

REZONING REVIEW – Briefing Report

Date of referral	19 December 2019	
Department ref. no	RR_2020_LANEC_001_00	
LGA	Lane Cove	
LEP to be amended	Lane Cove Local Environmental Plan 2009	
Address	166 Epping Road, Lane Cove West (Lot 13 DP 807958)	
Reason for review	<input checked="" type="checkbox"/> Council notified the proponent it will not support the proposed amendment	<input type="checkbox"/> Council failed to indicate support for the proposal within 90 days, or failed to submit the proposal after indicating its support
Is a disclosure statement relating to reportable political donations under s10.4 of the Act required and provided?	<input type="checkbox"/> Provided <input checked="" type="checkbox"/> Not required Comment: no donations or gifts to disclose	

1. SUMMARY OF THE PROPOSAL

1.1 Introduction

The request for a rezoning review relates to a planning proposal (**Attachment F3**) that applies to land at 166 Epping Road, Lane Cove West. The proposal seeks to amend Lane Cove Local Environmental Plan (LEP) 2009 to facilitate a mixed-use development at the site. Specifically, the proposal seeks to:

- increase the maximum floor space ratio (FSR) from 1:1 to 4:1;
- increase the maximum building height from 18m (4-5 storeys) to 87m (26 storeys); and
- permit the following uses on the site:
 - residential accommodation;
 - commercial premises; and
 - tourist and visitor accommodation.

The proposed amendments could facilitate a development comprising two residential towers of 14 and 21 storeys above a three-storey commercial podium, accommodating approximately 9,000sqm of commercial floor space and 316 dwellings.

1.2 Planning Proposal Background

30 August 2019

The proponent submitted the subject planning proposal (**Attachments F3-F11**) to Lane Cove Council.

5 November 2019

The planning proposal was forwarded to the Lane Cove Local Planning Panel (LPP) for advice. The Lane Cove LPP recommended against forwarding the proposal to the Department for Gateway determination (**Attachment E1-E2**).

18 November 2019

Council considered the planning proposal and the recommendation of the Lane Cove LPP and resolved not to support the planning proposal and to notify the proponent of its decision (**Attachment E3**).

21 November 2019

Council wrote to the proponent notifying it of its decision not to support the planning proposal (**Attachment G**).

19 December 2019

The proponent lodged a request for a rezoning review with the Department (**Attachment F1-F2B**).

1.3 Locality and context

The site is located in the north western portion of the Lane Cove West Industrial Precinct approximately 1.2km from the new North Ryde Metro Station. Adjacent to the site's east is Epping Road and to the west is the Lane Cove River and bushland foreshore (**Figure 1**).

Adjoining the site to the south east is a mixed use residential and retail development known as Arise by Meriton. The development was approved by the former Planning Assessment Commission (PAC) in 2011 under the former Part 3A of the *Environmental Planning and Assessment Act 1979*. Further to the south east is the S.C. Johnson and Son cleaning product manufacturing facility, the planning proposal advises that manufacturing has ceased at the site.

The site is also in proximity to other residential uses. The Lane Cove North Estate is north east of the site, which provides a mix of low and medium density housing and further east of the site is the Lane Cove West low-density residential area.

Adjacent to the site's north is the Ingredion ANZ Pty Ltd food processing and manufacturing facility. The Ingredion facility operates 24 hours a day and possesses an EPA licence that imposes conditions for noise, pollutants and odour. A copy of the EPA licence has been provided at **Attachment D** for reference.

The site is also located in proximity to public open spaces. These spaces include Magdala Park, which is located on the opposing foreshore of Lane Cove River, the park is accessible via a pedestrian bridge provided by the neighbouring Ingredion site. The Rotary Athletics Field is also located north of the site, beyond the Lane Cove North Estate. Additionally, the bushland adjacent to the site provides access to local bushwalking tracks.

