

# Channel 7 Site 61 Mobbs Lane Epping

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December 2010      Prepared for Meriton Apartments Pty Ltd



Preferred Project Report

**Section 75W Modification to Concept Plan MP 05\_0086  
and Schedule 3 Major Development SEPP Amendment**

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**Quality Assurance**

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 This document is for discussion  
 purposes only unless signed.

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## Executive summary

This Preferred Project Report is prepared on Behalf of Meriton Apartments Pty Ltd in response to the submissions received during the exhibition of Major Project MP 05\_0086 for the proposed Section 75W Modification to the approved Concept Plan MP 05\_0086 and the amendment to Schedule 3 of the Major Development SEPP.

The Environmental Assessment (dated August 2010) was submitted to the NSW Department of Planning. This report should be read in conjunction with the Environmental Assessment.

On the 26 October 2010 the Department of Planning wrote to Meriton Apartments Pty Ltd to provide copies of submissions received during the exhibition period and to request a Preferred Project Report (PPR) identifying how the issues raised in submissions have been addressed. The Department's letter requested a revised draft Statement of Commitments incorporating amendments in response to the submissions. The Department's letter also identified a number of matters that required further assessment and additional information relating to traffic, contributions, SEPP 65 – residential Amenity, Neighbourhood Shop, as well as additional plans and an updated consultation report. A copy of the Department of Planning letter is provided at **Appendix D**.

In summary, the Proponent seeks consent for the proposed amendments to the Concept Plan MP 05\_0086:

The following modifications were described in the Environmental Assessment, as follows:

- Alterations to apartment layouts and unit mix, whilst continuing to be compliant with the mix requirements of the approved Concept Plan and the apartment size guidelines of State Environmental Planning Policy 65 Design Quality for Residential Flat Development and the NSW Residential Flat Design Code 2002.
- Provision for a neighbourhood shop of up to 150m<sup>2</sup> GFA to be co-located with the child care centre.
- An additional 1600m<sup>2</sup> of common open space to be created on the western side of the site by reducing the building footprints, without any changes to the maximum height of development.
- Deletion of reference in the approved Concept Plan to a density of 73 dwellings per hectare as this is an unnecessary duplication of controls.
- Changing the definition of Gross Floor Area in the approved Concept Plan to the standard instrument definition for Local Environmental Plans.
- Increased development contributions in accordance with the Parramatta City Council Section 94A Contributions Plan.

### Key changes to the exhibited Environmental Assessment scheme

The key changes to the exhibited Environmental Assessment scheme in both the Concept Plan and the Schedule 3 Amendment to the Major Development SEPP:

- Alterations to apartment layouts and unit mix, whilst continuing to provide a mix of 1, 2, 3, and 4 bedroom dwellings. The Preferred project increases the number of 3 bedroom dwellings from the previous Environmental Assessment proposal and reduces the

numbers of 2 bedroom dwellings

- Relocation of proposed neighbourhood shop to be co-located with communal facilities within the R1 General Residential Zone and adjacent an entry road from Mobbs Lane. The area of the neighbourhood shop has been reduced to 120m<sup>2</sup> GFA.
- An additional 4265sqm of common open space to be created on the western side of the site by reducing the building footprints, without any changes to the maximum height of development.
- Increased development contributions in accordance with the agreed contributions framework determined by the NSW Department of Planning.
- Bringing forward the proposed works to the Mobbs Lane/Marsden Road intersection to the early stages of the development (i.e. prior to occupation of 150 dwellings with occupation of child care centre, or prior to occupation of 225 dwellings without occupation of child care centre);

## 1 Introduction

### 1.1 Preliminary

This Preferred Project Report is written on behalf of Meriton Apartments Pty Ltd in response to the submissions received during the exhibition of Major Project MP\_05\_0086 and the Amendments to Schedule 3 of the Major Development SEPP.

This Preferred Project Report is structured as follows:

- **Section 1: Introduction**

Provides an overview of the Preferred Project and the key issues raised in submissions.

- **Section 2: Preferred Project**

Describes the amendments made to the proposed Section 75W Modification Application in response to the issues raised in the submission received during the exhibition period.

- **Section 3: Response to submissions**

This section outlines the Proponent's response to each issue raised in submissions from government agencies, Parramatta Council and the public.

- **Section 4: Revised Draft Statement of Commitments**

Provides a revised draft Statement of Commitments that includes additional commitments for the environmental management of the site, during construction and operational phases of the development.

- **Section 5: Conclusion**

Concludes the PPR report.

This report should be read in conjunction with the plans, reports and documentation at **Appendices A - L**.

## 2 Preferred Project

### 2.1 Introduction

This section of the Preferred Project Report describes the proposed modifications to the exhibited Environmental Assessment scheme in terms of the additional architectural drawings, building envelopes and height, dwelling mix and car parking.

### 2.2 Architectural concept drawings

This section of the report describes the architectural concept drawings prepared by PTW Architects for the Preferred Project in response to the requested from the Department of Planning for additional drawings.

#### Preferred Project Concept Drawings

**Table 1** Lists the drawings for the Preferred Concept Plan prepared by PTW Architects. Refer to **Appendix A** for A3 copies of the architectural drawings for the proposed modifications to the Concept Plan.

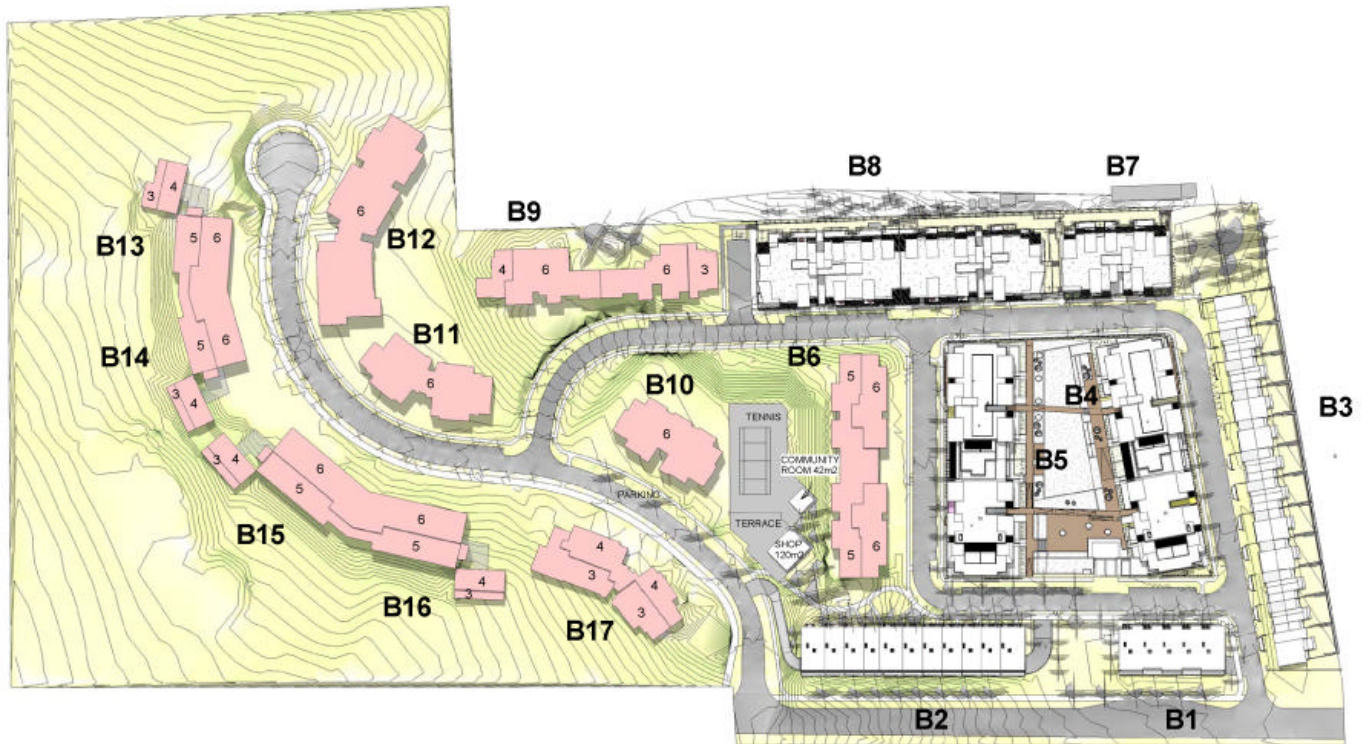
**Table 1. Section 75W Concept Plan 05\_0086 drawings**

Drawing number	Description
SK-1000	Level -2
SK-1001	Level -1
SK-1002	Level G Plan
SK-1003	Level 1 Plan
SK-1004	Level 2 Plan
SK-1005	Level 3 Plan
SK-1006	Level 4 Plan
SK-1007	Level 5 Plan
SK-1008	Key Plan
SK-1009	Site Sections
SK-1010	Perspective View from North – East
SK-1011	Perspective view from South - West
SK-1012	Perspective view from North – West
SK-1013	Perspective view from South - East

### 2.3 Building envelopes and height

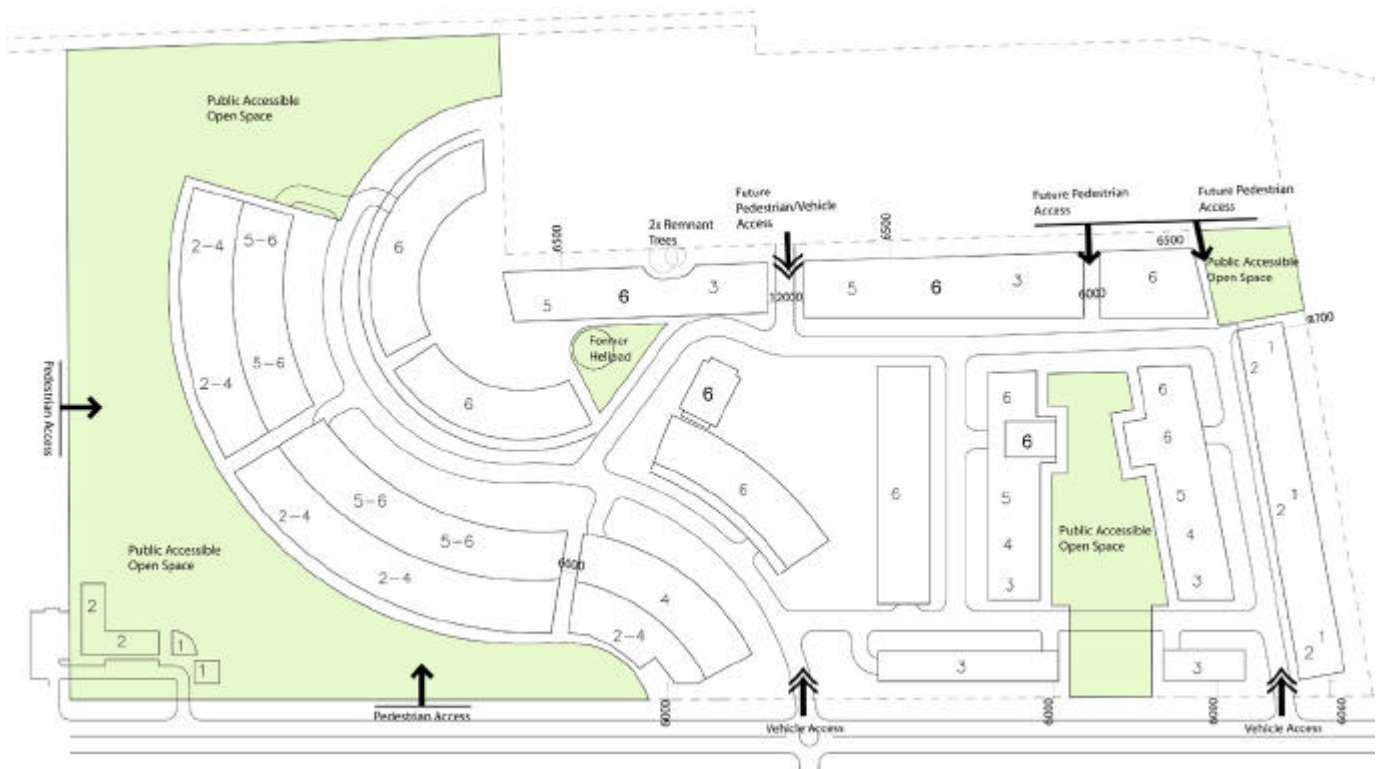
The proposed modification application is generally consistent with the approved building envelope controls of the original Concept Plan in terms of footprints and maximum height. **The buildings shaded pink in Figure 1, and Figures 3-6 are subject to the proposed Section 75W Modification to the Concept Plan, where the additional 150 dwellings are to be located.** There was some concern raised in submissions that the buildings fronting the park on the western part of the site will change from part 5-6 storeys top all 6 storeys. The intent of the original Concept Plan building types in that part of the site was to terrace down in height to generally follow the slope of the land.

