

LEADING

ITEM NUMBER	12.6
SUBJECT	Update on Outstanding Issues - Planning Proposal affecting 181 James Ruse Drive, Camellia
REFERENCE	RZ/5/2012 - D05739927
REPORT OF	Snr Project Officer
PREVIOUS ITEMS	13.3 - Status of Planning Proposal - 181 James Ruse Drive, Camellia - Council - 18 Dec 2017 6.30pm
APPLICANT:	Pacific Planning

PURPOSE:

The purpose of this report is to provide a status update on the planning proposal and voluntary planning agreement for the site at 181 James Ruse Drive, Camellia and make recommendation for progression.

RECOMMENDATION

That Council Officers continue to work with the proponent on the outstanding matters in the planning proposal.

BACKGROUND

1. This report follows a Council report of 18 December 2017 (Item 13.3) ("the December report") on a planning proposal by Pacific Planning (previously Statewide Planning) which affects land at 181 James Ruse Drive, Camellia. The site is shown in Figure 1.
2. The purpose of the December report was to present a number of outstanding items pertaining to the planning proposal that *are of such magnitude that the applicant's proposed development scheme may require redrafting and potentially re-exhibition*. It stressed the complexity of this planning proposal and two corresponding policy matters – the planning proposal's voluntary planning agreement (VPA) and site-specific development control plan (DCP) processes and concluded that:

the key outstanding issues may have an impact on the applicant's proposed density and floor space ratio as exhibited in late 2015/early 2016. They will therefore have an impact on the content of the accompanying DCP (which is yet to be exhibited).



Figure 1 – Site at 181 James Ruse Drive, Camellia

3. At the December 2017 meeting, Council subsequently resolved:

***That** consideration of this matter be deferred to the Council Meeting to be held on 12 February 2018 with a prior Councillor Workshop to be held with information to be provided to the Workshop on planning issues over the last two months.*

4. In accordance with the resolution:

- A Councillor Briefing Session has been scheduled for Wednesday, 7 February 2018. Because the Briefing Session will take place after Council reporting deadlines, any further information from the Briefing Session will be discussed in a Supplementary Report.
- On Tuesday, 23 January 2018, Council Officers met with key DPE staff and their consultants and the proponent and their relevant consultants to further progress the major outstanding issues pertaining to density, flooding and hazards planning. A summary of the discussions and follow up correspondence is discussed in the “Outstanding Issues” sections below.

Gateway extension

5. The planning proposal’s Gateway Determination expires on 15 February 2018. On 22 December 2017, Council Officers sought an extension to enable additional time in order to progress the outstanding matters outlined in both this report and the December Report. Council Officers anticipate the granting of the extension by the DPE shortly.
6. It is a normal course of action for Council to be granted an extension where Council is able to demonstrate that the Planning Proposal is progressing in a

constructive manner. In this case there was a significant time taken to obtain feedback from critical Transports agencies which means the timetable in the current determination cannot be achieved. In circumstances like this in the past Council has always received an amended Gateway Determination with a new appropriate timeframe.

OUTSTANDING ISSUES – PLANNING PROPOSAL

Camellia Town Centre Masterplan process and relationship with density

7. The proponent's site is located within the Camellia Town Centre area – an area within the greater Camellia Priority Growth Precinct (refer to Figure 2) which, in part, is undergoing a strategic land use process managed by the DPE's Housing and Urban Renewal Team. Since the December report, the masterplan work on the Camellia Town Centre has progressed to a point where a precinct masterplan and its supporting studies on traffic, urban design, contamination and landfill may commence formal exhibition as early as mid to late February 2018.