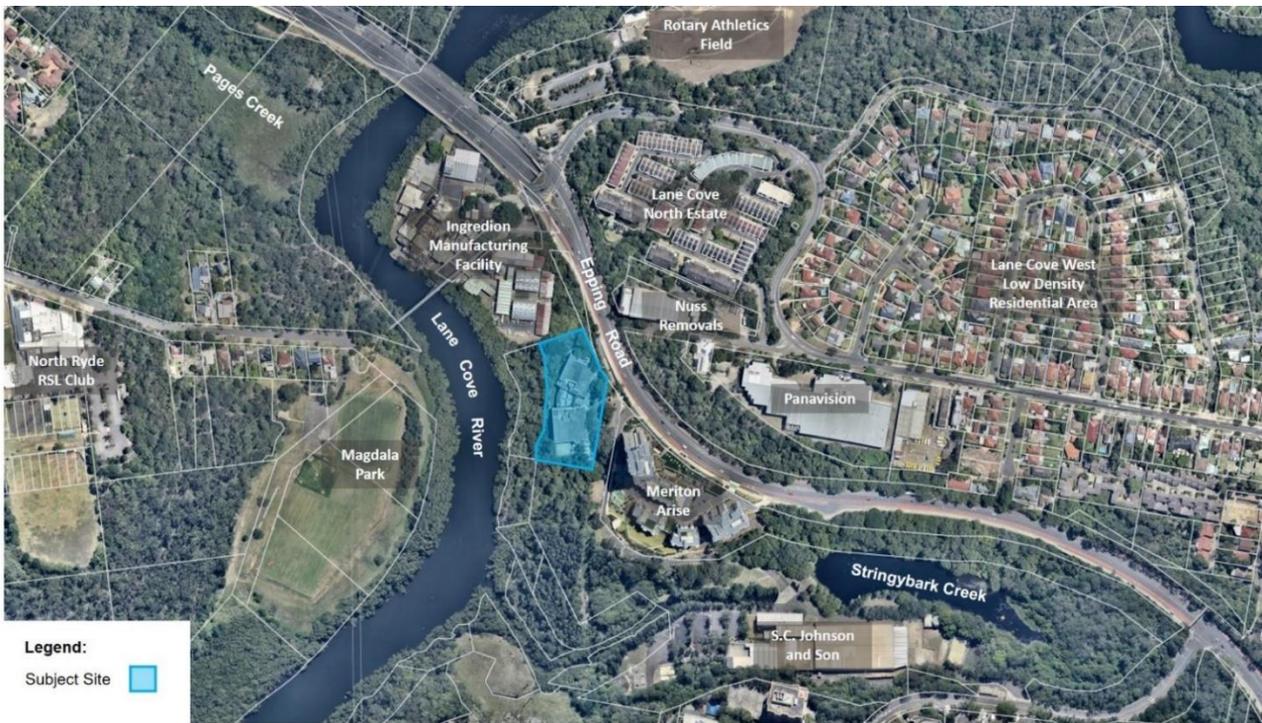


Figure 1: Locality Map (Source: Nearmap)

1.4 Site description

The subject site is located at 166 Epping Road, Lane Cove West and is legally described as Lot 13 DP 807958. The site is located at the corner of Epping Road with access to the site provided via a private access road which also serves land at 150 and 160 Epping Road. The site is irregular in shape and encompasses a total site area of approximately 9,128sqm.

The existing development at the site comprises a three storey commercial building above two levels of semi-basement car parking. The site also comprises significant bushland and is characterised by a moderate to steep slope from the eastern road frontages down towards the western boundary adjoining the Lane Cove River foreshore.



Figure 2: Site Map (Source: Nearmap)

1.5 Current planning provisions

The site is subject to the following development standards under the Lane Cove LEP 2009:

Table 1: Lane Cove LEP 2009 development standards applicable to the subject site

Provision	Existing Control
Lane Use Zoning	IN2 – Light Industrial (Figure 3)
Height of Buildings	18m – approximately 4-5 storeys (Figure 4)
Floor Space Ratio	1:1 (Figure 5)
Heritage	Identified archaeological sites to the south and east (Figure 6).

Although the site is located in the Lane Cove local government area (LGA), it is located in proximity to the borders of both the Ryde and Willoughby LGAs. The figures below contain mapping extracts from both the Lane Cove LEP 2009 and Willoughby LEP 2012 to provide a better context of the site surrounds.

