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Mark Brown - Online Submission from Douglas Bennetts of Retired Master Builder (object)

From: Douglas Bennetts <doug.bennetts@bigpond.com>
To: Mark Brown <mark.brown@planning.nsw.gov.au>
Date: 16/09/2010 12:12
Subject: Online Submission from Douglas Bennetts of Retired Master Builder (object)
CC: <assessments@planning.nsw.gov.au>

I wish to lodge my objection to this further modification to the original approval regarding additional 150 dwellings being erected on Channel7 Site in Mobbs Lane

I lodged an objection to the previous development which unfortunately was approved by the State Government much to my dissatisfaction.

My present objection relates to overdevelopment of the site, lack of Public Transport, Mobbs Lane being so narrow will not be able to cope with the additional Traffic movements

Lack of Public Transport especially with the present development taking place on the Brickworks Site.

There is going to be a serious congestion problem in the movement of traffic entering the intersection of Midson Road & Mobbs Lane as well as the more serious at the intersection of Marsden Road and Mobbs lane.

At present this intersection is not safe at all, I have seen quite a number of close accidents with vehicles trying to negotiate their way through this intersection

I am of the opinion that Traffic Lights should be installed "NOW" forget about waiting for the present development to be completed (It's going to take a considerable time to complete.??)

With the lack of Schools in the area will lead to further transport movements.
(with Mum's taxi??)

I feel consideration should be given to the neighbours who live around this development in regard to privacy

I fully Support and Congratulate Councillor Esber in his objection to any further development on this site

Thank you for giving me the opportunity to lodge my objection

Name: Douglas Bennetts
Organisation: Retired Master Builder

Address:
120 Alan Walker Village
1 Dalmar Place
Carlingford 2118

IP Address: cpe-124-184-234-175.ins7.clt.bigpond.net.au - 124.184.234.175

Submission for Job: #4153 MP 05_0086 MOD 2 - Modification to Concept Plan & State Significant Site listing
https://majorprojects.onhlive.com/index.pl?action=view_job&id=4153

Mark Brown - Fwd: RE: 61 Mobbs Lane, Epping, MP05_0086 Mod 2

From: plan_comment
To: Mark Brown
Date: 21/09/2010 09:54
Subject: Fwd: RE: 61 Mobbs Lane, Epping, MP05_0086 Mod 2
Attachments: RE: 61 Mobbs Lane, Epping, MP05_0086 Mod 2

Statement of support/objection to modification request

As a resident on Mobbs Lane, I object to the modification request; as a commuter on the northern line I object; as a citizen I also object.

Reasons to support or object to modification request

- The increase in number of dwellings from 650 to 800 means a minimum of 150 additional cars on both Edenlee Avenue and Mobbs Lane. Currently neither street can be expected to cope with additional traffic from the Brick Pit (even if not directly accessed) nor the 650 or 800 proposed dwellings. The impact on the Mobbs Lane road surface will be severe, especially on the Midson Rd end; it degrades easily as it is very soft which entails regular re-paving, additional noise and decrease in air quality is a certainty. Any additional dwellings can only have a negative impact. Currently the intersection of Mobbs Lane/Midson Road is controlled by traffic lights with a short waiting time. In future we can expect longer waiting times with the flow of traffic from 61 Mobbs Lane. I assume the developer and local councils assume that affected road users will change behaviour and adopt other roads (Valley Road or Marsden Road).

What actions will you take to remedy the additional traffic and that from the proposed additional 150 dwellings?

- Mobbs Lane/Marsden Road does not have a controlled intersection making access to Pennant Hills Road extremely difficult especially when turning right. I understand that traffic lights are to be installed at this end. This should be done sooner rather than later. Due to the difficulty of access, some bus routes were cancelled as access on to Marsden Road poses a potential hazard.

When is this set of traffic lights to be installed?

- As a commuter on the Northern Line who uses Eastwood Station, any increase in dwellings will have a huge impact on parking. At present most people park on Lakeside Drive and on side streets with a walk to the station between 5-12 minutes. The two large scale developments and any proposed additional dwellings can only put more pressure on parking around Eastwood. Epping is already a basket case! The lack of parking can only result in conflict with residents on surrounding streets therefore reducing social cohesion. For some, the only option is to leave home earlier and earlier just to get a parking space! The reason they are driving is because of the lack of public transport, see below.

What actions will you take to improve transport?

- Any why? Because in some areas bus access is limited. For instance Bus 521 from Parramatta makes a stop on mobs Lane at 6:45am, 7:45am and then at 9:31am. Returning home from the City, the last bus is at 6pm from Eastwood Station, a ludicrous time for anyone who works a 9-5 (or later) job. Bus numbers would be up if only there were more

convenient times for commuters. To change behaviour, we need additional public transport not development that encourages use of private vehicles, more parking spaces and more frustration. Driving from Mobbs lane to the station is a necessity not a luxury.

We note in the original submission, the Builder recommended that NO further public transport be provided as the location of these building sites are within walking distance to the station. As a resident who has lived here for 4 years, that remains a weak argument. These units are CLEARLY NOT within walking distance, and to pretend otherwise is foolish. In fact, these large developments (including Freeman PL and surrounding townhouses) defy medium density planning – they are smack in the middle of a house area, rather than closer to a station/public transport. Hence, bus services must be increased to accommodate all these people living in what is essentially an island of medium density in a sea of house.

What action will you take to improve transport on Mobbs Lane, Edenlee and surrounding streets?

- As a citizen, I am concerned about the over-development of the area. The Brick Pit is a large development and so is 61 Mobbs Lane. If Meriton has consulted with the community, they've possibly ignored any community concerns as will local councils. As this development impacts on a number of residents, the onus is on Meriton to engage with the surrounding residents to keep them informed and supported through the process. Developers need to take responsibility for local infrastructure and any action to reduce environmental impacts. Transport should be part of the development like any other public utility. A planned development means planned infrastructure, and that cost needs to be borne by the developer, with services provided and planned (and budgeted) by local Council. What about the impact on local schools?

What actions are being taken to build local infrastructure?

- Six-storey apartments are not the norm in the area and should therefore not commence now.
- One child care centre for development with 650-800 dwellings borders on the ludicrous. Assuming that the development will attract families, at least e centres should be available to reduce monopoly. How many children would the centre cater for? Has the developer assessed the number of childcare facilities in the area? The nearest day care centre already has a wait list of over a year, and parents with children there can't even get full time care. One day care centre is clearly not sufficient if this development proceeds as suggested.