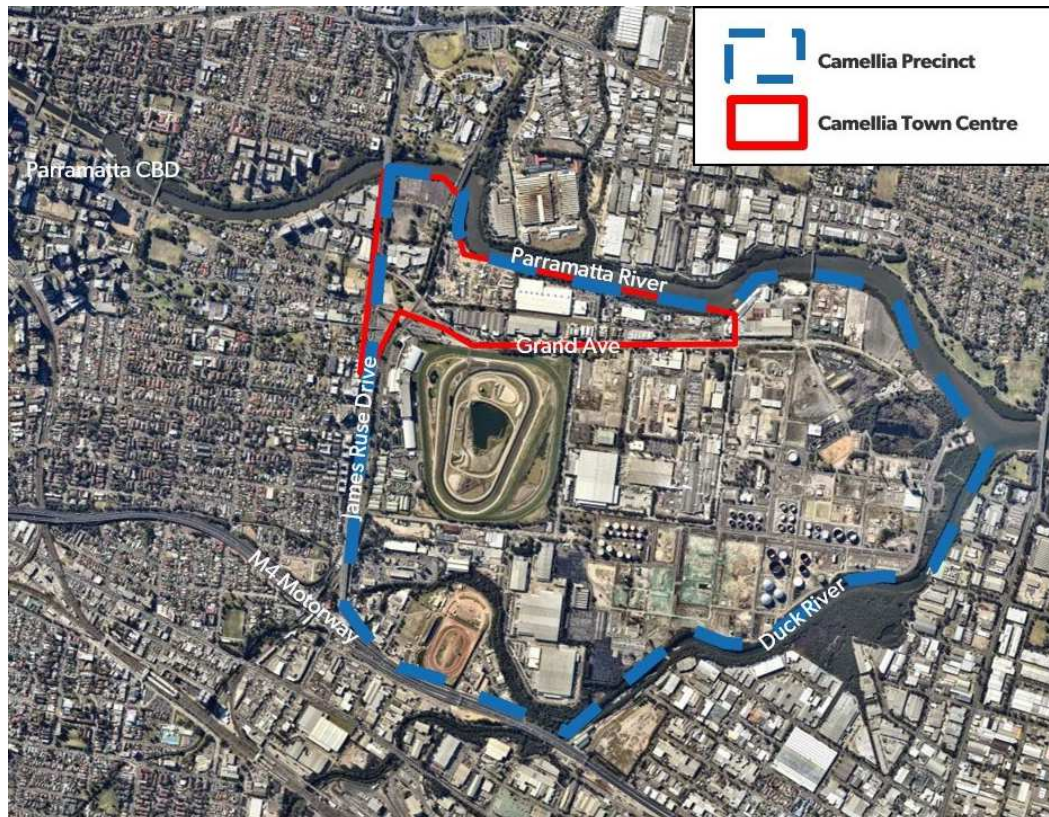


Figure 2 – Camellia Town Centre within the wider Camellia Precinct (Source: DPE)

8. As noted within the December Report, at the 6 December 2017 meeting between the DPE and various State agencies, the DPE's Housing and Urban Renewal Team confirmed that the total dwelling capacity for the Town Centre Precinct (as shown in Figure 2) is 10,000 dwellings.
9. The 10,000 dwelling capacity was again reiterated by the DPE's Housing and Urban Renewal Team at the meeting held on 23 January 2018 after continuing references from the proponent throughout December 2017 that the dwelling capacity for the Camellia Town Centre was higher than the 10,000 dwellings; the proponent stating reliance on an alternative point of contact elsewhere within the DPE.

10. In confirming the 10,000 dwelling capacity, the DPE reiterated that the basis for the 10,000 dwelling capacity is the Camellia Precinct Transport and Traffic Assessment ("Traffic Study") based on assumptions that include taking into consideration the Parramatta Light Rail. The Traffic Study will be one of the supporting studies which will be exhibited with the DPE's Camellia Town Centre Masterplan.
11. Furthermore, the 10,000 dwelling capacity for the Camellia Town Centre has been publicly espoused across DPE plans and other documentation for some months including:
 - the *Greater Parramatta Interim Land Use and Infrastructure Implementation Plan* (LUIIP) which stipulates "+10,000 HOMES BY 2036" for Camellia (p.5). As noted in the December Report, *the total dwelling capacity was not known at the time the planning proposal was exhibited between 2015 and 2016.*
 - The DPE's Camellia Priority Growth Area webpage:
<http://www.planning.nsw.gov.au/Plans-for-your-area/Priority-Growth-Areas-and-Precincts/Greater-Parramatta-Growth-Area/Camellia>
12. Therefore, Council Officers reiterate the planning arguments discussed in the December Report:
 - The site area of the Camellia Town Centre is 370,000sqm. The applicant's site which is 67,236sqm in area only occupies 18% of the total land area for the Town Centre. Yet the applicant's proposal proposes some 3,200 dwellings. This is a 32% take up rate of the total planned dwelling yield for the Camellia Town Centre.
 - The pursuit of the density enabling 3,200 dwellings on the site raises two issues that in the opinion of Council Officers may have a material impact on the final form of the planning proposal. These were expressed in the December Report as are as follows:
 - i. *The distribution of the 10,000 dwellings should be based on urban design/planning assessment for the whole area. Permitting 32% of the dwellings on the subject site without taking into consideration the impact on the precinct for the rest of the precinct may result in undesirable urban form/planning and development visibility outcomes which could undermine the redevelopment of the Camellia Precinct as a whole. It may also prevent other sites being redeveloped which would hinder council's desire to remediate the Parramatta River foreshore.*
 - ii. *At the time the planning proposal was exhibited, other landowners in the Camellia Precinct were not aware of that the infrastructure issues that has resulted in the proposed cap of 10,000 dwellings for the Camellia Town Centre. If the cap is retained and the subject site is permitted 3,200 dwellings, other land owners will end up with a lower dwelling yield that they might have expected when the subject planning proposal was publically exhibited. Given this issue, Council Officers suggest there should be further consultation with all landowners on the distribution of dwellings across the Camellia Precinct. Options for progressing this consultation are to either re-exhibit the planning proposal to provide the other landowners the opportunity to comment on the dwelling distribution or to allow*

