

(41)

**Mark Brown - Online Submission from Chrisanthi Maddison (object)**

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**From:** Chrisanthi Maddison <cmaddi@zip.com.au>  
**To:** Mark Brown <mark.brown@planning.nsw.gov.au>  
**Date:** 26/09/2010 21:48  
**Subject:** Online Submission from Chrisanthi Maddison (object)  
**CC:** <assessments@planning.nsw.gov.au>

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Even though the latest development (?Genesys?) in Epping just by the station is only six storeys high, in the beautiful undulating property at the heart of residential Epping, the Ministry of Planning, amidst great unhappiness from the community has given approval to develop 650 dwellings and is now proposing to increase that number to 800 dwellings.

Will our feedback be even considered? During the last two years there has been approval for developing at the former site of the brick pit over 245 dwellings. We note with concern the increase in traffic on Mobbs lane, Midson Road and Marsden Road, and anxiously wondering how it will cope with additional traffic congestion from 650-800 dwellings.

The site at 61 Mobbs lane is NOT within the State government guideline of within 500 meters from a transport hub, that allows high density buildings. With 650-800 more dwellings, finding parking close to either the Eastwood or Epping stations would soon become near impossible for us to find parking within a radius of a ten minute walk to the station.

The current Bus service is inadequate, especially during peak times to get to the station to travel to work in the city and back.

I strongly object to the proposed change from 650 dwellings to 800 because:

1. this in excess of the number of dwellings allowed for this property,
2. it is not in keeping within accepted levels of density for properties in this area,
3. the increased traffic is not appropriate for a one lane steep street such as Mobbs lane.

This site could be developed in a more Community friendly way respecting the natural beauty of the site, similar to the development of Madison Gardens at the former Dalmar property.

Name: Chrisanthi Maddison

Address:  
12 Marook Street  
Carlingford  
NSW 2118

IP Address: c122-107-112-93.carlnfd1.nsw.optusnet.com.au - 122.107.112.93

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](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](https://majorprojects.onhiive.com/index.pl?action=view_site&id=547)

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**Mark Brown**

E: [mark.brown@planning.nsw.gov.au](mailto:mark.brown@planning.nsw.gov.au)

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**Mark Brown - Online Submission from Ling SONG (object)**

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**From:** Ling SONG <ericlson@gmail.com>  
**To:** Mark Brown <mark.brown@planning.nsw.gov.au>  
**Date:** 26/09/2010 21:58  
**Subject:** Online Submission from Ling SONG (object)  
**CC:** <assessments@planning.nsw.gov.au>

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I object to the project based on the following reasons:

- \* Too dense for the existing residential area
- \* Too much traffic and parking congestions
- \* An increase of flowing population causes security issues
- \* Security issues once exist and becomes a concern of local residents devalue this suburb.
- \* Lack of planning and growing of exiting services and facilities before bringing in more people in this suburb. (Eg. need more police on patrol, need more childcare centres, more primary schools, more parks and car parking spaces around markets)

Name: Ling SONG

Address:

43 Broadway Circuit, Epping 2121 NSW

IP Address: 123-243-25-169.static.tpgi.com.au - 123.243.25.169

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[https://majorprojects.onhiive.com/index.pl?action=view\\_site&id=547](https://majorprojects.onhiive.com/index.pl?action=view_site&id=547)

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**Mark Brown**

E: mark.brown@planning.nsw.gov.au  
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**From:** Ken Webb <ringoin62@hotmail.com>  
**To:** <plan\_comment@planning.nsw.gov.au>  
**Date:** 25/09/2010 17:21  
**Subject:** Application No MP 05\_0086MOD2

To whom it may concern

As long-term residents of West Epping, my wife and I wish it known that we strenuously protest about the proposed modification to the Meriton Apartments building on the old Channel 7 site on Mobbs Lane. It is out of character with the area, will greatly increase traffic and parking congestion, and the lessening of three bedroom dwellings will greatly increase the number of singles, and hence further increase overcrowding. The buildings will be too tall, will cause overshadowing, and add to population density. Something more akin to the development in the brick works should be the plan! It is crucial that the council stop this modification (MP 05\_0086 MOD 2