Thanks and regards

Benny Liang
Owner of 3 Mobbs Lane, Carlingford 2118

Mark Brown - Fwd: Exhibition of Modification Request to modify the Approved Concept Plan and amend the State Significant Site listing -61 Mobbs Lane, Epping (former Channel 7 site)

From: plan_comment
To: Mark Brown
Date: 21/09/2010 09:58
Subject: Fwd: Exhibition of Modification Request to modify the Approved Concept Plan and amend the State Significant Site listing -61 Mobbs Lane, Epping (former Channel 7 site)
Attachments: Exhibition of Modification Request to modify the Approved Concept Plan and amend the State Significant Site listing -61 Mobbs Lane, Epping (former Channel 7 site)

As Secretary of the Alan Walker Village Residents's Committee, 1-15 Dalmar Place Carlingford, and on behalf of our 200 plus residents I would like to make the following submissions:-

1. We are totally against any increase in the number of units planned for this site.
2. An earlier traffic survey indicated that in the peak periods in excess of 1000 vehicles would be using Mobbs Lane which is only a two lane road and this would make it exceedingly difficult for our residents (average age 86) to cross the road to catch the bus unless traffic lights were installed at either Dalmar Place or Freeman Place.
3. The entry onto Mobbs Lane from the A.V. Jennings (brickpit) site is almost opposite the entry to the Channel 7 site constituting a traffic hazard which would only be erased if Mobbs Lane was significantly widened at this point.

We trust that you will take notice of our submissions before increasing what is even now an environmentally threatening development.

Judith S. Hawkins

Alan Walker Village

634/1 Dalmar Place, Carlingford. 2118

E-mail address: spencemiddleton@bigpond.com

Tel" (02) 9874 8385

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Email scanned by PC Tools - No viruses or spyware found.
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<http://www.pctools.com>

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Mark Brown - Fwd: Objection to Modification Request to modify the Approved Concept Plan and amend the State Significant Site listing - 61 Mobbs Lane, Epping (former Chanel 7 site).

From: plan_comment
To: Mark Brown
Date: 22/09/2010 08:56
Subject: Fwd: Objection to Modification Request to modify the Approved Concept Plan and amend the State Significant Site listing - 61 Mobbs Lane, Epping (former Chanel 7 site).
Attachments: Objection to Modification Request to modify the Approved Concept Plan and amend the State Significant Site listing - 61 Mobbs Lane, Epping (former Chanel 7 site).

Dear Sir/Madam,

My wife Lisa Young and I would like to register our objection to the modification request to modify the Approved Concept Plan and amend the State Significant Site listing - 61 Mobbs Lane, Epping (former Chanel 7 site).

We are owners of the property at 82 Midson Road Epping, NSW 2121 and believe that the further addition of 150 dwellings on a site that is already lacking in infrastructure to handle the already increased load caused by this new development and that from the Brick Works development. The existing roads for the volume of traffic caused by these dwellings are severely inadequate, the distance from the new site to the Railway Station is, as I understand it outside the Council's and States own recommended guidelines for intensive housing, and the demand on the existing services simply will have difficulty in coping. All this will create a negative impact on the Epping residents quality of lifestyle in the area along with potentially also adversely affecting people's health due to increased stress and noise pollution.

We implore you, please do not make an already bad situation any worse by further increasing the dwelling intensity at the old Channel 7 site.

Yours faithfully

Mark & Lisa Young
82 Midson Road
Epping
NSW, 2121
Ph 9868 2990

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Mark Brown - Online Submission from alan jones ()

From: alan jones <asjones@optushome.com.au>
To: Mark Brown <mark.brown@planning.nsw.gov.au>
Date: 22/09/2010 18:49
Subject: Online Submission from alan jones ()
CC: <assessments@planning.nsw.gov.au>

With the narrow through and access roads and poor local bus service it was ridiculous to approve 650 dwellings on this site, especially with the BrickPit development just over the road. But to allow increase to 800 dwellings including 20% more car spaces will be scandalous.

Also Meriton are renowned for being greedy money-grabbing developers. They bought the Channel 7 property with an over-capacity of dwellings already approved. To then allow them to eke out even more profit by changing the rules would be totally inequitable.

Please reject their application poste-haste

thank you

A Jones

Name: alan jones

Address:

23 cumberland st
epping

IP Address: c122-106-169-203.carlnfd1.nsw.optusnet.com.au - 122.106.169.203

Submission for Job: #4153 MP 05_0086 MOD 2 - Modification to Concept Plan & State Significant Site listing
https://majorprojects.onhive.com/index.pl?action=view_job&id=4153

Site: #547 Channel 7, Epping
https://majorprojects.onhive.com/index.pl?action=view_site&id=547

Mark Brown

E: mark.brown@planning.nsw.gov.au

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Mark Brown - Online Submission from Edward Walker (object)

From: Edward Walker <jfwalker@tpg.com.au>
To: Mark Brown <mark.brown@planning.nsw.gov.au>
Date: 22/09/2010 20:59
Subject: Online Submission from Edward Walker (object)
CC: <assessments@planning.nsw.gov.au>

Re the channel 7 site at Epping, the proposed plans lead to gross overdevelopment of the site. Local infrastructure, including roads and public transport will be extremely overstressed if the modified proposal goes ahead. Prior to the latest amendment, the local infrastructure would merely be overstressed

Name: Edward Walker

Address:
36 Lakeside Road, Eastwood, 2122

IP Address: 60-240-155-2.tpgi.com.au - 60.240.155.2

Submission for Job: #4153 MP 05_0086 MOD 2 - Modification to Concept Plan & State Significant Site listing
https://majorprojects.onhivve.com/index.pl?action=view_job&id=4153

Site: #547 Channel 7, Epping
https://majorprojects.onhivve.com/index.pl?action=view_site&id=547

Mark Brown

E: mark.brown@planning.nsw.gov.au

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Mark Brown - Online Submission from Dianne Balkizas of Resident of the local area (object)

From: Dianne Balkizas <cbalkizas@gmail.com>
To: Mark Brown <mark.brown@planning.nsw.gov.au>
Date: 22/09/2010 22:27
Subject: Online Submission from Dianne Balkizas of Resident of the local area (object)
CC: <assessments@planning.nsw.gov.au>

There has been no consultation with local residents. I live down the road from this development and I expect to get residual traffic down my local, narrow, 50km/h, excessively used road that leads to the rail. There is absolutely no parking along our road and surrounding roads because of the rail - where will 800 people park their cars to catch trains? The pedestrian crossings that exist are already heavily and inconsiderately used by people causing traffic chaos in Eastwood. The developer assumes that dwellers will walk to local amenities - I haven't seen any reflection on natural human habits; where people will use cars because of the rush of their day! The developer has listed the existing transport facilities and assumes the area will cope with such an influx. Have the State government done their own research or consulted with the local government? The state government are trying to address their disastrous inaction for many years by taking control away from local government who at least have a close understanding of the balance of the areas. The local area has conservation areas and inadequate parking facilities and single lane roads - why don't you consult with the locals before you go for the money grab from developers out to make a buck! I take solace that the State election is close!