this consultation to occur as part of the Camellia Masterplan exhibition process which the DPE are seeking to undertake as part of the Camellia Masterplan process.

13. Furthermore, DPE's Housing and Urban Renewal Team have advised they may shortly exhibit the Camellia Town Centre Masterplan. The Masterplan considers all sites with the Camellia Town Centre relative to their constraints and opportunities. In the case of 181 James Ruse Drive, the key issues relate to flooding (see 'Flooding' section, below), road widening of James Ruse Drive (see 'Road Infrastructure Requirements' section below) and setbacks along its eastern boundary from the pipeline (discussed in the 'Pipeline' section, below), these have reduced the developable area, which in turn affect the density for the site.
14. **Recommended next step** - Accordingly, Council Officers recommend that owing to the forthcoming exhibition of the Camellia Town Centre Masterplan and its supporting technical documents by the DPE, that the progression of the planning proposal be put on hold until Council Officers can review the exhibition material so that there is less of a risk of undermining the redevelopment of the Camellia Town Centre Precinct as a whole.

Road Infrastructure Requirements

15. The December Report noted that land resumptions of the applicant's site are required for both the Parramatta Light Rail project and for a proposed future upgrade of James Ruse Drive. The details of the resumption are as follows:
 - Land requirements for the future upgrade of James Ruse Drive to accommodate the growth envisaged for the Camellia Town Centre Precinct, in terms of:
 - i. a proposed road reserve comprising an area of 2,145sqm (known as Area A); and
 - ii. a temporary construction zone which forms a 10 metre setback running parallel to the length of from Area A. This construction zone is 1,602sqm in area and known as Area B.
 - A truncation of an area of 420sqm in the vicinity of Grand Avenue for the PLR corridor (known as Area C).

Refer to Figure 3.

16. On 6 December 2017, these resumptions matters were discussed at the meeting with the proponent and TfNSW, RMS and the DPE. However, because the date of this meeting was after the deadline for the December Report, the outcomes of the meeting on this issue were not included within that Council Report.
17. The proponent subsequently considered the resumption and has prepared a revised Site Analysis Plan. The proponent argues that the Parramatta Light Rail truncation (Area C) has little impact on the proponent's application and there is general agreement from Council Officers.



Figure 3 – Areas A, B and C (Source: RMS)