Yours deeply concerned  
Kenneth and Michele Webb

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**From:** Len Fell <len@decadewp.com>  
**To:** <plan\_comment@planning.nsw.gov.au>  
**Date:** 26/09/2010 13:46  
**Subject:** Re: 61 Mobbs Lane Epping (former Channel 7 Site)

ATTENTION: DIRECTOR, METROPOLITAN PROJECTS  
APPLICATION NO: MP05\_0086 MOD 2

We refer to the above development and wish to lodge our objection regarding the submission on the modification request, our reasons are as follows:

1. Too dense
2. Too tall in height
3. Overshadowing
4. Traffic and parking congestion
5. Overlooking surrounding yards

LEN FELL  
53 MIDSON ROAD  
EPPING NSW 2121

45

**From:** Z PAN <pan8205@yahoo.com.au>  
**To:** <plan\_comment@planning.nsw.gov.au>  
**Date:** 26/09/2010 14:10  
**Subject:** Submission regarding 61 Mobbs Lane, Epping, MP05\_0086 Mod 2

Dear Sir/Madam,

My name is Zhi-Min Pan, the resident in Unit 67, 14-16 Freeman Place, Carlingford. I am writing to regard "61 Mobbs Lane, Epping, MP05\_0086 Mod 2" as following:

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 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

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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 development proceeds as suggested.

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**From:** <ian\_hamilton@oc.nykline.com>  
**To:** <plan\_comment@planning.nsw.gov.au>  
**Date:** 27/09/2010 08:47  
**Subject:** Application MP 05\_0086 MOD 2

To Whom it May Concern

In relation to the proposed development of 61 Mobbs Lane, Epping (former Channel 7 site) Meriton Apartments to increase the development by another 150 units.

This site in the first place should not have been approved to be developed by Meriton as we are currently seeing the former Brick Pit being developed into a large number of dwellings which will put enormous pressure on traffic in the areas as I am a current resident of Valley Road having lived in this street for the last 19 years.

To now want to go ahead with this development will screw up the entire area and therefore we say NO to this development and get your heads out of the sand as this area used to be a quiet and peaceful area which unfortunately is no more !

Best Regards,  
Ian Hamilton  
National Sales Manager

NYK Line (Australia) Pty Ltd  
L5/45 Clarence St, Sydney 2000  
Tel: 61 2 9248 1045  
Fax: 61 2 9290 2779  
Mob: 0419 914 822  
Email: ian\_hamilton@oc.nykline.com  
Please visit us at <http://www.nykline.com.au>

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Please consider the environment before printing this message.

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**Mark Brown - Online Submission from Kim & Trevor Siviour (object)**

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**From:** Kim & Trevor Siviour <kimsiviour@hotmail.com>  
**To:** Mark Brown <mark.brown@planning.nsw.gov.au>  
**Date:** 27/09/2010 09:39  
**Subject:** Online Submission from Kim & Trevor Siviour (object)  
**CC:** <assessments@planning.nsw.gov.au>

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We are against this whole project. Has anyone given any thought to the impact it is going to have on Eastwood. The schools are already packed to overflowing. There is absolutely no parking now. Is this to be the new slum area of Sydney. What was once a beautiful suburb is now a filthy overcrowded suburb.

Name: Kim & Trevor Siviour

Address:  
7 Union Street  
Eastwood

IP Address: 124-171-36-112.dyn.linet.net.au - 124.171.36.112

Submission for Job: #4153 MP 05\_0086 MOD 2 - Modification to Concept Plan & State Significant Site listing  
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**Mark Brown**

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**From:** "Leasecorp - Paul Partington" <paul@leasecorp.com.au>  
**To:** <plan\_comment@planning.nsw.gov.au>  
**Date:** 27/09/2010 09:38  
**Subject:** 61 Mobbs Lane, Epping Appl # MP 05\_0086 MOD 2

Sir,

**OBJECTION TO THIS ANTI-COMMUNITY DEVELOPMENT.**

As a local resident, I strongly object to the increase in dwellings from 650 to 800.

