quality and Equity in Services</p> <p>a. Available and accessible services.</p> <ul style="list-style-type: none"> • Do adequate services exist? • Are they at capacity or is some available? • Has Government planning and budgeted to further service provision? <p>b. Developer funding for required service upgrade/access is available.</p>	<p>Quality and Equity in Services</p> <p>a. The broader Warringah area and environs contain a wide range of essential services including public and private primary, secondary and tertiary education, local and regional sporting facilities, health care, shopping and other essential services. The proposed development site is well placed to take advantage of these services within the existing centres on the northern beaches, including Dee Why/Brookvale, Forestville, Narrabeen and Warriewood, along with the subregional and regional centres of Manly, Chatswood and Mona Vale for higher-end and specialised services. The development of a new level 5 hospital for the northern beaches and its associated services at Frenchs Forest will further improve the geographical proximity of range of health care and other services to the site.</p> <p>As discussed previously, public transportation services remain a potential impediment to the full enjoyment of these services. Although Public Transport adequately services Cromer, further exploration is required in respect to the proximity of bus stops to the proposed development given the significant gradient of Cromer Rd to Toronto Ave and the topographical constraint this provides for pedestrians, and car dependency that results from this.</p> <p>Access to these services are therefore likely over the long term to be predominantly car dependent which limits the accessibility of these services to all age/mobility groups who reside in the development site. Car dependency also will create burdens in terms of the need to provide additional parking by service providers and associated traffic issues, which also have impacts upon the ease of access to these services.</p> <p>Compliance Criterion 8a</p> <p>b. The proponent has stated that they MAY be willing to enter into a development agreement with Warringah Council to ensure that all infrastructure provision, including appropriate traffic, public transport and open space provision are provided in a timely manor.</p> <p>Compliance Criterion 8b</p> <p><i>OVERALL COMPLIANCE CRITERION 8 – QUALITY AND EQUITY IN SERVICES</i></p>	<p>Satisfactory</p> <p>Refer assessment of Criteria 1 and 2</p> <p>Partial</p> <p>Satisfactory (subject to a commitment should it be required)</p> <p>Satisfactory</p> <p><i>Partial</i></p>

SUMMARY AND RECOMMENDATIONS ON SUITABILITY OF PROPOSAL

Threshold Sustainability Criteria Summary	Compliance
Infrastructure provision	Unsatisfactory
Access	Partial
Housing Diversity	Partial
Employment Lands	Satisfactory
Avoidance of Risk	Partial
Natural Resources	Satisfactory
Environmental Protection	Unsatisfactory
Quality and equity of resources	Partial

The proposal has been put together based upon the specific opportunities for residential development presented by the site, however there a number of distinct locational, environmental, and accessibility disadvantages and broader contextual considerations that have largely underpinned its inability to “substantially meet” all of the Threshold Sustainability Criteria for consideration as an urban release area. Specifically, the concept proposal:

- Is not envisaged as being necessary to achieve residential or employment growth targets, neither in subregional nor regional contexts;
- Is inconsistent with the low intensity development character envisaged for the land under the Warringah Local environmental Plan 2000 and through designation under the Metropolitan Strategy as “Rural and Resource Land”;
- Lacks guarantees that the utility head works or services required to service the site have the required capacity (especially sewage treatment plant capacities), or that any upgrades necessary are feasible;
- Has constrained access to public transportation, which will result in an unacceptable reliance upon private vehicles (with implications for air quality);
- Will produce unacceptable exposure to extreme bushfire risk in the local area, with highly constrained evacuation routes
- Will produce unacceptable levels of development on highly sloping lands;
- Will produce unacceptable levels of development within the riparian zones and corridors, as prescribed by the Warringah Creek Management Study;
- Will produce unacceptable visual amenity impacts when viewing the site from surrounding areas.

Accordingly, Council's assessment is that **the concept proposal fails to substantially meet a number of key sustainability criteria** developed for new urban development outside of the identified growth centres of the Sydney Metropolitan Strategy, and its recommendation is that the proposal **not be supported**.

SITE: Red Hill

PROPONENT: Red Hill developments Pty Ltd.

SITE AREA: 77 ha

WARRINGAH LAND CAPABILITY MAPPING

MAP	DESCRIPTION OF LAND
Environmental Constraints	No significant environmental constraints to prohibitive environmental constraints to urban development , including areas of significant slopes, riparian corridors and large riparian buffers in north eastern sections of the site and areas of prohibitive slopes at its western and northern and easternmost extents. Lesser-constrained parts are the central portions of the site. The majority of the site requires highly localised investigations to determine the risk of landslip.
Bushfire	Site is bushfire prone in accordance with certified mapping under the <i>Rural Fires Act 1997</i> . The development site contains and is surrounded to the north, east and south by Category 1 vegetation. When considered in conjunction with the significant topographical features of the site and its surrounds, the site is considered to be subject to extreme bushfire risk .
Land Ownership/Tenure	Multiple land ownership is contained within the proposal; <ul style="list-style-type: none"> ➤ Roman Catholic Church ➤ Sisters of the good Samaritan ➤ Vigor Group ➤ Molinea/Lipman ➤ Petros ➤ Willandra/Blizzard ➤ Edwards ➤ Peden ➤ Crown Land ➤ Kok
Cleared Land	Sections of cleared land exist in the western, central and easternmost extents, however the vast majority of the site is still considered to be in its natural, bushland state .

METROPOLITAN STRATEGY THRESHOLD SUSTAINABILITY CRITERIA

CRITERIA and MEASURABLE EXPLANATION	ASSESSMENT	COMPLIANCE
a. Infrastructure Provision	Infrastructure Provision	
a. Development is consistent with any residential development strategy, subregional	a. The Warringah Residential Development Strategy stated that detailed investigations would be required prior to any consideration of further urban release areas into the non-urban lands beyond	N/A