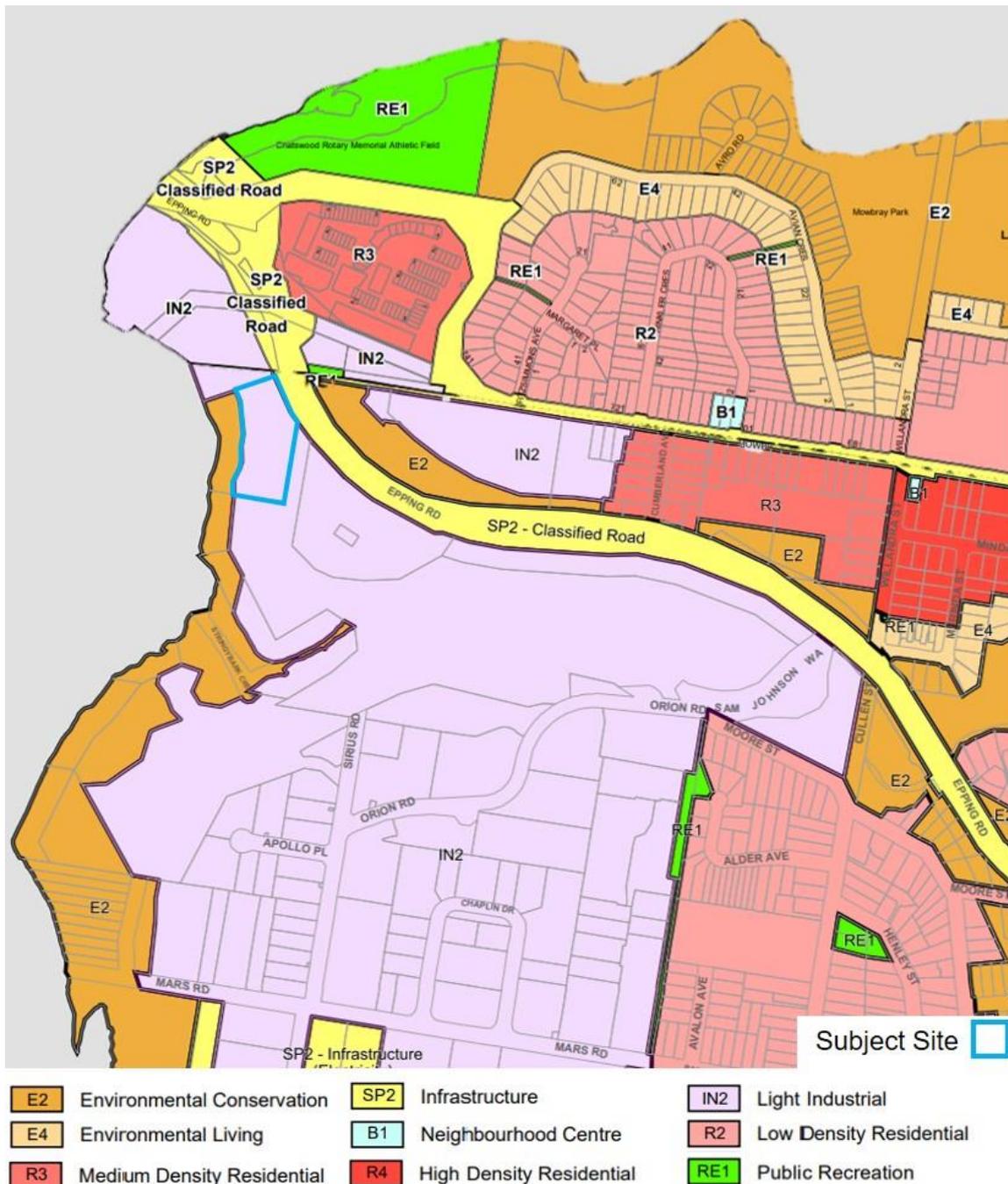


Figure 3: Land Use Zoning Map (Source: Lane Cove LEP 2009 and Willoughby LEP 2012)

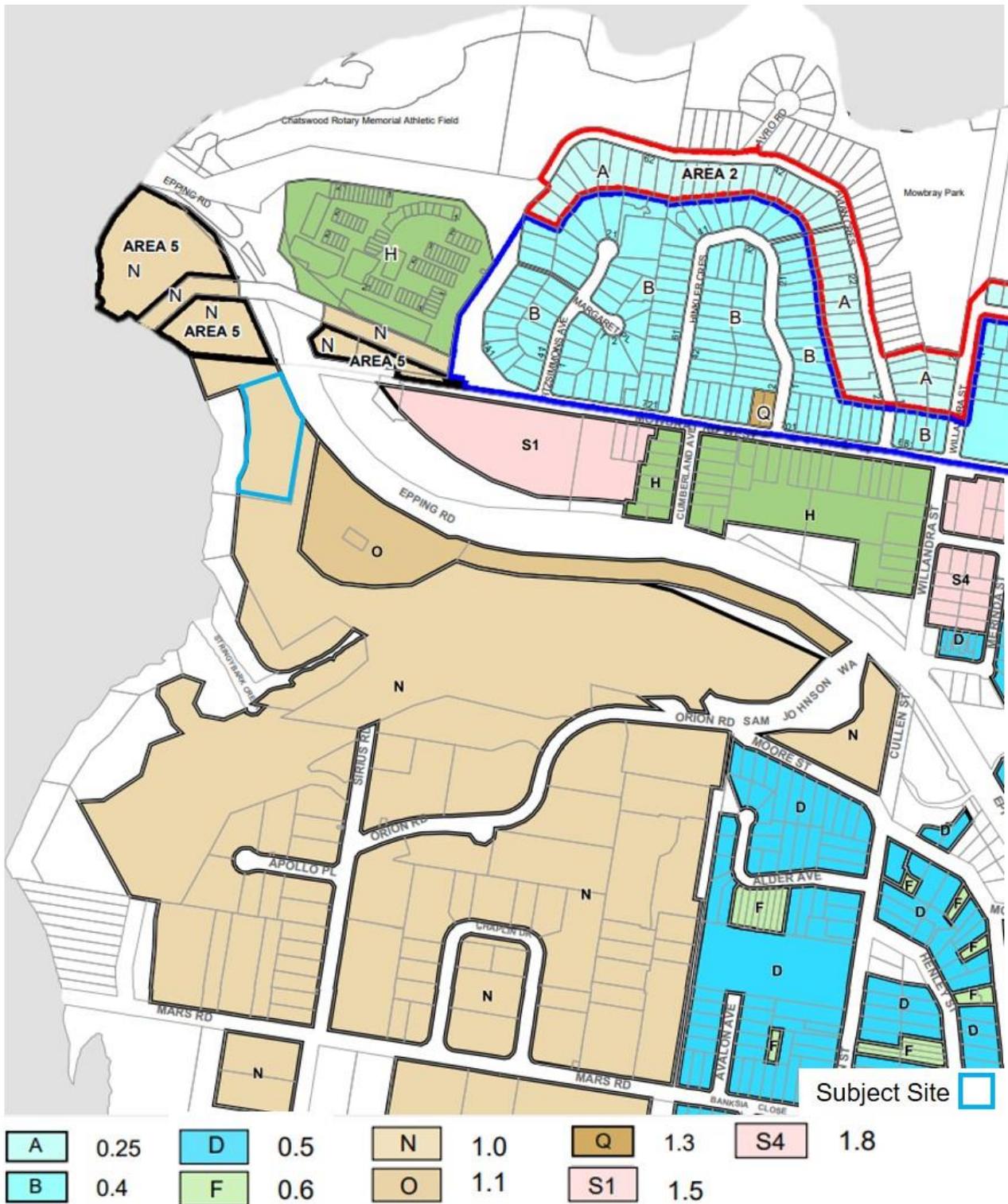


Figure 4: Floor Space Ratio Map (Source: Lane Cove LEP 2009 and Willoughby LEP 2012)



Figure 5: Height of Buildings Map (Source: Lane Cove LEP 2009 and Willoughby LEP 2012)

Option 2: Amend Schedule 1 Additional Permitted Uses

This option proposes amending Schedule 1 of the Lane Cove LEP 2009 so that the existing zoning, height and FSR maps are retained. The proposed wording would permit the desired uses up to the proposed FSR and height. Additionally, it is proposed that a minimum non-residential FSR control could also be included.

