

## 2.2 Project Need and Justification

The modification seeks to increase the number of dwellings to be provided on the site, which is listed as a State Significant Site under the Major Development SEPP. The site was previously considered appropriate for increased housing, employment and provision of additional open space to the locality.

### NSW State Plan 2010

The project will provide additional jobs during construction within the Parramatta LGA. The redevelopment of the former Channel 7 site will also increase the number of dwellings within an area accessible by public transport. The project amendment provides an additional **\$45,000,000** investment into the region that will assist in providing additional employment during construction.

### Metropolitan Plan for Sydney 2036

The Metropolitan Plan for Sydney 2036 is a strategic document that guides the development of the Sydney Metropolitan area towards 2036. The Metropolitan Plan sets out sets housing and employment targets for the Sydney region at 770,000 additional dwellings and 760,000 new jobs by 2036. The Plan further refines Sydney wide targets for the west central sub-region for an additional 96,000 dwellings and an additional 98,000 jobs by 2036. The Plan seeks at least 70% of new dwellings to be located within existing urban areas. The proposal is consistent with the aims of the Metropolitan Plan, as it will contribute toward meeting overall dwelling targets, locating dwellings within existing urban areas, and in its delivery, provide a number of construction jobs.

### Draft West Central Subregional Strategy

The site falls within the area defined by the Draft West Central Subregional Strategy. Housing and employment targets for the sub-region have been updated by the Metropolitan Plan as identified above. Parramatta LGA has a total housing target of 21,000 additional dwellings and an employment capacity target of 27,000 jobs. This will be updated following release of the Metropolitan Plan. Epping is identified as a town centre within the sub-regional Strategy and is identified as being a centre likely to experience both significant employment and housing growth, facilitated by improvements to local transport infrastructure. The proposal will assist in contributing to some of the identified dwelling capacity targets for the Parramatta LGA.

The proposal also assists in the urban renewal of a former commercial / industrial site within close proximity to existing housing and employment lands.

## 3. STATUTORY CONTEXT

---

### 3.1 Modification of the Minister's Approval

The modification application has been lodged with the Director-General pursuant to Section 75W of the Act. Section 75W provides for the modification of a Minister's approval if the project as modified would be consistent with the existing approval under Part 3A.

In this regard, the proposed modifications are consistent with the existing Concept Plan approval granted under Part 3A as the proposed modifications seek to provide additional dwellings in the locality through amendments to the existing conditions, dwelling mix and sizes, which will not result in significant changes to the approved building envelopes or uses on the site.

### 3.2 Environmental Assessment Requirements

In this instance, it was not considered necessary to notify the Proponent of environmental assessment requirements pursuant to Section 75W (3) as sufficient information was provided to assess the application.

## 4. CONSULTATION AND SUBMISSIONS

---

### 4.1 Exhibition

Under Section 75W of the Act, a request for a modification of an approval does not require public exhibition, however in this case, it was considered appropriate to exhibit the modification proposal for a minimum of 30 days, due to the additional dwellings proposed on the land.

Under Section 75X(2)(f) of the Act, the Director-General is required to make the modification request publicly available. The Department:

- publicly exhibited it from 1 September 2010 until 1 October 2010 (30 days):
  - on the Department's website;
  - at the Department's Information Centre;
  - at Parramatta City Council; and
  - at Epping Library.
- advertised the public exhibition in the Sydney Morning Herald, the Daily Telegraph, Parramatta Advertiser, The Parramatta Sun and the Northern District Times on 1 September 2010; and
- notified landholders and relevant State and local government authorities in writing.

The Department received 172 submissions during the exhibition of the modification request – 8 submissions from public authorities and 164 submissions from the general public and special interest groups. A summary of the issues raised in submissions is provided below.

### 4.2 Public Authority Submissions

Eight (8) submissions were received from public authorities. The submissions included objections to the proposed increase in dwelling numbers and resultant impacts on traffic and car parking, height and density. The Department's consideration of key issues raised in the submissions is contained in **Section 5** of this report.

#### ***Parramatta City Council***

Parramatta City Council raised concern that the proposed increase in density is inconsistent with the surrounding area (predominantly 1 and 2 storey dwellings) and is not within 15 minutes walking distance of Epping and Eastwood station, which would likely increase vehicle movements.