<p>strategy, regional infrastructure plan and Metropolitan Strategy</p>	<p>the existing (Perentie/Dawes Road, Belrose) in achieving its stated sustainable residential growth targets.</p> <p>The 1998 Non-Urban Lands Study (NULS) compiles a series of environmental constraints within Warringah's non-urban lands, providing a strategic overview of the capability of its component lands for urban development. The NULS identifies that the footprint of the Red Hill proposal falls on land with 'No' to 'Severe Environmental Limitations to Urban Development', with certain sections that may be suitable for higher density development provided sewerage, cumulative environmental impact and transport constraints can be overcome. Given these constraints have not been overcome, it is therefore not an area of the non-urban lands within which urban development should be pursued. (Council's current constraint mapping exercise for the LEP's B2 locality is discussed above and provides further guidance as to the opportunities and constraints to development in this locality).</p> <p>The findings of the NULS formed the strategic basis of the statutory planning controls applicable to the B2 Locality contained within Warringah Local Environment Plan (LEP) 2000. The overarching strategic priorities embodied in the desired Future Character statement for the B2 locality are for "low intensity, low impact uses", and the housing density determined therefore reflects the stated capability of this land in the NULS and of the LEP for this locality.</p> <p>The 'City of Cities' Sydney Metropolitan Strategy provides the ability for the consideration of new urban release areas to be added to the Metropolitan Development Program, subject to the meeting its Threshold Sustainability Criteria. This assessment is the subject of this Planning Report. However, the Strategy also makes clear statements regarding its intentions for the prospective further release of urban lands that directly impact this specific proposal, namely that:</p> <ul style="list-style-type: none"> • "Lands outside the growth centres which are not on the Metropolitan Development Program are not needed for urban development over the next 25 years" (Section G2.3.2). This statement aligns in the context of Warringah with Council's stated position that further urban expansion into the non-urban lands are not required in order to achieve its residential development target of 10,300 new homes within existing urban areas as infill development. • The majority of the B2 locality is designated as "Rural and Resource Land" on the Metropolitan Strategy Map (pages 10-11). The strategic directions for Rural and Resource lands in the Strategy stresses that rural and resource lands are not 'land in 	<p>Unsatisfactory</p> <p>Unsatisfactory</p> <p>Unsatisfactory</p>
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<p>b. The provision of infrastructure (utilities, transport, open space, and communications) is costed and economically feasible based on Government methodology for determining infrastructure contribution</p>	<p>waiting' for urban development (p205). In discussing the anticipated future of Sydney's Rural and Resource Land supply, the Strategy states, "this land will be maintained in its current land use for rural activities and resource production. Land will only be identified in non-statutory planning documents for urban investigation where it is the subject of a broad Strategy prepared by the State government". Council is unaware of any specific strategy to consider or investigate new urban releases within Warringah as part of the Metropolitan Development Program. Further, the provisions of Section G2.3.2, and Council monitoring of the performance of its Residential Development Strategy at the local level, suggest that no further urban releases are required over the next 25 years.</p> <p>Compliance Criterion 1a.</p> <p>b. The proposal provides no evidence from the key relevant providers of water and electricity utilities (Sydney Water, Energy Australia) that sufficient headwork capacity exists at this point in time to accommodate the development. The ability to provide these services to the site and economic feasibility is uncertain and therefore does not meet this criterion.</p> <p>The proposal also provides no evidence in relation to communications infrastructure, and so the ability to provide these services to the site and economic feasibility is uncertain and therefore does not meet this criterion.</p> <p>Local transport servicing the site is currently inadequate, and apart from a brief mention that the Ministry of Transport has been consulted in relation to a developer-subsidised extension that will be provided to the existing bus service, no further details are supplied regarding this or any upgrades to the existing road network. Therefore the ability to provide these services, costing and economic viability is uncertain and does not substantially meet this criterion.</p> <p>The majority of landholdings have slopes in excess of 15% grade, which is outside the maximum allowable longitudinal grades for geometric road design as required by Councils engineering specification Auspec one. The ability to build road networks in these areas is not likely as design standards cannot be achieved.</p> <p>Regional transport remains an important constraint to this proposal. The Warringah local government area has reported and demonstrated high levels of employment growth and employment 'self-containment', in satisfaction of the criteria of Section 117 Direction relating to</p>	<p>Unsatisfactory</p> <p>Unsatisfactory</p> <p>Unsatisfactory</p> <p>Unsatisfactory</p> <p>Unsatisfactory</p> <p>Unsatisfactory</p>
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<p>c. Preparedness to enter into development agreement</p>	<p>major urban releases on the Warringah peninsula. However, there have been no major upgrades to the local and regional road networks in this area which serve increased residential and employment populations since this time. This road network is heavily utilised in accommodating the self-contained employment structure within Warringah and in other parts of the northern beaches.</p> <p>No information is provided in relation to Open Space allocations within the proposed development.</p> <p>Compliance Criterion 1b.</p> <p>c. The proponents have stated their willingness to enter into a planning agreement with regard to the provision of infrastructure.</p> <p>Compliance Criterion 1c.</p> <p><i>OVERALL COMPLIANCE CRITERION 1 – INFRASTRUCTURE PROVISION</i></p>	<p>Unsatisfactory</p> <p>Unsatisfactory</p> <p>Satisfactory</p> <p>Satisfactory</p> <p><i>Unsatisfactory</i></p>
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CRITERIA and MEASURABLE EXPLANATION	ASSESSMENT	COMPLIANCE
<p>2. Access</p> <p>a. Accessibility of the area by public transport and appropriate road access in terms of:</p> <ul style="list-style-type: none"> • Location/land use: to existing networks and related activity centres. • Network: the area's potential to be serviced by economically efficient public transport services. • Catchment: the area's ability to contain, or form part of the larger urban area, which contains adequate transport services. Capacity for land use/transport patterns to make a positive contribution to achievement of travel and vehicle use goals. <p>b. No net negative impact on performance of existing subregional road, bus, rail, ferry and freight network.</p>	<p>Access</p> <p>a. The location of the development allows it access to the existing bus services in the surrounding area and along Warringah Road. However as described in 1b, apart from a brief mention that the Ministry of Transport has been consulted in relation to a developer-subsidised extension that will be provided to the existing bus service, no further details are supplied regarding this. The ongoing viability of any proposal to link this area up to the existing service routes is therefore uncertain. Council is therefore concerned that it will be difficult to guarantee the availability of community buses over the life of the development to access these services on Warringah Road.</p> <p>The site forms part of a catchment that is largely self-contained with respect to employment and journeys-to-work. The site is located in close proximity to a number of employment centres on the northern beaches. However, as stated above, Council has concerns at the likelihood that any new residential area in this location would be predominantly car dependent, particularly should the proposed community and public bus services not commence or be discontinued at any point over the life of the development. As such, the ability of the development to achieve the stated vehicles use goals of the Metropolitan Strategy is questionable.</p> <p>The location of the development is also at a considerable distance from the nearest local retail centre, thereby making the potential residents transport dependent and inconsistent with the centres principal of the Metropolitan Strategy, concentrated growth principal of Councils Residential Development Strategy and capacity to make a positive contribution to achievement of vehicle use goals.</p> <p>No information has been provided in relation to the extension of existing pedestrian and cycling routes.</p> <p>Compliance Criterion 2a</p> <p>b. The influx of 400-600 new dwellings into this area is likely to effect local and subregional transportation network performance, including:</p> <ul style="list-style-type: none"> • There will be increased traffic flows created by additional numbers of private vehicles using, entering and exiting Wakehurst Parkway or Little Willandra Rd or potentially Maybrook Ave; • There will be an increased reliance upon bus services along Warringah Rd and on Strategic Bus Route (SBR) 15; 	<p>Unsatisfactory</p> <p>Unsatisfactory</p> <p>Unsatisfactory</p> <p>Unsatisfactory</p> <p>Unsatisfactory</p>

	<ul style="list-style-type: none"> The Transport and Traffic study preceding the NULS study identified that the main arterial routes and intersections are currently operating at capacity, and any further release of land, as identified as potentially viable in the NULS study, should not be contemplated unless major improvements are provided and/or the supply of local employment is significantly increased. The proposal will therefore have a negative impact on the operation of the surrounding road network. <p>Compliance Criterion 2b</p> <p><i>OVERALL COMPLIANCE CRITERION 2 – ACCESS</i></p>	<p>Unsatisfactory</p> <p><i>Unsatisfactory</i></p>
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CRITERIA and MEASURABLE EXPLANATION	ASSESSMENT	COMPLIANCE
<p>3. Housing Diversity</p> <p>a. Contributed to the geographic market spread of housing supply, including any government targets established for aged, disabled or affordable housing.</p>	<p>Housing Diversity</p> <p>a. No specific information is provided in relation to housing types, merely that a market assessment needs to be undertaken to determine development type. However the anticipated development type is the "traditional family product", with a statement to the effect that "the consortium is supportive of and has the ability to implement a range of housing affordability initiatives".</p> <p>The bushfire-prone environment within which this development site is to be located suggests that there are limitations to the extent to which it can contribute to any targets set for aged and disabled housing. SEPP Seniors Living developments are prohibited due to both the prevalence on Category 1 vegetation in the immediate surrounds and the lack of connection of the site to existing urban areas.</p> <p>Compliance Criterion 3a</p> <p><i>OVERALL COMPLIANCE CRITERION 3 – HOUSING DIVERSITY</i></p>	<p>Satisfactory (subject to further detail on housing types)</p> <p>Unsatisfactory</p> <p>Partial only</p> <p><i>Partial Only</i></p>