18. With regards to the future upgrading of James Ruse Drive:
 - The proponent is satisfied it can provide the 2,145sqm of land known as Area A for the purposes of the road reservation in perpetuity. However, the terms around the provision of the land to RMS by the proponent are yet to be agreed on. The DPE and Transport Agencies have talked about a suitable arrangements clause being included in the LEP for this site but during the conversations they indicated a preference for a VPA to be negotiated to ensure the arrangements around provision of this land are formally and legally resolved.
 - The proponent is satisfied it can appropriately stage its development in order to provide the 1,602sqm of land known as Area B for construction purposes when RMS need to construct the upgrade. To this end, the proponent's recently revised Site Analysis Plan, illustrates that once the road upgrade is completed, the basement design extends into Area B and abuts the road reserve containing the upgrade.
19. The total area known as Areas A and B are also part a critical overland flow path through the site which connects to Parramatta River. This flow path plays an active role of conveying overland flooding on the western side of James Ruse Drive to the Parramatta River. Any severance of this flow path will have a detrimental impact on the flooding on the western side of James Ruse Drive. This matter is discussed further in the Flooding sub-section below.
20. **Recommended next steps** – Council Officers consult TfNSW and RMS on the proponent's revised Site Analysis Plan to obtain 'in principle' support and ensure the terms of the Draft VPA are progressing to their satisfaction. Refer also to the Flooding sub-section below.

Flooding

21. At the meeting on 23 January 2018 the flooding issues were discussed with Council staff including flood catchment staff, the proponent/proponent's flooding consultant and the DPE and DPE Housing and Urban Renewal Team's flooding consultant (Cardno). The discussion was centered around the fact that the

DPE's flood modelling undertaken for the Camellia Town Centre indicates the applicant's proposed design concept does not adequately deal with the flood risk in the following ways:

- As already noted elsewhere in this report, according to the DPE flood model, the western side of the site contains a critical overland flow path which runs parallel with James Ruse Drive and connects to Parramatta River. This flow path plays an active role in conveying flood water from Clay Cliff Creek on the western side of should the James Ruse Drive to Parramatta River. Discussions concluded that any severance of this flow path over the applicant's site would have a detrimental impact on the flood levels on the western side of James Ruse Drive (modelling determined an increase of 7cm) and therefore, the overland flow path needs to be protected. The applicant's initial position was that they believe any improvement to James Ruse Drive in the future would mean that no overland flow would cross it and that therefore the site does not have to deal with the overland flow issue identified in the DPE model. However, the applicant was willing to concede that in the future, James Ruse Drive improvements allow in their design for water to flow under the road that the water would then flow on to their site but they believe it would be conveyed to the Parramatta River in pipes and not impact on development potential.
 - With regards to the flooding of the foreshore area along the Parramatta River, there were conflicting findings within the proponent's report and the DPE's own flood modelling about how a design concept could address this flooding at the foreshore area; the discussion concluding with no agreed position because the two models were based on different development assumptions.
22. As a result of the meeting, Council Officers conclude that there are outstanding flooding issues still requiring resolution and as noted in the December Report, the flooding issues could have a direct impact on the density and FSR and built form outcomes for this site. The overland flow path issue may be able to be resolved as part of conversations with the RMS about whether the future design of James Ruse Drive and the area they are preparing to acquire for road widening would accommodated the future overland flow. If the RMS are satisfied, then the overland flow issue may be resolved as part of the road design and associated dedication of land.
23. With regard to the part of the site that adjoins the Parramatta River at the foreshore, the DPE modelling still suggests less development should occur in this area compared to that proposed under the applicant's flood model and concept design. Given that more detailed flooding work would be required to resolve this position, Council Officers suggest Council take a cautious approach on this. Council should apply the principles that no density be assumed within or above (ie. cantilevered over the top of) any land ultimately shown to be subject to the 1 in 100-year flood level. This will also help maximize the foreshore building line setback, which the applicant is also seeking to vary.
24. At the time this report was being finalised, on 30 January 2018, Council Officers were in receipt of a submission from the applicant which included a letter from Tooker and Associates dated 25 January 2018 on flood hazard. To allow a proper assessment to be undertaken of the material submitted it will be addressed in a further Supplementary Report to the 12 February Council meeting.

25. **Recommended next steps:** That Council Officers work with the proponent in conjunction with DPE's Housing and Urban Renewal Team, the RMS and their flooding consultant to undertake further technical work to:
- Ensure the protection of an appropriate area of land for the purposes of an overland flow path mindful of RMS's Areas A and B for road reservation and construction areas. Also, that this be further explored as part of undertaking a detailed assessment of any revised VPA Offer to deliver the land required for the road.
 - Resolve foreshore flooding issues and any other associated issues including the appropriateness of the proponent's proposed amendment to the Foreshore Building Line Map (and Riparian Land and Waterways Map).

