

Environmental Assessment Report Project Application

Epping Park – Early Works Package

61 Mobbs Lane, Epping (MP 08_0258)

Submitted to
The Department of Planning
On Behalf of Sydney Broadcast Property Pty Ltd

Volume 1
June 2009 ■ 08412

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This report has been prepared by: Oliver Klein

Signature Date 24/06/09

This report has been reviewed by: Gordon Kirkby

Signature Date 24/06/09

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Statement of Validity

Prepared under Part 3A of the Environmental Planning and Assessment Act, 1979 (as amended)

Environmental Assessment prepared by

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In respect of	Project Application

Project Application

Applicant name	Sydney Broadcast Property Pty Ltd
Applicant address	Suite 1101, Level 11, 14 Martin Place, Sydney
Land to be developed	61 Mobbs Lane, Epping
Proposed development	A range of infrastructure works to support the future redevelopment of the Epping Park site, including the construction of a child care facility and private residents' facilities.

Environmental Assessment An Environmental Assessment (EA) is attached

Certificate I certify that I have prepared the content of this Environmental Assessment and to the best of my knowledge:

It is in accordance with the Environmental Planning and Assessment Act and Regulation.

It is true in all material particulars and does not, by its presentation or omission of information, materially mislead.

Signature

Name Oliver Klein

Date

Executive Summary

Purpose of this Report

This submission to the Department of Planning comprises an Environmental Assessment for a Project Application under Part 3A of the *Environmental Planning and Assessment Act 1979*. It relates to development at 61 Mobbs Lane, Epping to support the future development of Epping Park in accordance with the Concept Plan (MP 05_0086) approved for the site by the Minister for Planning on 22 August 2006 and the gazetted State Significant Site listing under the State Environmental Planning Policy (Major Projects) 2005.

The proponent for this development is Sydney Broadcast Property Pty Limited.

Overview of the Project

This Project Application seeks approval for the following elements:

- demolition of all existing improvements on the site;
- tree removal;
- site grading works (including remediation if required) to construct the final landform (including the pre-development ground levels for future buildings) and to minimise the need for unsustainable movement of fill to/from the site;
- road works to accommodate access to and within the development site and associated kerb, gutter, verge and footpath works and at-grade visitor parking;
- road works/improvements along Mobbs Lane to service the development;
- implementation of appropriate utilities on and to the site to support the future residential development, including works in nearby streets;
- landscaping of publicly accessible open space and public domain, and the landscaping of private communal open space for residents on the site including, lighting and entry statements to the development;
- stormwater management works;
- construction of private residents' facilities in the centre of the site including an indoor gym, multipurpose hall ('community hall'), and outdoor lap and leisure pools;
- construction of a child care facility, including and not limited to business identification signage and associated landscaping, in the south-west corner of the site;
- construction of a private tennis court for use by residents of Epping Park adjacent to the child care centre in the south-west corner of the site; and
- amalgamation of the lots comprising the site and subsequent subdivision and stratum subdivision to accommodate future development on the site under a Community Title structure.

The Site

The Epping Park site is located at 61 Mobbs Lane, Epping in the Parramatta local government area. The site is 89,190m² in area, with a 500m primary frontage to Mobbs Lane which is accessed via Midson Road to the east, and Marsden Road to the west.

Sydney Broadcast Property Pty Ltd owns the entire Epping Park site which is comprised of several allotments legally described as Lots 1 & 2 DP732070, Lot 2 DP582172, Lots 1 & 2 DP129023 and Lot 1 DP570891. The site is currently occupied by the Seven Network which operates 24 hours a day, employing up to 700 staff.

Planning Context

Section 3.0 of this EAR considers all applicable legislation in detail. The proposal complies with all relevant planning controls.

The site is currently zoned General Residential and Public Recreation under Schedule 3 of State Environmental Planning Policy (Major Projects) 2005. The proposal is permissible with consent and meets the objectives of the subject zones.

Environmental Impacts

The environmental impacts are considered in Section 6 of this Environmental Assessment Report. The proposed works do not raise any adverse environmental impacts and will provide significant public benefit through the provision of more than 3.1 ha of high quality public open space, a child care centre, road network upgrades, and improved downstream flooding conditions.

Conclusion

The proposal is entirely permissible under the planning controls for the site in Schedule 3 of State Environmental Planning Policy (Major Projects) 2005. The matters for which approval are sought are also consistent with the approved Concept Plan and Concept Plan Statement of Commitments.

The Draft Statement of Commitments has been prepared to inform the detailed design of the development and manage construction and on-going environmental impacts. The environmental assessment addresses the Director General's Requirements and demonstrates the impacts of the proposal can be satisfactorily managed and therefore the project should be approved.

1.0 Part 1 – Introduction

This Project Application and Environmental Assessment Report (EAR) is submitted to the Minister for Planning pursuant to Part 3A of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

The Project Application seeks approval for early works, a child care facility and private residents' facilities at 61 Mobbs Lane, Epping (henceforth known as Epping Park). This EAR fulfils the Director General's Environmental Assessment Requirements (DGRs) issued on 11 February 2009 (**Appendix A**).

The report has been prepared by JBA Urban Planning Consultants Pty Ltd, for the proponent, Sydney Broadcast Property (SBP), and is based on information provided by Worley Parsons (**Appendix B**), PTW (**Appendix C**) and Aspect Studios (**Appendix D**), and supporting technical documents provided by the expert consultant team.

This EAR describes the site, its environs and the proposed development. It also includes an assessment of the proposal in accordance with the DGRs under Part 3A of the EP&A Act. It should be read in conjunction with the information contained within and appended to this report.

1.1 Project Background

Seven Network has been operating at 61 Mobbs Lane for nearly 50 years. Broadcasting facilities opened at the site in December 1946 under the banner of Amalgamated Television (ATN) Sydney. At the time of opening, the site was ideal for broadcasting purposes due to its elevated position with 270 degree views across Sydney and surrounding development that was predominately low scale. However, technology advancements meant that in order to meet Seven Network's future needs the existing broadcast facilities on-site needed to be replaced, and that the present hill top location was no longer required and appropriate. As a result the Seven Network resolved to vacate from the site and entirely relocate to alternative premises elsewhere in Sydney.

In July 2005, the Department was briefed on the proposed redevelopment of the Mobbs Lane site.

On 6 September 2005, the Minister for Planning endorsed a submission which recommended that the Seven Network site be considered for inclusion within Schedule 3 of the State Environmental Planning Policy (Major Projects) 2005 (Major Projects SEPP) as a potential State Significant Site. On 1 August 2006, State Environmental Planning Policy (Major Projects) 2005 (Amendment No.6) was gazetted which amended the Major Projects SEPP by listing the Seven Network site as a State Significant Site in Schedule 3 of that policy. This provided for a new planning regime for the site which amongst other things rezoned the site and provided for basic development parameters in relation to land use distribution, range of land uses, density, and building heights.

On 22 August 2006, the Minister approved a Concept Plan (MP 05_0086) for residential development, landscaped open space, and associated facilities (consistent with the provision of the SEPP listing), which permits the following development on the site:

- up to 650 dwellings;
- up to 80,000m² maximum gross floor area (GFA) equivalent to a maximum floor space ratio (FSR) of 0.89:1;
- up to 96,000m² total envelope area;
- no more than 73 dwellings per hectare on land;
- a maximum height number of 6 storeys and height distribution in accordance with figure 8.9 of the Preferred Project Report dated May 2006;
- the development must provide a minimum of 5% one-bedroom dwellings;
- the development must not exceed 15% provision of 3-bedroom + study dwellings;
- landscaped public open space (no less than 3.1 hectares) and private open space;
- associated services and infrastructure;
- land use distribution, building heights, densities, dwelling mixes and types; and
- strata and Torrens title subdivision.

The approved Concept Plan is shown in **Figure 1**.



Figure 1 – 61 Mobbs Lane approved Concept Plan

The proposed infrastructure works, public domain works, child care centre and residents' facilities are consistent with the provisions of the SEPP listing, and the approved Concept Plan.

The Concept Plan approval included a number of modifications (conditions) which require the submission of certain documentation (to the satisfaction of the Department) prior to the submission of an application for development on the site. Documentation of the satisfaction of these conditions is located at **Appendix E**.

Concurrent Project Application

A concurrent Project Application has also been lodged for the Stage 1 Residential development on the site. The Project Application seeks approval for the construction of Buildings 3, 4, 5 and 7 consisting of 230 dwellings.

1.2 Overview of Approval Sought

- This Project Application seeks approval for the following elements:
- demolition of all existing improvements on the site;
- tree removal;
- site grading works (including remediation if required) to construct the final landform (including the pre-development ground levels for future buildings) and to minimise the need for unsustainable movement of fill to/from the site;
- road works to accommodate access to and within the development site and associated kerb, gutter, verge and footpath works and at-grade visitor parking;
- road works/improvements along Mobbs Lane to service the development;
- implementation of appropriate utilities on and to the site to support the future residential development, including works in nearby streets;
- landscaping of publicly accessible open space and public domain, and the landscaping of private communal open space for residents on the site including lighting and entry statements to the development;
- stormwater management works;
- construction of private residents' facilities in the centre of the site including an indoor gym, multipurpose hall, and outdoor lap and leisure pools;
- construction of a child care facility, including and not limited to business identification signage and associated landscaping, in the south-west corner of the site;
- construction of a private tennis court for use by residents of Epping Park adjacent to the child care centre in the south-west corner of the site; and
- amalgamation of the lots comprising the site and subsequent subdivision and stratum subdivision to accommodate future development on the site under a Community Title structure.

1.3 Capital Investment Value

The Quantity Surveyor's Statement prepared by Davis Langdon estimate the overall cost of works to be \$22,668,000.