Name: Dianne Balkizas
Organisation: Resident of the local area

Address:
4 Eastwood Ave EASTWOOD

IP Address: c122-106-161-251.carlnfd1.nsw.optusnet.com.au - 122.106.161.251

Submission for Job: #4153 MP 05_0086 MOD 2 - Modification to Concept Plan & State Significant Site listing
https://majorprojects.onhive.com/index.pl?action=view_job&id=4153

Site: #547 Channel 7, Epping
https://majorprojects.onhive.com/index.pl?action=view_site&id=547

Mark Brown

E: mark.brown@planning.nsw.gov.au

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23 September 2010

Michael Woodland
Director
Metropolitan Projects
Department of Planning
GPO Box 39
Sydney 2001

MP 05_0086 Mod 2 – 61 Mobbs Lane, Epping (former Channel 7 site)

Dear Mr Woodland,

I am writing to object to a number of elements of the above development.

Firstly, the number of dwellings has been increased to 800. This is well in excess of the original approved number of dwellings. People will be unlikely to walk to the railway station so this will generate many more car trips and parking problems at the railway station. If the Department are going to approve this increase then the Department must also 100% fund a 3000 space free commuter car park at Epping railway station which also has terrible parking issues following the opening of the Chatswood to Epping line which had no extra parking.

Secondly, the traffic study is incomplete. As I previously pointed out to the Department, "rat runners" will use Valley Rd. The intersections of Mobbs Lane and Valley Rd, and Valley Rd and Terry Rd should also be included as part of the study so the whole traffic study should be redone.

Thirdly, the new 705 bedroom units will not generate 705 cars used by residents. It will generate 1,410 cars used by residents. All 2 bedroom units in this area generate 2 cars or even 3. People who can afford to live in this area and pay the sort of money that will be asked for by the developers always have 1 car per adult. Have a look at the inadequate and dangerous parking in Eastwood Brick Pit on a Sunday. Plus the 200 visitors car spaces is woefully inadequate. Where are the all the visitors going to park, on Mobbs Lane? Accordingly another 700 to 900 car spaces must be provided near the dwellings. This also means that the traffic handled by local roads and intersections must also be revised. The resulting accidents of inadequate planning will be the responsibility of the authority that approved the plans, the Department of Planning.

Finally, I object once again to the height of the units on the top of the hill. This hill can be seen by the entire district. Instead of being a peaceful hill overlooking our district, it will now be 6 storeys of ugly concrete. If you cared about our community and cared about what local residents said to you, you would have moved all of the tall units to the valley at the bottom of the site, and had a 3 storey maximum at the top of the hill. Please listen to us and not to the developers who are just chasing profits and do not care what they leave behind.

I have made no political donations to any party in the past 2 years. I do not want my name and any personal details to be made available to anyone outside the Department.

Yours sincerely,



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From: Wei Zhou <weixzhou@hotmail.com>
To: <plan_comment@planning.nsw.gov.au>, Wei Zhou <weixzhou@hotmail.com>
Date: 23/09/2010 12:46
Subject: RE 61 Mobbs Lane, Epping, MP05_0086 Mod 2

Mr Wei Zhou And Ms Jun Yan
14-16 Freeman Place,
Carlingford, NSW 2118

RE 61 Mobbs Lane, Epping, MP05_0086 Mod 2

Dear Sir or Madam,

As a resident of Mobbs Lane, I object to the modification request to increase the number of units on the previous Channel 7.

As a commuter on the northern line, I also object the modification request.

The increase in number of dwellings from 650 to 800 means a minimum of 150 additional cars on Edenlee Avenue, Mobbs Lane and Midson Road. These streets cannot be expected to cope with additional traffic from the Brick Pit and the new 650 or 800 proposed dwellings. The impact on the Mobbs Lane road surface will be severe, especially on the Midson Road end; it degrades easily as it is very soft which entails regular re-paving, additional noise and decrease in air quality is a certainty. Any additional dwellings can only have a negative impact. Currently the intersection of Mobbs Lane/Midson Road is controlled by traffic lights with a short waiting time. In future we can expect longer waiting times with the flow of traffic from 61 Mobbs Lane. I assume the developer and local councils assume that affected road users will change behaviour and adopt other routes. Without actions to remedy the additional traffic, the local area can't cope with the traffic from the additional dwellings.

Mobbs Lane and Marsden Road doesn't have a controlled intersection making access to Pennant Hill Road extremely difficult especially when turning right. I understand that traffic lights are to be installed at this end. This should be done sooner rather than later. Due to difficulty of access, some bus routes were cancelled as access on to Marsden Road poses a potential hazard. With more dwellings in this area, it would make accessing Marsden Road and Pennant Hill Road more dangerous if the traffic light is not installed.

As a commuter who uses the Epping and Eastwood Stations, any increase in dwellings will have a huge impact on parking. At present most people park on the streets with a walk to the station 5-12 minutes. The two large scale developments and any proposed additional dwellings can only put more pressure on parking around Eastwood and Epping. Epping is already a basket case! The lack of parking can only result conflict with residents on surrounding streets therefore reducing social cohesion. For some, the only opinion is to leave home earlier and earlier just to get a parking space! The reason they are driving is because of lack of public transport.