I consider 650 to high, let alone 850!

The development is too dense and the buildings too tall creating unacceptable overshadowing from the buildings. Also, privacy of neighbouring homes compromised due to the taller buildings and their "360' views". Totally out of step with the residences in the area.

Traffic and parking problems can only increase. Proposal of more 2 bedroom units will mean fewer families and more singles.

The community is poorly informed on this amended proposal which seems to be all about increasing Meriton's return, and no consideration to the local residents.

Yours sincerely,

Paul Partington  
9 Lomax Street  
EPPING NSW 2121.

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**Mark Brown - Online Submission from Joan Houston of n/a (object)**

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**From:** Joan Houston <jomadasa@tech2u.com.au>  
**To:** Mark Brown <mark.brown@planning.nsw.gov.au>  
**Date:** 27/09/2010 12:42  
**Subject:** Online Submission from Joan Houston of n/a (object)  
**CC:** <assessments@planning.nsw.gov.au>

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Approval for the original plan containing 680 units was a disaster. The new application for 800 units, designed to squeeze every last cent out of the site, is greed at its worst and should not be approved by any government concerned with the welfare of its citizens/voters. The somewhat ancient infrastructure of this area will not support such an enormous increase in population, with its demands on roads, water, drainage, sewerage and electricity. Public transport is minimal and rail transport at sufficient distance to require the use of cars to reach it, putting additional pressure on parking at Epping and Eastwood stations. Mobbs Lane itself is reduced to 1 lane in each direction by residents' parking and road centre islands. It is used as a short-cut to/from Epping and currently a right-hand turn from Mobbs Lane into Marsden Road is thwart with danger- particularly for the residents of a retirement village adjacent to Mobbs Lane. Proposed traffic lights and traffic plans for the Mobbs Lane/Marsden Road intersection notwithstanding, the addition of a vast number of new cars into this sensitive intersection will be a disaster of major proportions. The local infrastructure was just not designed for this sort of development. I vehemently oppose this greedy grab for greater profit inherent in the request to increase the number of units on this site.

Name: Joan Houston  
Organisation: n/a

Address:  
1 Marook Street,  
Carlingford, 2118

IP Address: - 202.83.86.122

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**Mark Brown**

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Ms Caroline Owen

27<sup>th</sup> September 2010

NSW Government Planning

PO Box 39

Sydney NSW 2001

Re: Application No MP\_0107

61 Mobbs Lane (former Channel 7 site)

**We vehemently object to the proposed modification application for this site.**

Whilst the overall area covered by dwellings would not increase the application for an additional 150 dwellings would mean more traffic.

Increasing from 650 to 800 would mean at least approximately another 300 cars added to the 1300 making a total of 1600 more cars as each home would probably have two cars which are necessary due to the distance to stations and the limited public transport in this area

There are at least 230 dwellings feeding into Mobbs Lane from Freeman Place, also from Mulyan Avenue which has the development of Madison Gardens as well as local traffic from this street. Dalmar Crescent also feeds into Mobbs Lane with residents from this street and Alan Walker Village approx 120 units. There are also 24 town houses at 36 Mobbs Lane.

There is no other exit from these streets except into Mobbs Lane which is just over a kilometre long and runs between Marsden and Midson Roads.

There is also a busy little shopping centre in Mobbs Lane that also generates considerable traffic.

At the present moment residents have difficulty exiting driveways so one can only assume this problem will increase.

There is also the rumour of a proposed road into Mobbs Lane from the A Jennings complex in the old brick pit site that now exits via Midson Road only.