1.4 Project Team

An expert project team has been formed to deliver the project and includes:

Proponent	Sydney Broadcast Property
Urban Planning	JBA Urban Planning Consultants
Architecture	PTW Architects
Engineering	Worley Parsons
Surveyor	Whelans Insites
Landscape	Aspect Studios
Ecological Sustainable Development	Advanced Environmental
Geotechnical	Douglas Partners
Contamination	CETEC
Utilities	Worley Parsons / Lincoln Scott
Stormwater	Worley Parsons
Traffic and Transport	Halcrow MWT
BCA	BCA Logic
Consultation	Elton Consulting
Flora	Anne Clements & Associates
Fauna	Ambrose Ecological Services
European Heritage	GBA Heritage
Indigenous Heritage	AHMS

2.0 Site Analysis

2.1 Site Location

The Epping Park site is located at 61 Mobbs Lane, Epping in the Parramatta local government area (LGA).

The site is 89,190m² in area, with a 500m primary frontage to Mobbs Lane which is accessed via Midson Road to the east, and Marsden Road to the west. A site location plan is provided at **Figure 2** below.



Figure 2 – Locality Plan

2.2 Site Description

An aerial photo of the site is shown at **Figure 3**. A Survey Plan, Locality Context Plan, and Site Analysis Plan have been provided at **Appendix D**.



Figure 3 – Site Plan

Existing Development

Existing development on the site includes the following:

- Seven Network television studios and ancillary buildings (**Figure 4**);
- Transmission / telecommunications tower (**Figure 5**);
- satellite receiving station and satellite dishes (**Figure 6**);
- security gate house (**Figure 7**);
- 790 on-site parking spaces and petrol bowsers (**Figure 8**);
- a disused tennis court (**Figure 9**); and
- a helipad (**Figure 10**).

The existing studios and ancillary buildings comprise approximately 22,000m² gross floor space and are equivalent to typical six storey structures. The three largest satellite dishes are in the order of 15m high (i.e. equivalent to five storeys). The remainder of the site, particularly to the west, is dominated by vegetated open space. A drainage swale which flows into Terry's Creek is also located in the north western portion of the site. It should be noted that the existing transmission / telecommunications tower is significantly higher than the existing studio buildings at an RL 175.61 (46.625m).

The site operates 24 hours a day, employing up to 700 staff. There are a number of vehicle movements per day generated by the current operations which include staff, heavy vehicles and audience-participation vehicle movements.



Figure 4 – Television studios and ancillary buildings



Figure 5 – Transmission tower



Figure 6 – Satellite receiving station and dishes



Figure 7 – Gate house



Figure 8 – Car park and Petrol Bowlers



Figure 9 – Tennis court



Figure 10 – Helipad

Landform

The topography of the site is generally flat to undulating at the western portion of the site, with a significant fall of approximately 30m from the upper eastern side (where the studios are currently located) to the south-western corner (near the satellite dishes). The western portion of the site could be considered to be largely undulating. A site survey is located at **Appendix C**. The western side of the site has reasonable tree cover.

Access

Located to the west and south west of the site are the major collector roads of Marsden Road, Pennant Hills Road (a.k.a Cumberland Highway) and Stewart Street. Carlingford and Midson Roads are located to the north and east. Access to the site is currently only available via one entry point from Mobbs Lane.

Road Network

This Project Application includes works to the surrounding road network including:

- Mobbs Lane (**Figure 11**);
- Marsden Road/ Mobbs Lane intersection (**Figure 12**);
- Midson Road/ Mobbs Lane intersection (**Figure 13**).



Figure 11 – Mobbs Lane



Figure 12 – Marsden Road/
Mobbs Lane intersection



Figure 13 – Midson Road/ Mobbs Lane intersection

2.3 Land Ownership and Legal Description

Sydney Broadcast Property Pty Ltd owns the entire Epping Park site, which is the subject of this Project Application. The site is comprised of several allotments legally described as Lots 1 & 2 DP732070, Lot 2 DP582172, Lots 1 & 2 DP129023 and Lot 1 DP570891. The site Survey Plan is located at **Appendix C**.

The road works/improvements will be undertaken in the Mobbs Lane, Midson Road, Edenlee Street and Marsden Road road reserves which are owned by Parramatta City Council (Council) or the Roads and Traffic Authority (RTA).

2.4 Surrounding Development

The site is presently predominately surrounded by low density detached residential development which is mainly characterised by California Bungalow and Federation style dwellings. There are some examples of higher density residential development at the periphery of the site with development in recent years being characterised by the construction of townhouse style dwellings with higher site coverage.

The eastern side of the site is bounded by 15 detached residential dwellings (see **Figure 14**) which are generally set back approximately 40m from the site boundary. Survey plans illustrating the rear elevations and distance to the rear wall of the dwellings are included at **Appendix F**.

The northern boundary of the site is shared with the Northern Sydney Institute of TAFE – Epping Annex (see **Figure 15**) which is used for a variety of educational purposes.

A right-of-way runs along the north western boundary between the Mobbs Lane Reserve and TAFE land. The path runs between the subject site and the rear of 10 dwellings fronting Third Avenue.

To the south of the site on the other side of Mobbs Lane is the former Eastwood Brickworks where a large-scale residential development is currently underway (see **Figure 16**).

The western side of the Epping Park site is bounded by Mobbs Lane Reserve (see **Figure 17**), a publicly accessible open space area of approximately 4ha. Located within Mobbs Lane Reserve is Terry's Creek which flows south through Mobbs Lane Reserve under Mobbs Lane itself to the Fred Spurway Reserve.



Figure 14 – Typical residential development



Figure 15 – North Sydney TAFE Epping Annex



Figure 16 – Redevelopment of the Eastwood Brickworks



Figure 17 – Mobbs Lane Reserve

3.0 Planning Framework and Context

The following planning instruments and planning policy documents are of key relevance to the proposed development:

- *Environmental Planning and Assessment Act 1979;*
- *Roads Act 1993;*
- *State Environmental Planning Policy No. 55 – Remediation of Land;*
- *State Environmental Planning Policy (Major Projects) 2005;*
- *State Environmental Planning Policy (Infrastructure) 2007; and*
- *Draft West Central Subregional Strategy.*

3.1 Strategic Plans

Draft West Central Subregional Strategy

The draft West Subregional Strategy was released in December 2007 and is a key part of the implementation of the 2005 Metropolitan Strategy. The Subregional Strategy is intended to guide land-use planning until 2031 in the Auburn, Bankstown, Fairfield, Holroyd and Parramatta local government areas. The key relevant directions include:

- allowing for housing growth close to public transport corridors;
- providing greater housing choice and affordability; and
- improving recreation facilities and access to open space.

The Strategy sets the Parramatta LGA a housing target of 21,000 additional dwellings by 2031, of which 60-70% of new housing will be accommodated in existing urban areas. The proposed development will assist with achieving this target by contributing the infrastructure to facilitate the future construction of up to 650 dwellings.

3.2 State Legislation

Environmental Planning and Assessment Act, 1979

Part 3A of the EP&A Act outlines the process for considering major project applications. In particular it outlines:

- what development constitutes a major project;
- the matters which the Minister must take into account when assessing a major project application;
- information which must be submitted with a major project application;
- the environmental assessment requirements for approval;
- public exhibition of major project applications;
- assessment report procedures; and
- appeals under Part 3A.

This document and appended materials are an Environmental Assessment Report for the purpose of this Project Application under Part 3A of the EP&A Act.

In the case of this Project Application and any proposed road works and external civil/ services installations required to service the development, Section 75B 'Project to which Part Applies' of Part 3A states that:

(3) If only part of any development is a project to which this Part applies, the other parts of the development are (subject to subsection (4)) taken to be a project to which this Part applies. The development is to be dealt with under this Part as a single project.

Therefore, despite any road works and civil/ services works (that are required to service the development) being outside of the Concept Plan site boundary they will be dealt with as part of this Project Application with the Minister as the approval authority.

Roads Act 1993

A function of the *Roads Act 1993* is to regulate the carrying out of various activities on public roads and allow for the declaration of the RTA and other public authorities as roads authorities for both classified and unclassified roads.

Section 138 of the Act requires that consent from the appropriate road authority be obtained for the following works:

- erection of a structure or the carrying out work in, on or over a public road;
- digging up or disturbing the surface of a public road;
- removing or interfering with a structure, work or tree on a public road; or
- connecting a road (whether public or private) to a classified road.

As noted above, under Part 3A of the EP&A Act the road works are the subject of this Project Application and therefore the Minister is the relevant road authority for the purposes of this application.

Section 138(2) states that consent may not be given with respect to a RTA classified road except with the concurrence of the RTA. As Marsden Road is a RTA classified road concurrence is to be sought from the RTA.

State Environmental Planning Policy No. 55 – Remediation of Land (SEPP 55)

SEPP 55 provides controls and guidelines for the remediation of contaminated land. In particular, this policy aims to promote the remediation of contaminated land for the purpose of reducing the risk of harm to human health or any other aspect of the environment.

Clause 7 specifies that a consent authority must not consent to the carrying out of any development on land unless it has considered whether land is contaminated and if the land is contaminated, it is satisfied that the land is/ can be suitable for the proposed development.

Section 6.2 and **Appendix G** discuss the proposal's compliance with SEPP 55, and concludes that all of the site, the subject of this application, can be made suitable for the proposed uses.

State Environmental Planning Policy (Major Projects) 2005

The Major Projects SEPP identifies certain categories of development and certain specified sites that are subject to assessment and determination under Part 3A of the EP&A Act for which the Minister for Planning is the approval authority.

This Project Application is a Major Project as it fits wholly within the terms of the original opinion formed by the Minister in September 2005 for the Concept Plan.

The Department agreed that no further opinion was required for this Project Application under Clause 6 of the Major Projects SEPP. Accordingly, the planning process for this application commenced at the request for DGRs.

Regardless of the above, the proposed development could be declared to be a Project to which Part 3A applies under Clause 6(1)(b) of the SEPP, as it is a development under Part 4 Clause 5 of Schedule 3 that has a capital investment value of more than \$5 million.