The buildings B13, B14, B15, B15, B16 and B17 shown in **Figure 1** vary in height from 5-6 storeys, with the 5 storey elements facing the park in accordance with the approved Concept Plan. Lower rise 3-4 storey buildings will provide variety in scale and terrace down consistent with the principles of the original Concept Plan building type. The original Concept Plan building envelope plan is provided at **Figure 2**.



Plan View

**Figure 1. Birds eye aerial perspective of proposed building envelopes**  
The remaining buildings, the subject of the proposed modification to the Concept Plan are shown shaded pink.



**Figure 2. Building Envelope Plan**  
(Source: PWT Architects, Concept Plan MP 05\_0086)

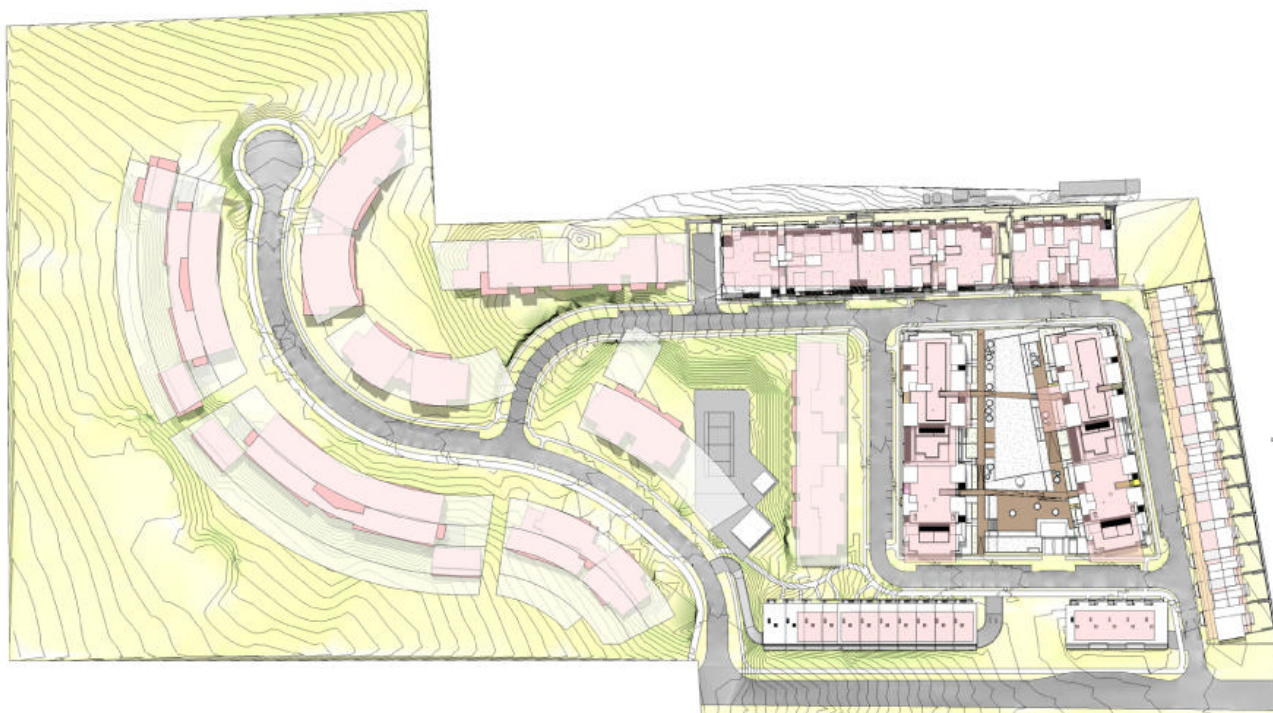
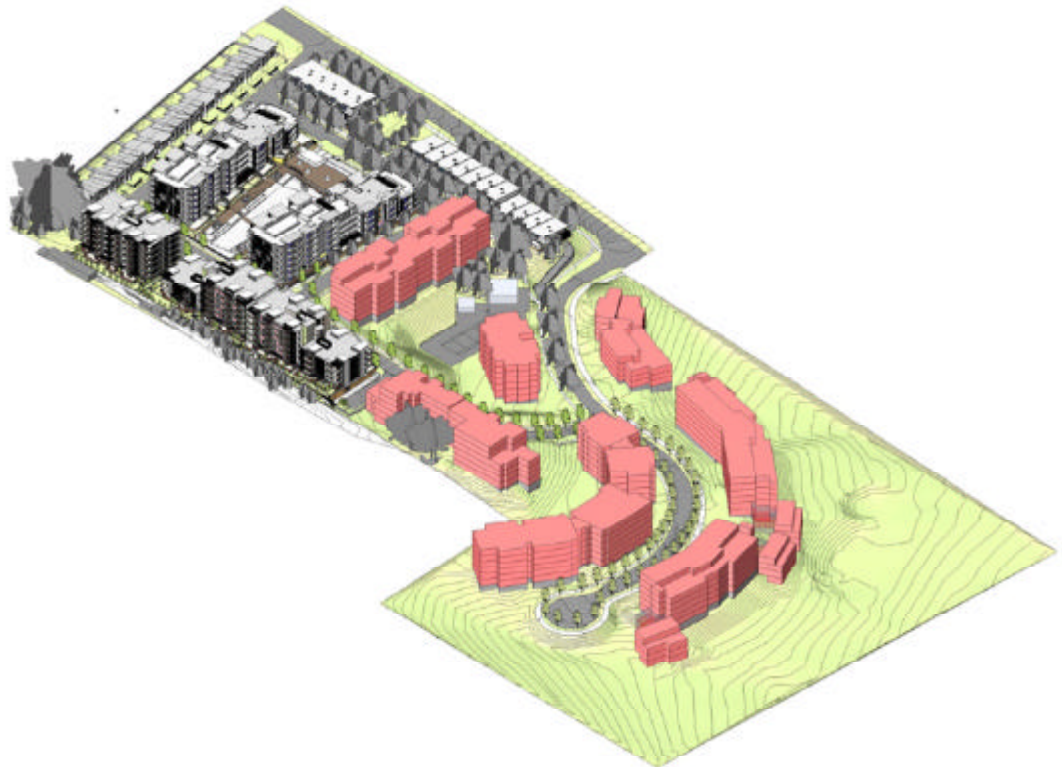
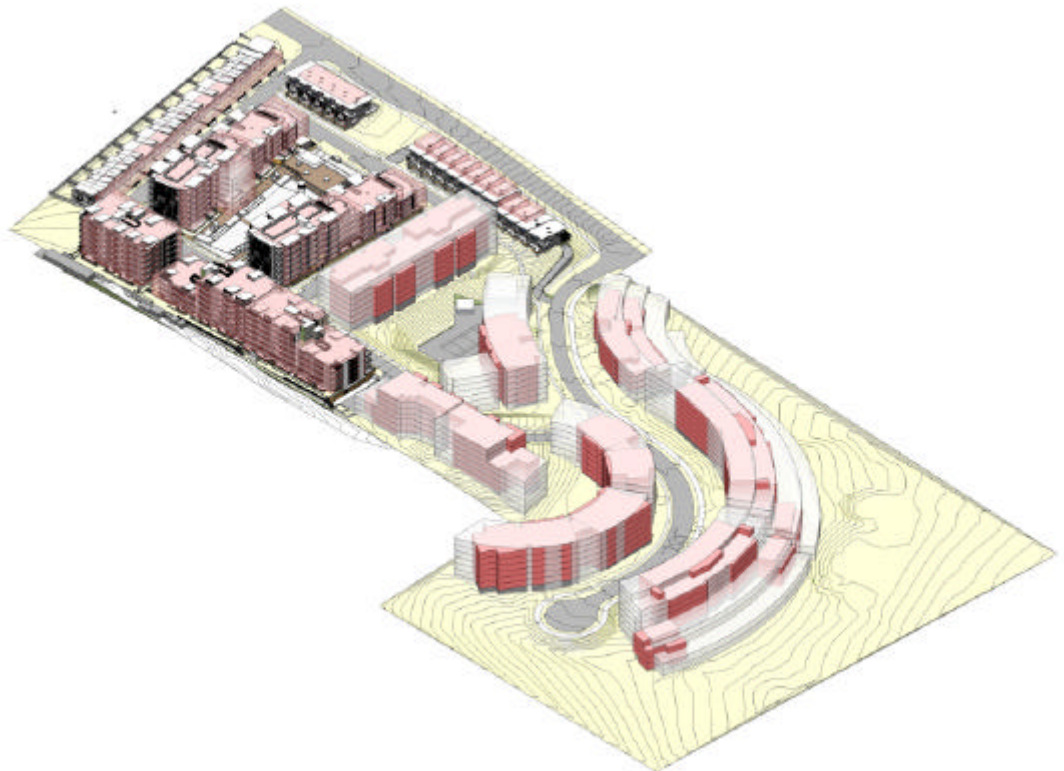