The planning proposal concedes that Schedule 1 is generally only utilised to control land use, but notes that there are examples where numerical limits are also included. It should be noted that there are no existing numerical examples in Lane Cove LEP 2009.

Option 3: Include a site-specific clause under Part 6

This option includes inserting a site-specific clause under Part 6 of the Lane Cove LEP 2009. A potential draft provision from the proposal is provided below:

6.9 Development at Epping Road Lane Cove West

- 1) This clause applies to Lot 13 DP 807858 at 166 Epping Road, Lane Cove West.*
- 2) Development for the purpose of commercial premises, residential accommodation and tourist and visitor accommodation is permitted with consent on the subject land.*
- 3) Development consent must not be granted to any development on the land to which this clause applies if the granting of that consent would result in the total FSR exceeding 4:1, the FSR of the non-residential uses being less than 0.9:1 or the building height exceeding 87m.*

The proposal also notes that the intended outcomes may be achieved by using a combination of the three above options.

The planning proposal does not include any draft mapping amendments or a draft written provision for a potential Schedule 1 amendment.

1.7 Concept Design/Scheme

The planning proposal is supported by an Urban Design Study prepared by Bonus + Associates Pty Ltd (**Attachment F5**) and a Design Concept Plan prepared by ZONE Design Works Pty Ltd (**Attachment F6**).

The Urban Design Study provides two potential schemes, with the preferred option comprising two residential towers over a three storey commercial podium. The concept plan is designed in accordance with this preferred scheme.

The concept plan indicates that a future development could comprise two residential towers of 14 and 21 storeys with two internal low-rise street wall blocks of four storeys, above a three-storey commercial podium with five levels of basement carparking. Indicative concept plans of the proposed development have been provided in **Figures 7-10**.

The development is likely to consist of:

- a minimum of 9,128sqm of commercial floor space including retail and office space; and
- 316 dwellings under the following configuration:
 - 95 one-bedroom apartments;
 - 144 two-bedroom apartments; and
 - 77 three-bedroom apartments.



Figure 7: Photomontage Eastern Aerial View (Source: ZONE Design Works)

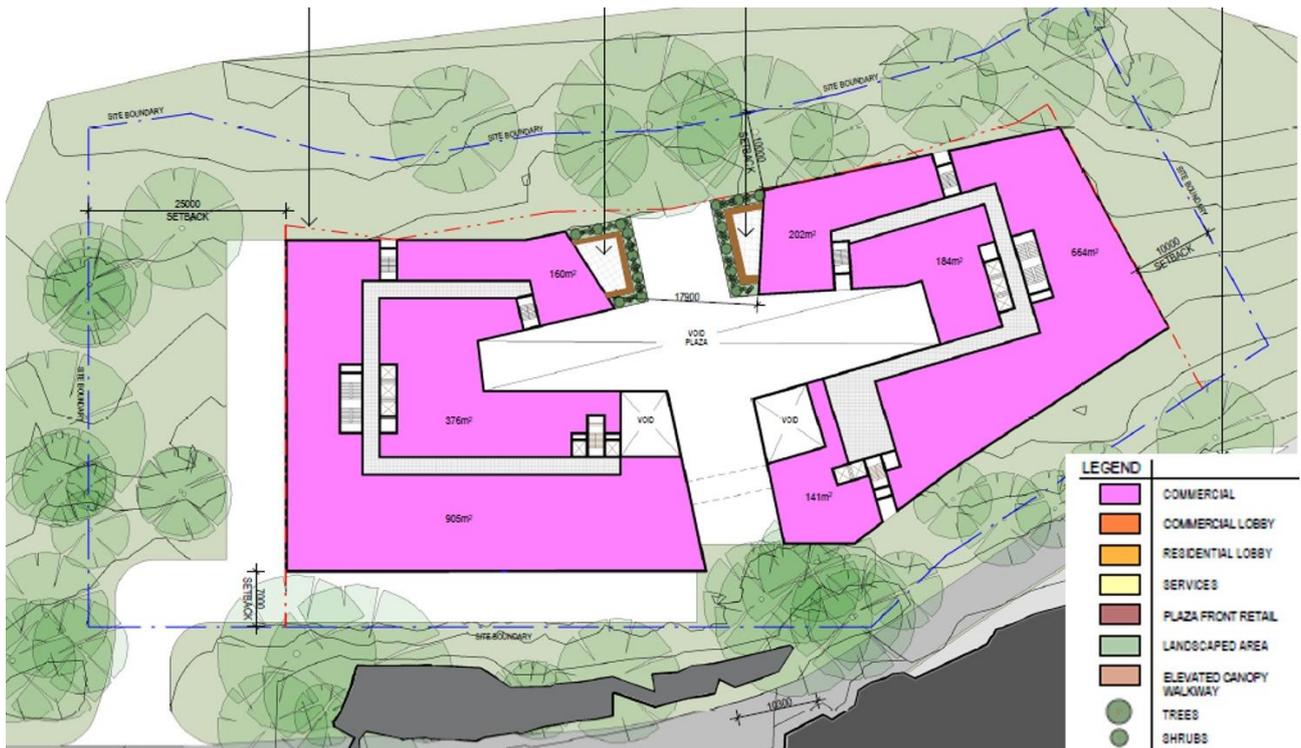


Figure 8: Level 1 Indicative Commercial Floor Plate (Source: ZONE Design Works)