The SEPP zones the land for residential and open space development (see **Figure 18**), as well as setting broad development controls relating to density, height (see **Figure 19**), dwelling yield and built form.



Figure 18 – Zoning Map

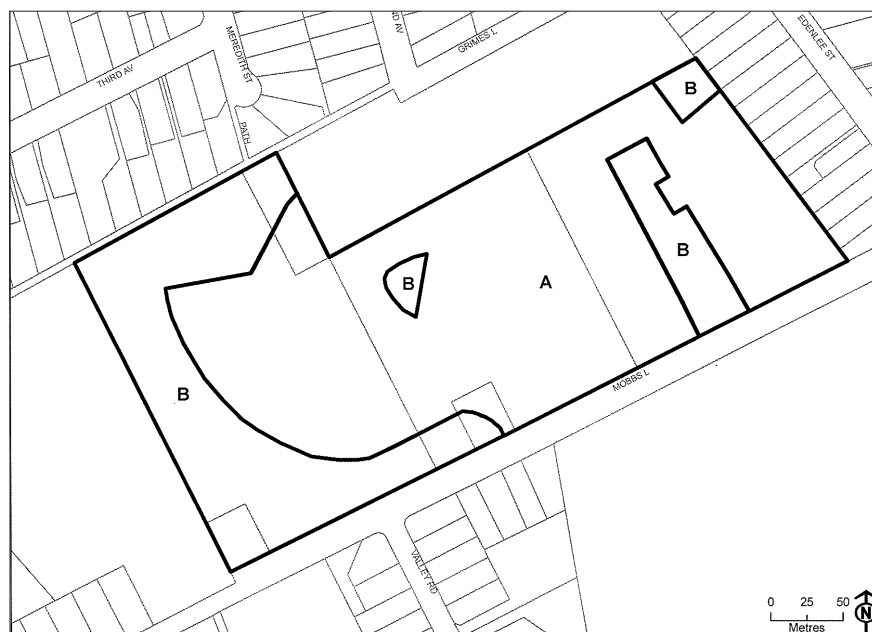


Figure 19 – Building Height Map

State Environmental Planning Policy (Infrastructure) 2007

The Infrastructure SEPP came into force on 1 January 2008. The aim of this Policy is to facilitate the effective delivery of infrastructure across the State by:

- improving regulatory certainty and efficiency through a consistent planning regime for infrastructure and the provision of services;
- providing greater flexibility in the location of infrastructure and service facilities;
- allowing for the efficient development, redevelopment or disposal of surplus government owned land;
- identifying the environmental assessment category into which different types of infrastructure and services development fall (including identifying certain development of minimal environmental impact as exempt development);
- identifying matters to be considered in the assessment of development adjacent to particular types of infrastructure development; and
- providing for consultation with relevant public authorities about certain development during the assessment process or prior to development commencing.

Under Clause 104, the RTA is to be made aware of traffic generating development and given the opportunity to provide comment. Whilst the proposed development is not in itself considered a traffic generating development under Schedule 3, the concurrent Stage 1 Residential Project Application is a traffic generating development.

Given the road works proposed under this application, the RTA will be required to be consulted with under the *Roads Act 1993*. The combined effect of both pieces of legislation will enable the RTA to consider both applications relative to each other. Council, whilst not the relevant road authority for the purposes of this application will nonetheless be able to provide comment and a submission on issues relevant to it regarding the road works.

4.0 Consultation

In accordance with Part 3A of the EP&A Act consultation is required to occur at the following stages:

- the Director General of the Department of Planning is required to consult with relevant public authorities in preparing the environmental assessment requirements for the Project Application; and
- the Director General is required to advertise and exhibit the Environmental Assessment and appended reports and documentation for no less than 30 days.

Further, the DGRs specifically request that SBP undertake an appropriate and justified level of consultation in accordance with the Department of Planning's *Major Project Community Consultation Guidelines October 2007*. To satisfy this requirement and as part of their obligations under the Concept Plan Statement of Commitments the proponent has undertaken significant consultation with all stakeholders, as discussed below.

4.1 Council and Agency Consultation

A summary of the consultation undertaken to date with Council and Agencies is located below. Further to this consultation, several of the specialists responsible for the preparation of the technical reports that comprise the Appendices of this EAR, engaged in various consultations with relevant stakeholders, including the relevant utility providers.

Parramatta City Council

Since the Concept Plan approval in August 2006, SBP has consulted with officers and elected members of Council on a number of matters to better inform the design of the development and site. The primary purpose was to respond to a number of reporting requirements of the Concept Plan approval and as part of discussions to agree on a development contributions framework. Some of the matters which SBP consulted with Council staff on include:

- Traffic
 - proposed road improvement works along Mobbs Lane
 - Marsden Road/ Mobbs Lane intersection upgrade
 - Midson Road/ Mobbs Lane intersection upgrade
- Stormwater
 - proposed stormwater management strategy
- Landscaping
 - design of publicly accessible open space on site and its interface with Mobbs Lane Reserve and Grimes Lane
- Child care
 - demand for and location of the proposed child care centre

Roads and Traffic Authority

SBP consulted with the RTA as part of the reporting requirements under Modification B4 of the Concept Plan approval and in developing the development contributions framework. The issues discussed were the intersection improvements at Marsden Road and Mobbs Lane and at Midson Road and Mobbs Lane. Chapter 5 of the Transport Report (see **Appendix H**) responds to the parking and traffic related issues raised in a letter from the RTA dated 12 January 2009 (as appended to the DGRs).

State Transit Authority

SBP consulted with the State Transit Authority (STA) as part of the reporting requirements under Modification B4 of the Concept Plan approval and during the design of the proposed intersection improvements at Marsden Road and Mobbs Lane and at Midson Road and Mobbs Lane. The STA also provided input to the design of improved bus infrastructure (e.g. bus stops, bus shelters) on Mobbs Lane fronting the site.

Other Agencies

SBP has also consulted with various utility providers including Sydney Water, Jemena (gas provider), Integral Energy and Telstra.

4.2 Community Consultation

SBP commissioned Elton Consulting to undertake a program of community and stakeholder engagement during preparation of the development proposal. This engagement program is in accordance with the Engagement & Communication Strategy prepared by Elton Consulting in May 2007 and approved pursuant to Modification B3 by the Department on 12 June 2007.

The community and stakeholder engagement process is reported at **Appendix I** and summarised below. The purpose was to:

- provide the local community with information about the proposal;
- give them an opportunity to comment on the proposed development; and
- provide an opportunity for these comments to be reviewed by SBP and the project team.

Members of the community were notified of the session by the following methods:

- project newsletter distributed to a local catchment area of 3,700 properties bound by Carlingford Road, Marsden Road, Terry Road, Epping Avenue and Kent Street on 12 February 2009;
- newsletter was also distributed to Epping, Eastwood and Ermington libraries; and
- advertisement published in the Northern District Times on 11 February 2009.

A community information and feedback session was held on Saturday 21 February 2009 for members of the local community and stakeholders. Participants were invited to view a series of display panels presenting information on the project, and to ask questions and provide feedback to members of the project team. Eighty-four community stakeholders and a Parramatta City Council Officer attended the session.

On 23 February 2009, a stakeholder briefing was held for local community organisations and open space and bush care groups. At the briefing, a detailed discussion was held around project information from the display boards presented at the community information and feedback session.

Based on the feedback received from the community information and feedback session and stakeholder briefing, the following key issues were raised:

- transport and access;
- the built form of the development;
- open space and landscaping;
- the planning and consultation process;
- existing and possible future flooding impacts;
- future facilities; and
- infrastructure.

The feedback was then collated and documented and has been used to provide a community perspective in the detailed design of the project and production of technical studies.

SBP also provided stakeholder briefings to TAFE, Alan Walker Village and Housing NSW.

On the 10 March 2009, SBP received correspondence from Epping Action Group, a newly formed community group established regarding the Epping Park site. The letter introduced the group and outlined some of their opinions. On 24 March 2009, SBP responded to the letter from Epping Action Group, welcoming their interest in the development and committing to work with them and other stakeholders to best understand the issues and concerns of the community.

5.0 Description of Proposed Development

5.1 Introduction

This section of the report provides a detailed description of the proposed development. These works are required to prepare the Epping Park site in anticipation of the redevelopment envisaged in the Concept Plan.

The subject Project Application comprises the following elements:

- demolition of all existing improvements on the site;
- tree removal;
- site grading works (including remediation if required) to construct the final landform (including the pre-development ground levels for future buildings) and to minimise the need for unsustainable movement of fill to/from the site;
- road works to accommodate access to and within the development site and associated kerb, gutter, verge and footpath works and at-grade visitor parking;
- road works/improvements along Mobbs Lane to service the development;
- implementation of appropriate utilities on and to the site to support the future residential development, including works in nearby streets;
- landscaping of publicly accessible open space and public domain, and the landscaping of private communal open space for residents on the site including entry statements to the development;
- stormwater management works;
- construction of private residents' facilities in the centre of the site including an indoor gym, multipurpose hall, and outdoor lap and leisure pools;
- construction of a child care facility, including and not limited to business identification signage and associated landscaping, in the south-west corner of the site;
- construction of a private tennis court for use by residents of Epping Park adjacent to the child care centre in the south-west corner of the site; and
- amalgamation of the lots comprising the site and subsequent subdivision and stratum subdivision to accommodate future development on the site under a Community Title structure.

It is important to note that the works for which this application seeks approval may be staged with the ultimate staging of the residential development of the site.