CRITERIA and MEASURABLE EXPLANATION	ASSESSMENT	COMPLIANCE
<p>4. Employment Lands</p> <p>a. Maintain or improve the existing level of subregional employment self containment.</p> <p>b. Meets subregional employment capacity targets:</p> <ul style="list-style-type: none"> • Employment related land is provided in appropriately zoned areas. 	<p>Employment Lands</p> <p>a. No employment generating land uses are proposed as part of the proposal, aside from the employment created during its construction phases. Therefore, the majority of residents of the additional 400-600 additional dwellings are to find employment in other parts of Warringah or the northern beaches. In broad terms, the ability to maintain relative employment self containment of the subregion following this development will depend upon the supply of employment opportunities that matches demand. With increasing trends for home businesses and local employment within the northern beaches, the additional population proposed is likely to find or pursue local employment opportunities.</p> <p>Compliance Criterion 4a</p> <p>b. Home employment within the residential area and employment lands at Austlink, Dee Why, Warringah Road corridor and Frenchs Forest/Belrose should absorb a large proportion of employment growth resulting from this development. However, the likely car dependency of residents accessing these employment lands is not considered desirable and will jeopardise the satisfaction of other criteria (namely, air quality reduction targets).</p> <p>Compliance Criterion 4b</p> <p><i>OVERALL COMPLIANCE CRITERION 4 – EMPLOYMENT LANDS</i></p>	<p>Satisfactory</p> <p>Satisfactory</p> <p>Satisfactory</p> <p>Satisfactory</p> <p><i>Satisfactory</i></p>

CRITERIA and MEASURABLE EXPLANATION	ASSESSMENT	COMPLIANCE
<p>5. Avoidance of Risk</p> <p>a. Available safe evacuation route (Flood and Bushfire).</p>	<p>Avoidance of Risk</p> <p>a. Council's flooding and natural drainage data suggests that although some lots will be slightly affected along wheeler creek, the development will not be subject to unreasonable levels of flood inundation.</p> <p>The development site is however will be surrounded on all sides by Category 1 vegetation. Despite fuel reductions within the site that may be created by the development, the anticipated lots will remain highly vulnerable to both direct flame and ember attacks from the north and west.</p> <p>Any proposed residences and the evacuation routes would therefore be exposed to significant bushfire risk that is prohibitive to urban development. Council strongly opposes the development on the grounds of bushfire risk.</p> <p>Compliance Criterion 5b</p>	<p>Satisfactory</p> <p>Unsatisfactory</p> <p>Unsatisfactory</p>
<p>b. No residential development within 1:100 floodplain.</p> <p>c. Avoidance of physically constrained land: high slope; highly erodable.</p>	<p>b. As discussed above in point 1a, Council information verifies that the land is largely outside of the 1:100 floodplain</p> <p>Compliance Criterion 5b</p> <p>c. No specific information is provided in relation to housing location, however large portions of the site are restricted by significantly sloping land according to Council contour data. In particular for portions of the site are affected by slopes of greater than (or equal to) 33 percent, or 1 in 3. Council does not support further urban development on lands with these gradients, irrespective of the level of engineering safeguards proposed.</p> <p>Development on sloping land has traditionally been discouraged within the Oxford Falls valley locality due to the high susceptibility of land within the Narrabeen Lagoon catchment to soil erosion and the build up of sediment downstream.</p>	<p>Satisfactory</p> <p>Satisfactory</p> <p>Unsatisfactory</p> <p>Unsatisfactory</p>

<p>d. Avoidance of land use conflicts with adjacent, existing or future land use and rural activity as planned under regional strategy.</p>	<p>Recent geotechnical work undertaken for Council also suggests that the majority of this site (and the Narrabeen Lagoon Catchment generally) is an area where highly localised erosion and landslip investigations may be required prior to proceeding with development. Possible hazards identified in this area include movement of detached blocks of sandstone, rock falls and slumping of soil (Coffey 2006).</p> <p>Compliance Criterion 5c</p> <p>d. Large portions of the site are visually prominent, especially when viewed from Oxford Falls and Cromer, so development on these lands is also likely to be highly visually prominent even if building heights are limited to one storey, and is unacceptable to Council.</p> <p>The majority of the B2 locality has been identified in the Metropolitan Strategy as "Rural and Resource Land", which also constitutes the majority of this development site. As discussed under Criterion 1 above, the Action G2.3.2 of the Strategy states that "lands outside the growth centres which are not on the Metropolitan Development Program are not needed for urban development over the next 25 years" and that "this land will be maintained in its current use for rural activities and resource production". Accordingly, neither this site nor any other land within the B2 locality is required to achieve the metropolitan or local population/employment growth targets. Accordingly, the Strategy does not prescribe the Oxford Falls Valley as an area within which urban development is to be pursued in the immediate future.</p> <p>Compliance Criterion 5d</p> <p><i>OVERALL COMPLIANCE CRITERION 5 – AVOIDANCE OF RISK</i></p>	<p>Unsatisfactory</p> <p>Unsatisfactory</p> <p>Unsatisfactory</p> <p>Unsatisfactory</p> <p><i>Partial</i></p>
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CRITERIA and MEASURABLE EXPLANATION	ASSESSMENT	COMPLIANCE
<p>6. Natural Resources</p> <p>a. Demand for water does not place unacceptable pressure on infrastructure capacity to supply water and on environmental flows.</p> <p>b. Demonstrates most efficient/suitable use of land:</p> <ul style="list-style-type: none"> • Avoids identified significant agricultural land. • Avoids impacts on productive resource lands; extractive industries, coal, gas and other mining, and quarrying. <p>c. Demand for energy does not place unacceptable pressure on infrastructure capacity to supply energy; requires demonstration of efficient and sustainable supply solution.</p>	<p>Natural Resources</p> <p>a. As discussed in 1b, the proposal provides no evidence from Sydney Water that sufficient headwork capacity exists at this point in time to accommodate the development.</p> <p>There is also no existing stormwater infrastructure, so any stormwater flows to Wheeler Creek from any development would require an extensive pipe network or open channel system, which would have significant impacts on existing bushland. The proposal does not address this concern.</p> <p>Existing overland flows will also be modified (quality and dynamics) and potentially impact on surrounding bushland.</p> <p>Compliance Criterion 6a</p> <p>b. Although most of the site (except the central-most part) falls within land identified in the Metropolitan Strategy as 'Rural and Resource Land', the remainder of the site of the proposed development is natural, native bushland that has historically encountered only minor disturbance. As such, the land has never been used or earmarked as either productive resource land or agricultural land. The significant environmental, access and archaeological constraints present on the site have negated these potential uses in the past. However, as discussed previously, residential subdivision is not an intended outcome for the use and development of these lands and its development for these purposes is not required to achieve population growth targets. Notwithstanding, this point is made more strongly in relation to other criteria as discussed above, the development site is not identified for the purposes for resource extraction or agricultural purposes.</p> <p>Compliance Criterion 6b</p> <p>c. As discussed in 1b, the proposal provides no evidence from Energy Australia that sufficient Infrastructure capacity exists at this point in time to accommodate the development.</p> <p>Compliance Criterion 6c</p> <p>OVERALL COMPLIANCE CRITERION 6 – NATURAL RESOURCES</p>	<p>Unsatisfactory</p> <p>Unsatisfactory</p> <p>Unsatisfactory</p> <p>Unsatisfactory</p> <p>Satisfactory</p> <p>Satisfactory</p> <p>Unsatisfactory</p> <p>Unsatisfactory</p> <p>Partial</p>