Council also raised concern that the additional traffic generated by the additional 150 dwellings will adversely impact upon the local road network and requested that the proposed traffic lights at the corner of Mobbs Lane and Marsden Road, approved under the Early Works Package, be constructed as a matter of urgency.

Council also raised concern that the amount of common open space provided on the site is less than required under the RFDC (25%-30% of the land). The proposed increase in dwellings compared to the increase in common open space is not proportional.

Council requested Section 94 contributions to be in accordance with the contributions framework previously determined by the Department and that the neighbourhood shop should be located in the R1 (General Residential) zone instead of adjoining the child care centre in the RE1 (Public Recreation) zone.

#### ***Hornsby Shire Council***

Hornsby Shire Council raised concerns that traffic movements would be exacerbated within the local road network / Epping Town Centre and that the scope of the traffic analysis prepared to support the proposal is limited and Council requests that a Traffic Management & Accessibility Plan (TMAP) be prepared to identify traffic and transport infrastructure measures to be provided to support the current proposal and other residential developments in the area. Hornsby Shire Council also recommended that the exhibition period and extent of notification of the proposal be extended.

### **Ryde City Council**

Ryde City Council raised concerns that should the proposal be supported, there would be increased traffic in Eastwood Shopping Centre; increased demand on short term parking in Eastwood Shopping Centre; increased demand for commuter parking at Eastwood Railway Station and an increased pressure on Eastwood Public School enrolments as a result of the development.

Council also questioned if there were any provision of funds for stormwater relief for Eastwood.

### **State Transit Authority (STA)**

STA raised no concerns with the proposed modifications, however requested detailed engineering plans of the proposed road changes on Mobbs Lane and the delivery date of the proposed upgrade of Mobbs Lane. STA also recommended that the development take into consideration and contribute to the provision of public transport and that the delivery of infrastructure (Early Works package) should be undertaken in the initial stages of the development. A travel demand scheme was also recommended to be prepared.

### **Transport NSW**

Transport NSW raised no concerns with the proposed modifications, and supported a minimalist approach to parking provision in areas well served by public transport.

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

DECCW raised no concerns with the proposed modifications.

### **Sydney Water**

Sydney Water raised no concerns with the proposed modifications, advising that the drinking water system has sufficient capacity for the proposal. A Section 73 Certificate will be required to be obtained from Sydney Water, which will determine if any additional works are required to service the site.

### **Roads and Traffic Authority (RTA / SRDAC)**

The RTA raised no concerns with the proposed modifications, subject to compliance with previous comments provided under the Project Application for Early Works Package (MP 08\_0258), which included the timing for the construction of the Marsden Road and Mobbs Lane intersection; an upgrade to the Mobbs Lane and Midson Road intersection; and works along Mobbs Lane. The RTA modified the timing of the roadworks, which is discussed further in Section 5.1.1.

## **4.3 Public Submissions**

164 submissions were received from the public, with all submissions raising objections to the proposed modification on various grounds as listed in **Table 3**.

<b>Issue</b>	<b>Issues Raised</b>	<b>Proportion of submissions (%)</b>
Traffic impact from additional dwellings	136	83%
Additional dwelling increase not supported	87	53%
Height of proposal	78	48%
Density	75	45%
Provision of car parking	75	45%
Provision of public transport to be reviewed	47	28%
Overshadowing from proposed building heights	39	24%
Overlooking of development onto adjoining properties	29	18%
No proper plans provided to assess the proposal	24	15%

Issue	Issues Raised	Proportion of submissions (%)
Impact of increase on existing schools	18	11%
Impact of proposal on existing landowners	18	11%
Pressure on existing infrastructure	14	9%
Adjoining development impact	8	5%
Child care centre location	7	4%
Removal of trees on the site	5	3%
Convenience store is inappropriate	5	3%
Concerned for the future of the TAFE site	2	1%

**Table 3:** Summary of issues raised in public submissions

The Department has considered the issues raised in submissions in its assessment of the proposed modification.