Figure 9: Indicative Level 3 Residential Floor Plate (Source: ZONE Design Works)

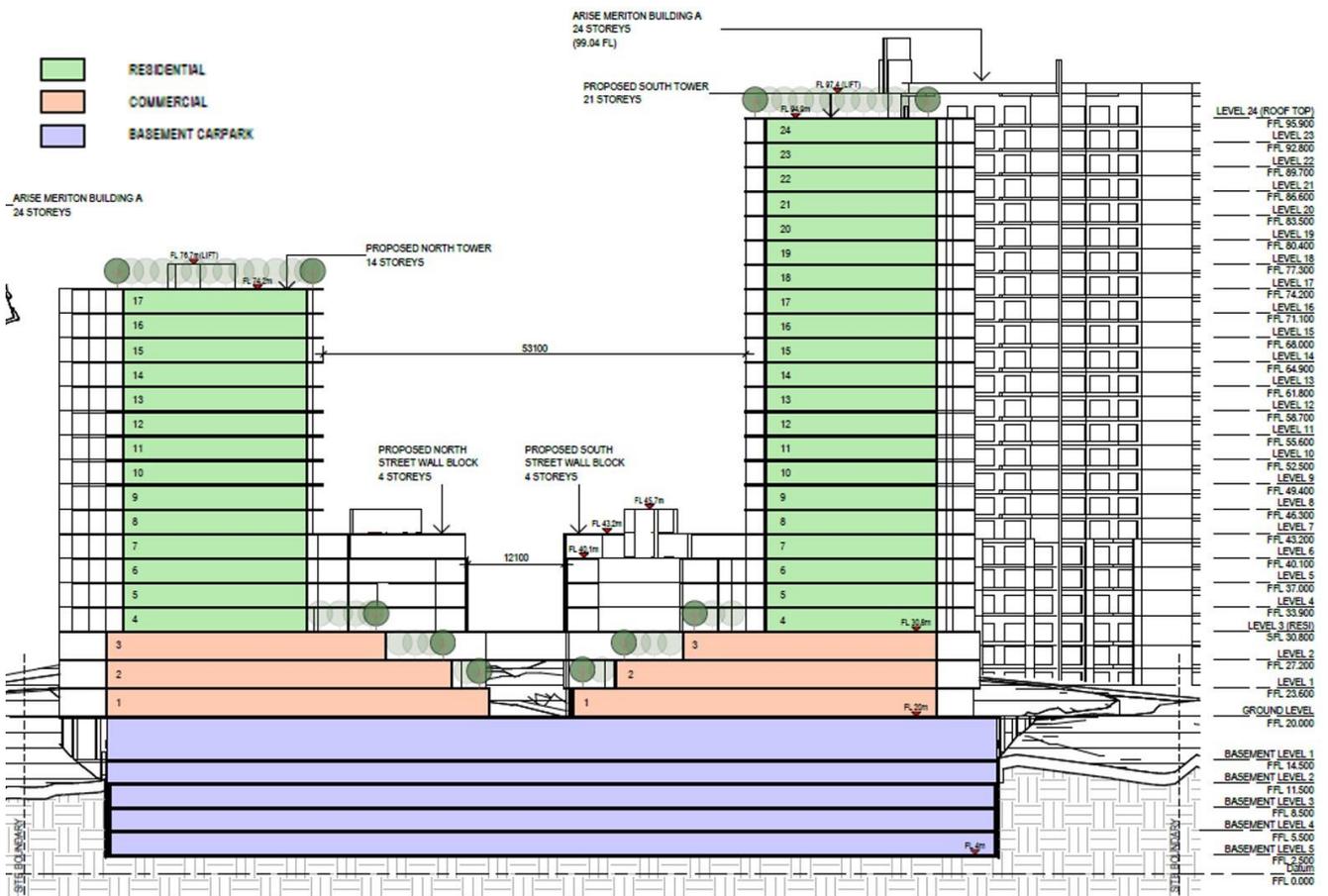


Figure 10: Elevation (Source: ZONE Design Works)

2. INFORMATION ASSESSMENT

Does the proposal seek to amend a zone or planning control that is less than five years old?

No. The Lane Cove LEP 2009 commenced on 19 February 2010.

2.1 Strategic merit test

Consistency with the relevant regional plan outside the Greater Sydney region, district plan within the Greater Sydney region, or corridor/precinct plans applying to the site, including any draft regional, district or corridor/precinct plans released for public comment.

Proponents will not be able to depend on a draft regional, district or corridor/precinct plan when the Minister for Planning and Public Spaces or the Department of Planning, Industry and Environment have announced that such a plan will be updated before being able to be relied on.

Greater Sydney Region Plan – A Metropolis of Three Cities

The proponent's rezoning review information has addressed the Greater Sydney Region Plan. However, the strategic merit test requires a proposal to demonstrate consistency with the relevant district plan when it applies to land within the Greater Sydney Region. As the North District Plan is the relevant plan for this proposal, the priorities of the North District Plan have been addressed by the proponent below.

It should be noted that extensive consideration of the objectives of the Greater Sydney Region Plan is contained in pages 19-27 of the planning proposal (**Attachment F3**). However, consideration of the objectives of the Greater Sydney Region Plan may be used to supplement statements of consistency with the North District Plan.

In response to Council's resolution not to support the planning proposal, the applicant stated that the Region Plan is a very high level document and that there are specific circumstances where an 'inconsistency' is appropriate.