Therefore we strongly object to this proposed increase in dwellings as there is not the infrastructure to support the proposed dwellings let alone any increase.

Brian and Orma Downs

10 Mobbs Lane

Carlingford NSW 2118 9874 7874

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**Mark Brown - Online Submission from Graham & Helen Cannons (object)**

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**From:** Graham & Helen Cannons <gcannons@optusnet.com.au>  
**To:** Mark Brown <mark.brown@planning.nsw.gov.au>  
**Date:** 27/09/2010 13:38  
**Subject:** Online Submission from Graham & Helen Cannons (object)  
**CC:** <assessments@planning.nsw.gov.au>

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We strongly object to this proposal on the following grounds:

Traffic congestion will already increase dramatically with the original proposal as NO alteration/improvements are planned to the surrounding intersections. With the increase in unit numbers proposed the traffic will be intolerable with residential access being severely restricted during peak hour. Most of these local roads are not equipped to cope with the increase in traffic.

Meriton have a history of producing quantity NOT quality and the area as a whole will be dragged down with this development.

With the elevated position of the area, high rise will overshadow surrounding residences.

This area will become a 'singles' area with the accent on 2 bedroom units at the expense of 3 bedroom units suitable for families

No changes are planned for public transport improvements.

The population density as proposed is excessive for what is a residential area.

This proposal is solely to generate more return for Meriton and will decimate the surrounding environment.

NSW Planning..... act in the peoples interest and reject this proposal!

Name: Graham & Helen Cannons

Address:  
90 Eastwood Ave. Epping NSW 2121

IP Address: c122-107-113-14.carinfid1.nsw.optusnet.com.au - 122.107.113.14

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**Mark Brown**

E: mark.brown@planning.nsw.gov.au  
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From: [REDACTED]  
To: <plan\_comment@planning.nsw.gov.au>  
Date: 27/09/2010 13:03  
Subject: Attn. Contact Officer re. -Appln.No. MP 05\_0086 MOD 2 - 61 Mobbs Lane, Epping - modification request

Attention: Director

Metropolitan Projects - Contact Officer for  
61 Mobbs Lane, Epping (former Channel 7 site)

Dear Sir,

I would like to lodge this submission re. the proposed modification request to modify the approved concept plan for the former Channel 7 site at 61 Mobbs lane, Epping.

I object to the modification request.

The objection is based on the concern that an increase in 150 dwellings in this limited and congested area is going to add considerable volumes to the traffic movement and create much danger and hardship for residents when entering and exiting their existing homes. How is it possible for the Department to have allowed an approved concept plan for 650 dwellings and then, after a short period of time as site works commence be in receipt of a modification request for 150 dwelling from 650 to 800 - an increase of approximately 23%.

The modification shows complete disregard for the incumbent residents and the quality of the existing suburban environment/life.

I cannot see the value of public interest and issue in this project apart from 650 to 850 dwellings in a confined area with very poor road access and limited roads to disperse the traffic. The only issue would appear to be profit.

Mobbs Lane is a very limited roadway for the movement of traffic with limited access points at Midson Road and at our end Marsden Road - how is the traffic to be cleared. The laneway cannot be much improved from its current state and the exit points are finite.

No information has been available on the dispersal and flow of traffic on Marsden Road into and out of Mobbs Lane for the original plan and now the modification request.

The Department should commission an independent traffic study of the whole proposed development to account for the original concept plan and the modification request and not rely on any Meriton study.

To our recollection and observation there does not appear to be anyone around looking at traffic flows in the mornings and evenings when there is a huge volume of traffic on Marsden Road between Pennant Hills Road, Terry Road and the Stewart Street intersections to take account of the bottlenecks and delays that often occur. On occasion it has taken eight to ten minutes to get a break in the traffic.

What impact is the increased number to 850 dwellings going to have on the above existing and negative situation? The Police should be able to furnish you with the accident statistics for the corner of Marsden Road and Mobbs Lane, the accident rate has been regular in the 37 years we have been in residence. I am not aware of the situation for the Edenlee Street / Midson Road exit.