#### 4.4 Preferred Project Report

A copy of all submissions was forwarded to the Proponent following the conclusion of the public exhibition period. The Proponent responded to these submissions through the submission of a Preferred Project Report (PPR) (refer to **Appendix C**), which included the following:

- Modification to the proposed dwelling mix, with the main changes being an increase to the number of 3 bedroom dwellings (from 24 to 107); decreasing the number of 2 bedroom dwellings (from 705 to 627); and providing 12 x 4 bedroom dwellings. The proposed dwelling mix has been amended to cater for a wider range of family types and provide greater affordability to the market.
- Relocation of the proposed neighbourhood shop to be located with the proposed communal facilities within the RE1 General Residential Zone instead of adjoining the approved child care centre. The area of the shop is also decreased from 150m<sup>2</sup> to 120m<sup>2</sup>.
- Additional 4,265m<sup>2</sup> (instead of 1,600m<sup>2</sup>) of common open space to be provided on the western side of the site through a reduction of the building footprints, with no increase to the building heights. Total common open space provided increases from 8,700m<sup>2</sup> to 12,965m<sup>2</sup>.
- Section 94 contributions for the additional 150 dwellings are to be provided in accordance with current contributions framework provided for the approved 650 dwellings.
- Modification to the timing of the installation of the Mobbs Lane / Marsden Road intersection. Intersection is now proposed to be provided prior to occupation of the 150th dwelling.
- Inclusion of additional diagrams to illustrate the proposed amendments to building envelopes and comparisons to the approved Concept Plan heights.

The proposed changes and comparison of the modifications to the original Concept Plan approval are outlined in **Table 4** below. Further discussion on key modifications is provided in **Section 5**.

	<b>Approved Concept Plan</b>	<b>Proposed amendment (exhibited)</b>	<b>PPR amendment</b>
<b>Dwelling Numbers</b>	650 dwellings	800 dwellings	800 dwellings
<b>Number of Beds (indicative)</b>	Maximum under approved Concept Plan mix – 1884 bedrooms	1601 bedrooms	1709 bedrooms
<b>Population (indicative)</b>	Maximum under approved Concept Plan mix – 1765 people	Approximately 1739 people	Approximately 1801 people
<b>Dwelling Mix</b>	1 bed (5% minimum) 3 bed + study (15% maximum) Other unit types to achieve remaining %	1 bed – 5.9% 2 bed – 88.2% 2 bed + study – 0% 3 bed – 2.9% 3 bed + study – 2.9%	1 bed – 5% 2 bed – 78% 3 bed – 13% 3 bed + study – 2% 4 bed – 2%
<b>Building Heights</b>	Up to a maximum of 6 storeys	Up to a maximum of 6 storeys	Up to a maximum of 6 storeys
<b>Open Space</b>	3.1 hectares of publicly accessible open space plus <b>8,700m<sup>2</sup></b> of common open space	3.1 hectares of publicly accessible open space plus <b>10,300m<sup>2</sup></b> of common open space	3.1 hectares of publicly accessible open space plus <b>12,965m<sup>2</sup></b> of common open space
<b>Car Parking</b>	1032 spaces	1048 spaces	1145 spaces

**Table 4:** Comparison of key modifications to approved Concept Plan

The Department is satisfied the Proponent's PPR adequately addressed the issues raised in the submissions.

## 5. ASSESSMENT

---

The Department considers the key issues for the proposed modification to be:

- Increased residential density and related impacts
- Residential amenity
- Section 94 contributions
- Other

### 5.1 Increased Residential Density and Related Impacts

Concerns received during the exhibition related predominantly to the increase in dwelling numbers to be provided on the site from 650 to 800 dwellings. The increase to the number of dwelling is proposed through amendments to the dwelling mix and size of apartments within the gross floor area and building envelopes approved under the Concept Plan. The Department has considered the impact of the proposed increased density in terms of:

- Traffic and Car Parking
- Built form
- Open Space

#### 5.1.1 Traffic & Car Parking

##### Traffic

Concern was raised that the increase in dwelling numbers would cause additional traffic impacts upon Mobbs Lane and the intersections at Marsden Road and Mobbs Lane and Midson Road and Mobbs Lane. Council also requested that the traffic lights at the corner of Mobbs Lane and Marsden Road, approved under the Early Works Package, be constructed as a matter of urgency. In support of the proposed modification, the Proponent submitted an 'Assessment of Traffic and Transport Implications' to assess the traffic impacts of the modified (800 dwellings) proposal compared to the approved (650 dwellings) proposal. The traffic report concluded that the additional dwellings would result in an additional 17 vehicle trips per hour (from 360 to 377) and that the proposed capacity improvement works to Mobbs Lane and the intersections of Marsden Road and Mobbs Lane and Midson Road and Mobbs Lane would perform at an acceptable level of service despite the minor increase in traffic.