Figure 3. Birds eye perspective showing building envelopes comparison



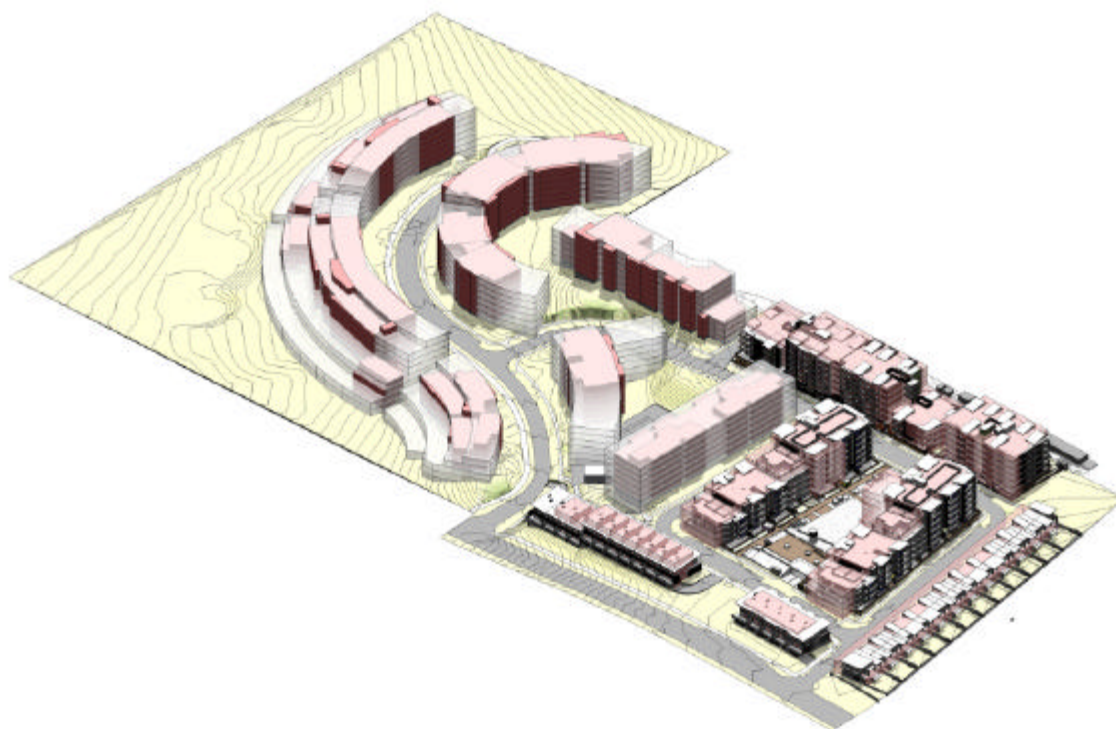
**Figure 4. 3D perspective view looking south east**  
 The buildings shaded pink are subject to the proposed Section 75W Modification to the Concept Plan, where the additional 150 dwellings are to be located.



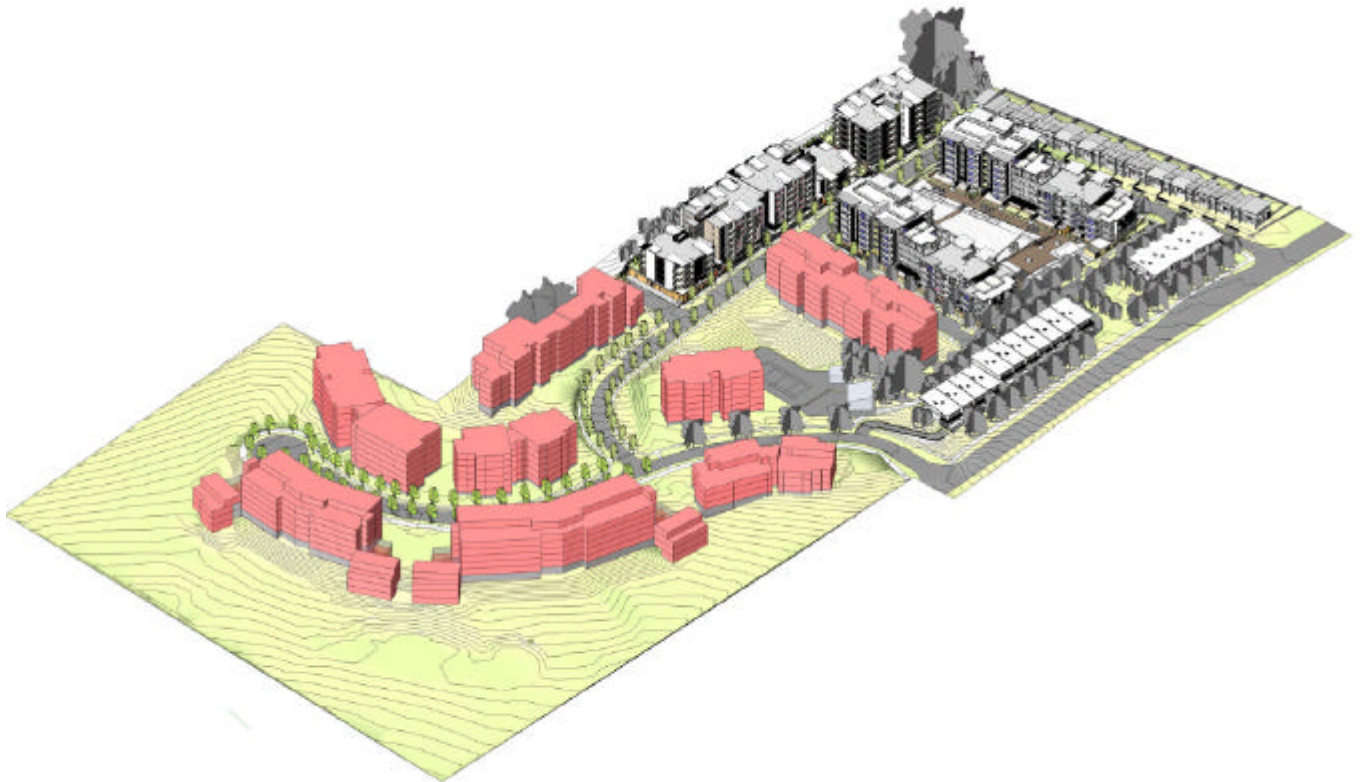
**Figure 5. 3D perspective view looking south east with building envelope comparison**



**Figure 6. 3D perspective view looking north west**  
The buildings shaded pink are subject to the proposed Section 75W Modification to the Concept Plan, where the additional 150 dwellings are to be located.

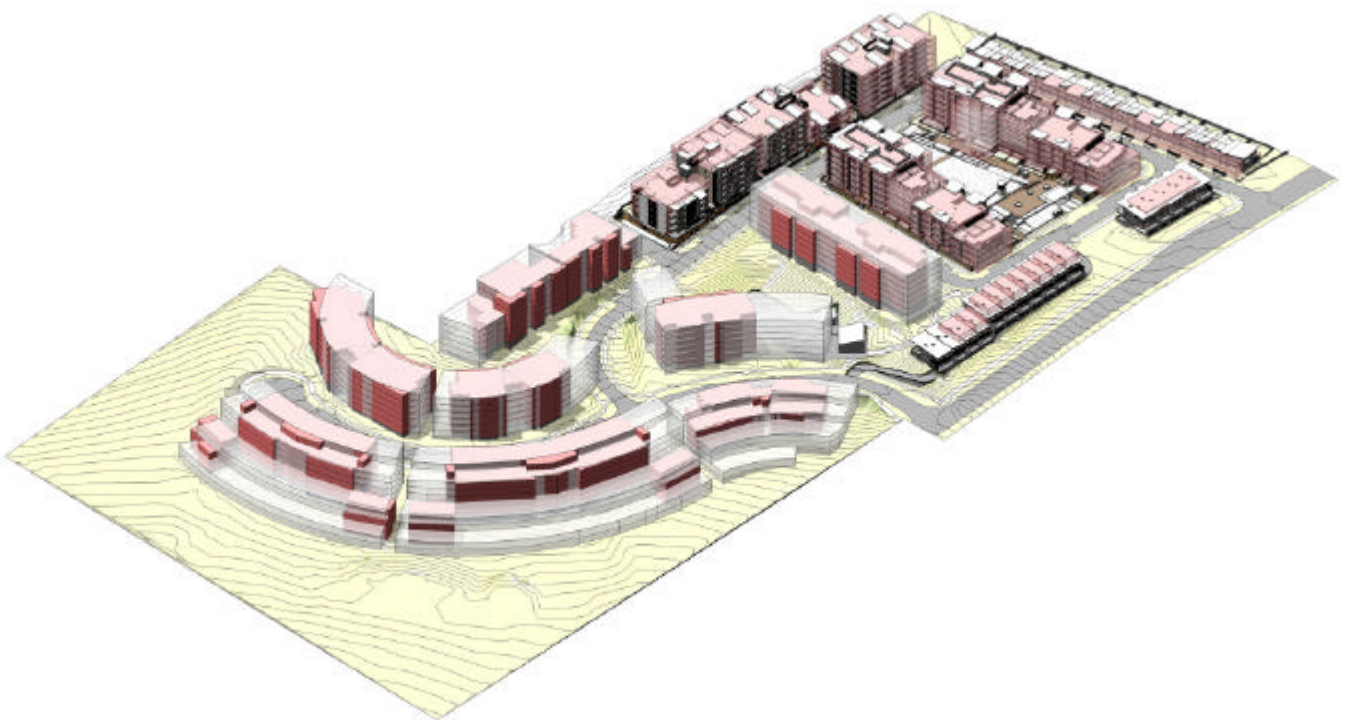


**Figure 7. 3D perspective view looking south east with building envelope comparison**



**Figure 8. 3D perspective view looking north east**

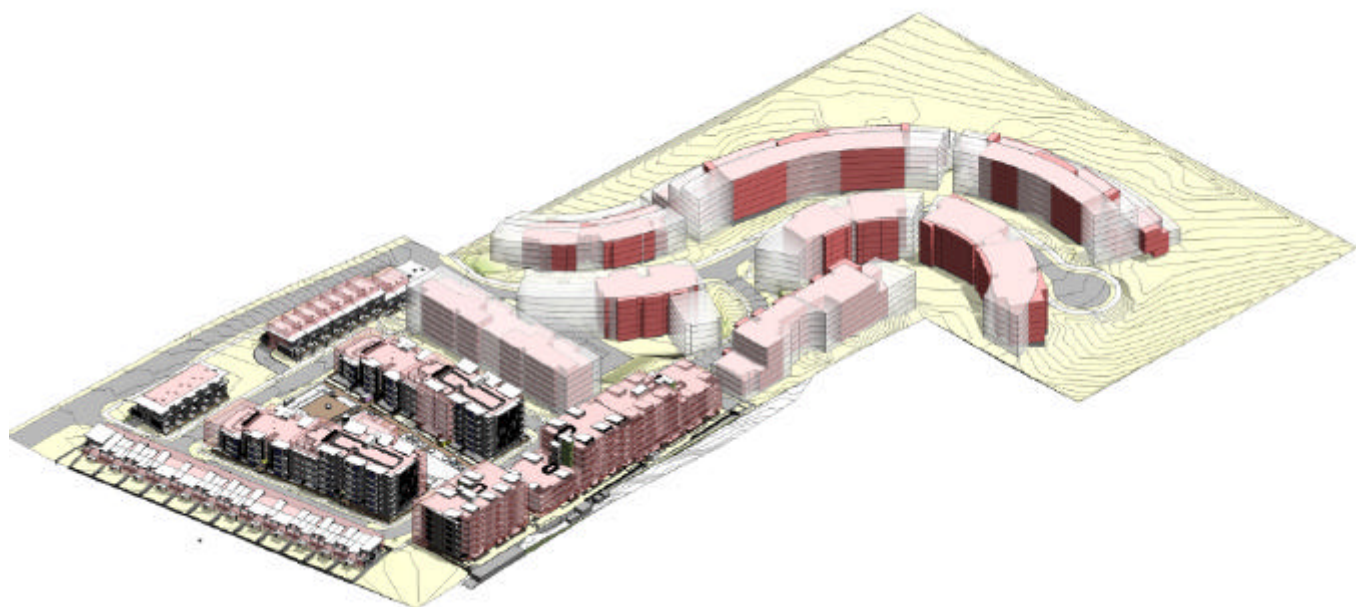
The buildings shaded pink are subject to the proposed Section 75W Modification to the Concept Plan, where the additional 150 dwellings are to be located.