North District Plan

The proponent has provided comments in its proposal to address consistency with the North District Plan. The planning priorities addressed in the planning proposal are discussed below.

- *Planning Priority N5 – Providing housing supply, choice and affordability, with access to jobs, services and public transport.*

The planning proposal notes that the North District Plan sets a 1,900-dwelling target for the Lane Cove LGA during the 2016-2021 period. It also notes the imminent housing supply contributions of the St Leonards – Crows Nest Planned Precinct and St Leonards South Masterplan Area to future housing targets in the area. However, it notes that the dwellings resulting from the precinct and masterplan area are unlikely to be able to be included in the housing target period ending in 2021.

The planning proposal notes that Council has provided correspondence which indicates the estimate for additional housing in the period is 2,490 dwellings, exceeding this minimum five-year target.

The proposal makes note of Figure 11, titled 'North District Housing Supply' on page 41 of the North District Plan. The figure provides rough boundaries displaying where additional housing completions are anticipated. Extracts of the figure are included on pages 29 and 30 within the planning proposal (**Attachment F3**) displaying the relative location of the site. The proposal argues that the site is positioned in an area that has been deemed appropriate for additional housing under the North District Plan.

The proposal also makes note of its proposed provision of affordable housing at the site. It states that it will provide a minimum of 10% of dwellings as affordable housing for a minimum of 20 years. This is at the higher end of the range suggested in the Greater Sydney Region Plan. Additionally, the proposal references the Economic Assessment prepared by Hill PDA (**Attachment F8**) to demonstrate that the increase in housing supply will alleviate rent and mortgage stress by easing housing demand.

- *Planning Priority N8 – Eastern Economic Corridor is better connected and more competitive*

The proposal notes that it applies to land that is located within the Eastern Economic Corridor. The proposal states that the retention of employment generating uses and housing for new workers facilitated by the proposal will enhance the competitiveness of the corridor.

The proposal also notes that the new Metro system within the corridor will further strengthen the corridor and any development within reasonable proximity of its stations will improve the viability of the major infrastructure project.

- *Planning Priority N11 – Retaining and managing industrial and urban services land*

The proposal applies to land within an industrial zone. However, it notes that it is not currently utilised for industrial purposes. The proposal states that it will retain and slightly increase and diversify the employment generating use of the land.

Although not mentioned in this part of the planning proposal, it should be noted that the economic impact assessment prepared by Hill PDA (**Attachment F8**) discusses the site's industrial zoning and the future viability of industrial uses at the site.

Additionally, in the rezoning review request information the applicant outlines that its preferred option is to proceed with *Option 2* which seeks an amendment to Schedule 1 of the Lane Cove LEP 2009. The applicant argues that this option will that the site is still capable of permitting approximately 70% of permitted uses in the IN2 Light Industrial zone.

Further, in the rezoning review request information the applicant argues that there would be no loss of industrial land as the existing use at the site is commercial. The applicant also outlines that the proposed development will facilitate a 14% increase in commercial floor space at the site.

- *Planning Priority N19 – Increasing urban tree canopy cover and delivering Green Grid connections*

The proposal notes that the adjacent Lane Cove River and its foreshores form part of the 'Green Grid' identified in the North District Plan.

The proposal states that it has been designed to maintain the existing tree canopy as much as possible with only a 3% reduction in deep soil area. It notes that it will be further supplemented by over 2,000m² of above ground and roof top planting.

The proposal also outlines that developer contributions will assist in meeting the objectives for this 'Priority Corridor' through the upgrade of walking trails and bushland regeneration. This is also said to assist in achieving *Planning Priority N20 – Delivering high quality open space*.

- *Planning Priority N21 – Reducing carbon emissions and managing energy, water and waste efficiently*

The proposal states that it will promote the achievement of this outcome as it is well served by public transport and is committed to achieving 'better than BASIX' outcomes for water reuse and energy conservation.

Consistency with a relevant local strategy that has been endorsed by the Department.

Draft Lane Cove Local Strategic Planning Statement (LSPS)

The planning proposal has not addressed its consistency with the Draft Lane Cove LSPS. However, the proposal has provided discussion surrounding its consistency with the Lane Cove Community Strategic Plan (CSP) – *Liveable Lane Cove 2035*. A table is contained on pages 33 and 34 of the planning proposal which addresses its consistency with the Lane Cove CSP.

In the applicant's rezoning review request information, it responded to Council's reasoning for not supporting the planning proposal, which included that the proposal was inconsistent with Planning Priorities 3, 5 and 7 of the Draft LSPS. The priorities have been addressed as follows:

- *Planning Priority 3: Continue to collaborate with government agencies to deliver enhanced outcomes for the community:*

The applicant outlines that the PP seeks to provide for both improvements to employment uses and housing options for workers. The applicant highlights that the proposal provides for \$12 million in contributions that can be used for social infrastructure including affordable housing and improvements to the local bushland trail network.

- *Planning Priority 5: Plan for the growth of housing that creates a diverse range of housing types and encourages housing that is sustainable, liveable, accessible and affordable:*

The applicant states that the proposal is highly consistent with the sustainability objective of a 30-minute city as there are 5 major centres within a 30 minute bus or train ride. The applicant also argues that proposal offers the potential for additional housing in a highly accessible location that does not tear the fabric of an existing community.