The bus access in some areas is very limited. For instance Bus 521 from Paramatta makes a stop on Mobbs Lane at 6:45am, 7:45am and then 9:31am. Returning home from the City, the last bus is at 6pm from Eastwood Station, a ludicrous time for anyone who works a 9-5 (or later) job. Bus numbers would be up if only there were more convenient times for commuters. To change behaviour, we need additional public transport not development that encourages use of private vehicles, more parking spaces and more frustration. Driving from Mobbs Lane to the station is necessity not a luxury.

We note in the original submission, the Builder recommended that NO further public transport be provided as the location of these building sites are within walking distance to the station. As a resident who has lived here for 9 years, that remains a weak argument. These units are CLEARLY NOT WITHIN WALKING

DISTANCE to the station, and to pretend otherwise is foolish. In fact, these large developments (including Freeman PL and surrounding townhouses) defy medium density planning – they are smack in the middle of a house area, rather than closer to a station/public transport. Hence bus services must be increased to accommodate all these people living in what is essentially an island of medium density in a sea of houses. As a citizen, I am concerned about the over-development of the area. The Brick Pit is a large development and so is 61 Mobbs Lane. If Meriton has consulted with the community, they've possibly ignored any community concerns as will local councils. As this development impacts on a number of residents, the onus is on Meriton to engage with the surrounding residents to keep them informed and supported through the process. Developers need to take responsibility for local infrastructure and any actions to reduce environment impacts. Transport should be part of the development like any other public utility. A planned development means planned infrastructure, and the cost needs to be borne by the developer, with services provided and planned (and budgeted) by Local Council.

Also six-storey apartments are not the norm in the area and should therefore not commence now.

One child care centre for a development with 650 – 800 dwellings borders on the ludicrous. Assuming that development will attract families, at least two centres should be available to reduce monopoly. How many children could the centre cater for? Has the developer assessed the number of childcare facilities in the area? The nearest day care centre already has a waiting list of over a year, and parents with children there can't even get full time care. My daughter has wait for nearly a year for a place in Midson Road childcare centre and she can only get three days of a week from start of next year. So one day care centre is clearly not sufficient if this development proceeds as suggested.

Kind Regards,

Mr Wei Zhou And Ms Jun Yan

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Mark Brown - Online Submission from Glen Brindle (object)

From: Glen Brindle <glen@gutterking.com.au>
To: Mark Brown <mark.brown@planning.nsw.gov.au>
Date: 23/09/2010 13:28
Subject: Online Submission from Glen Brindle (object)
CC: <assessments@planning.nsw.gov.au>

This application by Meriton to increase the number of dwellings on the site at Mobbs Lane is the same tactics that they used against Parramatta Council and the local Dundas residents in the late 80s when they developed the slums at the old Dundas Drive-In site in Park Road. They applied for far more dwellings than was practical for the site, then the numbers were negotiated down to more than they actually wanted. They did the same with the old Malabar Drive-In site. The local roads and the parking situation around Epping and Eastwood Railway Stations are already untenable. Maybe Meriton should be made to build parking stations over the railway at Epping and Eastwood as a contribution. What we really need is a change in government so that we can get back to more sensible policies. Please don't let overdevelopment of this site proceed.

Glen Brindle 0411789242

Name: Glen Brindle

Address:
42 Harley Crescent Eastwood

IP Address: - 120.156.186.48

Submission for Job: #4153 MP 05_0086 MOD 2 - Modification to Concept Plan & State Significant Site listing
https://majorprojects.onhive.com/index.pl?action=view_job&id=4153

Site: #547 Channel 7, Epping
https://majorprojects.onhive.com/index.pl?action=view_site&id=547

Mark Brown

E: mark.brown@planning.nsw.gov.au

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Mark Brown - Online Submission from Budi Halim of Private (object)

From: Budi Halim <bmhalim@yahoo.com.au>
To: Mark Brown <mark.brown@planning.nsw.gov.au>
Date: 23/09/2010 22:01
Subject: Online Submission from Budi Halim of Private (object)
CC: <assessments@planning.nsw.gov.au>

I object the modification of Plan for development of former chanel seven site at Mobbs Lane, Epping by Meriton Reason

1. Traffic will be chaos around Mobbs Lane, Midson Avenue, Marsden Rd, Pennant Hills and Carlingford Rd which already congested during peak hours
2. No public transport facilities around the area (no bus)
3. No planning of school be built, already so many developments (Austral Brick site) on top of Meriton proposals for Chanel Seven site
4. Eastwood area is flood prone, there is an increase risk of flooding with new additional development.

The bottom line even 650 already too much, for sure we can not take accept 800 new dwellings

Yours sincerely
Budi Halim

Name: Budi Halim
Organisation: Private

Address:
PO Box 3100
Carlingford Court NSW 2118

IP Address: - 206.73.209.94

Submission for Job: #4153 MP 05_0086 MOD 2 - Modification to Concept Plan & State Significant Site listing
https://majorprojects.onhiive.com/index.pl?action=view_job&id=4153

Site: #547 Channel 7, Epping
https://majorprojects.onhiive.com/index.pl?action=view_site&id=547

Mark Brown

E: mark.brown@planning.nsw.gov.au

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Mark Brown - Online Submission from Indry Halim of Private (object)

From: Indry Halim <ighalim@yahoo.com.au>
To: Mark Brown <mark.brown@planning.nsw.gov.au>
Date: 23/09/2010 22:05
Subject: Online Submission from Indry Halim of Private (object)
CC: <assessments@planning.nsw.gov.au>

I object the modification of Plan for development of former chanel seven site at Mobbs Lane, Epping by Meriton Reason

1. Traffic will be chaos around Mobbs Lane, Midson Avenue, Marsden Rd, Pennant Hills and Carlingford Rd which already congested during peak hours
2. No public transport facilities around the area (no bus)
3. No planning of school be built, already so many developments (Austral Brick site) on top of Meriton proposals for Chanel Seven site
4. Eastwood area is flood prone, there is an increase risk of flooding with new additional development.

The bottom line even 650 already too much, for sure we can not take accept 800 new dwellings

Yours sincerely
Budi Halim

Name: Indry Halim
Organisation: Private

Address:
PO Box 3100
Carlingford Court NSW 2118

IP Address: - 206.73.209.94

Submission for Job: #4153 MP 05_0086 MOD 2 - Modification to Concept Plan & State Significant Site listing
https://majorprojects.onhive.com/index.pl?action=view_job&id=4153

Site: #547 Channel 7, Epping
https://majorprojects.onhive.com/index.pl?action=view_site&id=547

Mark Brown

E: mark.brown@planning.nsw.gov.au

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[Redacted]

21st Sept 2010

Major Projects Assessment
Department of Planning,
GPO Box 39,
Sydney NSW 2001

Attn: Mark Brown

Ref: MP 05_0086 MOD 2

Dear Mr Brown,

We wish to lodge a submission regarding the modification request to the Approved Concept Plan for 61 Mobbs Lane Epping (former Channel 7 site).