**Figure 9. 3D perspective view looking south east with building envelope comparison**



**Figure 10. Oblique aerial of 3D perspective view looking south west**  
The buildings shaded pink are subject to the proposed Section 75W Modification to the Concept Plan, where the additional 150 dwellings are to be located.



**Figure 11. 3D perspective view looking south east with building envelope comparison**

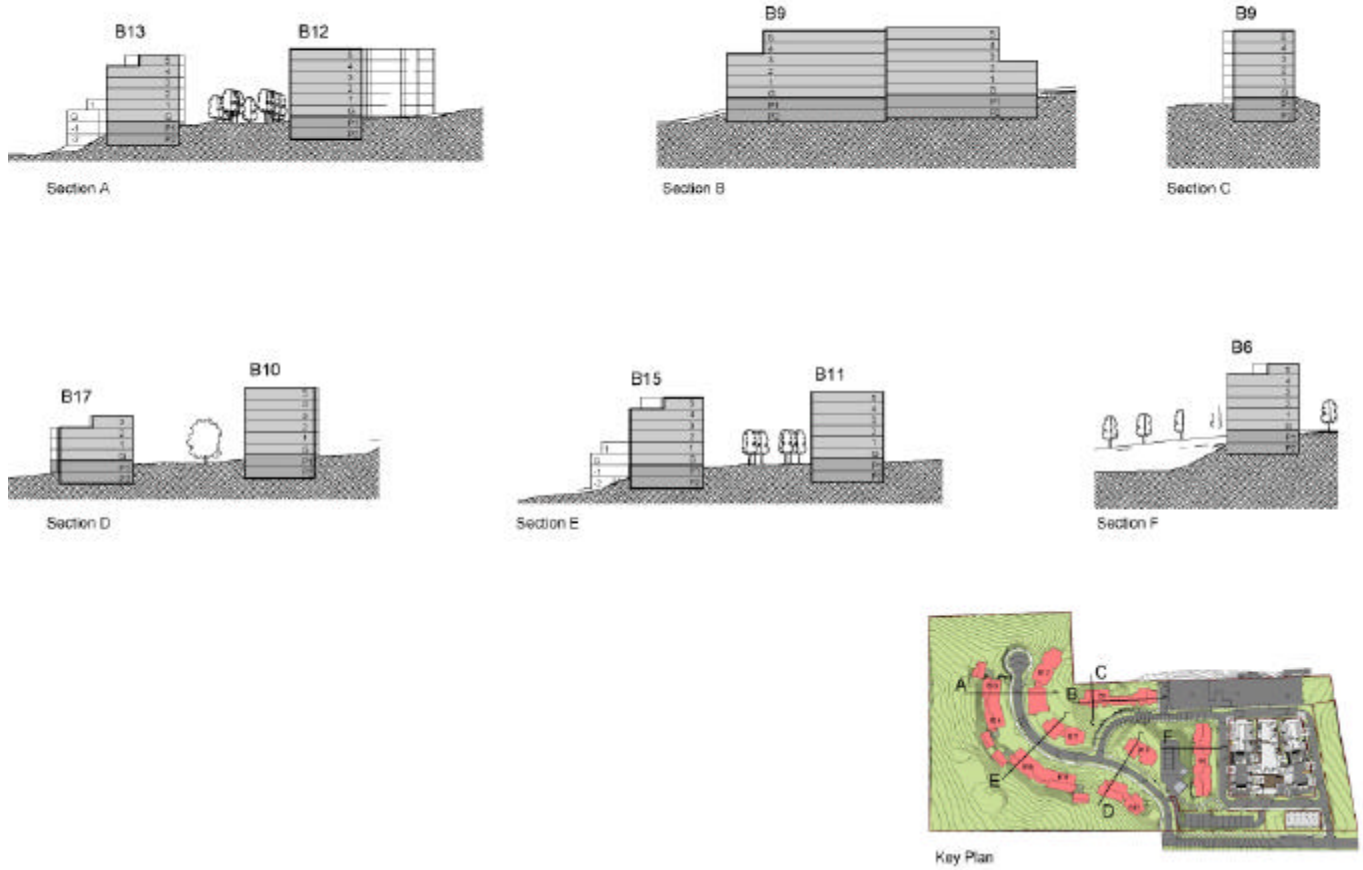


Figure 12. Sections

## 2.4 Common Open Space

The Environmental Assessment for the proposed Concept Plan modification application provided a response to the Department of Planning's request for condition of the adequacy of private and common open space to meet the increased demand from the additional dwellings proposed.

The approved concept plan provided a total of 8700sqm of common open space. The Environmental Assessment included **Figure 13**, showed that an additional 1600sqm of common open space could be provided through changes in the layouts of buildings next to the large publicly accessible open space on the eastern side of the site.

This Preferred Project Report is accompanied by building envelope drawings to demonstrate consistency with residential amenity guidelines of the NSW Residential Flat Design Code 2002. These building envelopes drawings at **Appendix A**, have been used to prepare a diagram showing the location of publicly accessible and common open space. Refer to **Figure 14** and **Appendix O**.

The Preferred Project provides for a total of 12,965sqm of common open space, which is 4,265sqm more than the approved Concept Plan (49% increase).

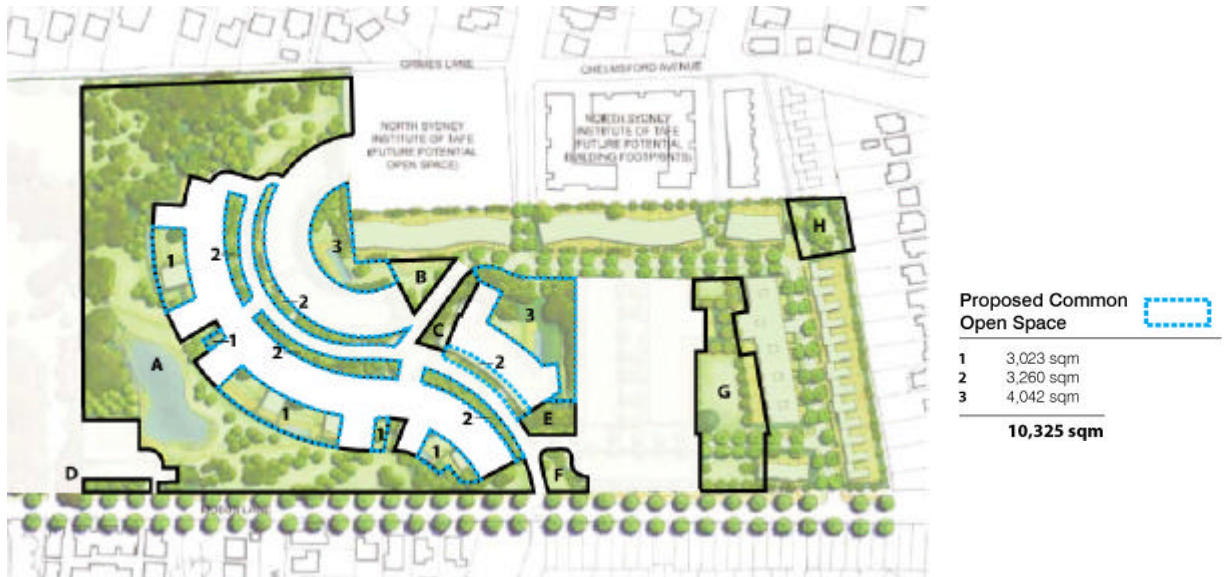


Figure 13. Common open space for Environmental Assessment Scheme



Figure 14. Common open space for Preferred Project scheme

## 2.5 Dwelling mix

**Table 2** provides a dwelling mix for the Preferred Project, with changes resulting from the review of building forms, to ensure consistency with the SEPP 65 and the NSW RFDC 2002 residential amenity guidelines.

**Table 2. Preferred Project dwelling mix**

Dwelling type	Number of dwellings	Percentage
1 Bedroom	38	5%
2 Bedroom	627	78%
3 bedroom	107	13%
3 bedroom + Study	16	2%
4 bedroom	12	2%
<b>Total</b>	<b>800</b>	<b>100%</b>

## 2.6 Car parking

The Preferred Project includes a revised unit mix, following the review of the building footprints. The proposed car parking has been reduced as a result of the amendments to the dwelling mix. The proposed development demonstrates an appropriate balance between promoting alternative to cars such as walking, cycling, bus and train travel and accommodating adequate parking on site to avoid impacts of overflow parking in local residential streets. Refer to **Table 3** for comparison between approved parking and proposed car parking applying regard to Council's car parking rates.

**Table 3. Comparison between approved and proposed car spaces**

	Approved Concept Plan (car spaces) *	Proposed Amendment (car spaces) **
<b>Residential</b>		
1 Bedroom	33	38
2 Bedroom	121	627
2 bedroom + study	325	-
3 bedroom	245	214
3 bedroom + Study	145	32
4 bedroom		24
Visitor	163	200
<b>Total</b>	<b>1032</b>	<b>1135</b>

**Table 4. Comparison between car parking rate and proposed allocation**

	<b>Parramatta City (car spaces) *</b>	<b>Proposed Allocation **</b>
<b>Residential</b>		
1 Bedroom	38	38
2 Bedroom	784	627
2 bedroom + study	-	-
3 bedroom	161	214
3 bedroom + Study	24	32
4 bedroom	18	24
Visitor	200	200
<b>Total</b>	<b>1225</b>	<b>1135</b>

**Notes for Table 3**

\* **Parramatta City Council DCP car parking rates** (for residential Flat Buildings not within 400m of a railway station or transit corridor):

- 1 bed – 1 space/dwelling
- 2 bed – 1.25 spaces/dwelling
- 2 bed + study – 1.5 spaces/dwelling
- 3 bed – 1.5 spaces/dwelling
- 3 bed + study – 1.5 spaces/dwelling
- Visitor – 0.25 spaces/dwelling

\*\* **Proposed car parking allocation:**

- 1 bed – 1 space/dwelling
- 2 bed – 1 space/dwelling
- 2 bed + study – 1 space/dwelling
- 3 bed – 2 spaces/dwelling
- 3 bed + study – 2 spaces/dwelling
- Visitor - 0.25 spaces/dwelling

**Visitor car parking**

In comparison to the approved Concept Plana, an additional 37 visitor car parking spaces are proposed on-site within basement parking areas of private developments provided in accordance Council visitor parking rates of 1 space per 4 dwellings. Additional visitor parking is provided in response to concerns about visitor parking in the surrounding residential streets. It is noted that visitor parking can also be accommodated on the internal streets.