It is also noted that previous traffic reports, which examined traffic impacts generated by 900 dwellings on the site, also concluded that the upgraded intersections at Marsden Road and Mobbs Lane and Midson Road and Mobbs Lane would perform at acceptable levels of service.

The modification was referred to the RTA for comment. The RTA did not raise concern with the proposed amendment in terms of additional traffic impacts upon Mobbs Lane, however recommended a revised timeframe for the construction of the Marsden Road and Mobbs Lane signalised intersection to assist in improving the movement of traffic.

The RTA originally recommended that the intersection works be completed before *the release of the Occupation Certificate for development exceeding 150 dwellings with a child care centre or 225 dwellings without a child care centre*. The RTA amended their original recommendation to include a requirement that the works be constructed *within 24 months of the approval of the modification*, should approval be granted.

In response to the concerns raised regarding traffic and the timing of works, the Proponent, through the PPR, amended the timing of the intersection works to be prior to the issue of the Occupation Certificate for the 150<sup>th</sup> dwelling. In addition, the Proponent has advised that a Travel Demand Scheme / Green Travel Plan will be prepared, which once finalised will assist in achieving a change in travel behaviour encouraging alternatives to vehicle use (i.e. walking, cycling, car pool, car share schemes and greater use of public transport). The Department supports initiatives such as these which reduce the reliance on vehicle use.

Based on advice from the RTA, the Department considers that despite the increase in vehicle movements along Mobbs Lane, with the introduction of a signalised intersection at Marsden Road and Mobbs Lane and improvements to the intersection at Midson Road and Mobbs Lane, traffic impacts are acceptable. To ensure the Marsden Road and Mobbs Lane intersection is upgraded to accommodate additional traffic in a timely manner the Department recommends the intersection works be constructed prior to the issue of the Occupation Certificate for the 150<sup>th</sup> dwelling or within 24 months of the approval date (whichever occurs first).

As a separate Project Application (MP 08\_0258 - Early Works Package) approved the timing of the proposed intersection at Marsden Road and Mobbs Lane, an amendment to Condition No. C40 of the approval would be required if the proposed Concept Plan amendment is approved.

### Car Parking

As a result of the amended dwelling mix proposed within the PPR, the total number of car parking spaces provided on the site has increased from 1032 to 1145 spaces (increase of 113 spaces). **Appendix D** contains a table outlining the proposed car parking spaces compared to Council's DCP.

The proposed number of car parking spaces complies with Council's DCP, with the exception of the number of visitor parking spaces that has regard to the RTA's Guidelines for High Density Residential developments. It is proposed to provide only 115 visitor spaces instead of 200 visitor spaces as required by Council's DCP. The variation to the number of visitor parking spaces is based on the RTA Guidelines for High Density Residential developments (a ratio of 1 space per 5 - 7 dwellings) and not Council's DCP.

It is considered that the variation to the visitor parking spaces is appropriate as all dwellings to be provided on the site contain a minimum of 1 space and the number of visitor parking spaces is consistent with the RTA Guidelines.