CRITERIA and MEASURABLE EXPLANATION	ASSESSMENT	COMPLIANCE
<p>7. Environmental Protection</p> <p>a. Consistent with Government approved Regional Conservation Plan (if available).</p> <p>b. Maintains or improves areas of regionally significant terrestrial and aquatic biodiversity (as mapped and agreed by DEC and DPI). This includes regionally significant vegetation communities; critical habitat; threatened species; populations; ecological communities and their habitats.</p>	<p>Environmental Protection</p> <p>a. At present there is no Regional Conservation Plan that applies to the development site. However, the 'Environment and Resources' actions within the Metropolitan Strategy provides relevant guidance with regard to the State Government's policy directions, namely to contain Sydney's urban footprint (Action E3.1) and to focus of land release within growth centres (Action E4.2.1) in order to achieve metropolitan growth targets.</p> <p>Compliance Criterion 7a</p> <p>b. Amongst the actions of the Metropolitan Strategy include the mapping of regional biodiversity by the Department of Environment and Conservation (DEC) (Action E2.2) and of regionally significant agriculture and resource lands by the Department of Primary Industries (Action E4.1). To date, Council does not have access to this mapping that is expected to form part of the North East Subregional Plan (once released). This mapping will be an important determinant of the appropriate way forward with regard to the future of this development proposal and of the Oxford Falls Valley in general.</p> <p>In the interim, Council has undertaken the mapping exercise discussed in Part 1 of this report to aid the assessment of this proposal, which indicates the following:</p> <ul style="list-style-type: none"> The Natural Area Survey does not seek to identify specific threatened or critical fauna habitat. Instead, it identifies the lands most likely to contain fauna habitat (including large stands of undisturbed native bushland) and the corridors/linkages that facilitate fauna movements between them. Given the undisturbed nature of bushland on the proposed development site, the development site directly adjoins a key Priority 1 and 2 wildlife corridor to the immediate west and east of the site. It is accepted that not all lands included within this corridor will be required to facilitate specific fauna movements, but this key linkage will need to be incorporated, subject to the more detailed findings of the mapping exercise to be undertaken by the DEC. The site however comprises a vast amount of native vegetation communities that are well represented though Warringah and the northern beaches, as well as vegetation communities considered known habitat for one known threatened plant species and potential habitat for at least two threatened plant species. Vegetation communities affected by the proposal are also known habitat for two threatened fauna species and at least five threatened fauna species. 	<p>N/A</p> <p>N/A</p> <p>N/A</p> <p>TBA (subject to findings of DEC regionally significant fauna habitat mapping and appropriate development responses)</p> <p>Unsatisfactory</p>

<p>c. Maintain or improve existing environmental condition for air quality.</p> <p>d. Maintain or improve existing environment condition for water quality and quantity.</p> <ul style="list-style-type: none"> ➤ Consistent with community water quality objectives for recreational water use and river health (DEC and CMA). ➤ Consistent with catchment and stormwater management planning 	<p>The area affected is also part of Council's larger mapped area of "core bushland" which supports known habitat for a number of threatened species and is a major reserve for Warringah's biodiversity. Threatened/protected species are also present in tributaries and Narrabeen Lagoon.</p> <ul style="list-style-type: none"> • No evidence has been provided for the maintenance or improvement of threatened species habitat, maintenance or enhancement of "core bushland" or for maintaining aquatic biodiversity. However in due course of the relevant mapping by DEC that clearly delineates fauna communities or habitat of regional significance the development is required to conclusively determine the level of adherence with this criterion. • A proposal of this scale is also inconsistent with a recent \$2million "Urban Sustainability Grant" from the State Government to restore the Narrabeen Lagoon Catchment Area. This grant has been given to protect the tributaries of Narrabeen Lagoon from the effects of catchment development; therefore approving large-scale development with poor attention to the sustainable management of Narrabeen Lagoon is inconsistent. <p>Compliance Criterion 7b</p> <p>c. The geographical isolation of the site and the obstacles associated with the use of public and community transportation services (as discussed in the assessment of Criteria 2 – Access above) implies that car dependency for residents of the development is likely to be high. Residential development in fringe locations such as this typically rely on at least one vehicle to meet their transportation needs, inferring the influx of a similar number of vehicles into this area. This in turn will have adverse impacts on both local and regional air quality.</p> <p>Compliance Criterion 7c</p> <p>d. The Sydney Metropolitan Catchment Management Authority (SMCMA) has a number of key responsibilities within the Metropolitan Strategy. The action plan of the SMCMA are to fulfil these responsibilities, including the implementation of its stormwater, catchment and biodiversity objectives through the North East Subregional Plan and through local environmental plans in the subregion. As these initiatives are in their early stages, the emphasis of catchment and stormwater planning for the Oxford Falls Valley and for this site must rely largely upon Council initiatives at this stage.</p>	<p>TBA (subject to findings of DEC regionally significant vegetation community mapping)</p> <p>Unsatisfactory</p> <p>TBA (subject to DEC mapping)</p> <p>Unsatisfactory</p> <p>Unsatisfactory</p>
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<p>(CMA and local council).</p>	<p>No evidence has been provided within the proposal for maintaining the existing recreational water quality in Narrabeen Lagoon or the river health of the tributaries.</p> <p>The proposal does not reference the objectives of the CMA or local stormwater management plans.</p> <p>Further the sustainability criteria report for land release proposes to use total water cycle management including the incorporation of water sensitive urban design principles.</p> <ul style="list-style-type: none"> • Council's draft WSUD technical guidelines state that on land which is underlain by shallow soils overlain by rock and significant slope, which predominates the Red Hill site, WSUD measures which include infiltration trenches, grass swales, bio-retention systems and infiltration trenches are totally inappropriate. • Water quality objectives for development as set down in the Northern Beaches stormwater management plan could only be achieved by other measures such as water quality control ponds and gross pollutant traps. • The proposal fails to demonstrate how Council's water quality objectives will be achieved, given the sensitivity of the Wheeler Creek sub catchment, which currently is predominately non-urban and in its original condition. The Wheeler Creek study states that " the development future be strictly limited within the sub-catchment", and even with strict development controls it likely that the creek system will be irreversibly damaged. The proposal is therefore inconsistent with Council's Creek Management Study, which has listed Wheeler Creek as a category A creek. <p>Compliance Criterion 7d</p>	<p>Unsatisfactory</p> <p>Unsatisfactory</p> <p>Unsatisfactory</p> <p>Unsatisfactory</p>
<p>e. Protects areas of Aboriginal cultural heritage value (as agreed by DEC)</p>	<p>e. The Proposal has submitted a covering letter from a site survey supported by the Metropolitan Aboriginal Land Council. The land description identifying the parcels surveys is difficult to fully interpret as it refers to portions not shown on Council's land information system. However, the site survey concluded that no sites and hence no constraints were identified. Using the map of the area covered by the proposal, and Council's own Aboriginal Heritage database, there are numerous sites recorded in this area and the accuracy of the documented assessment is highly questionable.</p> <p>Compliance Criterion 7f</p> <p><i>OVERALL COMPLIANCE CRITERION 7 – ENVIRONMENTAL PROTECTION</i></p>	<p>Unsatisfactory</p> <p>Unsatisfactory</p> <p><i>Unsatisfactory</i></p>