We object most strongly to any increase in the number of dwellings to be placed on this site. In our opinion, the development is already out of keeping with the residential area surrounding this site which is all single and double storey dwellings.

The most serious concern regards traffic, as Mobbs Lane is already quite a dangerous roadway due to the steep grade. Vehicle access at either end, even if traffic lights are put at Marsden Rd, is going to be difficult and will increase traffic through neighbouring streets, particularly as people seek alternate routes to avoid the lights. The increase of multiple hundreds of cars in peak hours, not to mention the increased cars from the neighbouring brick pit development additionally emptying onto Mobbs Lane, will create a very unsafe, noisy and polluting environment.

We would urge that the development be returned to what was agreed last year i.e. 650 dwellings. This, in our opinion, would already be overburdening the road infrastructure but to increase the number to 850 as proposed is clearly excessive. The housing density being put in the brick pit area is much more sensible.

We also object to the tactics employed by the developers in this matter, whereby the previous community consultation process, in which the originally proposed number of dwellings was reduced to 650, has now been effectively disregarded presumably when most of the objections have died down.

We have no objection to a development with reasonable housing density, as in the Midson Rd brickpit site, but this Application to increase the number of dwellings to 850 has gone way overboard.

We do not want our names available on the Department's website, thankyou.

Yours sincerely,

[Redacted]

From: "Michael Adams" <michaela@AISA.COM.AU>
To: <plan_comment@planning.nsw.gov.au>
Date: 24/09/2010 09:54
Subject: 61 Mobbs Lane, Epping, MP05_0086 Mod 2

61 Mobbs Lane, Epping, MP05_0086 Mod 2

Statement of support / objection to modification request

As a resident off Mobbs Lane, I object to the modification request; as a commuter on the northern line I object; as a citizen I also object.

Reasons to support or object to modification request

* The increase in number of dwellings from 650 to 800 means a minimum of 150 additional cars on both Edenlee Avenue and Mobbs Lane. Currently neither street can be expected to cope with additional traffic from the Brick Pit (even if not directly accessed) nor the 650 or 800 proposed dwellings. The impact on the Mobbs Lane road surface will be severe, especially on the Midson Rd end; it degrades easily as it is very soft which entails regular re-paving, additional noise and decrease in air quality is a certainty. Any additional dwellings can only have a negative impact. Currently the intersection of Mobbs Lane/Midson Road is controlled by traffic lights with a short waiting time. In future we can expect longer waiting times with the flow of traffic from 61 Mobbs Lane. I assume the developer and local councils assume that affected road users will change behaviour and adopt other routes (Valley Road or Marsden Road).

What actions will you take to remedy the additional traffic and that from the proposed additional 150 dwellings?

* Mobbs Lane / Marsden Road does not have a controlled intersection making access to Pennant Hills Road extremely difficult especially when turning right. I understand that traffic lights are to be installed at this end. This should be done sooner rather than later. Due to the difficulty of access, some bus routes were cancelled as access on to Marsden Road poses a potential hazard.

When is this set of traffic lights to be installed?

* As a commuter on the Northern Line who uses Eastwood Station, any increase in dwellings will have a huge impact on parking. At present most people park on Lakeside Drive and on side streets with a walk to

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the station between 5-12 minutes. The two large scale developments and any proposed additional dwellings can only put more pressure on parking around Eastwood. Epping is already a basket case! The lack of parking can only result in conflict with residents on surrounding streets therefore reducing social cohesion. For some, the only option is to leave home earlier and earlier just to get a parking space! The reason they are driving is because of the lack of public transport, see below.

What actions will you take to improve transport?

* And why? Because in some areas bus access is limited. For instance Bus 521 from Parramatta makes a stop on Mobbs Lane at 6.45am, 7.45am and then at 9.31am. Returning home from the City, the last bus is at 6pm from Eastwood Station, a ludicrous time for anyone who works a 9-5 (or later) job. Bus numbers would be up if only there were more convenient times for commuters. To change behaviour, we need additional public transport not development that encourages use of private vehicles, more parking spaces and more frustration. Driving from Mobbs Lane to the station is a necessity not a luxury.

We note in the original submission, the Builder recommended that NO further public transport be provided as the location of these building sites are within walking distance to the station. As a resident who has lived here for 9 years, that remains a weak argument. These units are CLEARLY NOT within walking distance, and to pretend otherwise is foolish. In fact, these large developments (including Freeman PI and surrounding townhouses) defy medium density planning - they are smack in the middle of a house area, rather than closer to a station/public transport. Hence, bus services must be increased to accommodate all these people living in what is essentially an island of medium density in a sea of houses.

What actions will you take to improve transport on Mobbs Lane, Edenlee and surrounding streets?

* As a citizen, I am concerned about the over-development of the area. The Brick Pit is a large development and so is 61 Mobbs Lane. If Meriton has consulted with the community, they've possibly ignored any community concerns as will local councils. As this development impacts on a number of residents, the onus is on Meriton to engage with the surrounding residents to keep them informed and supported through the process. Developers need to take responsibility for local infrastructure and any actions to reduce environmental impacts. Transport should be part of the development like any other public utility. A planned development means planned infrastructure, and that cost needs to be borne by the developer, with services provided and planned (and

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budgeted) by Local Council. What about the impact on local schools?

What actions are being taken to build local infrastructure?

* Six-storey apartments are not the norm in the area and should therefore not commence now.

* One child care centre for a development with 650 - 800 dwellings borders on the ludicrous. Assuming that the development will attract families, at least 2 centres should be available to reduce monopoly. How many children would the centre cater for? Has the developer assessed the number of childcare facilities in the area? The nearest day care centre already has a wait list of over a year, and parents with children there can't even get full time care. One day care centre is clearly not sufficient if this development proceeds as suggested.

What is actually going to happen?