## **5.1.2 Built Form**

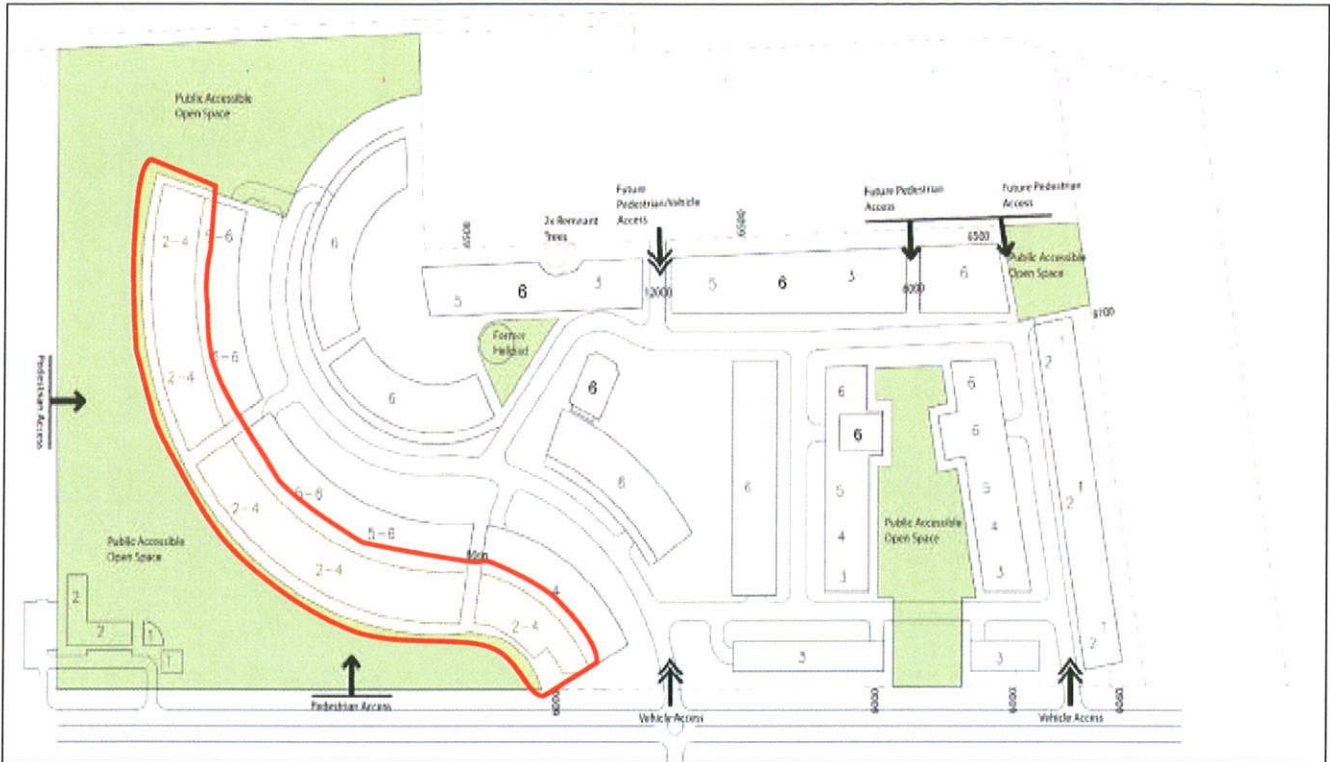
### Height

The building envelopes approved in the Concept Plan (**Figure 6**) provides for low scale development along the eastern boundary (typically 1 - 2 storey townhouses), high rise residential flat buildings in the middle of the site (up to 6 storeys) and transitional building heights from 5 - 6 storeys reducing to 2 - 4 storeys as the site slopes down to the western boundary.