CRITERIA and MEASURABLE EXPLANATION	ASSESSMENT	COMPLIANCE
<p>8. Quality and Equity in Services</p> <p>a. Available and accessible services.</p> <ul style="list-style-type: none"> • Do adequate services exist? • Are they at capacity or is some available? • Has Government planning and budgeted to further service provision? <p>b. Developer funding for required service upgrade/access is available.</p>	<p>Quality and Equity in Services</p> <p>a. The broader Warringah area and environs contain a wide range of essential services including public and private primary, secondary and tertiary education, local and regional sporting facilities, health care, shopping and other essential services. The proposed development site is well placed to take advantage of these services within the existing centres on the northern beaches, including Dee Why/Brookvale, Forestville, Narrabeen and Warriewood, along with the subregional and regional centres of Manly, Chatswood and Mona Vale for higher-end and specialised services. The development of a new level 5 hospital for the northern beaches and its associated services at Frenchs Forest will further improve the geographical proximity of range of health care and other services to the site.</p> <p>As discussed previously, public transportation services remain the primary impediment to the full enjoyment of these services. Access to these services are likely over the long term to be predominantly car dependent which limits the accessibility of these services to any age/mobility groups who reside in the development site. Car dependency also will create burdens in terms of the need to provide additional parking by service providers and associated traffic issues, which also have impacts upon the ease of access to these services.</p> <p>Compliance Criterion 8a</p> <p>b. The proponent has expressed a willingness to enter into a planning agreement relating to the provision of infrastructure.</p> <p>Compliance Criterion 8b</p> <p><i>OVERALL COMPLIANCE CRITERION 8 – QUALITY AND EQUITY IN SERVICES</i></p>	<p>Satisfactory</p> <p>Refer assessment of Criteria 1 and 2</p> <p>Satisfactory</p> <p>Satisfactory</p> <p>Satisfactory</p> <p><i>Satisfactory</i></p>

SUMMARY AND RECOMMENDATIONS ON SUITABILITY OF PROPOSAL

Threshold Sustainability Criteria Summary	Compliance
Infrastructure provision	Unsatisfactory
Access	Unsatisfactory
Housing Diversity	Partial
Employment Lands	Satisfactory
Avoidance of Risk	Partial
Natural Resources	Partial
Environmental Protection	Unsatisfactory
Quality and equity of resources	Satisfactory

No specific lot layout has been provided for the proposal giving the precise location of future roads or dwellings, however there a number of distinct locational, environmental, and accessibility disadvantages and broader contextual considerations that have largely underpinned its inability to “substantially meet” all of the Threshold Sustainability Criteria for consideration as an urban release area. Specifically, the concept proposal:

- Is not envisaged as being necessary to achieve residential or employment growth targets, neither in subregional nor regional contexts;
- Is inconsistent with the low intensity development character envisaged under the Warringah Local environmental Plan 2000 and through designation under the Metropolitan Strategy as “Rural and Resource Land”;
- Lacks guarantees that the utility head works and services required to service the site have the required capacity (especially sewage treatment plant capacities);
- Has constrained access to public transportation, with the potential for an unacceptable reliance upon private vehicles (with implications for air quality) and potentially community buses to service the site;
- Will produce unacceptable exposure to extreme bushfire risk in the local area, with evacuation routes being potentially highly constrained;
- May produce unacceptable levels of development on highly sloping lands;
- Will produce unacceptable visual amenity impacts when viewing the site from surrounding areas.

Accordingly, Council's assessment is that **the concept proposal fails to substantially meet a number of key sustainability criteria** developed for new urban development outside of the identified growth centres of the Sydney Metropolitan Strategy, and its recommendation is that the proposal **not be supported**.

SITE: Oxford Falls Road West, Oxford Falls

PROPONENT: Oxford Falls Development Association

SITE AREA: 26.37 ha

WARRINGAH LAND CAPABILITY MAPPING

MAP	DESCRIPTION OF LAND
Environmental Constraints	None to severe environmental constraints to urban development , including minor areas of significant slopes, riparian corridors and large riparian buffers traversing through the in eastern sections of the site. Lesser-constrained parts also exist in the southern, central and northern portions of the site.
Bushfire	Portions of the site is bushfire prone in accordance with certified mapping under the <i>Rural Fires Act 1997</i> . The development site contains and is surrounded to the north, west and South by Category 1 vegetation.
Land Ownership/Tenure	The land is one of several land holdings within the Oxford Falls Valley; <ul style="list-style-type: none">➤ Williams 1041 Oxford Falls Road➤ Chapman 1040 Oxford Falls Road➤ Yaffe 1 Oxford Falls Road➤ Harper A Oxford Falls Road➤ Loel 1039 Oxford Falls Road➤ Condon 1 Spicer Road➤ Davey 2 Spicer Road➤ Bartolotta Arooma Road➤ Moss 1066 Spicer Road➤ Message Marketing 1068 Spicer Road➤ Spicer 1058 Spicer Road➤ Spiegel 1071 Spicer Road
Cleared Land	Large portions of the site are cleared of vegetation

METROPOLITAN STRATEGY THRESHOLD SUSTAINABILITY CRITERIA		
CRITERIA and MEASURABLE EXPLANATION	ASSESSMENT	COMPLIANCE
<p>1. Infrastructure Provision</p> <p>a. Development is consistent with any residential development strategy, subregional strategy, regional infrastructure plan and Metropolitan Strategy</p>	<p>Infrastructure Provision</p> <p>a. The Warringah Residential Development Strategy stated that detailed investigations would be required prior to any consideration of further urban release areas into the non-urban lands beyond the existing (Perentie/Dawes Road, Belrose) in achieving its stated sustainable residential growth targets.</p> <p>The 1998 Non-Urban Lands Study (NULS) compiles a series of environmental constraints within Warringah's non-urban lands, providing a strategic overview of the capability of its component lands for urban development. The NULS identifies that the footprint of the Oxford Falls West proposal falls on land with 'No' to 'Severe Environmental Limitations to Urban Development' with certain sections that may be suitable for higher density development provided sewerage, cumulative environmental impact and transport constraints can be overcome. Given these constraints have not been overcome, it is therefore not an area of the non-urban lands within which urban development should be pursued. (Council's current constraint mapping exercise for the LEP's B2 locality is discussed above and provides further guidance as to the opportunities and constraints to development in this locality).</p> <p>The findings of the NULS formed the strategic basis of the statutory planning controls applicable to the B2 Locality contained within Warringah Local Environment Plan (LEP) 2000. The overarching strategic priorities embodied in the desired Future Character statement for the B2 locality are for "low intensity, low impact uses", and the housing density determined therefore reflects the stated capability of this land in the NULS and of the LEP for this locality.</p> <p>The 'City of Cities' Sydney Metropolitan Strategy provides the ability for the consideration of new urban release areas to be added to the Metropolitan Development Program, subject to the meeting its Threshold Sustainability Criteria. This assessment is the subject of this Planning Report. However, the Strategy also makes clear statements regarding its intentions for the prospective further release of urban lands that directly impact this specific proposal, namely that:</p> <ul style="list-style-type: none"> • "Lands outside the growth centres which are not on the Metropolitan Development Program are not needed for urban development over the next 25 years" (Section G2.3.2). This statement aligns in the context of Warringah with Council's stated position that further urban expansion into the non-urban lands are not required in order to achieve its 	<p>N/A</p> <p>Unsatisfactory</p> <p>Unsatisfactory</p> <p>Unsatisfactory</p>