### 3 Response to submissions

#### 3.1 Introduction

The project team of specialist consultants have assisted in preparing responses to the key issues raised in submissions. Relevant specialist studies and documentation prepared for the exhibited Environmental Assessment have been reviewed and updated to reflect the Preferred Project and some have prepared responses.

A summary of each of the key issues raised in the public submissions on the exhibited Environmental Assessment is provided in the following sub-sections of this report. The response to the issues raised is provided in order of significance in terms of the number of times the issues were raised in the submissions.

#### 3.2 State Government agencies

The following government submissions were referred the Environmental Assessment by the Department of Planning and provided submissions on the exhibited Environmental Assessment:

- NSW Transport
- Sydney Water
- State Transit
- RTA
- Sydney Regional Development Advisory Committee
- Department of Environment Climate Change and Water

The Department of Planning letter of 26 October 2010 includes a list of matters that require further consideration by the Proponent in this Preferred Project Report.

#### **Department of Planning**

On the 26 October 2010, the Department of Planning wrote to Meriton Apartments Pty Ltd to provide copies of submissions received during the exhibition period and to request a Preferred Project report (PPR) prepared identifying how the issues raised in submissions have been addressed.

Refer to the Department of Planning's letter at **Appendix D**. Table 5 summarises the key issues raised by the Department of Planning and provides a response to the issues raised.

**Table 5. Response to Department of Planning (DoP) key issues**

Key Issue raised by DoP	Response
<p><b>1. Traffic</b></p> <p>Given the level of concern relating to traffic impacts associated with this development, further consideration of the timing of the road upgrade works is required.</p>	<p>The proponent commits to undertake traffic controls works including the signalisation and associated roadworks of the intersection of Marsden Road/Mobbs Lane in accordance with condition C40 of Major Project Application MP 08_0258. The Proponent commits to undertake these works within the following timeframes:</p> <ul style="list-style-type: none"> <li>• Where the occupation certificate has been issued for a child care centre within the development, prior to the issuing of an occupation certificate for the 150th dwelling in the development; or</li> <li>• Where an occupation certificate has not been issued for the child care centre within the development, prior to the issuing of an occupation certificate for the 225th dwelling in the development.</li> </ul> <p>Meriton have submitted details plans for the proposed signalisation and associated roadworks to the RTA on 25 October 2010.</p> <p>In addition Meriton Apartments proposed to upgrade the traffic lights at the corner of Mobbs Lane and Midson Road and to upgrade the Mobbs Lane frontage to the site including curb and guttering and a shared pedestrian and cycleway path.</p> <p>Refer to the Draft Voluntary planning Agreement at <b>Appendix B</b>.</p>
<p><b>2. Contributions</b></p> <p>Further consideration of the proposed contributions for the additional 150 dwellings is required in context with the contributions framework for the redevelopment of this site.</p>	<p>The Proponent has given further consideration of the proposed conditions for the additional 150 dwellings. A Voluntary Planning Agreement has been drafted.</p> <p>The Proponent commits to pay \$4910.83 for each dwelling exceeding 650 that is approved for the site.</p> <p>The additional monetary Development Contributions are to be made prior to the issue of a Construction Certificate for above ground work relating to the construction of the additional dwellings referred to in that clause.</p> <p>Refer to the Draft Voluntary planning Agreement at <b>Appendix B</b>.</p>
<p><b>3. SEPP 65 – Residential Amenity</b></p> <p>The modification to the Concept Plan should demonstrate that the building envelopes will achieve a satisfactory level of residential amenity (considering the revised dwelling mix) in terms of cross flow ventilation, solar access, building and apartment depth consistent with the NSW Residential Flat Design Code.</p>	<p>PTW Architects have prepared the floor plans at <b>Appendix A</b> of this Preferred Project Report, to demonstrate that the minimum rule of thumb standards of the NSW RFDC 2002 are achieved for natural cross ventilation, solar access, building and apartment depth. Each of these residential amenity requirements are addressed below:</p> <p><u>Solar access</u></p> <p>The NSW Residential Flat Design Code 2002 includes the following rule of thumb standard for solar access to residential units:</p> <p><i>“Living rooms and private open spaces for at least 70% of apartments in a development should receive a minimum of three hours direct sunlight between 9am and 3pm in mid winter. In dense urban areas a minimum of two hours may be acceptable”.</i></p> <p>All remaining buildings, the subject of this Concept Plan amendment comply with the minimum 70% rule of thumb of the NSW RFDC 2002. The following table outlines the solar access</p>

performance for each building that is subject to the proposed Concept Plan modification:

Building	Number of units	Number of units that satisfy NSW RFDC rule of thumb	Percentage of units that satisfy RFDC rule of thumb
1	5	-	-
2	11	-	-
3	12	-	-
4	67	-	-
5	67	-	-
6	76	53	70%
7	42	32	76%
8	88	62	70%
9	68	49	72%
10	42	32	76%
11	47	35	74%
12	83	58	70%
13/14	69	50	72%
15/16	89	62	70%
17	34	26	76%
<b>Total</b>	<b>800</b>		

Natural ventilation

The NSW Residential Flat Design Code 2002 includes the following rule of thumb standard for solar access to residential units:

*“sixty percent (60%) of residential units should be naturally cross ventilated”.*

All remaining buildings, the subject of this Concept Plan amendment comply with the minimum 60% rule of thumb of the NSW RFDC 2002. The following table outlines the solar access performance for each building that is subject to the proposed Concept Plan modification:

Building	Number of units	Number of cross ventilated units	Percentage of units that are cross ventilated
1	5	-	-
2	11	-	-
3	12	-	-
4	67	-	-
5	67	-	-
6	76	56	74%
7	42	-	-
8	88	-	-
9	68	54	79%
10	42	30	71%
11	47	35	74%
12	83	71	86%
13/14	69	55	80%
15/16	89	55	62%
17	34	28	82%
<b>Total</b>	<b>800</b>		

**Building and apartment depth**

The architectural drawings prepared by PTW Architects provide a level-by-level unit configuration. The following building and apartment depths are proposed:

Building	Depth of building (metres)
B1	11
B2	11
B3	10-18
B4	14-20
B5	14-20
B6	14-20
B7	16-20
B8	14-20
B9	7-20
B10	14-20
B11	13.5-22
B12	12.5-20
B13/B14	11-20
B15/B16	11-20
B17	13.5-20

The NSW Residential Flat Design Code 2002 states that:

- *Single aspect apartments should be limited in depth to 8 metres from a window.*
- *The back of a kitchen should be no more than 8 metres from a window.*

In addition to these standards, in relation to natural ventilation, the NSW RFDC 2002 states that:

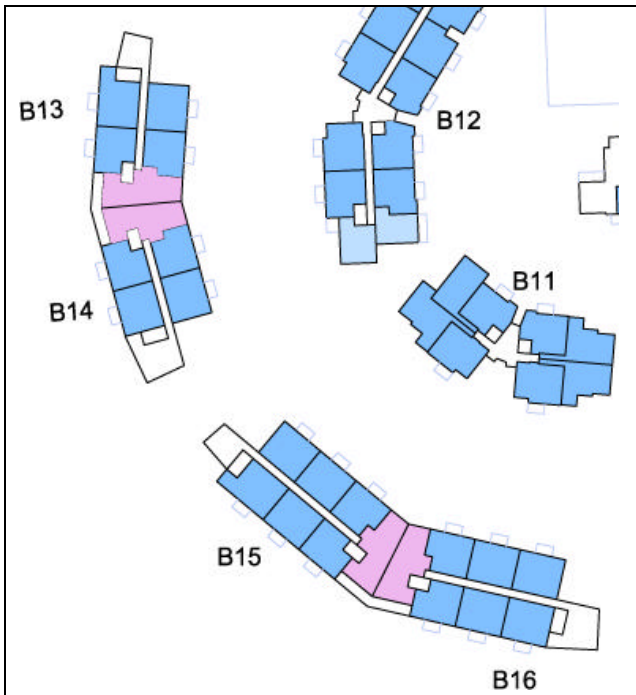
- *Building depths, which support natural ventilation typically, range from 10 to 18 metres.*

Generally, the apartments in the remaining buildings (B6, B9-B17) single aspect units have a depth of 9 metres from a window. Further design development of the building envelopes in future Project Applications will introduce building articulation with stepping in the facades, as illustrated in the Project Application for Buildings B4, B7 and B8. The introduction of articulation and further recesses in the façade will reduce the depths of single aspect units from external windows.

Dual aspect units have a maximum depth of 18 metres. The locations of kitchens have not been defined at this Concept Plan stage for the remaining buildings.

As assessed earlier in this report, all buildings will exceed the minimum 60% NSW RFDC 2002 rule of thumb standard for natural cross ventilation.

<p><b>4. Neighbourhood Shop</b></p> <p>Further consideration of alternative locations for the proposed neighbourhood shop should be undertaken. In addition, the site of the shop should be further considered having regard to Parramatta Council's Draft Comprehensive LEP, which limits neighbourhood shops to a maximum of 80m<sup>2</sup>.</p>	<p>Further consideration has been given to the location of the proposed neighbourhood shop. It is desirable to retain the neighbourhood shop to provide local conveniences on the site to serve residents on the site and the surrounding area.</p> <p>The shop is proposed to be relocated from the RE1 Public Recreation Zone to the R1 General Residential Zone and co-located with the community room, tennis court and communal terrace and fronting one of the entry roads into the site. Neighbourhood shops are permissible with consent in the General Residential Zone.</p> <p>The proposed neighbourhood shops have been reduced in size from 150sqm GFA as original proposed in the Environmental Assessment to 120sqm GFA.</p> <p>The Draft Parramatta LEP 2010 provides at Clause 5.4 (7), that</p> <p style="text-align: center;"><i>“If development for the purposes of a neighbourhood shop is permitted under this Plan, the retail floor area must not exceed 80 square metres”.</i></p> <p>A neighbourhood shop of 80sqm does not offer adequate space for the viability for the shop to serve the local area, with 800 units on the site and residents within the walking catchment of the site.</p> <p>The proposed single storey neighbourhood shop is located in areas of the site of the former car park which is cut into the side of the hill. The additional 40sqm above the maximum size will not result in a significant adverse bulk and scale, overshadowing or privacy impacts on the surrounding residential dwellings. The shop will sit comfortably into the streetscape of the entry road to the street.</p>
<p><b>Additional Information</b></p>	
<p><b>Additional Plans</b></p> <p>The building envelope plan is inconsistent with the common open space plan and is to be amended. A separate considered plan should be submitted illustrating all amendments to the Concept Plan.</p> <p>Building envelope plans are to be submitted that demonstrate the amendment to the built form in elevation/perspective view (e.g. the proposed amendment from 5-6 storeys to 6 storeys).</p>	<p>Additional Plans have been prepared by PTW Architects are submitted with this Preferred Project Report. Refer to <b>Appendix A</b>.</p> <p>Building Envelope Plan is illustrated with oblique aerial views in <b>Figure 4, Figure 6, Figure 8</b> and <b>Figure 10</b>. The plans illustrate the amendments to the building forms.</p> <p>It is noted that the proposed building forms comply with the 5-6 storey height controls in the approved building envelope plan. The proposal is consistent with the stepped built form arrangements. Refer to <b>Figure 17</b>.</p>
<p><b>Consultation Report</b></p> <p>Feedback from the community consultation received via Meriton's consultation website (as indicated on page 41 of the submission) is to be submitted to the Department. This report should illustrate the issues raised and how Meriton has resolved these issues in the development of the current modified request.</p>	<p>The community consultation report has been updated by Elton Consulting and is included at <b>Appendix C</b>.</p>



**Figure 15. Level 4 plan of proposed buildings B13, B14, B15 & B16**  
 (Source: PTW Architects, not to scale)



**Figure 16. Level 5 plan of proposed buildings B13, B14, B15 & B16**  
 (Source: PTW Architects, not to scale)



**Figure 17. Oblique aerial view of proposed stepped buildings fronting park**  
 (Source: PTW Architects, not to scale)

**NSW Transport**

NSW Transport wrote to the Department of Planning on 13 October 2010 to advise of their comments on the proposed Concept Plan modification. Refer to **Appendix J**.