Pipeline Setback

26. The revised Gateway determination issued in September 2015 required a revision of the applicant's *Health and Safety Report to address the petroleum pipeline and ascertain any health and safety implications of the proposal*". The pipeline is the adjacent high-pressure hydrocarbon pipeline (Hunter Pipeline) which flanks the eastern boundary of the site.
27. The DPE's submission of May 2016 sees that the proponent's Health and Safety Report does not *address the potential risks imposed by the pipeline on the future population living on the site and the necessary setbacks required*.
28. At a meeting held on 20 November 2017 with the applicant and the DPE's Housing and Urban Renewal Team, the DPE advised in order to address risk factors associated with the pipeline, that a setback of between 30 metres and 50 metres from the pipeline easement may be required; 30 metres in the case of residential uses and 50 metres in the case of sensitive uses (such as child care centres and hospitals). In short, the 30 metre setback is a minimum, depending on the proposed land use.
29. Council Officers have been working with the DPE's Housing and Urban Renewal Team to better understand this framework which was introduced in 2011 as it impacts on the proponent's site. Whilst Council had written to Caltex seeking advice on the issue, it has been subsequently confirmed that the Caltex advice was limited as it only dealt with compliance with AS2885 and not compliance with the SEPP 33 framework. Thus, for the purposes of this report, the SEPP 33 framework is discussed here:
- The site contains two pipelines including the Hunter (hydrocarbon) Pipeline that is the main risk contributor.
 - The 30 metre setback from the Hunter Pipeline is on account of analysis undertaken consistent with the NSW land use safety planning framework introduced in 2011 by the State government. The framework is, effectively, a land use safety planning process that considers among other things the locational safety aspects of potentially hazardous industry to avoid land use safety conflicts.
 - The framework sits under the *Environmental Planning and Assessment Act 1979* and is delivered by way of *State Environmental Planning Policy 33: Hazardous and Offensive Development* (SEPP 33) along with a suite of supporting NSW Hazardous Industry Planning Advisory Papers (HIPAPs), much like the *SEPP 65 – Design Quality of*

Residential Flat Development and the Apartment Design Guide. A total of four (4) HIPAPS affect the entire Camellia Town Centre Precinct.

- The framework is triggered when there is a change in use in the vicinity of a high hazardous use (eg. hydrocarbon pipeline). If a planning proposal seeks to introduce residential and/or sensitive land use (child care, hospital and the like), the planning proposal must estimate the risks from the surrounding potentially hazardous activities to the proponent's land. This analysis is done by way of a Land Use Safety Study and it determines the appropriate parameters that need to be put in place. This may be in the form of a building setback.
 - The DPE's view is that the applicant's *Health and Safety Report* and *Risk Report* do not adequately address this SEPP 33 framework.
30. At the meeting held with the applicant on 23 January 2018, more detail around the need for the 30 metre (minimum) pipeline setback was provided by the DPE's Hazards Planning Team. However, the discussion was diverted from this to a discussion on whether the site has both Jemena gas pipeline and Hunter hydrocarbon pipeline and or just the Hunter hydrocarbon pipeline. So discussions around the need for a minimum of a 30 metre setback were not resolved. Since the meeting, the location and other details of the pipeline have been clarified. Critically, whilst the subject site does contain the Jemena gas pipeline, it has much less bearing on the requirement for the 30 metre minimum setback than the Hunter Pipeline.
31. Worth noting is that because the DPE has prepared the Land Use Safety Study for the Camellia Town Centre Precinct, the applicant is not required to prepare its own Land Use Safety Study. The applicant can rely on the DPE's Study.
32. At the time this report was being finalised, on 30 January 2018, Council Officers were in receipt of a submission from the applicant which included a technical letter from Sam Khoury Consulting Engineers (dated 16 January 2018). Whilst the document explains the parameters around the preparation of a Safety Management Study, it does not address the framework under SEPP 33 as has been outlined above.
33. The submission also included a Jemena fact sheet and supporting map showing the location of the Jemena gas pipeline. As noted above, this gas pipeline has little to do with the proposed 30 metre minimum setback discussed above.
34. **Recommended next step** – The applicant and Council Officers work on an alternative concept plan for the site that reflects the 30 metre minimum setback to determine the impact on the built form and density appropriate for the site.