<p>b. The provision of infrastructure (utilities, transport, open space, and communications) is costed and economically feasible based on Government methodology for determining infrastructure contribution</p>	<p>residential development target of 10,300 new homes within existing urban areas as infill development.</p> <p>The majority of the B2 locality is designated as "Rural and Resource Land" on the Metropolitan Strategy Map (pages 10-11). The strategic directions for Rural and Resource lands in the Strategy stresses that rural and resource lands are not 'land in waiting' for urban development (p205). In discussing the anticipated future of Sydney's Rural and Resource Land supply, the Strategy states, "this land will be maintained in its current land use for rural activities and resource production. Land will only be identified in non-statutory planning documents for urban investigation where it is the subject of a broad Strategy prepared by the State government". Council is unaware of any specific strategy to consider or investigate new urban releases within Warringah as part of the Metropolitan Development Program. Further, the provisions of Section G2.3.2, and Council monitoring of the performance of its Residential Development Strategy at the local level, suggest that no further urban releases are required over the next 25 years</p> <p>Compliance Criterion 1a.</p> <p>b. The proposal provides no evidence from the key relevant providers of water and electricity utilities (Sydney Water, Energy Australia) that sufficient headwork capacity exists at this point in time to accommodate the development, or whether any upgrades are necessary, costed and economically feasible. Therefore the ability to provide these services are uncertain and does not substantially meet this criterion.</p> <p>Local transport servicing the site is currently inadequate, and no further details have been provided with respect to any required upgrades, costing and whether they are economically feasible. Therefore there is a risk that any future development may become isolated and largely car dependent and does not substantially meet this criterion.</p> <p>Major road works upgrades will be required at the Oxford Falls Wakehurst Parkway intersection which would include the installation of traffic lights and building of a bridge over the existing middle creek causeway crossing which currently is subject to flooding in small storm events.</p> <p>Also the existing bridge crossing at the intersection of Dreadnought and Spicer roads would require reconstruction and widening with the finished deck level required to be constructed above the 1 in 100 year water surface level and PMF for Middle creek.</p>	<p>Unsatisfactory</p> <p>Unsatisfactory</p> <p>Unsatisfactory</p>
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<p>c. Preparedness to enter into development agreement</p>	<p>Regional transport remains an important constraint to this proposal. The Warringah local government area has reported and demonstrated high levels of employment growth and employment 'self-containment', in satisfaction of the criteria of Section 117 Direction relating to major urban releases on the Warringah peninsula. However, there have been no major upgrades to the local and regional road networks in this area which serve increased residential and employment populations since this time. This road network is heavily utilised in accommodating the self-contained employment structure within Warringah and in other parts of the northern beaches.</p>	<p>Unsatisfactory</p>
	<p>No information is provided in relation to Open Space allocations within the proposed development.</p>	<p>Unsatisfactory</p>
	<p>In relation to communications infrastructure, no investigations have occurred with Telstra that telephone connections can be provided. Written assurances should be provided that telephone, internet and cable television can be provided.</p>	<p>Unsatisfactory</p>
	<p>Compliance Criterion 1b.</p>	<p>Unsatisfactory</p>
	<p>c. The proponents have not stated their willingness to enter into a planning agreement with regard to the provision of the required infrastructure.</p>	<p>Unsatisfactory</p>
	<p>Compliance Criterion 1c.</p> <p><i>OVERALL COMPLIANCE CRITERION 1 – INFRASTRUCTURE PROVISION</i></p>	<p>Unsatisfactory</p> <p><i>Unsatisfactory</i></p>

CRITERIA and MEASURABLE EXPLANATION	ASSESSMENT	COMPLIANCE
<p>2. Access</p> <p>a. Accessibility of the area by public transport and appropriate road access in terms of:</p> <ul style="list-style-type: none"> • Location/land use: to existing networks and related activity centres. • Network: the area's potential to be serviced by economically efficient public transport services. • Catchment: the area's ability to contain, or form part of the larger urban area, which contains adequate transport services. Capacity for land use/transport patterns to make a positive contribution to achievement of travel and vehicle use goals. <p>b. No net negative impact on performance of existing subregional road, bus, rail, ferry and freight network.</p>	<p>Access</p> <p>a. The location of the development is at a considerable distance from the main public transport corridors of Forestway and Warringah Road (The Strategic Bus Route 15 as identified in the Metropolitan Strategy), signifying that the site will potentially rely upon community bus services to access the bus corridor. No proposals have been provided however with respect to how public transport needs will be met or the economic viability of these services. Therefore the ability to provide these services are uncertain and could potentially lead to car dependency and does not substantially meet this criterion</p> <p>The site forms part of a catchment that is largely self-contained with respect to employment and journeys-to-work. The site is located in close approximation to a number of employment centres on the northern beaches. However, as stated above, Council has concerns at the likelihood that any new residential area in this location would be predominantly car dependent, given no public transport solutions have been provided.</p> <p>The location of the development is at a considerable distance from the nearest local retail centre, thereby making the potential residents transport dependent and inconsistent with the centres principal of the Metropolitan Strategy, concentrated growth principal of Councils Residential Development Strategy and capacity to make a positive contribution to achievement of vehicle use goals.</p> <p>Compliance Criterion 2a</p> <p>b. The influx of 300-350 new dwellings into this area is likely to effect local and subregional transportation network performance, including:</p> <ul style="list-style-type: none"> • Increased traffic flows created by additional numbers of private vehicles using, entering and exiting Wakehurst Parkway; • Increased reliance upon bus services on Strategic Bus Route (SBR) 15 • The Transport and Traffic study preceding the NULS study identified that the main arterial routes and intersections are currently operating at capacity, and any further release of land, as identified as potentially viable in the NULS study, should not be contemplated unless major improvements are provided and/or the supply of local employment is significantly increased. 	<p>Unsatisfactory</p> <p>Unsatisfactory</p> <p>Unsatisfactory</p> <p>Unsatisfactory</p> <p>Unsatisfactory</p>

	<p>The proposal will therefore have a negative impact on the operation of the surrounding road network.</p> <p>Given the geographical disadvantages of the site in location to the existing network, assurances are required from local public bus providers that the development site will be adequately serviced.</p> <p>Compliance Criterion 2b</p> <p><i>OVERALL COMPLIANCE CRITERION 2 – ACCESS</i></p>	<p>Unsatisfactory</p> <p><i>Unsatisfactory</i></p>
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CRITERIA and MEASURABLE EXPLANATION	ASSESSMENT	COMPLIANCE
<p>3. Housing Diversity</p> <p>a. Contributed to the geographic market spread of housing supply, including any government targets established for aged, disabled or affordable housing.</p>	<p>Housing Diversity</p> <p>a. No specific information is provided in relation to housing supply, aged, disabled or affordable housing, therefore does not meet this criterion.</p> <p>Compliance Criterion 3a</p> <p><i>OVERALL COMPLIANCE CRITERION 3 – HOUSING DIVERSITY</i></p>	<p>Unsatisfactory</p> <p>Unsatisfactory</p> <p><i>Unsatisfactory</i></p>