- *Planning Priority 7: Facilitate location of a diverse range of retail, commercial and industrial businesses in Lane Cove:*

The applicant is of the view that it is extremely unlikely that the existing controls will promote employment growth as the capacity of the site is already close to the maximum and that increased development standards such as the proposed are required for any substantial redevelopment of the site to occur. The applicant therefore considers that the proposal is consistent with the relevant strategies in relation to employment growth.

Responding to a change in circumstances, such as investment in new infrastructure or changing demographic trends that have not been recognised by existing planning controls.

The planning proposal states that it responds to the new investment in the Sydney Metro infrastructure project, as North Ryde Station is only a five minute bus ride away. The proposal argues that the overall focus of both the Region and North District Plans relates to the utilisation of infrastructure and that the site is subsequently located in an area that has been deemed appropriate for additional housing.

2.2 Site-specific merit test

The natural environment (including known significant environmental values, resources or hazards).

The proposal states that the site has significant existing vegetation and is subject to bushfire hazard. It states that applying the current bushfire regulations, whilst improving the existing protection levels, will result in tree loss. However, the overall deep soil area on the site is to only be reduced by 3%, so new areas will be available for replacement planting. Further, over 2,000sqm of above ground and roof top planting will be provided and bushland regeneration will be undertaken in the adjoining open space areas.

The existing uses approved uses and likely future uses of land in the vicinity of the proposal.

The proposal states that the existing commercial use of the site is a non-conforming existing use (as was the case with the adjoining Meriton development). The proponent considers that this was one of the main issues for the decision of the PAC in relation to that development. The PAC also acknowledged the unique nature of this area being isolated from the remainder of the Lane Cove West Industrial Area and recommended a strategic investigation be undertaken by Council and the Department. This area, as well as

the subject site, includes S.C. Johnson (160 Epping Road) and Ingredion (170 Epping Road).

The proposal notes that manufacturing operations at the S.C. Johnson site have ceased and may now be a non-conforming land use, leaving the Ingredion site as the only industrial use within the area.

The proposal also states that it will provide for a similar use as the adjoining Meriton development. It notes that the development was considered by the PAC to have strategic merit. In its determination the PAC noted that the isolated nature of the site was not considered ideal, with no train station or centre nearby. However, noted that the site was serviced by regular buses to the city and Macquarie shopping centre. A copy of the PACs determination report has been included for the Panel's consideration (**Attachment H**). The proposal is also said to have been designed to ensure that the impacts on this development are minor and not unreasonable with views and solar access to be reasonably maintained.

The proposal notes that its supporting Urban Design Study shows the site in the context of the potential redevelopment of the other sites in the PAC 'study' area, and therefore considers that the proposal has had appropriate regard for likely future uses in the vicinity of the proposal.

The services and infrastructure that are or will be available to meet the demands arising from the proposal and any proposed financial arrangements for infrastructure provision.

The proposal notes that in addition to its requirement of a \$6 million Section 7.11 contribution, it also includes an offer to enter into a draft Voluntary Planning Agreement (VPA). The VPA includes:

- the dedication of land for open space;
- a 10% affordable housing contribution;
- and a monetary contribution of \$2.6 million to provide additional local services and facilities.

The proposal states that in relation to the State services, relevant authorities such as the Department of Education, will be consulted following the issue of a Gateway determination to ensure any shortfall in facilities can be subject to appropriate contributions.

Although not mentioned in this part of the planning proposal. The proposal reiterates the site's access to public transport services, including bus services and being a short ride (1.2km) from the new North Ryde Metro Station. Additionally, the proposal also outlines the potential for an electric shuttle bus to be purchased to provide a shuttle bus service for residents to the metro station during peak hours.

3. COUNCIL VIEWS

The Department wrote to Council on 9 January 2020 advising of the rezoning review request. Council responded to the Department on 7 February 2020 (**Attachment E**). Council provided the following material to support its comments:

- advice from Lane Cove LPP of 7 November 2019 (**Attachment E1**);
- report to Lane Cove LPP (**Attachment E2**);
- Council meeting minutes of 18 November 2019 (**Attachment E3**);
- Lane Cove LEP 1987 maps and extracts (**Attachment E4**); and
- extract of retain and manage approach to industrial land from the Greater Sydney Region Plan (**Attachment E5**).

Council confirmed that the rezoning review documentation matches that which was submitted and considered by Council.

In its response, Council advised that the following are its key reasons for not supporting the proposal:

- It fails the strategic merit test as it is inconsistent with the following strategic plans;
 - The Greater Sydney Region Plan *A Metropolis of Three Cities*, including Objective 23 which is to preserve and manage industrial and urban services land;
 - The North District Plan, including Planning Priority N11 which is to retain and manage industrial and urban services land;
 - The Lane Cove Community Strategic Plan, as the proposal is not consistent with the community priorities and actions of Objectives 8 and 21 regarding housing supply and the retention of commercial land; and
 - The Draft Lane Cove Local Strategic Planning Statement, including Planning Priorities 3, 5 and 7, as the site is not identified in a strategic precinct, nor is it considered an appropriate area for housing. Council notes that the Lane Cove West employment lands are specifically identified under the draft LSPS to be protected and managed for industrial and urban services.
- The proposal is considered inconsistent with Section 3.8 of the *Environmental Planning and Assessment Act 1979*;
- It fails the site-specific merit test, as the:
 - proposal has not satisfactorily considered SEPP 33 – Hazardous and Offensive Development or SEPP 55 – Remediation of Land;
 - rezoning of the site compromises potential future IN2 Light Industrial uses in the precinct and would likely result in land use conflicts with surrounding industrial properties; and
 - proposal reduces the amount of employment floorspace to less than the current maximum permissible FSR of 1:1 – resulting in a net loss of employment floor space which restrains future employment growth.
- The proposal has failed to consider the following matters:
 - the Department has identified and mapped the site as an “employment lands precinct” on the Employment Lands Development Monitor;
 - the site is isolated from social and community infrastructure, both existing and planned, and is not located within an accessible commuting distance of a strategic or local precinct;
 - the site has only one entry/egress route, which is a risk to emergency vehicles under Rural Fire Service policies, and only one entry for pedestrians into the site; and
 - The proposal would further compromise district views from adjoining local government areas, including the National Park.