Other outstanding Issues

35. The December Report detailed other outstanding planning proposal issues also requiring resolution. These pertained to:
- Inconsistencies with SEPP 65;
 - An alternative design integrity/excellence process which requires its own framework, much like Council's current design excellence framework (clause 7.10 of *PLEP 2011*); and
 - The applicant's accompanying DCP.

36. These also need to be progressed with the applicant before the planning proposal can be forwarded to the DPE for finalisation but would be based on the new concept plan for the site discussed above.

Economic comments

37. At the meeting on 23 January 2018, the proponent and their Economic consultant noted that for the proposal to be economically viable, the lowest possible dwelling yield equates to 3,200 dwellings over the site. The proponent said it may submit supply additional financial information on this issue.
38. At the time this report was being finalised, on 30 January 2018, Council Officers were provided a submission from the applicant which included an Economic Analysis. This will be discussed at the Councillor Briefing scheduled for 7 May 2017 and assessed in a Supplementary Report be provided to Council prior to the 12 February meeting.
39. **Recommended next steps:** A review of the applicant's economic analysis be provided in a Supplementary Report to Council prior to the 12 February 2018 Council meeting.

Role of Council and State Government at post-exhibition review stage

40. The applicant argues that the outstanding issues raised by public agencies are matters that are the domain of the State Government and therefore, should be handed over to the DPE to be managed. However, the DPE's *A guide to preparing local environmental plans* (August 2016) outlines the post-exhibition steps as well and the responsible authority. It states that Council *reviews the planning proposal following exhibition and ...attempts to resolve any public agency objection.*
41. In the event that the planning proposal is to be changed, the DPE's guide advises that *Councils are encouraged to contact the relevant regional office of the DPE for advice where there have been major changes to a planning proposal after exhibition and that Council is to obtain the agreement of the Department's Secretary regarding any unresolved S117 Directions.*
42. The applicant's view that the proposal should be forwarded to the DPE to be resolved could be supported. It is acknowledged that there may be advantages to the DPE considering the planning proposal in conjunction with the Precinct based Study they are pursuing. However, Council is still within its rights to seek to ensure the issues are resolved to its satisfaction before forwarding the planning proposal to the DPE for finalisation.

OUTSTANDING ISSUES – VOLUNTARY PLANNING AGREEMENT (Ref. No. F2017/03440)

43. On 14 December 2017, the proponent forwarded a revised "irrevocable" Letter of Offer and Draft VPA. Again, this was submitted at a point in time that meant it would not be addressed in the Council report. The revised offer has a total value of \$22,037,500 which is \$8,812,500 higher in value than the previous offer of 12 May 2015 (\$13,225,000 value) and includes:
- Foreshore Park dedication at \$1,250 per sqm;
 - Embellishment of the park at \$600 per sqm; and
 - Retail/Commercial space (600sqm) at \$8,000 per sqm.
44. The community benefit items are identical to items that were contained within the proponent's offer of 12 May 2015. The difference between the offer of 12

May 2015 and the current offer is that the value of each item has been increased but are not been supported with detailed costing reports justify the increase. (Note: it should be noted that the proponent's 12 May 2015 VPA Offer had been progressing to a point up until 9 September 2015 when the receipt of the revised Alteration Gateway Determination was issued by the DPE. This meant that Council Officers and the proponent put their attention to the planning proposal and no further progression of this offer occurred).

45. At the meeting on 23 January 2018, the proponent stated the intention of submitting yet another revised offer replacing its offer of 14 December 2017. The applicant this was being considered following discussions with Councillors on the planning proposal.
46. At the time this report was being finalised, on 30 January 2018, Council Officers were in receipt of a submission from the applicant which included a revised VPA Offer. This will be discussed at the Councillor Briefing scheduled for 7 February 2018 and assessed in a Supplementary Report provided to Council prior to the 12 February 2018 meeting.
47. As stated elsewhere within this report, the outstanding planning proposal matters may affect the applicant's density, floor space ratio and building heights. This in turn, affect the matters negotiated with the applicant to date within the draft VPA. As per the December Report, Council Officers stress the need for the progression of the draft VPA in concert with the planning proposal (and DCP) so that the VPA can be executed when the planning proposal comes into effect, as is Council's usual practice for VPAs. If Council was to resolve to forward this proposal to the DPE it is recommended that the DPE be asked not to finalise the planning proposal (to bring it into force) until the VPA has been formally entered into by both parties.
48. **Recommended next steps:** An assessment of the applicant's revised VPA Offer be provided in a Supplementary Report to Council prior to the 12 February 2018 Council meeting.