5.2 Demolition

The Seven Network studios and associated structures throughout the site are proposed to be demolished to facilitate the broader approved Concept Plan development. Details of the demolition process are located in the Environmental and Construction Management Overview prepared by McLachlan Lister located at **Appendix J**. The items to be demolished include:

- Seven Network studio building including basement, foundations and communications tower;
- brick café;
- brick building;
- carwash area;
- gate house;
- metal shed;
- concrete grandstand and tennis court;
- petrol bowzers and tanks;
- concrete foundations to satellite dishes;
- electric sub-station;
- general items such as flagpoles, street furniture etc;
- internal roads and pavements; and
- retaining walls and structures.

Neither the State Heritage Register Listing nor the Parramatta LEP heritage listing nominates any of the above buildings / structures as having any particular heritage value.

The demolition work will be undertaken in accordance with Australian Standard 2601:2001 – Demolition of Structures and relevant legislative requirements such as the Occupational Health and Safety Regulation.

5.3 Tree Removal

In general the majority of trees selected for removal are existing dead or ill exotic or planted non-local / non-endemic native trees. An assessment of the impact of the tree removal is located at **Section 6.9** and in the Flora Report at **Appendix K**.

5.4 Civil Works

The proposed civil works for the Epping Park site include bulk earthworks, internal road construction, external road and public domain works and stormwater management works (see **Figure 20**).



Figure 20 – The site including areas of external works

5.4.1 Bulk Earthworks

The site will be re-graded and re-contoured in preparation for the redevelopment of the Epping Park site as shown on the Bulk Earthworks Cut/Fill Plans at **Appendix B**. The works have been designed to minimise the need for unsustainable movement of fill to/cut from the site while providing the pre-development ground levels necessary for the future residential buildings. There is to be no cut exported from the site as part of the Early Works Package works. As the detailed design of many of the buildings has yet to be finalised, the design team will endeavour to achieve a balanced cut and fill over the site.

5.4.2 Internal Road Construction

The proposed internal road network (see **Figure 21**) includes a scheme substantially in accordance with the Concept Plan. The works include construction of:

- Road 1: a 6m wide carriage way providing access to Buildings 10 – 17 (the western / lower portion of the development) off Entrance 2 – see below;
- Road 2: a 6m wide carriage way providing access to Buildings 3 – 9 by framing the central to upper (eastern) portions of the site off Entrance 1;
- Road 3: a 6m wide carriage way providing access to Buildings 1 – 2 and linking with Road 2;
- Entrance 1: minor works to upgrade the existing Seven Network site entrance connecting to Road 2;

- Entrance 2: new access and egress to the site off Mobbs Lane connecting to Road 1;
- Child Care Centre Entrance: new access and egress to the site off Mobbs Lane connecting to the hardstand car parking area for the child care centre in the south-west corner of the site.

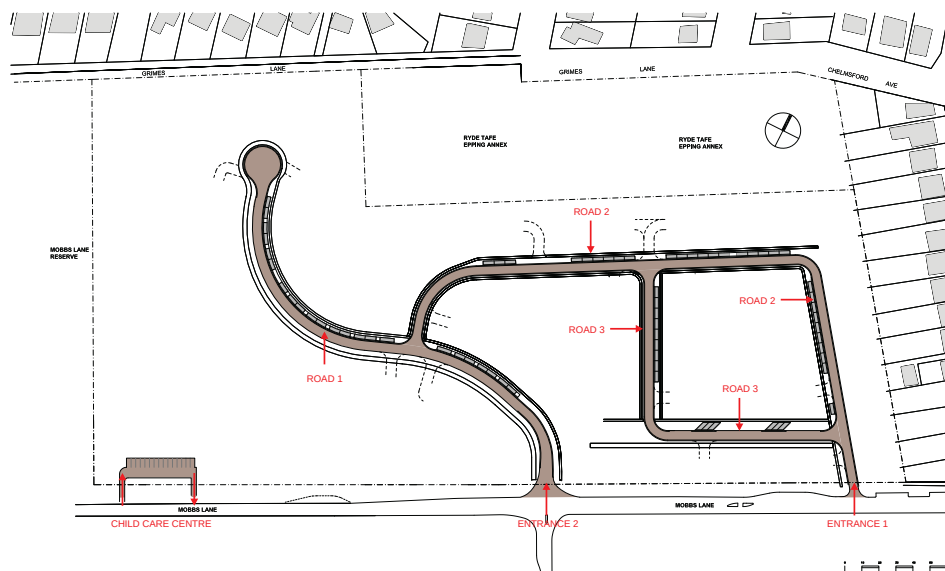


Figure 21 – Proposed internal road network

Detailed civil engineering plans for the works, including longitudinal sections and typical cross sections are attached at **Appendix B** and **D**. All roads and the proposed intersections have been designed to satisfy the relevant authority road requirements.

It is anticipated that the construction of the roads will be undertaken at different stages. Upon completion of the Epping Park development, the roads will remain as part of a Community Title under the care, maintenance and ownership of the residents of Epping Park, however they will be fully publicly accessible.

Entry statements for the development will be located at Entrances 1 and 2.

Visitor Parking

69 at grade visitor parking spaces are provided as part of this Early Works Package Project Application.

5.4.3 External Works

The following external road and public domain works are proposed in accordance with the Concept Plan approval (see **Appendix B**):

- Extension of the road pavement (where widening required on northern side of road) for the length of Mobbs Lane contiguous with the site frontage.
- New kerb and gutter as required on northern side of Mobbs Lane fronting site.
- Construction of parking bays and road pavement extension on northern side of Mobbs Lane between the eastern site access and the intersection of Mobbs Lane with Edenlee Street.
- Construction of shared footpath and bicycle lane along the site's frontage in Mobbs Lane and extending to the Midson Road intersection

- Construction of an indented bus stop and associated facilities in Mobbs Lane on site's frontage.
- Installation of new traffic signals at the intersection of Marsden Road and Mobbs Lane, including the provision of a new protected right turn bay on Marsden Road.
- Reconfiguration of the existing Midson Road / Mobbs Lane intersection including provision of additional signalised pedestrian crossing.
- Western site access intersection to be constructed with dedicated turning lanes.
- Eastern site access intersection to be constructed with a westbound passing lane along Mobbs Lane.

Based on the intersection analysis by Halcrow MWT, it was concluded that traffic signals were required at the Marsden Road / Mobbs Lane intersection to provide additional capacity and improved operation for:

- background traffic flows (ie. non Epping Park residential development traffic); and
- Epping Park residential development potential traffic generation.

The installation of traffic signals at the Marsden Road / Mobbs Lane intersection and a right turn bay into Mobbs Lane for cars travelling north on Marsden Road will address existing safety and capacity conditions, as well as provide additional capacity to accommodate the proposed Epping Park residential development.

Design documentation for the external works has already been submitted and subsequently approved in principle by the RTA and Council. The timeframe for the construction and/or operation of the required external works is detailed below.

With regard to timing of the Mobbs Lane road works it is proposed that:

- the works east of Entrance 2 (opposite the Brickworks site) are to be fully constructed prior to the release of the Final Occupation Certificate for the first stage of residential development (ie. Stage 1 Residential); and
- all remaining works (including the Entrance 2 intersection) are to be fully constructed prior to the release of the Final Occupation Certificate for the final stage of residential development.

The trigger for intersection upgrades at Mobbs Lane and Midson Road and at Mobbs Lane and Marsden Road is proposed to be when the traffic generation of Epping Park reaches the same levels of traffic generation by the Seven Network operations.

Based on the results presented in the Halcrow MWT Early Works Transport Report (see **Appendix H**) it is recommended that the following development could take place and be occupied before the previous PM Peak hour traffic generation of the site would be exceeded:

- with Child Care: 171 dwellings; or
- without Child Care: 256 dwellings.

It is therefore recommended that instead of the RTA requirement that the traffic signals be installed before any occupation of the site take place, the requirement be changed to apply prior to the issue of the Occupation Certificate for the 172nd or 257th residential dwelling depending upon the construction and operation of the proposed child care centre.

5.4.4 Stormwater Management Works

To ensure that the Epping Park development has no adverse impacts on water quality or quantity, Worley Parsons has prepared a Stormwater Management Strategy (see **Appendix L**). The strategy includes drainage works and a range of stormwater management measures. At the completion of the stormwater management works on the site, the development will improve down stream flooding conditions.

The overall stormwater management strategy has been considered in the development of road design. Thus, the proposed roads comprise of either two-way cross fall to one-way cross fall at strategic locations within the development.

The proposed Water Sensitive Urban Design (WSUD) measures are shown on the Stormwater Management Strategy Drawing and detailed in **Appendix L**. They include construction of:

- Bio-retention Swales/Raingardens: proposed to run along part of Roads 1, 3 and to the west of Building 6. The swales consist of a planted region containing native grasses, shrubs and trees underlain by an infiltration area.
- Gross Pollutant Traps (GPT): proposed at the end of the two constructed overland flow paths, at the end of Road 1 and the south-west corner of the site. The GPTs will capture litter, debris, coarse sediment, oils, and greases that may be flowing through the site.
- Constructed Wetlands: proposed in the south-west corner of the site to the north-west of the child care centre. The wetlands would consist of a 1.8m permanent pool depth and an additional 0.3m of extended detention depth. The volume of the detention basin is 850m³. The wetlands are a dual purpose WSUD mechanism by managing both water detention and quality.

5.5 Services & Utilities

A Stormwater Management Strategy, Servicing Strategy & Civil Works Report has been prepared by Worley Parsons (see **Appendix L**) to address the provision of servicing for the Epping Park site. This Early Works Package Project Application includes all internal services/infrastructure installations including, but not limited to, sewer, water, gas, electrical and communications services (see **Appendix B**). The Project Application further includes all ancillary installations to facilitate the mentioned services including substations, street lights, hydrant points etc. The detailed design of all installation (whether main or ancillary) will be undertaken at the Construction Certificate stage.

As detailed below, preliminary discussions held with relevant service providers indicate that the site can be adequately serviced for potable water, sewer, electricity, gas, and telecommunications through either existing capacity and/or augmentation as relevant within and adjacent the site.