**Table 6** provides a response to the issues raised by NSW Transport.

**Table 6. Response to NSW Transport comments**

Issue raised by NSW Transport	Response
<p>Support for minimalist approach to car parking. Recommendation to maintain car parking provision at current rate including car share spaces.</p>	<p>The proposed development adopts alternative resident car parking allocation rates, as follows:</p> <ul style="list-style-type: none"> <li>• 1 bedroom – 1 space</li> <li>• 2 bedroom – 1 space</li> <li>• 3 + bedroom – 2 spaces</li> </ul> <p>These car parking allocations achieve an appropriate balance between the minimalist approach advocated by the NSW Transport and the Parramatta City Council car parking rates, having regard to transport alternatives to the car that are easily accessible to the site. Each dwelling will have at least 1 car space. Visitor car parking is proposed in accordance with the Parramatta City Council rate of 1 space per 4 dwellings.</p> <p>There is no proposal for car share schemes. The appropriateness of the site for a car schemes needs to be determined with a feasibility study.</p> <p>Recent discussions with Go-Get, a car share company in relation to the Draft Rhodes West LEP, for a car share scheme to be feasible a combination of factors including restrictive car parking controls as well as good access to high frequency public transport services are required to be in place.</p> <p>While the site has good access to Epping and Eastwood Railway Stations on the Northern Railway Line, the car parking rates are not as restrictive as those in Major Centres, such as Parramatta, Chatswood, which have high frequency public transport.</p>
<p>Promote active and public transport usage through preparation of Transport Access Guide (TAG) to inform residents of their travel options.</p>	<p>The Proponent commits to prepare a Transport Access Guide prior to the issue of a Construction Certificate for Buildings 7 and 8.</p>
<p>Provide adequate access, secure parking and facilities for cyclists in accordance with Planning Guidelines for Walking and Cycling.</p>	<p>No changes are proposed to the pedestrian and cycle access arrangements for the development. Secure parking is proposed in basement levels below the buildings.</p>
<p>Proponent should provide a paved shared pedestrian and cyclist path along Mobbs Lane in accordance with the current proposal in the Parramatta Council Transport Management and Accessibility Plan.</p>	<p>The proponent commits to providing a combined pedestrian footpath and cycleway in accordance with Parramatta City Council requirements along the Mobbs Lane frontage of the site.</p>

**Sydney Water Corporation (SWC)**

SWC wrote to the Department of Planning on 29 September 2010 to advise of their comments on the proposed Concept Plan modification. Refer to **Appendix I**.

**Table 7** provides a response to the issues raised by NSW Transport.

**Table 7. Response to SWC comments**

Issues raised by SWC	Response
<p><b>Water</b></p> <p>The drinking water system has sufficient capacity for the proposed development. The drinking water main available for connection us the 375 mm main in Mobbs Lane.</p>	<p>Noted.</p>
<p><b>Waste water</b></p> <p>A new access chamber is proposed over the sewer main located in the public transport reserve on the corner of Raimonde Road and Valley Road.</p> <p>The proposed development will rely on the prior construction of the access chamber to construct a 300mm sewer main extension to serve Lot 1 and another extension to serve Lot 2.</p> <p>The 300mm extensions required along Valley Road must connect to a point one metre inside the boundary of the proposed Lot 1 and Lot 2.</p>	<p>Noted.</p>
<p><b>Sydney Water Servicing</b></p> <p>Sydney Water to assess impact of individual developments when proponent applies for a Section 73 Certificate.</p>	<p>Noted.</p>

**State Transit**

State Transit wrote to the Department of Planning on 5 October 2010 to advise of their comments on the proposed Concept Plan modification. Refer to **Appendix K**.

**Table 8** provides a response to the issues raised by NSW Transport.

**Table 8. Response to NSW Transport comments**

Issues raised by State Transit	Response
<p>The following additional information is required to be provided to STA:</p> <ul style="list-style-type: none"> <li>Detailed engineering plan of proposed road changes on Mobbs Lane including indented bus bay. STA preference is not pick up at the kerb.</li> <li>The delivery date of the proposed upgrade of Mobbs Lane.</li> </ul>	<p>Engineering details are in accordance with the approved Early Works Major Project.</p> <p>Proposed upgrade to Mobbs Lane will take place in approximately May 2011, well before any residential occupation occurs.</p>
<p>Important for the development to take into consideration and contribute to public transport provision:</p> <ul style="list-style-type: none"> <li>The delivery of infrastructure (Early works package) should be undertaken in the initial stages of the development. Current triggers for the infrastructure upgrades appear high.</li> <li>That travel demand scheme (green plan) be prepared by the proponent to promote public transport.</li> </ul>	<p>The Proponent undertake to install traffic lights at the Marsden Road/Mobbs Lane intersection prior to the issue of an Occupation Certificate for the 150th unit within the development.</p> <p>Meriton have submitted details plans for the traffic lights to the RTA on 25 October 2010.</p> <p>In addition Meriton Apartments proposed to upgrade the traffic lights at the corner of Mobbs Lane and Midson Road and to upgrade the Mobbs Lane frontage to the site including curb and guttering and a shared pedestrian and cycleway path.</p> <p><b>Travel Demand Scheme (Green Travel Plan)</b></p> <p>A Travel Demand Scheme (Green Travel Plan) is to be prepared prior the issue of a Construction Certificate for Buildings 7 and 8.</p> <p>A Travel Demand Scheme provides a series of voluntary travel behaviour change initiatives aimed at encouraging the use of more sustainable transport such as walking, cycling, car pooling and public transport. The aim of the Plans is to achieve travel behaviour change through raising awareness of alternatives to motor vehicle use. The development of a Peninsula or indeed site based Plan will focus on providing information, offering incentives and mode specific actions to optimise the use of sustainable travel (public transport, cycling, walking and car pooling).</p> <p>Travel Plans specifically look at how people are travelling to and from the study area and what can be done to replace single occupancy motor vehicle trips with sustainable trips. As a trip generator, the subject development can enhance the choices available to residents in a way that promotes health, safety and environmentally sustainable outcomes.</p> <p>The potential to change resident related travel is affected by several factors including car parking provision, the provision of car share schemes, resident interest in changing and the provision of support for change.</p>

Issues raised by State Transit	Response
	<p><b>Potential Initiatives</b></p> <p>A Green Travel Plan provides a suite of initiatives, activities and actions to encourage travel behaviour change. The Plan provides people with information on sustainable transport and encourages them to make informed travel choices.</p> <p>There are a number of ways to influence people's travel behaviours. The following provides examples of activities and initiatives that could be implemented to promote sustainable transport for the subject development</p> <p><i>Information and Encouragement</i></p> <p>Information - Provide more information on travel options available to residents and site users through noticeboards, newsletters, common area displays etc.</p> <p>Factsheets - Develop factsheets on the benefits and walking, cycling, public transport, car pooling and working from home.</p> <p>Access Guide - Produce an Access Guide of walking and cycling routes to / from the subject site as well as bus and train routes.</p> <p>Resident / Site User Inductions - A way to encourage travel behaviour change is to promote healthy habits from the start. Ensure that new residents are provided with information on how to access the subject site using sustainable transport.</p> <ul style="list-style-type: none"> <li>• Send new residents information on sustainable transport to the subject site such as public transport timetables or walking and cycling routes to the site.</li> <li>• Include a section on sustainable transport resident information packages.</li> <li>• Ensure that residents are aware of the on-site bicycle storage facilities.</li> </ul> <p>The Travel Demand Scheme is also to include measures to promote public transport, car pooling, walking and cycling.</p>
<p>The STA will require in due course a copy and opportunity to provide input into the construction traffic management plan.</p>	<p>The proposed Concept Plan modification does not seek approval for the construction of the additional 150 dwellings. Construction and related traffic management will be considered as part a separate project application(s).</p>

**RTA**

The SRDAC of the RTA wrote to the Department of Planning on 12 October 2010 to provide comments on the proposed Concept Plan modification. The SRDAC met to consider the traffic impact of the application on 22 September 2010. Refer to **Appendix H**.

**Table 9** provides a response to the issues raised by the SRDAC.

**Table 9. Response to SRDAC issues**

Issues raised by RTA	Response
<p>1. Comments 1, 2, 5-14 of SRDAC letter of 14 August 2009 are relevant:</p> <ul style="list-style-type: none"> <li>• Comment 1: Pedestrian crossings of signalised Mobbs Lane/Marsden Road and Mobbs Lane/Midson Road intersection</li> <li>• Comment 2: Marsden Road/Mobbs Lane intersection.</li> <li>• Comment 5: Timing of signalisation of Mobbs Lane/Marsden Road intersection.</li> <li>• Comment 6: Documentation of Marsden Road/Mobbs Lane intersection design.</li> <li>• Comment 7: RTA administrative fees payable by the developer &amp; Works authorisation deed.</li> <li>• Comment 8: Timing of external works and road safety.</li> <li>• Comment 9: Child car centre entry driveway.</li> <li>• Comment 10: Truck routes.</li> <li>• Comment 11: Ingress and egress to Mobbs Lane to be in a forward direction.</li> <li>• Comment 12: Ingress on Mobbs Lane - Vehicles to be clear from edge of carriageway and footpath before stopping.</li> <li>• Comment 13: Demolition and Construction Management Plan.</li> <li>• Comment 14: Works and signage to be at no cost to RTA.</li> </ul>	<p>It is understood that the comments 1, 2, 5-14 of the 14 August 2009 letter have been addressed.</p> <p>In summary:</p> <ul style="list-style-type: none"> <li>• Comment 1: These details are committed to under the early works Major Project approval.</li> <li>• Comment 2: Refer to Draft VPA</li> <li>• Comment 5: Refer to Draft VPA</li> <li>• Comment 6: Documentation has been provided to the RTA.</li> <li>• Comment 7: Agreed by Proponent</li> <li>• Comment 8: Mobbs Lane road works will take place in approximately May 2011.</li> <li>• Comment 9: Agreed.</li> <li>• Comment 10: Subject to Construction Traffic Management Plan for individual project application stages.</li> <li>• Comment 11: All traffic will entry and exit the Mobbs Lane Ingress in a forward direction.</li> <li>• Comment 12: All vehicles are to be clear from carriageway and footpath of on Mobbs Lane before stopping within the site. Appropriate signage is to be incorporated near the entry of the site to avoid vehicles stopping.</li> <li>• Comment 13: Demolition and Construction Management Plan to be provided prior to the commencement of each stage of construction.</li> <li>• Comment 14: Accepted.</li> </ul>
<p>2. Proposed signals at Marden Road/Mobbs Lane shall be constricted and operational prior to the release of any Occupation Certificate for that part of a development that exceeds 150 dwellings with a child care centre or 225 dwellings without a child care centre and for both scenarios. Regardless of the proposed development, the traffic signals should be operational within 244 months after the granting of</p>	<p>The Proponent undertake to install traffic lights at the Marsden Road/Mobbs Lane intersection prior to the issue of an Occupation Certificate for the 150th unit within the development.</p> <p>Meriton have submitted details plans for the traffic lights to the RTA on 25 October 2010. Refer to <b>Appendix M</b>.</p> <p>In addition Meriton Apartments proposed to upgrade the traffic lights at the corner of Mobbs Lane and Midson Road and to</p>