CONCLUSION

49. With regards to the planning proposal process, Council Officers stress the remaining outstanding issues raised at this point in time are of such magnitude that the applicant's density, FSR and built form outcomes for this site are affected.
50. Again, Council Officers reiterate the complexity of this planning proposal which is by way of:
 - The site's location within the Camellia Town Centre Precinct which is undergoing its own State government-led strategic planning process and which may be on exhibition by mid to late February 2018. Until then, the remaining developable area of the site is unknown.
 - The site's location within a heavy industry precinct which currently has inadequate infrastructure for high density residential development.
 - The extensive contamination of the proponent's site and its foreshore and adjacent sites.
 - The site's proximity to:
 - i. James Ruse Drive, a major sub regional road spine which is subject to future grade-separation upgrade.

- ii. the proposed Parramatta Light Rail carriageway.
 - iii. to a major high-pressure hydrocarbon pipeline which involves an appropriate evidence-based planning regime/outcome.
- The planning proposal's accompanying DCP which has not yet been drafted for exhibition purposes owing to matters that need to be resolved with the PP.
 - The planning proposal's accompanying VPA which has not yet been drafted for exhibition purposes. This places council in a vulnerable position with regards to its ability to lock in the necessary local infrastructure required.
 - The extent of the unresolved issues raised by the State agencies which were required to be consulted as per the Revised Gateway determination.
51. It is expected that Council will receive an extension of the Gateway determination timeframe enabling Council Officers to continue to work with the proponent on the outstanding matters in the planning proposal.
52. If the above matters outlined in this report are not appropriately addressed before the planning proposal progresses to the DPE for making, this will place Council at risk in terms of:
- The validity of the planning proposal process, specifically with regards to inconsistencies with two state environmental planning policies (SEPP 33 and SEPP 65).
 - Council's ability to deliver a draft DCP that can provide the appropriate building envelope controls and other matters as have been raised in State agency submissions.
 - Council's ability to negotiate a draft VPA which locks in appropriate local infrastructure of the right value and at the right time.

RECOMMENDATIONS

53. On account of the information contained within this report, it is recommended that Council Officers continue to work with the proponent on the outstanding matters in the planning proposal.
54. However, should Council feel compelled to make a decision on this planning proposal, Council Officers have identified the following options:
- a) Option A - That a revised planning proposal indicating support for redevelopment of the site but recommended it contain no densities or building heights be forwarded to the DPE so that the DPE can take carriage of progressing the planning proposal to finalisation stage based on the precinct wide study it is preparing.
 - b) Option B – In lieu of not knowing the developable area identified in the Camellia Masterplan documents, that a revised planning proposal which is based on a density proportional to the site's area within the Camellia Town Centre Precinct be forwarded to the DPE so that the DPE can take carriage of progressing the planning proposal to finalisation stage. In this case, the Council would propose an FSR of 3:1.

- c) Option C – That the planning proposal documentation as exhibited in late 2015/early 2016 (refer to **Attachments 1 and 2**) be forwarded to the DPE so that the DPE can take carriage of progressing the planning proposal to finalisation stage.

(Note: with regards to the attachments associated with Option C, the principle documents that make up the planning proposal – the Planning proposal (excluding its supporting studies) and Supplementary Report are attached to this report. The supporting studies to both the planning proposal and the Supplementary Report are available on request via Council's Senior Project Officer (jwilkes@cityofparramatta.nsw.gov.au).

Note: In the case that Council chooses Option A, B or C above, Council must also consider the submissions received from landowners, local residents and State agencies as a result of the exhibition process. The submissions will be addressed (and copies provided) in a further Supplementary Report to the 12 February Council meeting to allow Council to consider all the issues raised as part of its consideration.

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ATTACHMENTS:

- | | | |
|---|-------------------------------------|-----------|
| 1 | Planning Proposal - as exhibited | 105 Pages |
| 2 | Supplementary Report - as exhibited | 20 Pages |

REFERENCE MATERIAL