Potable Water

A Sydney Water Servicing Coordinator has been engaged to complete a preliminary design of a potable water network for the proposed development.

The proposed water supply network has been developed to ensure that the Epping Park development will have appropriate access to potable water. The proposed network will largely follow the internal road network and where possible is designed to run in a looped fashion, as preferred by Sydney Water.

The proposed network will connect into existing water infrastructure at two locations in Mobbs Lane; at the existing upper entrance to the site (intersection of Road 1 and Mobbs Lane) and the intersection of proposed Road 2 and Mobbs Lane. No amplification of the existing water network is required to ensure demands can be met for the proposed development.

Sewer

A Sydney Water Service Coordinator has been engaged to complete a preliminary design of a sewer network associated with the proposed development.

The proposed sewer network has been developed to ensure that the Epping Park development can have appropriate sewer access. The proposed network will largely follow the proposed internal road network and will drain via gravity to the site's major sewer line proposed to be located on the western extent of proposed Buildings 13, 14, 15, 16, and 17 (the buildings will be the subject of future Project Applications). The major sewer line will then pass through the southern (Mobbs Lane) boundary of the site opposite Valley Road.

The proposed child care centre will have a separate sewer connection point (it can not drain to the Valley Road outlet under gravity) and will instead connect into existing nearby sewer infrastructure located adjacent to Terry's Creek (see **Appendix B**).

Initial discussions with Sydney Water Corporation indicate that the existing sewer network cannot at present accommodate the 650 dwellings and that external upgrades of the sewer network are required. Sydney Water Corporation has nominated a connection point for the proposed development in Holway Street, Epping. A proposed alignment to this nominated connection point has been prepared and is shown in the drawings produced by Qalcheck in **Appendix B**.

No indication from Sydney Water Corporation has been received nominating the phasing of the external sewer upgrades. Given that under existing conditions, the site occupants possess a sewer connection into local infrastructure for approximately 700 staff, it would be unlikely that these external sewer upgrades would be required for the Early Works Package or Stage 1 Residential scope of works.

Electricity

It is proposed that the supply of electricity to the proposed Epping Park development will be derived from the existing Integral Energy network infrastructure servicing the site. Electrical services, both high voltage and low voltage, will be reticulated throughout the site through a network of underground conduits and draw through pits.

The proposed network will largely follow the proposed internal road network, and will extend into public open space areas as required. Electricity for the Epping Park development will be derived from a number of a kiosk type substations strategically located within the site.

The proposed electrical infrastructure services for Epping Park will include the supply and installation of:

- high voltage cabling conduits and pits;
- regional main switchboard and all low voltage conduits and cabling; and
- vehicular and pedestrian lighting systems where required.

It is proposed that Integral Energy will retain an easement over all high voltage cabling routes. The easement will be suitable for access by an Integral Energy heavy vehicle.

Due to the staged construction of the development, high voltage and low voltage conduit reticulation will be provided as the site is completed. It should be noted that the construction staging schedule may require installation of temporary connections if, for construction reasons, certain permanent infrastructure links cannot be built. The completed conduit facilities will be provided throughout the site to enable future cabling connection by Integral Energy.

Gas

The proposed gas network has been developed to ensure that the approved Epping Park development will have appropriate access to gas. The proposed network will largely follow the proposed road networks with feeds to the site drawn from existing infrastructure.

Initial discussions with local gas infrastructure owner, Jemena Gas Networks, has established that existing infrastructure located within the Midson Road road reserve could be extended along Mobbs Lane and has sufficient capacity to service standard gas services (hot water, cooking, heating and cooling if required) within the development.

Telecommunications

The proposed telecommunications network has been developed to ensure that the approved Epping Park development will have appropriate access to telecommunications. The proposed network will largely follow the proposed road network.

Discussions are currently ongoing with telecommunication providers to supply services and manage network infrastructure within the proposed development. While the discussions are ongoing with providers, initial discussions with Telstra have indicated that the local exchange has adequate capacity to service the requirements of the proposed Epping Park development.

5.6 Open Space and Public Domain Landscaping

The landscaping of all publicly accessible open space and public domain landscaping works, and the landscaping of private communal open space, is proposed as part of this Project Application as shown on the Landscape Plans and Statement prepared by Aspect Studios located at **Appendix D**.

The landscaping of private open space associated with each stage of residential development on the site does not form part of this application and will be applied for as part of Project Applications for residential development on the site.

Upon completion of the Epping Park development, the public open space and private residents' facilities will be part of a Community Title Lot under the care, maintenance and ownership of the residents of Epping Park.

Village Green

The Village Green will consist of a publicly accessible open space centrally located on the upper platform of the site. This large public space will be flanked on the eastern and western edges by Buildings 4 and 5 (proposed under the concurrent Project Application for the Stage 1 Residential Development). The Village Green will step up from south to north mediating the 1m level difference between the two buildings. A large portion of deep soil planting will be located over the basement car parking underneath.

On grade pedestrian access will be provided from Road 2 to the north-west with pedestrian ramp and stair access from Road 3 to the south. Brick paved paths will allow access between Buildings 4 and 5.

Town Square

The Town Square has been designed to be inviting and welcoming to the general public. The proposed paved square will be located on Mobbs Lane in an elevated position above the road level adjacent to the proposed bus stop. An embankment with colourful and textural planting will highlight the entry to the Square with access provided by stairs and a disabled access ramp off Mobbs Lane. Proposed concrete access stairs on the northern frontage will link the square to the streetscape of Road 3 and the Village Green beyond. Wide concrete steps along this frontage will provide informal seating at the edge of the Square.

Pocket Parks

A series of proposed small pocket parks will be situated towards the northern edge of the site, the largest of which will be located in the north-east corner. This park will take advantage of shade provided by six existing mature native trees to be retained. Because of its location within a protected corner of the site away from roads and cars, the park will be used as a children's playground. A possible future connection is also proposed to the north of the park. Buffer planting will be provided at all edges of this park to ensure privacy for the existing houses to the east and the proposed dwelling to the south and west.

A series of smaller linked pocket parks will be located along Road 2 adjacent to the side of proposed Building 9. These pocket parks will be designed as part of a proposed pedestrian circuit that takes in public open space on the upper and lower levels of the site connected via steps and through site links between the building envelopes. Outdoor fitness stations as well as bench seating will be provided within these pocket parks to encourage public fitness and activation throughout the site. These pocket parks will contain evergreen native tree species and low maintenance, drought tolerant understorey planting.

Central Residents' Facilities

The central residents' facilities will be surrounded by planted embankments on its north-east and north-west edges. Native trees will be positioned around the edges of the pool area to provide areas of shade. These trees will continue across the Parkland Spine (Road 1) to the south-east of the pool and frame the main entry of the site. Public through-site links will be provided to the north-east and south-west of the central residents' facilities allowing for multiple access opportunities. A series of curved concrete retaining walls will provide terraced planting beds with low maintenance understorey planting and native grasses.

The Parkland Spine

The Parkland Spine (Road 1) will have tree planting on both sides of the street providing a strong, green canopy connection. Buffer planting at the edges of the Parkland Spine will alleviate privacy issues to adjacent ground floor units and private terraces.

A permeable kerb on the western edge of the carriageway will allow excess stormwater and road runoff to flow from the carriageway through to the planted drainage swale where it will be collected and filtered before release into a series of proposed cascading reed beds. A 2.5m wide shared cycleway / footpath will be positioned on the southern side of the street adjacent to the swale. This path will connect an existing through site link from Meredith Street to the north to Mobbs Lane in the south. Proposed through site connections to the south and west of the Parkland Spine will provide access to the lower woodland areas.

Woodlands

The woodlands will be located along the western boundary of the site and abut Mobbs Lane Reserve. The area will have a mix of native ground covers (to be retained and supplemented) and turf understorey. The majority of existing trees to be retained occur in this area. These existing trees will be enhanced with further planting of local native tree species which naturally occur within Mobbs Lane Reserve.

A series of decomposed granite and concrete paths will provide access through the woodlands with pockets of outdoor exercise equipment located along these paths, forming part of the wider network of public fitness and pedestrian circuits throughout the site. Nature play elements will also be incorporated within this zone catering for the play needs of older children.

Child Care Centre

Small evergreen Australian native trees will be planted to provide shade at the edges of the car park while also providing a green outlook for the building. These trees will be located within a drainage swale that will collect water runoff along the southern edge of the car park fronting Mobbs Lane. Large native evergreen trees will also be used around the child care facility to provide further shade and screening.

An outdoor play space will be provided at the rear of the child care centre facing the adjacent detention basin. Screening planting of native trees and shrubs will provide a green buffer between the play space and the basin beyond. The design of this play space will be finalised by the future operator of the child care centre.

Detention Basin

Native aquatic planting located around the periphery of the lake will prevent public access to the water while softening the edges of the lake and filtering incoming water. A raised timber boardwalk will provide pedestrian connections along the northern and eastern edges of the lake with further pedestrian paths providing access to Mobbs Lane Reserve, the woodland area and beyond.

Lighting and Amenities

Landscape lighting will be provided in all open space areas and will consist of a mix of fitting types such as pole top lights, bollards, wall recessed lights and up-lighting to feature trees. The detailed design of lighting will be dealt with at the Construction Certificate Stage.

Durable bin enclosures with removable bins on wheels will be included at appropriate locations throughout the open space. The exact bin type and locations will be documented at later stages of the project. Collection of rubbish will occur from internal streets with bins wheeled to street locations for collection.

5.7 Child care centre

Construction of a single storey 490m² child care centre is proposed in the south-west corner of the site. The centre consists of classrooms, nurseries, storage rooms, amenities, a car park and an outdoor play area as shown on the architectural drawings at **Appendix C**. The car park contains 15 at grade car spaces (including 1 disabled spaces) and 12 bicycle spaces, which are accessed from Mobbs Lane via separate in/out driveways to allow entry and exit to the site in a forward direction. A business identification sign is proposed. Its design will be consistent with Council's DCP and the relevant requirements of SEPP 64.