* It's my opinion that the approval process is out of the control of the Council and out of residents' hands. What can I do? Nothing except write a message like the above. The VERY LEAST that can be done is to increase public transport. Read the Sydney Morning Herald today, it's clear that is what is stifling residents. Lack of transport. More & more people being shoved into a smaller area but no transport increase. Since it's precluded the approval will go through anyway, At least increase bus services on Mobbs Lane.

Michael Adams
Credit Analyst, JP (NSW)

Advance Investment Securities Australia Pty Ltd
1/458 Wattle Street, Ultimo NSW 2007
PO BOX 12, Broadway NSW 2007
Main Office No: (02) 9215 4104
Main Fax No: (02) 9215 4199
e-mail: michaela@aisa.com.au <blocked::mailto:michaela@aisa.com.au>
Website: <http://www.aisa.com.au>
<blocked::blocked::blocked::http://www.aisa.com.au/>

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From: "Yawen Li" <yawenli@tpg.com.au>
To: <plan_comment@planning.nsw.gov.au>
Date: 24/09/2010 10:51
Subject: Statement of support/object to modification request 61 Mobbs Lane, Epping, MP05_0086 Mod 2

From: Xin Liu & Yawen Li, 32/14-16 Freeman Place, Carlingford, NSW 2118

About: 61 Mobbs Lane, Epping, MP05_0086 Mod 2

Statement of support / objection to modification request

As a resident off Mobbs Lane, we object to the modification request.

Reasons to support or object to modification request

The increase in number of dwellings from 650 to 800 means a minimum of 150 additional cars on both Edenlee Avenue and Mobbs Lane. Currently neither street can be expected to cope with additional traffic from the Brick Pit (even if not directly accessed) nor the 650 or 800 proposed dwellings. The impact on the Mobbs Lane road surface will be severe, especially on the Midson Rd end; it degrades easily as it is very soft which entails regular re-paving, additional noise and decrease in air quality is a certainty. Any additional dwellings can only have a negative impact. Currently the intersection of Mobbs Lane/Midson Road is controlled by traffic lights with a short waiting time. In future we can expect longer waiting times with the flow of traffic from 61 Mobbs Lane. I assume the developer and local councils assume that affected road users will change behaviour and adopt other routes (Valley Road or Marsden Road).

What actions will you take to remedy the additional traffic and that from the proposed additional 150 dwellings?

Mobbs Lane / Marsden Road does not have a controlled intersection making access to Pennant Hills Road extremely difficult especially when turning right. I understand that traffic lights are to be installed at this end. This should be done sooner rather than later. Due to the difficulty of access, some bus routes were cancelled as access on to Marsden Road poses a potential hazard.

When is this set of traffic lights to be installed?

As a commuter on the Northern Line who uses Eastwood Station, any increase in dwellings will have a huge impact on parking. At present most people park on Lakeside Drive and on side streets with a walk to the station between 5-12 minutes. The two large scale developments and any proposed additional dwellings can only put more pressure on parking around Eastwood. Epping is already a basket case! The lack of parking can only result in conflict with residents on surrounding streets therefore reducing social cohesion. For some, the only option is to leave home earlier and earlier just to get a parking space! The reason they are driving is because of the lack of public transport, see below.

What actions will you take to improve transport?

· And why? Because in some areas bus access is limited. For instance Bus 521 from Parramatta makes a stop on Mobbs Lane at 6.45am, 7.45am and then at 9.31am. Returning home from the City, the last bus is at 6pm from Eastwood Station, a ludicrous time for anyone who works a 9-5 (or later) job. Bus numbers would be up if only there were more convenient times for commuters. To change behaviour, we need additional public transport not development that encourages use of private vehicles, more parking spaces and more frustration. Driving from Mobbs Lane to the station is a necessity not a luxury.

We note in the original submission, the Builder recommended that NO further public transport be provided as the location of these building sites are within walking distance to the station. As a resident who has lived here for 9 years, that remains a weak argument. These units are CLEARLY NOT within walking distance, and to pretend otherwise is foolish. In fact, these large developments (including Freeman PI and surrounding townhouses) defy medium density planning – they are smack in the middle of a house area, rather than closer to a station/public transport. Hence, bus services must be increased to accommodate all these people living in what is essentially an island of medium density in a sea of houses.

What actions will you take to improve transport on Mobbs Lane, Edenlee and surrounding streets?

· As a citizen, I am concerned about the over-development of the area. The Brick Pit is a large development and so is 61 Mobbs Lane. If Meriton has consulted with the community, they've possibly ignored any community concerns as will local councils. As this development impacts on a number of residents, the onus is on Meriton to engage with the surrounding residents to keep them informed and supported through the process. Developers need to take responsibility for local infrastructure and any actions to reduce environmental impacts. Transport should be part of the development like any other public utility. A planned development means planned infrastructure, and that cost needs to be borne by the developer, with services provided and planned (and budgeted) by Local Council. What about the impact on local schools?

What actions are being taken to build local infrastructure?

· Six-storey apartments are not the norm in the area and should therefore not commence now.

· One child care centre for a development with 650 – 800 dwellings borders on the ludicrous. Assuming that the development will attract families, at least 2 centres should be available to reduce monopoly. How many children would the centre cater for? Has the developer assessed the number of childcare facilities in the area? The nearest day care centre already has a wait list of over a year, and parents with children there can't even get full time care. One day care centre is clearly not sufficient if this

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development proceeds as suggested.

Sincerely yours,

Xin Liu & Yawen Li

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Mark Brown - Online Submission from Damon de Costa (object)

From: Damon de Costa <damon_de_nomad@hotmail.com>
To: Mark Brown <mark.brown@planning.nsw.gov.au>
Date: 24/09/2010 14:53
Subject: Online Submission from Damon de Costa (object)
CC: <assessments@planning.nsw.gov.au>

Termination of Teaching at EPPING Annexe

Hello

I'm a Certificate III, Horticulture student currently studying there. I just learnt of this yesterday.

"Following the end of the year, the Epping Annexe, a section of Ryde TAFE will be no longer teaching. This means that they are going to let all these wonderful facilities just sit there and go to waste, so that in a few years they can justify the sale of the land. Students and teachers alike are extremely upset about this turn of events. It is said to be a cost saving. But if the land is sold the Ryde TAFE will NOT get the money the government will.

I also found this...which you may be aware of...

Elton consulting, Epping Park final consultation outcomes report, p19 TAFE Epping Annexe, 16, April 2009.