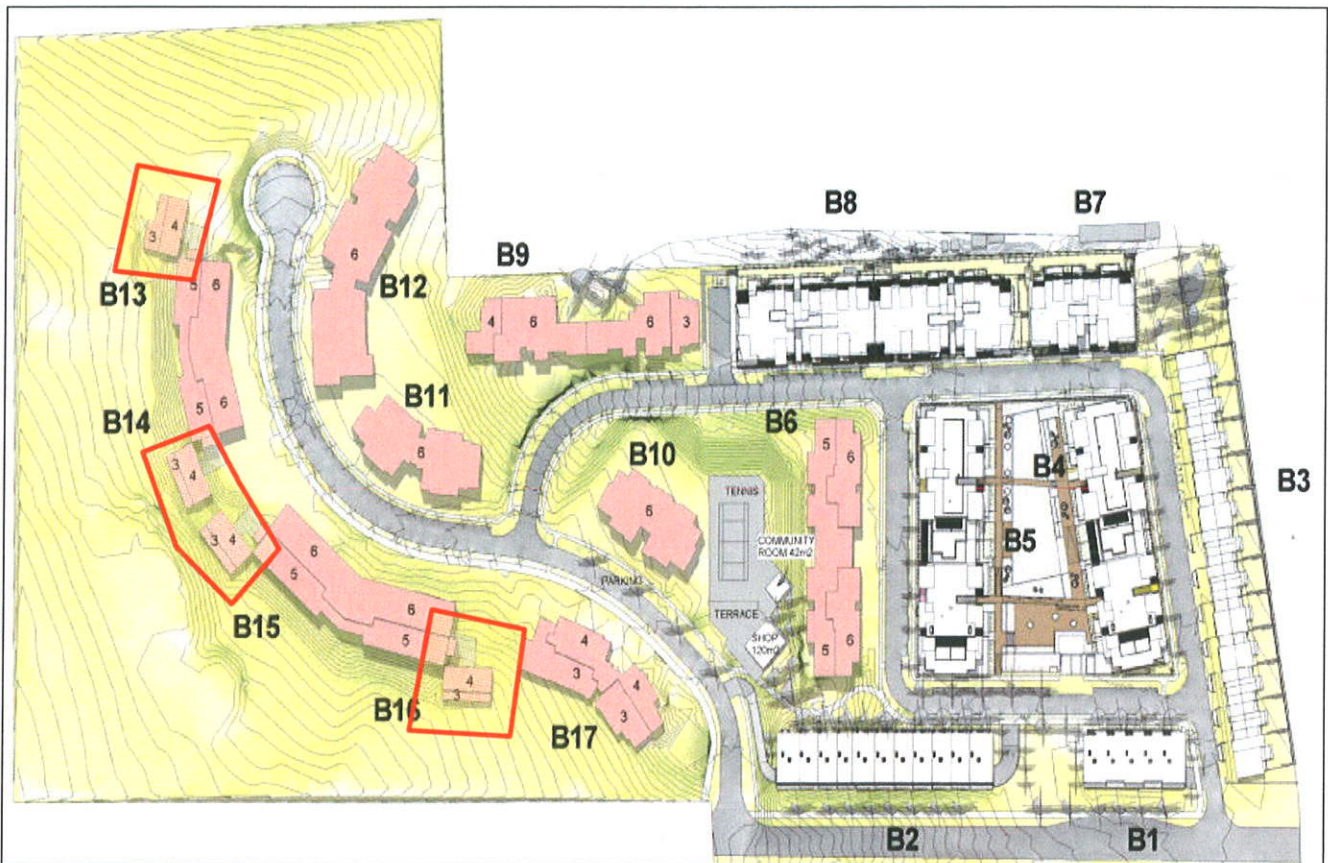
The exhibited modification sought to amend the approved building heights adjacent to the publicly accessible open space on the western side of the site from part 5 / 6 storeys to 6 storeys. Concern was raised during the exhibition that the modification did not enable a suitable transition in height along the western boundary of the site as originally intended in the approved Concept Plan.

Following receipt of the PPR, the proposal was amended and now seeks to retain the approved building height of 5 - 6 storeys, however proposes to alter the building heights adjacent to the western park from 2 - 4 storeys to 3 - 4 storeys as indicated in red boxes in **Figure 7**.

The proposed height variation along the south-western boundary (adjacent to the park) is considered to be minor (1 storey) and is within the approved 2 - 4 storey height range. The generous setbacks (ranging between a minimum of 15 metres to Mobbs Lane and 45 metres adjacent Mobbs Lane Reserve) together with the provision of additional open space and landscaping will help absorb and mitigate this minor height variation. The modified building height will still provide an appropriate height transition from Mobbs Lane and is therefore supported.



**Figure 6:** Approved building heights as contained in EA. Red box outlines areas proposed for amendment under PPR when compared to Figure 7



**Figure 7:** Proposed amended built form and heights (pink shaded buildings only considered) as contained in the PPR. Red boxes outline areas proposed for amendment under PPR

### Bulk and Scale

Despite the proposed increase in dwelling numbers, the additional dwellings can be accommodated within smaller building envelopes than those approved in the original Concept Plan. **Figure 8** below, provides a comparison of the approved building envelopes against the modified building envelopes. The figure illustrates that whilst some minor projections from the approved building envelopes occur, the overall bulk and scale of the proposal has been reduced. This has been achieved by reducing the building footprints and by increasing building setbacks, separation, and articulation.

The modified building envelopes are considered to be acceptable for the following reasons:

- The overall bulk and scale of the proposal has been reduced which improves the visual appearance of the development;
- The height of the modified building envelopes will not exceed the approved height range;
- Greater building articulation adds visual interest and further reduces the visual impact of the proposal;
- The reduced building footprints and increased setbacks provide greater area for additional open space and landscaping; and
- The increased setbacks and building separation will reduce potential privacy impacts between buildings.

In addition, the site has the benefit of adjoining a large area of open space and is separated from neighbouring dwellings. Therefore no adverse privacy, overshadowing or view loss impacts will occur as a result of the modified proposal. Given the additional dwellings can be generally accommodated within the approved building envelopes and the strategic imperative to locate dwellings in accessible locations such as this site, the increased density is supported.