The child care centre will be available for the use of residents of the Epping Park development and the wider public. As the operator of the child care centre is yet to be determined the hours of operation are unknown, however, it is envisaged the centre will operate between 6.30am - 6.30pm Monday to Friday.

The materials selected for the child care centre will be a combination of painted bagged brick walls, timber, steel and glass as shown on Drawing A18002 (see **Appendix C**).

5.8 Private Residents' Facilities

Construction of private residents' facilities is proposed between Buildings 6 and 10 in the centre of the site. The facilities include a single storey 250m² indoor gymnasium and multipurpose hall, and timber decked area for passive and active recreation uses. A 25m lap pool, and separate leisure and kids pools are proposed to also form part of these facilities. Details are illustrated on Drawings A011 and A012 at **Appendix C**.

A tennis court is proposed to be constructed adjacent to the child care centre in the south-west corner of the site. No floodlights are proposed.

These facilities will be reserved for the private use of Epping Park residents.

The materials selected for the residents' facilities will be a combination of painted bagged brick walls, timber, steel and glass as shown on Drawing A18002 (see **Appendix C**).

5.9 Subdivision

The 6 allotments (Lots 1 & 2 DP732070, Lot 2 DP582172, Lots 1 & 2 DP129023 and Lot 1 DP570891) which make up the Epping Park site are proposed to be amalgamated into 1 Community titled super lot. Following the amalgamation of the lots into a super lot, it is proposed that the lot then be re-subdivided into:

- Lot 1 Community Super Lot
- Lot 2 Torrens Title Lot (Child Care Centre)

Lot 1 will then be further subdivided into a lot for the roads and publicly accessible open space, and lots for the future residential Project Application buildings. The Community titled super lots will be strata or Torrens title subdivided as part of subsequent Project Applications for the future residential stages.

Stratum subdivision is proposed for the sections of the basement car park for Buildings 4 and 5 (proposed under the concurrent Stage 1 Residential Project Application) that protrude under the Village Green. This will be two stratum, one for each building.

Draft Plans of Subdivision are included at **Appendix M**. Easements for services and drainage will be required across the proposed lots and will be formalised on the final plan of subdivision for issue of the Subdivision Certificate.

The Community Land Development Act 1989 provides that the community association property is a Torrens allotment bound by easements and rights created pursuant to Section 88B of the Conveyancing Act. Accordingly, to provide the required public access to the nominated 3.1 ha of open space (within the community association property) it is proposed to create a positive covenant, burdening the 3.1 ha with Parramatta Council (or other nominated authority) being the benefiting Authority. The positive covenant would be created in the Section 88B instrument that would accompany the initial Community title subdivision.

It is our expectation that any consent issued for the PA for the Early Works, would be so conditioned as to require the creation of a suitable public positive covenant. Such a covenant will be created upon registration of the initial community plan. Therefore, at this stage, the grantee (Authority) may specify the terms of the covenant, suitable to themselves.

5.10 Staging

An indicative project Staging Plan for the overall development was submitted to the Department of Planning on 24 April 2009 to satisfy Concept Plan Modification B7. The plan is located at **Appendix N**.

The Epping Park development will be delivered in a number of stages. Subsequent project or development applications will be lodged for the remaining stages and will provide a greater level of design detail, as demonstrated in the Stage 1 Residential Project Application. The exact number and size of stages will be dependent to a large extent on general market conditions.

It is likely that Epping Park will be delivered from east to west across the site, hence the Stage 1 Residential development and Early Works Package Project Applications have been submitted concurrently.

Due to the size of the site and future construction requirements it is not expected that all the works contained in the Early Works Package will be constructed at once. Some of these works will be staged to coincide with the future stages of residential development. For instance, sections of the proposed open space in the western portion of the site may not be completed until the adjoining residential buildings are constructed and ready for occupation.

6.0 Environmental Assessment

This section of the report assesses and responds to the environmental impacts of the proposal. It addresses the matters for consideration set out in the Director General's Environmental Assessment Requirements (DGRs).

The draft Statement of Commitments complements the findings of this section.

6.1 Director General's Environmental Assessment Requirements

Table 1 identifies where the individual matters listed in the DGRs has been addressed in this report and the accompanying technical studies.

Table 1 – Director General's Environmental Assessment Requirements

Director-General's Requirements	Report Location
General Requirements	
Executive Summary	Page ix
Site Analysis	Section 2
Description of the proposed development	Section 5
Assessment of key issues	Section 6
Assessment of potential impacts and Draft Statement of Commitments	Sections 6 & 7
Engineering and architectural plans	Appendix B & C
Statement of Validity	Page vii
Quantity Surveyor's Certificate	Submitted under a separate cover
Conclusion and justification of suitability of the site for proposal	Section 8
Key Issues	
Consideration of relevant EPI's policies and guidelines	Section 6.2 and Appendix O
Consistency with Concept Plan	Section 6.3 and Appendix O
Built Form	Section 6.4 and Appendix C
Urban Design	Section 6.5 and Appendix C
Landscaping and Public Domain Management	Section 6.6 and Appendix D
Transport and Accessibility	Section 6.7 and Appendix H
Ecological Sustainable Development	Section 6.8
Flora and Fauna	Section 6.9 and Appendix K & Q
Drainage	Section 6.10 and Appendix L
Contributions	Section 6.11
Heritage	Section 6.12 and Appendix R & S
Contamination	Section 6.13 and Appendix G
Utilities	Section 5.5 and Appendix L
Environmental & Construction Management Plan	Section 6.14 and Appendix J
Consultation	Chapter 4 and Appendix I

6.2 Consistency with EPIs and Guidelines

A summary of the Project Application's consistency with relevant policies and guidelines is located at **Table 2**. A detailed assessment of the proposal's consistency with provisions and controls of relevant EPIs is provided in **Appendix O**.

Table 2 – Summary of consistency with key strategic and statutory policies

Instrument/Strategy	Comments
Draft West Central Subregional Strategy	This Project Application is consistent with the Strategy in that it will: ■ facilitate the provision of greater housing supply and housing choice; ■ contribute to achieving the targets for the Parramatta LGA which require 21,000 additional dwellings by 2031; ■ better utilise land for residential purposes which is currently underutilised for a purpose which is now out of character with the surrounding area; and ■ fulfil the objectives of encouraging urban consolidation.
SEPP 55	The Phase I, II, and III external soil and ground water Environmental Site Assessments and Environmental Site Risk Assessment prepared for the site demonstrate that provided the recommended remediation works are undertaken the site is suitable for the proposed development (see Section 6.13).
SEPP (Infrastructure)	The project should be referred to the RTA as required under Clause 104 of the SEPP.
SEPP (Major Projects)	The proposal is permissible with consent in the General Residential and Public Recreation Zones and meets the zone objectives set out for the site in Schedule 3 of the Major Projects SEPP (see Appendix O).

6.3 Consistency with Concept Plan

On 22 August 2006, the Minister approved a Concept Plan (MP 05_0086) for residential development, landscaped open space, and associated facilities (consistent with the provision of the SEPP listing). A detailed assessment of the proposal's consistency with the Concept Plan and its Statement of Commitments is located at Tables 2 and 3 of **Appendix O**.

6.3.1 Concept Plan

This Project Application is consistent with the Concept Plan approval in that it:

- proposes a range of civil and subdivision works to facilitate the Concept Plan development and concurrent/future project applications;
- will provide a minimum of 3.1 ha of landscaped public open space in addition to private communal open space;
- proposes a child care centre;
- does not exceed the maximum height standard for the child care centre or residents' facilities as demonstrated in **Section 6.4**; and
- is consistent with the approved pedestrian and cycle linkages.

Two minor variations to the Concept Plan are proposed as part of the Project Application. The changes come about as a result of the detailed design stage and have been introduced to enhance the safety and accessibility of the development. The modifications are as follows:

- a modified internal road network layout; and
- a revised location for the private residents' facilities and minor relocation of the child care centre.

The variations as detailed below demonstrate that the modifications are consistent with the Concept Plan approval and will not result in any adverse environmental impacts. It is our view that consistent with the flexibility afforded to subsequent applications under Part 3A of the Act, no formal (concurrent) modification of the Concept Plan is required to accompany this application. The proposals are generally consistent with the approval.

Modified Internal Road Network Layout

The modified road layout is necessitated as a result of achieving an engineered solution to achieve Australian Standards for access and servicing. A detailed assessment of the modified internal road network is located at **Section 6.7.1** and **Appendix H**. The assessment concludes that in terms of functionality and interaction with the external road network, the alternate road layout will:

- continue to provide two site access intersections along Mobbs Lane at the locations proposed in the approved Concept Plan;
- maintain the same site generation traffic distributions as proposed and assessed as part of the Concept Plan transport assessments; and
- maintain vehicle access throughout the site for service and other vehicles.

The modified layout is therefore consistent with the approved Concept Plan and will not result in any adverse impacts.

Revised Location of Child Care Centre and Residents' Facilities

The Concept Plan made provision for the child care centre to be located along the Mobbs Lane Reserve boundary where the facility could share the public car park located off Mobbs Lane. During the detailed design development stage it became apparent that the child care centre required its own car park. As a result, the child care centre (see **Figure 22**) was no longer required to be as close to the Mobbs Lane Reserve boundary and has been setback further into the site from both Mobbs Lane and the Reserve. The increased setback reduces the impact of the built form on the public domain and allows for enhanced pedestrian access into the public open space areas of the site. An assessment of the child care centre access arrangements was undertaken in the Transport Study (see **Appendix H**) and demonstrates that the revised access is suitable in terms of Australian Standards for sight distances.