CRITERIA and MEASURABLE EXPLANATION	ASSESSMENT	COMPLIANCE
<p>4. Employment Lands</p> <p>a. Maintain or improve the existing level of subregional employment self-containment.</p> <p>b. Meets subregional employment capacity targets:</p> <ul style="list-style-type: none"> • Employment related land is provided in appropriately zoned areas. 	<p>Employment Lands</p> <p>a. No employment generating land uses are proposed as part of the proposal, aside from the employment created during its construction phases. Therefore, the majority of residents of the additional 300-350 additional dwellings are to find employment in other parts of Warringah or the northern beaches. In broad terms, the ability to maintain relative employment self-containment of the subregion following this development will depend upon the supply of employment opportunities that matches demand. With increasing trends for home businesses and local employment within the northern beaches, the additional population proposed is likely to find or pursue local employment opportunities.</p> <p>Compliance Criterion 4a</p> <p>b. Home employment within the residential area and employment lands at Austlink, Dee Why, Warringah Road corridor and Frenchs Forest/Belrose should absorb a large proportion of employment growth resulting from this development. However, the likely car dependency of residents accessing these employment lands is not considered desirable and will jeopardise the satisfaction of other criteria (namely, air quality reduction targets).</p> <p>Compliance Criterion 4b</p> <p><i>OVERALL COMPLIANCE CRITERION 4 – EMPLOYMENT LANDS</i></p>	<p>Satisfactory</p> <p>Satisfactory</p> <p>Satisfactory</p> <p>Satisfactory</p> <p><i>Satisfactory</i></p>

CRITERIA and MEASURABLE EXPLANATION	ASSESSMENT	COMPLIANCE
<p>5. Avoidance of Risk</p> <p>a. Available safe evacuation route (Flood and Bushfire).</p>	<p>Avoidance of Risk</p> <p>a. Council's flooding and natural drainage data suggests that the development will not be subject any unreasonable levels of flood inundation.</p> <p>With regard to bushfire protection and evacuation the development is surrounded on the northern and western side by Category 1 vegetation, and despite fuel reductions within the site created by the development, the proposed residences within site remain highly vulnerable to both direct flame and ember attacks from the north and west.</p> <p>Compliance Criterion 5a</p>	<p>Satisfactory</p> <p>Unsatisfactory</p> <p>Partial</p>
<p>b. No residential development within 1:100 floodplain.</p> <p>c. Avoidance of physically constrained land: high slope; highly erodable.</p> <p>d. Avoidance of land use conflicts with adjacent, existing or future land use and rural activity as planned under regional strategy.</p>	<p>b. A flood study of Middle Creek would need to be completed to demonstrate that any development was located outside the 1 in 100 year Flood Plains and access roads were above the PMF, as required be Councils draft "Flood Plain Development control plan".</p> <p>Compliance Criterion 5b</p> <p>c. No specific information is provided in relation to housing location, however only small sections of the perimeter are restricted by significantly sloping land according to Council contour data. However recent geotechnical work undertaken for Council suggests that some of this site is also an area where highly localised erosion and landslip investigations may be required prior to proceeding with development. Possible hazards identified in this area include movement of minor detached blocks of sandstone blocks (Coffey 2006).</p> <p>Compliance Criterion 5c</p> <p>d. The majority of the B2 locality has been identified in the Metropolitan Strategy as "Rural and Resource Land", which also constitutes the majority of this development site. As discussed under Criterion 1 above, the Action G2.3.2 of the Strategy states that "lands outside the growth centres which are not on the Metropolitan Development Program are not needed for urban development over the next 25 years" and that "this land will be maintained in its current use for rural activities</p>	<p>Unsatisfactory</p> <p>Satisfactory</p> <p>Unsatisfactory</p> <p>Unsatisfactory</p> <p>Unsatisfactory</p>

	<p>and resource production". Accordingly, neither this site nor any other land within the B2 locality is required to achieve the metropolitan or local population/employment growth targets. Accordingly, the Strategy does not prescribe the Oxford Falls Valley as an area within which urban development is to be pursued in the immediate future.</p> <p>Compliance Criterion 5d</p> <p><i>OVERALL COMPLIANCE CRITERION 5 – AVOIDANCE OF RISK</i></p>	<p>Unsatisfactory</p> <p><i>Partial</i></p>
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CRITERIA and MEASURABLE EXPLANATION	Assessment	Compliance
<p>6. Natural Resources</p> <p>a. Demand for water does not place unacceptable pressure on infrastructure capacity to supply water and on environmental flows.</p> <p>b. Demonstrates most efficient/suitable use of land:</p> <ul style="list-style-type: none"> • Avoids identified significant agricultural land. • Avoids impacts on productive resource lands; extractive industries, coal, gas and other mining, and quarrying. <p>c. Demand for energy does not place unacceptable pressure on infrastructure capacity to supply energy; requires demonstration of efficient and sustainable supply solution.</p>	<p>Natural Resources</p> <p>a. As discussed in 1b, the proposal provides no evidence from Sydney Water that sufficient headwork capacity exists at this point in time to accommodate the development.</p> <p>Existing overland flows will be modified (quality and dynamics) by the proposal and potentially impact on surrounding bushland.</p> <p>Compliance Criterion 6a</p> <p>b. Most of the site falls within land identified in the Metropolitan Strategy as 'Rural and Resource Land', however the majority of sites within the proposed development never been used or earmarked as either productive resource land or agricultural land. However, as discussed previously, residential subdivision is not an intended outcome for the use and development of these lands and its development for these purposes is not required to achieve population growth targets. Notwithstanding, this point is made more strongly in relation to other criteria as discussed above, the development site is not identified for the purposes for resource extraction or agricultural purposes.</p> <p>Compliance Criterion 6b</p> <p>c. As discussed in 1b, the proposal provides no evidence from Energy Australia that sufficient headwork capacity exists at this point in time to accommodate the development.</p> <p>Compliance Criterion 6c</p> <p>OVERALL COMPLIANCE CRITERION 6 – NATURAL RESOURCES</p>	<p>Unsatisfactory</p> <p>Unsatisfactory</p> <p>Unsatisfactory</p> <p>Satisfactory</p> <p>Satisfactory</p> <p>Unsatisfactory</p> <p>Unsatisfactory</p> <p>Partial</p>

CRITERIA and MEASURABLE EXPLANATION	Assessment	Compliance
<p>7. Environmental Protection</p> <p>a. Consistent with Government approved Regional Conservation Plan (if available).</p> <p>b. Maintains or improves areas of regionally significant terrestrial and aquatic biodiversity (as mapped and agreed by DEC and DPI). This includes regionally significant vegetation communities; critical habitat; threatened species; populations; ecological communities and their habitats.</p>	<p>Environmental Protection</p> <p>a. At present there is no Regional Conservation Plan that applies to the development site. However, the 'Environment and Resources' actions within the Metropolitan Strategy provides relevant guidance with regard to the State Government's policy directions, namely to contain Sydney's urban footprint (Action E3.1) and to focus of land release within growth centres (Action E4.2.1) in order to achieve metropolitan growth targets.</p> <p>Compliance Criterion 7a</p> <p>b. Amongst the actions of the Metropolitan Strategy include the mapping of regional biodiversity by the Department of Environment and Conservation (DEC) (Action E2.2) and of regionally significant agriculture and resource lands by the Department of Primary Industries (Action E4.1). To date, Council does not have access to this mapping that is expected to form part of the North East Subregional Plan (once released). This mapping will be an important determinant of the appropriate way forward with regard to the future of this development proposal and of the Oxford Falls Valley in general.</p> <p>In the interim, Council has undertaken the mapping exercise discussed in Part 1 of this report to aid the assessment of this proposal, which indicates the following:</p> <ul style="list-style-type: none"> • The Natural Area Survey does not seek to identify specific threatened or critical fauna habitat. Instead, it identifies the lands most likely to contain fauna habitat (including large stands of undisturbed native bushland) and the corridors/linkages that facilitate fauna movements between them. The development site directly adjoins a key Priority 1 wildlife corridor to the immediate south of the site, which links to three of Warringah's four "core bushland areas". It is accepted that not all lands included within this corridor will be required to facilitate specific fauna movements, but this key linkage will need to be incorporated, subject to the more detailed findings of the mapping exercise to be undertaken by the DEC. • Although the site comprises native vegetation communities that are well represented though Warringah and the northern beaches, there are also vegetation communities considered potential habitat for at least two threatened 	<p>N/A</p> <p>N/A</p> <p>N/A</p> <p>TBA, subject to findings of DEC regionally significant fauna habitat mapping and appropriate development responses</p> <p>Unsatisfactory</p>