The RTA and Police together are inept in their control of the traffic conditions on Marsden Road. The control of speed, trucks and b-doubles is a joke apart from the occasional patrol car on duty which basically does nothing for the safety of residents living on the roadway and it is a frightening prospect for the increased activity which will result from vehicle movements into and out of Mobbs Lane.

I understand that the Minister requires that traffic lights be installed at Mobbs Lane and Marsden Rd intersection. This will make the situation worse and is going to be compounded with traffic coming to a screeching halt (especially trucks), acceleration thereafter. Also, with traffic light control further delays will be experienced when trying to access Marsden Road into and from our home.

In conclusion, whilst you are required to provide copies of submissions to interested parties, it is requested that you DO NOT make our name and address available on the Department's website, to the proponent or any other interested public authorities.

I have welcomed the opportunity to make this submission and look forward to your consideration of it.

Yours sincerely

[Redacted signature]

[Redacted text]

[Redacted text]

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## Mark Brown - Online Submission from Robert Monteiro (object)

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**From:** Robert Monteiro <robert.monteiro@gmail.com>  
**To:** Mark Brown <mark.brown@planning.nsw.gov.au>  
**Date:** 27/09/2010 15:54  
**Subject:** Online Submission from Robert Monteiro (object)  
**CC:** <assessments@planning.nsw.gov.au>

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I am totally against increasing the number of dwellings. We do not have sufficient infrastructure to allow for the 600 currently approve dwellings. Increasing the number of dwellings will only increase traffic congestion as there is no proper public transport servicing the area and people are forced to use their vehicles.

Name: Robert Monteiro

Address:  
2, Staten Place,  
Carlingford. NSW 2118

IP Address: 124-168-53-165.dyn.iinet.net.au - 124.168.53.165

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### Mark Brown

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

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**Mark Brown - Online Submission from Shangming Gong (object)**

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**From:** Shangming Gong <sgong@skm.com.au>  
**To:** Mark Brown <mark.brown@planning.nsw.gov.au>  
**Date:** 27/09/2010 23:21  
**Subject:** Online Submission from Shangming Gong (object)  
**CC:** <assessments@planning.nsw.gov.au>

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Too dense: The development controls are already far too dense for a residential area like Epping and ideally should be reduced to something similiar to ehte old brick pit 2-storey housing on Midson Rd. Meriton wants to delete the reference to 73 dwellings per hectare, so even more units can be squeezed in. It wants to increase the units by 150 units - nearly an daddional 25%. Say no.

Too tall in height: Meriton wants to increase the height of lower units to 6 storeys. This will remvoe the gradual height transition that was intended so that the development could blend in with the one and two storey houses in the surrounding area especially on the estern Mobbs Lane side. Great for views unless you are looking at them. Say no.

Traffic and parking congestion: 150 extra units will generate more traffic and parking problems for waht is a small local road system, forcing traffic on to backstreets like Valley Rd and Eden Lee St not equipped to cope. Say no.

No proper plans and diagrams: Meriton's submission can not be easily assessed as there are no new plans and photos to adequately inform the community. For a project hoping to crate another 150 units worth an extra \$100 million or more - this is not good enough! Say no.

Name: Shangming Gong

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76/14-16 Freeman PL  
Carlingford NSW 2118

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**Mark Brown**

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For the Attention of:  
Director, Metropolitan Projects

Submission on Project MP 05\_0086 MOD 2  
61 Mobbs Lane EPPING (former Channel 7 site)  
Proponent: Meriton Apartments P/L  
Council: PARRAMATTA

From: Kevin Barrie O'Keeffe  
15A Edenlee Street  
EPPING  
NSW 2121

I, Kevin Barrie O'Keeffe, strongly object to the modification request MP\_05\_0086 MOD 2 proposed by Meriton Apartments. I say NO.