The residents' facilities were originally envisaged to be scattered throughout the site and in part co-located with the child care centre in the south-west of the site. The revised location (see **Figure 23**) redistributes the building mass away from the site boundary near the adjoining residential properties and Mobbs Lane Reserve to the centre of the site. The new location will provide improved access to the facility to the bulk of the incoming Epping Park population, therefore encouraging activity in the centre of the site, and passive surveillance. The revised location will also not have any adverse contribution to the bulk and scale of Epping Park as the proposed building is only one storey, in an area of the site where six storeys is permissible.

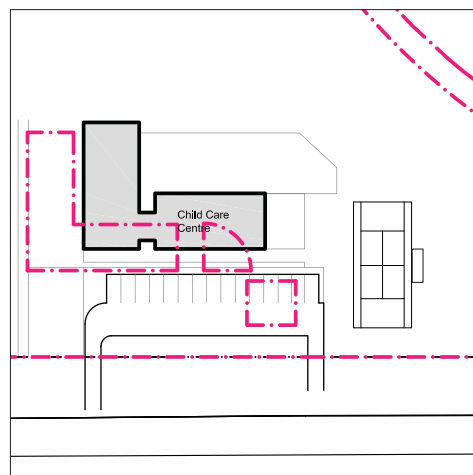


Figure 22 – Proposed child care centre with Concept Plan overlayed

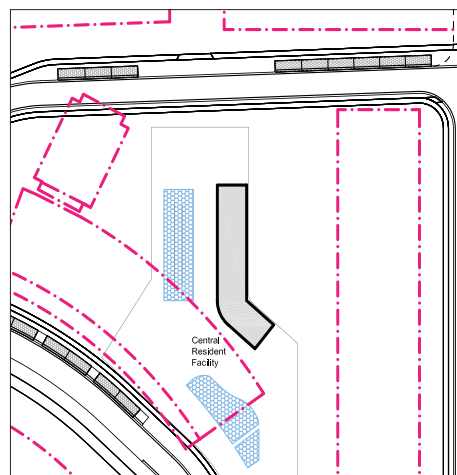


Figure 23 – Proposed residents' facilities with Concept Plan overlayed

6.3.2 Statement of Commitments

In the Concept Plan Statement of Commitments, SBP committed to “Providing a day care centre (approximately 60 children) and a café as noted in the Concept Plan for the existing and future community”. Upon further investigation during the detailed design stage for this phase of the development, SBP found that the café originally proposed would not be economically viable in the proposed location and was therefore removed. The café in this location was not a critical component of the scheme and its removal will not have any adverse impacts. A café, to satisfy this element of the Statement of Commitments, will be investigated as part of a possible future hub at the “top” / eastern end of the development site in a location to maximise its viability and contribution to the incoming and wider community.

6.4 Built Form and Urban Design

6.4.1 Child Care Centre and Tennis Court

The proposed child care centre has been designed to achieve a high level of environmental and residential amenity. The centre has been located in a low point of the site in the far south-west corner to mitigate potential impacts on residential amenity. The boundary at the rear of the child care centre site is located over 40m from the nearest residential dwellings within the site and the existing dwellings to the south.

The maximum building height for the site, as shown on the SEPP Building Height Map, is 2 storeys. As the centre is a single storey building it is of a lower scale than the built form envisaged and approved for the site. As a result of the low scale and siting of the building, the development will not result in any wind impacts or loss of solar access, acoustic privacy, visual privacy or views.

Furthermore, the location of the child care centre and tennis court will ensure activity in the south-west corner of the site during the week and on weekends, therefore providing passive surveillance over the public recreation areas and adjacent Mobbs Lane Reserve and thus encouraging use of those areas. It should be noted that on 27 March 2009, in response to a child care demand and site analysis prepared for SBP by Families At Work, the Director General of the Department of Planning approved the location of the child care centre pursuant to Modification B6.

No floodlighting is proposed for the tennis court in order to prevent any loss of amenity as a result of light spill or potential acoustic impacts at night.

6.4.2 Private Residents' Facilities

The maximum building height for the site, as shown on the SEPP Building Height Map, is 6 storeys. As the residents' facilities will have a maximum height of 1 storey and have been recessed into the sloping topography of the site, they are considerably lower than the maximum built form envisaged and approved in the Concept Plan and will not result in any adverse environmental impacts such as wind impacts or loss of solar access, acoustic privacy, visual privacy or views.

The Shadow Study illustrated on Drawing A18014 at **Appendix C** demonstrates that if the other stages of Epping Park are developed in accordance with the Concept Plan the facility will receive a high level of solar access throughout the year.

The decking areas and outward perspective of the facilities will provide passive surveillance over the public domain and will provide the appearance of activity within the site through out the year and is therefore an appropriate location for the facilities.

6.4.3 Building Materials/Finishes

The palettes of materials and forms for both facilities has been derived from the traditional housing of the area, and whilst not directly copying them, applies a contemporary application of the local area character.

6.5 Landscaping and Public Domain Management

The landscaping and public domain areas have been designed in accordance with the Landscape and Public Domain Management Plan for the site as shown on the Landscape Plans and detailed in the Landscape Statement at **Appendix D**. Careful consideration has been placed on the interface between the proposed uses and public domain, and the relationship to and impact upon the existing public domain.

There are no public domain linkages to or through the site under the existing conditions, however, as detailed in **Section 5.6** and illustrated on **Figure 24** extensive landscaping and public access, including through site links to the existing open space network, will be provided as part of the proposed development. Some of the landscaping design initiatives include:

- The Town Square has been designed to be inviting and welcoming to the general public. An embankment with colourful and textural planting will highlight the entry to the Square with access provided by stairs and a disabled access ramp off Mobbs Lane.
- The landscape within the 'Woodlands' zone has been designed to blur the boundary between Mobbs Lane Reserve and the proposed development site so that there is a seamless transition between the public park and the publicly accessible open space within the site boundary.
- A series of public pocket parks will line the main footpath on the southern edges of the carriageway. These parks will form part of a proposed public fitness circuit that encompasses other parks on site as well as path networks already established in Mobbs Lane Reserve and Fred Spurway Park.
- A 2.5m wide shared cycleway / footpath will be positioned on the southern side of Road 1. The path will connect an existing through site link from Meredith Street to the north to Mobbs Lane in the south.



Figure 24 – Open Space network

The proposed landscaping works will result in a significant area of high quality public open space being provided that was previously inaccessible to the public. In addition to the extensive linkages provided to the existing public open space network, the landscaping has been designed to specifically respond to the future context of the site to provide a diverse variety of usable open spaces such as the woodlands in the west through to the Village Green in the east.

6.6 Earthworks

Under existing conditions the proposed development site contains considerable changes in elevation. While the proposed surface generally maintains the existing shape of the land, significant changes in elevation between buildings, roads, and open space areas was unavoidable. Therefore earthworks, including a series of earth batters and structural retaining walls were necessary to provide a suitable landform for the future residential stages of the approved Concept Plan.

6.7 Transport and Accessibility

A Transport Report has been prepared by Halcrow MWT to respond to the DGRs for Transport and Accessibility for the Early Works Package and RTA letter dated 12 January 2009 and is located at **Appendix H**. The findings of this report are summarised below. Construction traffic impacts are assessed under **Section 6.15**.

6.7.1 Modified Internal Road Network Layout

The approved Concept Plan MP 05_0086 had an internal road network that included a spine road that traversed the site and connected the upper (or eastern) and lower (or western) sections of the site near the western access point to the site off Mobbs Lane. As shown in **Figure 25** and on the Proposed and Approved Concept Plan Overlay - Internal Road Layout Plan at **Appendix H**, a further connection between the upper and lower sections was provided in the vicinity of the existing helipad. As a result of more detailed site investigations and design development, it was found that a section of the proposed spine road would be too steep and particularly unsuitable for large vehicles such as fire and waste removal trucks. Accordingly, a modified road layout that provides access for all vehicles throughout the site has been proposed to link the eastern and western portions of the site.

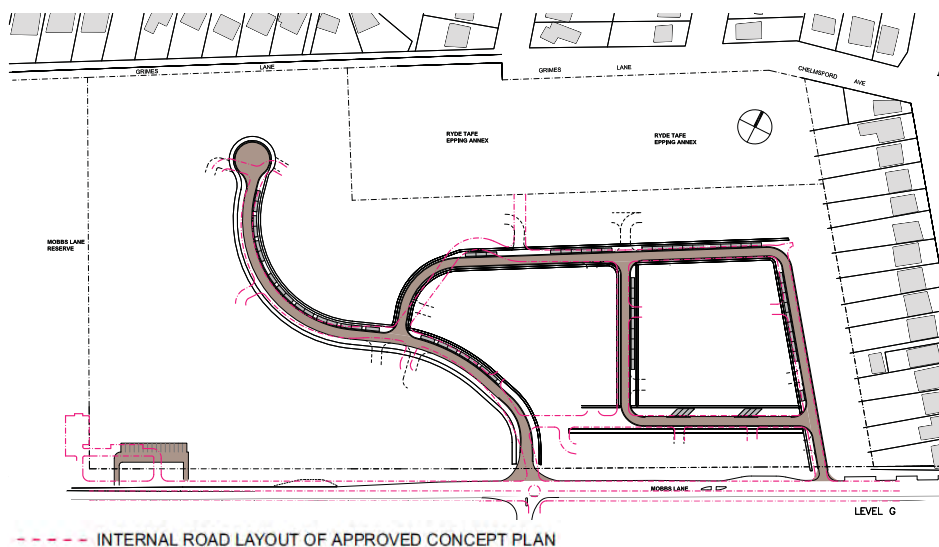


Figure 25 – Modified road layout overlaid on the Concept Plan

The Transport Report concludes that in terms of functionality and interaction with the external road network, the alternate road layout will:

- continue to provide two site access intersections along Mobbs Lane at the locations proposed in the approved Concept Plan;
- maintain the same site generation traffic distributions as proposed and assessed as part of the Concept Plan transport assessments; and
- maintain vehicle access throughout the site for service and other vehicles.