...Concern that Epping Annexe would be acquired as part of this development. This is based on the perception that the proposed pedestrian route through TAFE was a vehicle route. A vehicle link through TAFE would not be favoured nor a link to First or Second

Avenues...Sydney Broadcast Property has no intention to purchase the TAFE site, nor does TAFE have the intention to sell the land.

<http://majorprojects.planning.nsw.gov.au/files/37065/Appendix%20I%20-%20Consultation%20Outcomes%20Report.pdf>

I look forward to any comments you can provide regarding this.

Name: Damon de Costa

Address:
18 Hillcrest Ave
EPPING, 2121

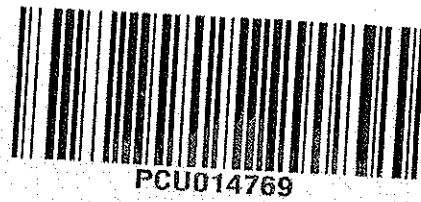
IP Address: 27-32-1-244.static.tpgi.com.au - 27.32.1.244

Submission for Job: #4153 MP 05_0086 MOD 2 - Modification to Concept Plan & State Significant Site listing
https://majorprojects.onhive.com/index.pl?action=view_job&id=4153

Site: #547 Channel 7, Epping
https://majorprojects.onhive.com/index.pl?action=view_site&id=547

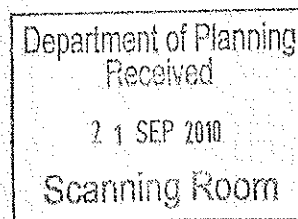
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Attention: Director, Metropolitan Projects,
Major Projects Assessment,
Department of Planning,
GPO Box 39
SYDNEY NSW 2001
Email: plan_comment@planning.nsw.gov.au
Fax: (02) 9228 6455



14th September, 2010

Location: 61 Mobbs Lane, Epping (former Channel 7)
App No: MP 05_0086 MOD 2
Proponent: Meriton Apartments Pty Ltd
Council area: Parramatta



Prue Swanson
24/4-6 Freeman Place
CARLINGFORD NSW 2118

I object to these proposed modification requests – because an increase from 650 to 800 dwellings will impact greatly on traffic flow and parking around the surrounding area. Mobbs Lane and Midson Road and surrounding streets just can't sustain 800 plus more cars (plus visitors and emergency service vehicles access). As well as the hundreds of new cars from the new townhouses on Midson Road (on the old brick pit site) that will also increase local traffic. There are a lot of elderly residents around this area because of the Alan Walker Retirement Village and such an increase in traffic unfortunately may result in more car accidents.

Parking at the local shopping centres of Carlingford and Eastwood will also be impacted with the greater number of vehicles.

I also object to having 6 storey buildings in the middle of suburbia. All the units on Freeman Place (the only closest unit blocks) are maximum two storeys high. New units at 61 Mobbs Lane should be consistent with existing multi-storey dwellings in the area.

Yours sincerely,

Prue Swanson
24/4-6 Freeman Place
Carlingford NSW 2118

R. N. & P. R. Burwood,
6 Marook Street,
CARLINGFORD. N.S.W. 2118
15th September, 2010.

Director of Metropolitan Projects.
Department of Planning,
GPO Box 39,
SYDNEY, NSW. 2001.

Dear Sir,

Re: Modification Request at 61 Mobbs Lane, Epping (old Channel Seven Site) – Ref. MP 05_0086 Mod 2.

We acknowledge your letter of 30th August, 2010 in regard to the above application to increase the number of dwellings already approved for the site in question. Currently the number stands at up to 650 dwellings reduced from the original proposal of some 900 dwellings, this was in accordance with the Department of Planning's decision in September, 2006.

This was accepted by the then owners of the property and it is understood that this was the way the site was to be developed. In June of this year Meriton Apartments purchased the site from Sydney Broadcast Property Pty. Ltd. and presumably understood that the number of dwellings approved stood at 650. Therefore the purchase would have gone ahead with these numbers in mind. It seems that Meriton now want to change the rules in an endeavour to build more dwellings on the site, up to 800, which is a little like changing the rules of a football game after it has started.

The large number of 650 already approved by your Department will already add huge stress on the surrounding area and our thoughts on this development have not changed nor have our objections originally raised in previous correspondence about the original proposal. To make these objections relevant to this new proposal they are repeated here:-

- To our way of thinking this huge development of a total of some 650 dwellings on this site would already significantly cut down the open space which was evident around the current structures of Channel 7.
- In addition to this the character of the development is very much different to the nice leafy residential area around this site. The buildings of up to 6 storeys high already approved will be detrimental to this area's character.
- Six (6) storey apartment blocks are totally out of keeping with the area and would be an eyesore on this particular site.
- These numerous buildings would tend to give the area the look of an outer suburban development of Hong Kong and this is not needed in this local area which is of a garden suburb nature.

- Also important is increasing the size of the undertaking even further on this location would give a dense population which is out of keeping with the usual homes in the Carlingford - Eastwood - Epping area. This would produce a very congested population of both people and vehicles in a small area.
- There are too many residential developments, but of lesser height and size, which have already taken place in the nearby neighbourhoods and those already present are sufficient for the area.
- Such a huge development of high rise buildings here is unnecessary and would look hideous compared with the surrounding homes.
- There will be the problem of the movement of people in this area with a total of 650 dwellings already in the plan. However an increase in dwellings to 800 would add more stress and mean possibly a population of some 2500 plus, with most tenants owning a motor vehicle or two. This will mean a substantial number of extra vehicles in the area adding to the volume of traffic on Mobbs Lane and in Midson Road.
- In addition to the tenants' vehicles there would be many more movements of those belonging to visitors of the tenants.
- The access of cars onto Mobbs Lane even though there are plans for only two entrances to Mobbs Lane could impede through traffic especially as there will be additional movements of vehicles from the Brickworks site across the other side of Mobbs Lane.
- The exit points of Mobbs Lane at Midson and Marsden Roads are already nightmares at peak times and all the additional vehicular traffic will make it many times worse. Even with the proposed traffic lights at the Marsden Road intersection there will be delays adding to drivers' frustrations. There are accidents already at these points and the increasing vehicles will make it more likely that a greater number of accidents will happen caused by the impatience of drivers trying to break into traffic.
- It will add higher volumes of traffic into the surrounding streets with an adverse effect to the safety of pedestrians, many of whom are elderly.
- Previously the plan predicted this increase in traffic but there is no way that this would compensate for the current irregular traffic movements into the existing site, when Channel 7 was operating from it and was mostly not a problem.
- Public transport along Mobbs Lane will be insufficient for such an increase in inhabitants. If more buses are rostered to come along this road residents will find it a noisy nightmare with more buses rumbling along Mobbs Lane.
- Any development of the Channel 7 site together with the development on the Brickworks site nearby will make this a very congested area for people and traffic, completely spoiling the ambience of this part of Eastwood/Epping. The two sites together could add some 4000 people to this small suburban area.
- The additional vehicles will also impact on parking at local shopping areas where parking is already at a premium.
- The loss of green areas will mean that the run off from rains will not be absorbed into the earth and will create drainage problems for the surrounding area no matter how well this is planned. We can vouch for this as since the Dalmar site was built on some years ago we get more seepage through own property due to this lack of