Council also acknowledged that the applicant submitted additional information as part of its rezoning review request responding to Council’s reasons not to support the proposal. Council has also provided commentary in response to these documents.

The site as an anomaly

Council argues that the site is identified under both the Region and District plans as an area for employment growth, and to be protected against rezoning to residential or mixed use in Action 46 of the District plan. Council states that the proposal’s direct inconsistency with Objective 23 of the Region Plan and Priority N11 and Action 46 of the District plan means that the proposal is also inconsistent with Section 3.8 of the EP&A Act.

Council refutes that this site is an anomaly, and argues that the 'actual' use of the site is industrial. Council advises that 166 Epping Road was once part of the historic Chicago Cornflour Factory at 170 Epping Road, which opened in 1894. In 1988, an amendment of the Lane Cove LEP 1987 to rezone the site to Industrial General A zone was supported, this zone only permitted office uses within industrial buildings. The commercial use of the land was only approved as an ancillary use as part of the broader industrial development at 170 Epping Road. It was not until 1990 the two sites were subdivided. Council notes that it has never separately approved 166 Epping Road as commercial land only and it remains zoned industrial.

Council also argues that the neighbouring 'Arise' development by Meriton should not be used as justification for the proposal. Council states that it should not be used as a precedent as the development was approved in 2012 under the now repealed Part 3A process. Council advises that it did not support the development, nor did the Department whom initially rejected the proposal in 2010.

Incorrect use of the Greater Sydney Region Plan:

Council advises that the applicant has incorrectly utilised the Region Plan on page 2 of its request. Council notes that the plan states *"In parts of Greater Sydney such as Lane Cove West, Mascot, Camperdown and Warriewood, office, industrial and urban services activities have been able to co-locate successfully."* However, advises that the applicant has stated that this relates to Strategy 23.1 in the Region Plan, which is to 'Retain, review and plan industrial and urban services land in accordance with the principles for managing industrial and urban services land'.

Council states that, this has been described incorrectly by the applicant on page 2 of their document as the text is from Strategy 23.2 of the Region Plan which is to *'Consider office development in industrial zones where it does not compromise industrial or urban services activities in the South and Western City Districts'*. Unlike the North District, these other Districts are mapped as containing industrial lands that can be 'reviewed and managed'

Economic Viability

Council notes that the applicant considers the economic viability of the development to provide justification for being inconsistent with the applicable strategic plans. Council argues that with the evolution of high-technology industrial uses, the viability of industrial uses at the site is liable to change. Council also notes that smaller light industrial floorplates (1,000sqm) are in demand and the site has the potential to provide viable 3,000sqm of stepped floorplates according to the applicant's traffic letter.

Poor Connectivity and Accessibility

Council notes that the applicant's Traffic and Economic responses state that poor access into and out of the site is highly undesirable for industrial uses. However, Council argues that this poor access would equally apply as an impediment to all land uses. Additionally, Council also advises that the applicant's Bushfire Constraints and Opportunities Report (**Attachment F9**) is inadequate as it states on page 4 that:

"This document is for design purpose only and not suitable for submission as supportive documentation for any planning proposal or development applications".

As such, Council also believe the proposal is inconsistent with Section 9.1 Ministerial direction 4.4 Planning for Bushfire Protection.

Environmental Sensitivity

Council notes that the applicant's rezoning review request information also suggests that manufacturing and service industries are undesirable for their potential increased amount of run off and pollution. Council advises that these constraints currently apply to all development in IN2 zoned land at Lane Cove West and are planned for by the applicable environmental planning instruments and are permissible with consent in the zone.

ATTACHMENTS

Attachment A – Locality Map

Attachment B – Site Map

Attachment C – Current LEP maps

Attachment D – Ingredion ANZ Pty Ltd Manufacturing Facility - EPA Licence

Attachment E – Council Comments

- E1 – Lane Cove Local Planning Panel Advice
- E2 – Report to Lane Cove Local Planning Panel
- E3 – Council resolution
- E4 – Lane Cove LEP 1987 extracts
- E5 – Greater Sydney Region Plan extract

Attachment F – Rezoning Review Application Package

- F1 – Application form
- F2 – Cover letter – rezoning review request
- F2A – Hill PDA Letter in response to Council comments
- F2B – Traffic consultant letter
- F3 – Draft planning proposal
- F4 – Appendix A – Survey Plan
- F5 – Appendix B – Urban Design Study
- F6 – Appendix C – Concept Design Plan
- F7 – Appendix D – Traffic and Parking Impact Assessment
- F8 – Appendix E – Economic Impact Assessment
- F9 – Appendix F – Bushfire Constraints and Opportunities Report
- F10 – Appendix G – Letter of offer to enter into VPA
- F11 – Appendix H – Electric Bus Fact Sheet
- Attachment G – Council Rejection Letter
- Attachment H – Part 3A PAC determination report for 150 Epping Road (Meriton 'Arise' development)

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