Reasons for objection listed below:

Objection 1: Too Dense: The development controls are already far too dense for a residential area like Epping

Objection 2: Too tall in height: The proposed height will remove gradual height transition that was intended to blend in with the existing houses in the surrounding area.

Objection 3: Overshadowing: Higher, bulkier buildings created by the proposed increase will cause increased overshadowing. This will degrade the surrounding bushland.

Objection 4: Traffic and Parking Congestion: 150 extra units will generate more traffic and parking problems for what is a small local road system, forcing traffic onto my street, Edenlee and Valley Road, these streets are not equipped to cope.

Objection 5: Overlooking my Yard: The taller buildings will overlook properties on all sides. The taller proposed units will increase the overlooking and severely encroach on the Privacy of neighbouring homes.

Objection 6: Fewer families and many more Singles: The altered development deletes many 3 bedroom dwellings and replaces them with many more 2 bed units. Object to this overcrowding.

Objection 7: No Proper plans and diagrams: Meritons submission can not be easily assessed as there are no new plans and photos to adequately inform the Community. For a Project to create another 150 units worth an extra \$100 million or more, not good enough.

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From: [REDACTED]  
To: <plan\_comment@planning.nsw.gov.au>  
Date: 27/09/2010 17:16  
Subject: FW: re:Application No MP 05\_0686 MOD 2, Proponent Meriton Apartments Pty Ltd.

-----Original Message-----

From: [REDACTED]  
Sent: Monday, 27 September 2010 4:59 PM  
To: 'comment@planning.nsw.gov.au'  
Subject: re:Application No MP 05\_0686 MOD 2, Proponent Meriton Apartments Pty Ltd.

Attention: Director Metropolitan Projects

My name is [REDACTED] I do not want my name to be made available to the Proponent, these authorities, or on the Department's website

I wish to lodge my objection to the above application for the following reasons:

- (1) The development is already too dense for this residential area and ideally should be reduced in density and not increased
  
- (2) Six storeys is very much out of character with houses in the surrounding area
  
- (3) Increased overshadowing will occur with the additional 150 units and will degrade the surrounding bushland
  
- (4) The extra traffic generated will cause problems on what is a small local road system and will force traffic on to backstreets like Valley Road and Edenlee Street neither of which is equipped to cope
  
- (5) The taller buildings will overlook properties on all

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sides resulting in severe encroachment on the privacy of neighbouring homes

(6) The altered development deletes many three bedroom dwellings and replaces them with many more two bedroom units resulting in overcrowding

(7) Meriton's submission for a project hoping to create another 150 units (totally unacceptable) worth an extra \$100 million or more is not good enough as there are no new plans and photos to adequately inform the community

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**From:** "Enid Hogan" <eahogan@tpg.com.au>  
**To:** <plan\_comment@planning.nsw.gov.au>  
**Date:** 27/09/2010 15:56  
**Subject:** MERITON DEVELOPMENT Mobbs Lane, Epping.

Sirs,

Not only am i appalled that there is a 650 unit dwelling construction cheek by jowl with the old Brick Pit developement, but you are considering increasing the number of units by 150. It is outrageous. NO NO NO.

How on earth will people cope with the additional number of cars, not to mention the degrading of the green areas extant and the impact on existing dwellings and streets. The almighty dollar is the only thing the developers care about, and then they go off and leave the rest of us with the mess for the remainder of our lives.

Parramatta Council ---SHAME ON YOU.

E.A. Hogan,  
19 Willoughby Street,  
EPPING

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**From:** "Bryant, Dean" <dean.bryant@burkert.com>  
**To:** <plan\_comment@planning.nsw.gov.au>  
**Date:** 27/09/2010 19:57  
**Subject:** 61 Mobbs Lane Epping Development

To whom it may Concern

I would like to object to the current development of the above site by Meriton Appartments. This development is a total disregard to the existing infrastructure a community landscape. I am not against development, but multi-storey apartments is not what is needed. More planning and community consultation is required. We/us, the community would like a say on how the area should be developed. Why doesn't the current Planning Minister who granted this approval, come and discuss the reasons locally. At least come see how this development will affect the local area.