<p>c. Maintain or improve existing environmental condition for air quality.</p> <p>d. Maintain or improve existing environment condition for water quality and quantity.</p> <ul style="list-style-type: none"> Consistent with community water quality objectives for recreational water use and river health (DEC and CMA). 	<p>plant species and at least nine threatened fauna species, as well as containing threatened/protected species in tributaries and Narrabeen Lagoon.</p> <ul style="list-style-type: none"> A proposal of this scale is also inconsistent with a recent \$2million "Urban Sustainability Grant" from the State Government to restore the Narrabeen Lagoon Catchment Area. This grant has been given to protect the tributaries of Narrabeen Lagoon from the effects of catchment development; therefore approving large-scale development with poor attention to the sustainable management of Narrabeen Lagoon is inconsistent. No evidence has been provided for the maintenance or improvement of threatened species habitat, maintenance or enhancement of "core bushland" or for maintaining aquatic biodiversity. However in due course of the relevant mapping by DEC that clearly delineates fauna communities or habitat of regional significance the development is required to conclusively determine the level of adherence with this criterion. <p>Compliance Criterion 7b</p> <p>c. The geographical isolation of the site and the obstacles associated with the use of public and community transportation services (as discussed in the assessment of Criteria 2 – Access above) implies that car dependency for residents of the development is likely to be high. Residential development in fringe locations such as this typically rely on at least one vehicle to meet their transportation needs, inferring the influx of a similar number of vehicles into this area. This in turn will have adverse impacts on both local and regional air quality.</p> <p>Compliance Criterion 7c</p> <p>d. The Sydney Metropolitan Catchment Management Authority (SMCMA) has a number of key responsibilities within the Metropolitan Strategy. The action plan of the SMCMA are to fulfil these responsibilities, including the implementation of its stormwater, catchment and biodiversity objectives through the North East Subregional Plan and through local environmental</p>	<p>Unsatisfactory</p> <p>TBA (subject to findings of DEC regionally significant vegetation community mapping)</p> <p>TBA</p> <p>Unsatisfactory</p> <p>Unsatisfactory</p>
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<ul style="list-style-type: none"> Consistent with catchment and stormwater management planning (CMA and local council). <p>e. Protects areas of Aboriginal cultural heritage value (as agreed by DEC)</p>	<p>plans in the subregion. As these initiatives are in their early stages, the emphasis of catchment and stormwater planning for the Oxford Falls Valley and for this site must rely largely upon Council initiatives at this stage.</p> <p>Water quality and quantity objectives set by Council would be required to be exceeded, and there is no demonstration of this in the proposal</p> <p>The proposal does not reference the objectives of the CMA or local stormwater management plans.</p> <p>No evidence for maintaining existing recreational water quality in Narrabeen Lagoon or river health of tributaries has been provided.</p> <p>The development proposal is highly unlikely to be able to maintain existing conditions.</p> <p>Compliance Criterion 7d</p> <p>e. Council's records indicate an Aboriginal Heritage site listed which has not been addressed by the proposal.</p> <p>Compliance Criterion 7e</p> <p><i>OVERALL COMPLIANCE CRITERION 7 – ENVIRONMENTAL PROTECTION</i></p>	<p>Unsatisfactory</p> <p>Unsatisfactory</p> <p>Unsatisfactory</p> <p>Unsatisfactory</p> <p>Unsatisfactory</p> <p>Unsatisfactory</p> <p>Unsatisfactory</p> <p><i>Unsatisfactory</i></p>
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CRITERIA and MEASURABLE EXPLANATION	Assessment	Compliance
<p>8. Quality and Equity in Services</p> <p>a. Available and accessible services.</p> <ul style="list-style-type: none"> • Do adequate services exist? • Are they at capacity or is some available? • Has Government planning and budgeted to further service provision? <p>b. Developer funding for required service upgrade/access is available.</p>	<p>Quality and Equity in Services</p> <p>a. The broader Warringah area and environs contain a wide range of essential services including public and private primary, secondary and tertiary education, local and regional sporting facilities, health care, shopping and other essential services. The proposed development site is well placed to take advantage of these services within the existing centres on the northern beaches, including Dee Why/Brookvale, Forestville, Narrabeen and Warriewood, along with the subregional and regional centres of Manly, Chatswood and Mona Vale for higher-end and specialised services. The development of a new level 5 hospital for the northern beaches and its associated services at Frenchs Forest will further improve the geographical proximity of range of health care and other services to the site.</p> <p>As discussed previously, public transportation services remain the primary impediment to the full enjoyment of these services. Access to these services are likely over the long term to be predominantly car dependent which limits the accessibility of these services to any age/mobility groups who reside in the development site. Car dependency also will create burdens in terms of the need to provide additional parking by service providers and associated traffic issues, which also have impacts upon the ease of access to these services.</p> <p>Compliance Criterion 8a</p> <p>b. The proponents have not stated their willingness to enter into a planning agreement with regard to the provision of the required infrastructure.</p> <p>Compliance Criterion 8b</p> <p><i>OVERALL COMPLIANCE CRITERION 8 – QUALITY AND EQUITY IN SERVICES</i></p>	<p>Satisfactory</p> <p>Refer assessment of Criteria 1 and 2</p> <p>Satisfactory</p> <p>Unsatisfactory</p> <p>Unsatisfactory</p> <p><i>Partial</i></p>

SUMMARY AND RECOMMENDATIONS ON SUITABILITY OF PROPOSAL

Threshold Sustainability Criteria Summary	Compliance
Infrastructure provision	Unsatisfactory
Access	Unsatisfactory
Housing Diversity	Unsatisfactory
Employment Lands	Satisfactory
Avoidance of Risk	Partial
Natural Resources	Partial
Environmental Protection	Unsatisfactory
Quality and equity of resources	Partial

No specific lot layout has been provided for the proposal giving the precise location of future roads or dwellings, however there a number of distinct location, environmental, and accessibility disadvantages and broader contextual considerations that have largely underpinned its inability to “substantially meet” all of the Threshold Sustainability Criteria for consideration as an urban release area. Specifically, the concept proposal:

- Is not envisaged as being necessary to achieve residential or employment growth targets, neither in subregional nor regional contexts;
- Is inconsistent with the low intensity development character envisaged under the Warringah Local environmental Plan 2000 and through designation under the Metropolitan Strategy as “Rural and Resource Land”
- Lacks guarantees that the utility head works required to service the site have the required capacity (especially sewage treatment plant capacities)
- Has constrained access to public transportation, with an unacceptable reliance upon private vehicles (with implications for air quality) and potentially community buses to service the site
- Will produce unacceptable exposure to extreme bushfire risk in the local area, with evacuation routes being potentially highly constrained
- May produce unacceptable visual amenity impacts when viewing the site from surrounding areas.

Accordingly, Council's assessment is that **the concept proposal fails to substantially meet a number of key sustainability criteria** developed for new urban development outside of the identified growth centres of the Sydney Metropolitan Strategy, and its recommendation is that the proposal **not be supported**.