Issues raised by RTA	Response
<p>consent for this application.</p> <p>Certified copies of the traffic signal and civil design plans at the Marsden Road/Mobbs Lane intersection shall be submitted to the RTA for consideration and approval prior to the Construction Certificate for any part of the development that exceeds 150 dwellings with child care centre or 225 dwellings without child care centre and commencement of signal and works. (Replaces comment 3 of SRDAC letter of 14.08.09)</p>	<p>upgrade the Mobbs Lane frontage to the site including curb and guttering and a shared pedestrian and cycleway path.</p>
<p>3. The RTA agrees to waive the 10 year traffic signal operation maintenance cost for the intersection of Marsden Road/Mo9bbs Lane in this instance. Comment replaces Comment 4 of the SRDAC letter of 14.08.09.</p>	<p>Noted.</p>

**Department of Environment Climate Change and Water (DECCW)**

DECCW wrote to the Department of Planning on 7 September 2010 advising that they did not have any comments to make on the proposed Concept Plan modification. Refer to **Appendix L**.

3.3 Local Government submissions

**Parramatta City Council (PCC)**

The CoR wrote to the Department of Planning on 5 October 2010 to provide comments on the proposed Concept Plan modification. Refer to **Appendix E**.

**Table 10** provides a response to the issues raised by the PCC.

**Table 10. Response to PCC comments**

Issues raised by PCC	Response
1. Increased Density	<p>The proposed change in floor space definition is consistent with the Standard LEP Instrument introduced by the Department of Planning since the approval of the original Concept Plan.</p> <p>The increase in floor space will not have a significant impact on the perceived density of the development, which is required to comply with the approved building envelope plan including building heights, as well as SEPP 65 and the Residential Flat Design Code 2002 in terms of maximum building depths and minimum separation distances.</p>
2. Dwelling mix	<p>The proposed dwellings mix is outlined in the following table. The number of 3 bedroom dwellings has been increased from the Environmental Assessment. The proposed dwelling mix is considered appropriate having regard to the objectives for provide a mix of dwelling types for a range of family types.</p>

Dwelling type	Number of dwellings	Percentage
1 Bedroom	38	5%
2 Bedroom	627	78%
3 bedroom	107	13%
3 bedroom + Study	16	2%
4 bedroom	12	2%
<b>Total</b>	<b>800</b>	<b>100%</b>

3. Inclusion of neighbourhood shops as a permissible land use	<p>The neighbourhood shop has been relocated from the Public Recreation Zone to the General Residential zone, and is therefore permissible with consent. The size of the shop has been reduced from 150sqm to 120sqm.</p> <p>While this size exceeds the maximum size within the definition of a neighbourhood shop, it is considered that 120sqm is required for a local convenience shop to cater to the local needs of residents. The shop needs space for the storage of produce, as well as its display. It is not considered that the additional 40sqm of space will have a significant adverse impacts on the local environment in terms of bulk and scale, overshadowing or privacy, as the shop will be a single storey building, setback from Mobbs Lane. The 120sqm shop will not have a significant traffic generation, because it is use that will cater to local residents within walking distance for their daily convenience needs.</p>
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<p>4. Common open space</p>	<p>The NSW Residential Flat Design Code 2002 states that:</p> <p><i>“Where developments are unable to achieve the recommended communal open space, such as those in dense urban areas, they must demonstrate that residential amenity is provided in the form of increased private open space and/or a contribution to public open space”</i></p> <p>The proposed development has a very high proportion of public open space when compared to other urban infill sites in the Sydney Metropolitan Area. In addition to this common open space is provided throughout the site. The 3.1 hectares of public open space provides, which equates to 35% of the site.</p> <p>The NSW Residential Flat Design Code 2002 anticipates 25-30% of common open space on land applies to the provision of open space on a site, which does not necessarily have direct access to public open space, such as the subject site. The RFDC suggests that open space can be in the form of public, communal or private. And provides that the size, location and design treatment of open space will vary depending on the context of the site and the scale of the development.</p> <p>Residents will have easy access to public open space immediately adjacent, which will provide a high quality amenity. The additional 1600sqm of open space is considered appropriate for the proposed increase in dwellings.</p>
<p>5. Traffic</p>	<p>The Traffic and Transport report prepared by Transport and Traffic Planning Consultants which states that with the approved upgrades to the local road network, that the traffic generated by the additional 150 dwellings, can be accommodated in the local road network without significantly impacting on the capacity of the intersections.</p> <p>It is also noted that the Proponent propose to bring forward the delivery of the upgrade to Marsden Road/Mobbs Lane at Stage 1 of the development. Refer to Draft Voluntary Planning Agreement.</p>
<p>6. Parking spaces</p>	<p>Car parking is provided for residents and visitors in accordance with appropriate alternative allocation that balances the need for car parking spaces to minimise on-street car parking and to promote public transport usage, which is a key objective of metropolitan transport planning, supported by the NSW Transport.</p>
<p>7. Contributions framework</p>	<p>The Proponent commits to pay development contributions for the additional units, on the basis as outlined in the Draft Voluntary Planning Agreement, as follows:</p> <ul style="list-style-type: none"> <li>• \$4,910.83 per additional unit up to a maximum of \$736,624.50.</li> </ul>

**Hornsby Shire Council (HSC)**

The CoR wrote to the Department of Planning on 30 September 2010 to provide comments on the proposed Concept Plan modification. Refer to **Appendix G**.

**Table 11** provides a response to the issues raised by the HSC.

**Table 11. Response to HSC comments**

Issues raised by HSC	Response
<p>Council passed a motion at its meeting of 15 September 2010 objecting to the proposed modification on the following grounds:</p>	
<p><i>The proposal will exacerbate adverse traffic movements within the local road network and the Epping Town Centre.</i></p>	<p>The proposed modification to the approved Concept Plan is not likely to exacerbate traffic impacts in Epping Town Centre. As outlined in the Traffic report submitted with the Environmental Assessment for this Concept Plan modification, traffic generation is estimated to be less than the approved Concept Plan. Therefore the traffic implications in terms of road and intersection capacity and traffic related environmental implications will be satisfactory.</p> <p>The inclusion of a neighbourhood shop will act to reduce external trips by avoiding the need for residents to drive out of the site to make convenience retail purchases to nearby by town centres of Eastwood and Epping.</p> <p>The Department of Planning's assessment of the traffic associated with the approved Concept Plan, states that:</p> <ul style="list-style-type: none"> <li>• <i>“surrounding intersections all currently operate at a satisfactory level of service during peak hours;</i></li> <li>• <i>the proposal will generate in the order of 360 vehicles per hour during the AM and PM peak hours;</i></li> <li>• <i>whilst traffic volumes will increase compared to the current situation, particularly on Mobbs Lane (between 5-11%), the traffic volumes will remain consistent with the roles the various roads fulfil in the road network;</i></li> <li>• <i>Mobbs Lane, despite the increases, will still operate as a Collector Road, with less than 650 trips per hour;</i></li> <li>• <i>all existing intersections will operate at good levels of service despite the increase”.</i></li> </ul> <p>Having regard to the traffic generation characteristics of the proposed dwellings, Traffic and Transport Planning Associates consider that the 800 dwellings are expected to generate less than the estimated 360 vehicle trips per hour for the 650 dwellings. These conclusions are based on recent surveys of similar apartment developments located within 1.5km – 2km from a train station.</p> <p>The Department of Planning's Concept Plan assessment report, concluded in relation to traffic that:</p> <p style="text-align: center;"><i>“Whilst the proposal will increase traffic, the Department is satisfied that the concept plan proposal can be satisfactorily accommodated on the</i></p>

	<p>site through fulfilment of the proponent’s commitments and implementation of the recommendations in the traffic report. These include (amongst other things):</p> <ul style="list-style-type: none"> <li>• road widening of Mobbs Lane for turning bays at the new access road intersection;</li> <li>• additional lane on Mobbs Lane at Midson Road;</li> <li>• signals at Marsden Road and Mobbs Lane; and</li> <li>• enhanced bus routes / increased frequencies”.</li> </ul> <p>The traffic report by Transport and Traffic Planning Associates, submitted with the Environmental Assessment, states that:</p> <p><i>“Recent traffic surveys have demonstrates that traffic movement along Mobbs Lane and on the connecting access road system have not increased since the assessment undertake for the approved Concept Plan. In fact the volumes have decreased despite development on the Brickworks site. Accordingly, the conclusions of the previous assessment (undertaken for the Concept Plan approval MP 05_0086) (although the traffic generation outcome for the site development will most likely be lower)”.</i></p> <p>Meriton maintain the commitment to upgrade the local road network accordance with the Concept Plan approval in accordance with Condition C40 of MP08_0258. Meriton proposed to bring forward the intersection upgrade works to Marsden Road / Mobbs Lane intersection.</p>
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**City of Ryde Council (CoR)**

The CoR wrote to the Department of Planning on 30 September 2010 to provide comments on the proposed Concept Plan modification. Refer to **Appendix F**.