**Name:** Dean Bryant  
**Address:** 22 Valley Road  
Eastwood, NSW. 2122

**Application No:** MP 05\_0086MOOD 2  
61 Mobbs Lane, Epping  
(former Channel 7 site)

**Objections:** Too many dwellings

Incorrect type of dwellings for the area. It should be housing only, not multi-storey units

Lack of infrastructure to support more people in the area.

More Traffic. Local roads will become congested.

Schools in the area are already full.

Medical Services in the area our already at maximum capacity.

Dean Bryant  
Industry Applications Manager

Bürkert Fluid Control Systems  
Bürkert Contromatic Australia Pty Ltd  
15 Columbia Way  
Norwest Business Park  
Baulkham Hills NSW 2153  
Mobile 0438 746 166  
Direct Fax 02 8853 6431  
Sales 1300 888 868  
Fax 1300 888 076  
dean.bryant@burkert.com  
www.burkert.com.au

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From: [REDACTED]  
To: <plan\_comment@planning.nsw.gov.au>  
Date: 27/09/2010 22:03  
Subject: MP 05\_0086 MOD 2 - 61 Mobbs Lane, Epping

I do not want my name to be made available to the Proponent, these authorities, or on your Department's website.

No political donations have made in the previous two years.

I would like to lodge submissions in relation to modification request MP 05\_0086 MOD 2 and I object to this modification request.

Traffic and parking congestion

150 extra units will generate more traffic and parking problems in surrounding local roads, forcing traffic on to backstreets like Valley Road, Edenlee Street or Raimonde Road. The TTPA report (Appendix D - Assessment of Traffic and Transport Implications.pdf) mentioned the traffic surveys was undertaken on a SINGLE day, 10th June 2010. The report suggests Comparison with previous traffic surveys reveals a reduction in traffic movements along Mobbs Lane. I concern the accuracy of this conclusion as it is based on one day data. In addition the traffic surveys did not consider the backstreets. In fact I observe more traffic movements along Valley Road. I wonder it is the cause of the reduction in traffic movement along Mobbs Lane.

Dense development

The current development plan are already too dense for Epping.

Overshadowing and privacy

Taller buildings will increase overshadowing the surrounding bushland, will overlook the surrounding properties and create unacceptable intrusions into our privacy and the use and enjoyment of our properties.

Yours sincerely,

[REDACTED]

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**From:** Karen Hay <Karen.Hay@nata.com.au>  
**To:** 'plan\_comment plan\_comment' <plan\_comment@planning.nsw.gov.au>  
**Date:** 28/09/2010 11:12  
**Subject:** RE: Proposed Meriton Apartments

Sorry, Its to the units that are to be built on the old Channel 7 site at Epping/Carlingford

Thanks for that  
Karen

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From: plan\_comment plan\_comment [mailto:plan\_comment@planning.nsw.gov.au]  
Sent: Tuesday, 28 September 2010 9:18 AM  
To: Karen Hay  
Subject: Re: Proposed Meriton Apartments

Hi Karen,

Thankyou for your submission. Could you please identify which project your submission is for so we can forward to the relevant planner?

Many thanks,

Jan

Information Officer  
Information Centre  
Department of Planning  
23-33 Bridge Street Sydney  
GPO Box 39 Sydney NSW 2001  
T 02 9228 6333  
F 02 9228 6555  
E information@planning.nsw.gov.au

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>>> Karen Hay <Karen.Hay@nata.com.au> 27/09/2010 4:35 pm >>>

NO to the extra units that happen to have come to light after the election. It is greed on a grand scale.

Karen Hay

Karen Hay  
Receptionist  
National Association of Testing Authorities (NATA)  
7 Leeds Street  
Rhodes NSW 2138  
Ph: 02 9736 8222