absorption even though we are some way down the slope from there. There has always been a major flooding problem in Eastwood and any run off from this development has the potential to add to these problems no matter how well it is planned.

- Many long growing trees are to be removed from the site and any replacements in other areas of the site will take 30 or 40 years to reach the stature of those existing trees and of course this will affect the absorption of the greenhouse gases from the many new vehicles in the area which is totally against what the Governments of Australia are trying to achieve.
- The original concept plan stated that the site is within walking distance of two railway stations but at as Epping Station is almost 2 kms and Eastwood Station is 1 km from the site we cannot see too many residents walking to catch the train. They would more likely be inclined to drive their cars closer and therefore add to the congestion of day parking around the station areas.

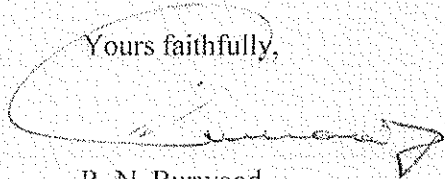
One point that was raised in the original Concept Plan under "Local Neighbourhood Character" was that this plan gives 'the opportunity to show how higher density can be compatible with existing neighbourhood character'. We are sure that many other residents of the area would join with us to say that this area does not wish to be an experimental site for a congested building development. **WHATEVER IS SAID OR DONE THIS HIGH DENSITY IS NOT COMPATIBLE TO THE EXISTING AREA!!!!**

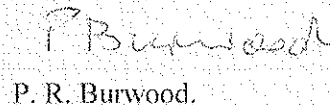
In summary this would be an unsightly development built close to the side of Mobbs Lane and would cause many problems as well as taking away the ambience of the local area.

Many residents in the surrounding area would be most unhappy with this proposal - so please do not increase the number of dwellings on this site as there are already too many with the existing approved number of 650. We ask that our views above are taken into consideration when considering this submission.

In addition it is noted that Meriton have asked for a neighbourhood shop to be included within the development and we cannot understand the necessity for this. There are already a variety of stores in a small shopping complex some 500 to 600 metres along Mobbs Lane in the direction of Marsden Road as well as a General Store almost around the corner in Terry Road. So this seems to be overkill.

Yours faithfully,


R. N. Burwood


P. R. Burwood.

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Mark Brown - Online Submission from Bruce Long of N/A (object)

From: Bruce Long <jlong57@optusnet.com.>
To: Mark Brown <mark.brown@planning.nsw.gov.au>
Date: 25/09/2010 13:34
Subject: Online Submission from Bruce Long of N/A (object)
CC: <assessments@planning.nsw.gov.au>

The approval of the original form of this development was a disgraceful and ignorant act by an arrogant, high-handed State Government. The actions of the Government in approving the development indicated its complete disregard for (i) the thoughts and opinions of local residents (who will be most affected by these appalling decisions), and (ii) the planning guidelines and processes of the local Councils.

The approval of a development for 650 residences in the former Channel 7 site will simply overload the local infrastructure - roads, schools, shops, transport, hospitals,... etc. The site itself is bordered by single lane, local, 50km/hr speed-limited residential-area roads, with Mobbs Lane being just wide enough for two cars to pass. Immediately on the other side of Mobbs Lane from the Channel 7 site is the AV Jennings development at the former Eastwood Brickpit. This site is approved for 260 residences, making a total of over 900 residences concentrated in a small area with limited road access. Further, the inclusion of 6 storey towers at the Channel 7 site is completely out of character with the local area, which comprises mainly single-storey pre and post war houses.

The application from Meriton to increase the number of residences from 650 to 800 is driven by avaricious desire for super profits. The application is made without regard for the very significant deleterious effects on the local community and it should be totally rejected - to do otherwise would add further weight to calls for an independent investigation of the State Government's independence and propriety.

Name: Bruce Long
Organisation: N/A

Address:
35 Terry Road Eastwood NSW

IP Address: d114-78-116-82.bla22.nsw.optusnet.com.au - 114.78.116.82

Submission for Job: #4153 MP 05_0086 MOD 2 - Modification to Concept Plan & State Significant Site listing
https://majorprojects.onhlive.com/index.pl?action=view_job&id=4153

Site: #547 Channel 7, Epping
https://majorprojects.onhlive.com/index.pl?action=view_site&id=547

Mark Brown

E: mark.brown@planning.nsw.gov.au

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Mark Brown - Online Submission from GREGORY MOOR of RESIDENT (object)

From: GREGORY MOOR <gregorymoor@yahoo.com.au>
To: Mark Brown <mark.brown@planning.nsw.gov.au>
Date: 26/09/2010 15:07
Subject: Online Submission from GREGORY MOOR of RESIDENT (object)
CC: <assessments@planning.nsw.gov.au>

There are too many units, too tall and covering too much of the site. The increased traffic with inadequate public transport will create congestion and reduce road safety. Turning this green area into a high density development is totally unethical.

Name: GREGORY MOOR
Organisation: RESIDENT

Address:
49 DUNLOP STREET EPPING

IP Address: cpe-124-184-1-22.lns10.clt.bigpond.net.au - 124.184.1.22

Submission for Job: #4153 MP 05_0086 MOD 2 - Modification to Concept Plan & State Significant Site listing
https://majorprojects.onhive.com/index.pl?action=view_job&id=4153

Site: #547 Channel 7, Epping
https://majorprojects.onhive.com/index.pl?action=view_site&id=547

Mark Brown

E: mark.brown@planning.nsw.gov.au

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