**Table 12** provides a response to the issues raised by the CoR.

**Table 12. Response to CoR comments**

Issues raised by CoR	Response
<p>Council resolved on 28 September 2010 to object to the proposed modification to the Concept Plan on the following grounds:</p> <ul style="list-style-type: none"> <li>• Increased traffic in Eastwood Shopping Centre</li> </ul>	<p>As outlined in the Traffic report submitted with the Environmental Assessment for this Concept Plan modification, traffic generation is estimated to be less than the approved Concept Plan. Therefore the traffic implications in terms of road and intersection capacity and traffic related environmental implications will be satisfactory.</p> <p>The inclusion of a neighbourhood shop will act to reduce external trips by avoiding the need for residents to drive out of the site to make convenience retail purchases to nearby by town centres of Eastwood and Epping.</p>

<ul style="list-style-type: none"> <li>Increased demand on short term parking in Eastwood Shopping Centre</li> </ul>	<p>As above.</p>
<ul style="list-style-type: none"> <li>Increased demand for commuter parking at Eastwood Railway Station</li> </ul>	<p>Existing public transport available for residential on the suite comprises:</p> <ul style="list-style-type: none"> <li>4 bus routes with destinations including Epping and Eastwood Railway Stations and the major centres of Parramatta, Chatswood and Macquarie Park.</li> <li>Eastwood Station is located within reasonable walking stance of the site.</li> </ul> <p>There are convenient alternatives to driving from the site to Eastwood Station, including catching the bus, walking, and cycling.</p> <p>The proposal is not expected to significantly increase demand for commuter car parking at the railway station.</p>
<ul style="list-style-type: none"> <li>Increased pressure on Eastwood Public School enrolments as a result of this development.</li> </ul>	<p>It is not clear, whether the City of Ryde's concerns for school enrolments are well founded. The Eastwood Public School newsletter of 2nd November 2010, states that the school is continuing to accept enrolments for all grades, including kindergarten for 2011.</p> <p>Primary aged children from the additional 150 dwellings, associated with the proposed Concept Plan modification, will likely be enrolling in a number of schools within close proximity to the site including:</p> <p>500-1km distance:</p> <ul style="list-style-type: none"> <li>Epping West Primary School</li> <li>Carlingford Primary School</li> </ul> <p>1km – 2km distance:</p> <ul style="list-style-type: none"> <li>Eastwood Primary school</li> <li>Karonga Special School</li> <li>St Kevins Catholic School</li> </ul> <p>2km to 3km distance</p> <ul style="list-style-type: none"> <li>Ermington Public school</li> <li>Roselea Public School</li> </ul> <p>The proposed modification will not place significant demand on the Eastwood Public School, as there are numerous alternative schools from which parents can select from.</p>
<ul style="list-style-type: none"> <li>(c) Council seeks to ascertain whether there is any provision for funds for Stormwater relief from Eastwood.</li> </ul>	<p>Stormwater is managed as per the approved early works and funding for infrastructure is as per the VPA. No additional funding for stormwater relief is proposed in Eastwood.</p>

### 3.4 Public submissions

Refer to the updated Community Consultation report at **Appendix C**.

**Table 13. Issues raised in public submissions**

Issues raised in public submissions	Response
<p><b>Traffic and parking management</b></p> <ul style="list-style-type: none"> <li>Concerns about increasing traffic congestion and site access issues, adequacy of parking to accommodate greater numbers at the site and key transport hubs, and the need for improved roads and traffic controls were frequently expressed by local residents.</li> </ul>	<p>As outlined earlier in this report, the proposed modifications to the concept plan will likely reduce traffic generation when compared with the approved Concept Plan.</p>
<p><b>Infrastructure and public amenity</b></p> <ul style="list-style-type: none"> <li>Many respondents indicated that an increase in the level of infrastructure and public amenity would be necessary both at the site and in the surrounding areas of Epping, Eastwood and Ryde.</li> </ul>	<p>Upgrades to local road infrastructure including intersection upgrades, and enhancements to the Mobbs Lane frontage of the site are required to be contributed towards by the Proponent. Public open space is provided on the site with no restrictions to public access in the Concept Plan approval. Monetary contributions are required to be pay to Parramatta Council for the approved dwellings, as well as the additional 150 dwellings. Council are required under Section 94 of the EP&amp;A Act 1979 to spend this money on the local areas of Ryde, Eastwood and Epping to benefit the new residents.</p>
<p><b>Density and design impacts</b></p> <ul style="list-style-type: none"> <li>The proposed increased dwelling numbers and new unit mix, in conjunction with other developments in the area, raised concerns about overcrowding, adverse visual impacts, and changes to the demography and character of the area.</li> </ul>	<p>It is important to note that the population density of the proposed development is unlikely to increase significantly as a result of the proposed increase from 650 to 800 dwellings.</p> <p>The planning for 650 dwellings was based on larger dwellings. In comparison the proposed 800 unit development has a higher proportion of 2 bedroom dwellings, which have a lower occupancy rate, than the dwelling mix of the original Concept Approval.</p> <p>The approved Concept Plan had the following dwelling mix:</p> <ul style="list-style-type: none"> <li>1 bedroom – 5%</li> <li>2 bedroom – 55%</li> <li>3+ bedroom – 40%</li> </ul> <p>The proposed Concept Plan modifications will result in the following dwelling mix:</p> <ul style="list-style-type: none"> <li>1 bedroom - 5%</li> <li>2 bedroom - 78%</li> <li>3+ bedroom - 17%</li> </ul> <p>Based in the proposed dwelling mix, a total of 1709 bedrooms are proposed in units across the site. The approved Concept Plan dwelling mix would have resulted in a total of 1528 bedrooms. The proposed additional 150 dwellings will result in an additional 181 bedrooms, which represents an 11.8% increase.</p> <p>In terms of increased population, the proposed additional 150 dwellings, with 181 additional bedrooms. The additional population is not likely to result in overcrowding issues in the local area.</p> <p>Local toads with the planned upgrades can accommodate the additional traffic generated by the development.</p>

Issues raised in public submissions	Response
	The proposed visual impacts will be negligible, as the height of the buildings will remain unchanged.
<p><b>Environment and water quality</b></p> <ul style="list-style-type: none"> <li>The environment and water quality is important to locals. Land clearing and loss of open/green space and construction impacts on local catchment was a concern.</li> </ul>	<p>The site is extensively cleared of vegetation as a result of the former Channel 7 use of the site. Significant existing trees are to be retained and incorporating into local parks for public access adjacent Mobbs Lane Reserve.</p> <p>Project Approves for the individual stages of construction are conditioned with erosion and sediment control measures to mitigate impacts on water quality in the local catchment.</p>
<p>New issues raised included regarding the proposed Concept Plan modification were:</p> <ul style="list-style-type: none"> <li>Consideration for water and electricity upgrades as part of the redevelopment citing numerous water pipe incidences in the area.</li> </ul>	<p>The proposed development will result in upgrades to water and electricity services to cater for the proposed development. It is understood that any maintenance issues with existing water pipes in the local area will be the responsibility of Sydney Water Corporation to resolve. It is not known whether Council's development contributions levied under Section 94 of the Environmental Planning and Assessment Act will be spent on such public infrastructure.</p> <p>In terms of electricity provision, the power needs of the former channel 7 site exceed that of the residential development of the site.</p>
<ul style="list-style-type: none"> <li>Location of the child care centre on the site was possibly not clear.</li> </ul>	The child care centre is proposed to be located at the south western corner of the site. Such a use will provide a valuable community asset to the local area close to where people live not within town centres elsewhere in the Parramatta LGA, not only the residents of the site, but will be open to the public.
<ul style="list-style-type: none"> <li>A desire for further detail on the additional contributions specified by the Department of Planning.</li> </ul>	Development contributions associated with the staged development of the site are outlined in the Draft Voluntary Planning Agreement.
<ul style="list-style-type: none"> <li>Opposing views on the location and number of shops with one respondent concerned at noise and visual impacts of the convenience store location for existing residents and another suggesting additional shops required.</li> </ul>	The neighbourhood shop is proposed to be relocated from the Public Recreation Zone, co-located with the child care centre to the central area of the site, located close to one of the Mobbs Lane access points with other communal facilities. This shop is a desirable use for the medium density housing on the site, the adjacent Brickworks site and for existing local residential to provide shopping conveniences for daily needs.
<ul style="list-style-type: none"> <li>A perceived need for further consultation with Parramatta Council and residents on the planned concept plan amendments.</li> </ul>	<p>The proponent consulted with Parramatta City Council prior to lodging the application.</p> <p>The community consultation report has been updated to register comments received for the Concept Plan amendment application. The consultation process has been undertaken in accordance with the NSW Department of Planning guidelines for community consultation for Part 3A Major Projects.</p>
<ul style="list-style-type: none"> <li>One specific request to reduce the approved height to two storeys and "provide a paved walking track around the perimeter of the site".</li> </ul>	<p>The proposed building heights comply with the Approved Concept Plan application, maximum height of 6 storeys. Building range in height from 2 storeys to 6 storeys across the site.</p> <p>All internal streets are to have pedestrian footpaths on both sides. Walking paths are to be accommodated in the public open space areas linking to Mobbs Lane Reserve and beyond.</p>

Issues raised in public submissions	Response
<ul style="list-style-type: none"> <li>Public spaces could be “equally accessible to the wider community and include a number of playgrounds.</li> </ul>	<p>A total of 3.1 hectares of public open space is approved within the development. In addition communal and private open spaces is provided for residents and their visitors. All public open space is to be publicly accessible 24 hours a day without restriction.</p> <p>SEPP 65 and the NSW Residential Flat Design Code 2002 require the provision of communal and private open space, to be clearly distinguished from public open space. Common and private open space will secure for private use by necessity to maintain acceptable security for the residents and their visitors.</p>

## 4 Additional Commitments

### 4.1 Developer contributions

The Proponent commits to pay development contributions as outlined in the Draft Voluntary planning Agreement.

The Proponent commits to pay development contributions for the additional units, on the basis as outlined in the Draft Voluntary Planning Agreement, as follows:

- \$4,910.83 per additional unit up to a maximum of \$736,624.50.

### 4.2 Traffic control works

The proponent commits to undertake traffic controls works including the signalisation and associated roadworks of the intersection of Marsden Road/Mobbs Lane in accordance with condition C40 of Major Project Application MP 08\_0258. The Proponent commits to undertake these works within the following timeframes:

- Where the occupation certificate has been issued for a child care centre within the development, prior to the issuing of an occupation certificate for the 150<sup>th</sup> dwelling in the development; or
- Where an occupation certificate has not been issued for the child care centre within the development, prior to the issuing of an occupation certificate for the 225<sup>th</sup> dwelling in the development.

### 4.3 Transport Access Guide

The Proponent commits to prepare a Transport Access Guide prior to the issue of a Construction Certificate for Buildings 7 and 8.

## 5 Conclusion

The proposed modification to the approved Concept Plan MP 05\_0086 seek consent for:

- Alterations to apartment layouts and unit mix, whilst continuing to provide a mix of 1, 2, 3, and 4 bedroom dwellings. The Preferred project increases the number of 3 bedroom dwellings from the previous Environmental Assessment proposal and reduces the numbers of 2 bedroom dwellings
- Provision for a neighbourhood shop of up to 120m<sup>2</sup> GFA to be co-located with communal facilities within the RL General Residential Zone.
- An additional 4265sqm of common open space to be created on the western side of the site by reducing the building footprints, without any changes to the maximum height of development.
- Deletion of reference in the approved Concept Plan to a density of 73 dwellings per hectare as this is an unnecessary duplication of controls.
- Changing the definition of Gross Floor Area in the approved Concept Plan to the standard instrument definition for Local Environmental Plans.
- Increased development contributions in accordance with the contributions framework established by the Department of Planning.
- Bringing forward the proposed works to the Mobbs Lane/Marsden Road intersection to the early stages of the development (i.e. prior to occupation of 150 dwellings with occupation of child care centre, or prior to occupation of 225 dwellings without occupation of child care centre);

This report has addressed all of the State and Local Government agencies and authority submissions, as well as public submission received following the exhibition of the application. Accordingly it is recommended that the Minister for Planning approve the subject Concept Plan Modification subject to the revised Statement of Commitments and amend the Major Development SEPP.