As such the proposed internal road network modifications will not change the proposed interaction between the final on site and off site traffic conditions as documented and assessed in the Concept Plan and Modification B4 Transport Report (as approved by the Department on 30 March 2009). Thus the recommendations of the Concept Plan transport assessment remain valid, and the modified layout will result in an acceptable design solution.

6.7.2 Child Care Centre

Traffic Generation

Based on a 59 space child care centre, the peak hour traffic generation of the proposed development is estimated to be approximately 47 (AM) and 41 (PM) vehicles per hour during these peak periods, respectively. For the purposes of the traffic assessment, the concurrent Stage 1 Residential Project Application was also used in the calculation of traffic generation. This found the combined traffic generation of both the child care centre and the Stage 1 Residential development is in the order of 157 (AM peak) and 151 (PM peak) vehicles per hour.

A comparison of pre and post development peak hour site traffic generation found that upon completion and occupation of the child care centre and Stage 1 Residential development the site will generate two additional vehicles per hour during morning peak and 28 additional vehicles per hour during evening peak. These findings demonstrate that the anticipated traffic arising from the proposed Project Applications will generate similar peak period traffic flows to those generated predevelopment by the Seven Network operation of the site.

Parking

The RTA guidelines for child care centres specify a minimum on site parking provision at the rate of 1 space for every 4 children attending the centre. Under this rate the proposed child care centre, which will accommodate up to 59 children, would require the provision of 15 on site car parking spaces. The development proposal includes the provision of 15 designated on site spaces and therefore complies with the parking space provisions specified by the RTA guidelines.

Access

The car park will provide a one way internal circulation road with separated entry and exit driveways to accommodate an efficient internal vehicle circulation pattern which minimises vehicle and pedestrian conflicts within the car park. The available sight distances at the proposed driveway at Mobbs Lane comply with the minimum sight distance requirements of AS2890.1 (greater than 65m in both directions) for the observed speeds of 60km/h. Therefore the proposed access arrangements to the parking area are considered satisfactory for the proposed child care centre development.

6.7.3 On Road Car Parking

A total of 69 visitor car parking spaces are proposed to be provided on the internal roads servicing the Epping Park development. Additional basement visitor car parking spaces will be provided during subsequent Project Applications to meet the RTA guideline rate for visitor parking. The layout of spaces has been proposed in accordance with the Australian Road rules with consideration to the longitudinal grades along roadways.

6.7.4 Public Transport Accessibility

The Early Works Project Application is consistent with the public transport provisions and development measures proposed as part of the approved Concept Plan.

The Epping Park development is within an extended but achievable walking distance of the Eastwood and Epping Railway stations and bus interchanges, which provides regional and Sydney wide public transport connections. The site is passed by a bus route linking Parramatta and Eastwood and within walking distance of other bus routes servicing Epping and Eastwood railway stations.

The following measures are proposed as part of this application to encourage increased public transport usage and allow access to public transport from the initial stages of development:

- provision of convenient pedestrian connections to bus stops on Mobbs Lane (as described above);
- provision of an improved bus stop including bus shelter on Mobbs Lane near eastern site access; and
- provision of pedestrian and cycle connections to the area network.

6.7.5 Pedestrian and Cycle Access

A landscape plan has been prepared by Aspect Studios showing the proposed pedestrian and bicycle linkages throughout the site and is located at **Appendix D**. These linkages include both off road and on road linkages consistent with the principles and objectives of the Concept Plan.

Pedestrian permeability throughout the site has been maintained with connections between buildings and the eastern and western sections of the site. A link between the residential and other facilities including the child care centre has also been provided. An Access Report has been prepared by BCA Logic (see **Appendix P**) to ensure

that ingress and egress, paths of travel, and circulation areas throughout Epping Park comply with relevant statutory guidelines. In general, the development has accessible paths of travel that are continuous throughout. The architectural and engineering drawings indicate that compliance with statutory requirements, pertaining to site access, common area access, accessible parking and accessible sanitary facilities, can be readily achieved.

Bicycle and pedestrian connections to Mobbs Lane are proposed at the two vehicle access points and two additional accesses to the west of the western vehicle access. These connections will link to the proposed shared bicycle and pedestrian path on the northern side of Mobbs Lane and connect to a proposed refuge island (an outcome of the Brickworks redevelopment) east of the intersection.

The proposed cycle linkage along Mobbs Lane will provide an additional connection to the existing on road path on Midson Road. The path has been designed to exceed the Austroads requirements.

6.8 Ecological Sustainable Development

A range of Ecological Sustainable Development (ESD) principles have been incorporated into the design of the development and Epping Park Site. Details of the measures adopted are located throughout the various specialists reports appended to this document. Some of these measures include:

- developing a Stormwater Quality Management Strategy for both construction and post construction phases, including the incorporation of Waster Sensitive Urban Design (WSUD) measures such as bio-retention swales, raingardens, gross pollutant traps and a constructed wetland within the Epping Park site;
- selecting drought resistant native plant species; and
- reusing existing materials and soils on site resulting in no transfer of soil off site.

6.9 Flora and Fauna

6.9.1 Flora

A Flora Survey and Assessment was undertaken by Anne Clements & Associates to identify flora within the site, assess the potential impacts as a result of the proposed development, and recommend appropriate impact mitigation measures. The assessment is located at **Appendix K**.

Existing Conditions

Vegetation on the site is characterised by mown lawns with extensive tree planting along the north and western boundaries which has occurred in the last 50 years. The most common species recorded across the site were exotic lawn grasses.

The local native component on the site was sparse, but its presence indicates there is some native seed in the soils of the less intensively mown western area of the site, though insufficient to expect natural regeneration due to high competition from the exotic vegetation component. The only remnants of the original vegetation recorded were small numbers of the canopy tree *Angophora floribunda*. The vegetation on the site falls outside the definition of Sydney Turpentine-ironbark Forest of the Sydney Basin Bioregion, a critically endangered ecological community under the Commonwealth EPBC Act known to occur in the area.

Impact Assessment

The assessment reviewed the proposed landscape plans which were developed for the site in collaboration with the findings and recommendations of the Flora Survey and Assessment. The assessment supports the proposed landscape plans for the site, including the proposed tree removal and the approximately 700 new tree plantings within the development site. The report concludes that with the recommended restoration plan (see below), there will be a net conservation benefit to the site and the adjoining Mobbs Lane Reserve as a result of the Epping Park development.

Recommendations

The report recommends that a restoration plan for a conservation area in the north-west of the site adjoining the Mobbs Lane Reserve be prepared prior to commencement of construction. The plan should include:

- clear aims to enhance, conserve and protect the local native plants in the restoration area, as well as minimising risk to on site and adjoining bushland during and post construction;
- objectives;
- realistic targets;
- regular monitoring; and
- regular reporting including corrective action requests and reassessment of targets as required.

The above matter has been incorporated in the draft Statement of Commitments.

6.9.2 Fauna

A Fauna Survey and Assessment was undertaken by Ambrose Ecological Services to identify fauna w/o of the proposed development, and recommend appropriate impact mitigation measures. The assessment is located at **Appendix Q**.

Existing Conditions

Three main habitats for native fauna were identified on or adjacent to the site, these include forest remnants, landscaped area/ grassland/ cleared land, and aquatic/riparian habitats.

The fauna survey concluded that the forest remnants do not provide any significant habitat as a result of the area being heavily infested with weeds and other exotic plants. However, the forested areas of Mobbs Lane Reserve, the western boundary of the subject site, and the part of the northern boundary that is adjacent to Grimes Lane, form an important wildlife corridor that links up with the Terry's Creek wildlife corridor.

The landscaped area, grassland and cleared land areas which occurs over most of the site, are considered to have low native biodiversity value. The artificial wetland near the north western boundary has extensive algal growth and the ephemeral creek line in Mobbs Lane Reserve is heavily overgrown with weeds, limiting both watercourses suitability as habitat for native aquatic fauna species.

Forty three fauna species were recorded on the subject site or in Mobbs Lane Reserve. Forty-two of these species are common urban-generalist species that have a widespread distribution throughout the Sydney metropolitan area. One species, the Grey-headed Flying-fox (*Pteropus poliocephalus*), although common in the Sydney metropolitan area, is listed as Vulnerable under the schedules of the TSC Act.

An assessment of the site demonstrated there is no evidence of Koalas or suitable habitat for koalas occurring on the site or in the adjoining bushland areas.

Impact Assessment

The Fauna Assessment concludes that the proposed development is unlikely to result in the loss of biodiversity at a local, regional, state or national level. This is because treed areas, particularly along the northern and western boundaries of the subject site (representing the most valuable fauna habitat on the subject site for native fauna) will be retained. Furthermore, the site will be planted with locally-native plant species as part of its landscaping plan, which will provide habitat for the native fauna species that are present in the locality.

Seven-part tests for the Green and Golden Bell Frog, Barking Owl, Powerful Owl, Grey-headed Flying-fox and threatened microchiropteran bat species concluded that the proposed development would not significantly impact on threatened fauna or their habitats. Therefore, Species Impact Statements were not required for these species.

The areas of habitat for migratory species on the site are negligible and the proposed development is therefore unlikely to have a significant impact on the status of migratory species.

All potential impacts on the creekline and its riparian zone in Mobbs Lane Reserve can be managed through the recommendations made below.

Recommendations

The forested areas along the western boundary of the subject site and along the section of the northern boundary that is adjacent to Grimes Lane should be retained as practical.

If possible, the three hollow-bearing trees identified in the Fauna Report should be retained. If one or more of the trees needs to be removed then appropriately placed and sized nest boxes should be placed on the site to compensate for the loss of tree hollows.

Silt fences and sediment ponds should be appropriately placed and monitored around construction areas on the subject site to prevent runoff of sediment and nutrient-enriched waters into nearby drainage lines and bushland areas.

All the above matters are incorporated in the draft Statement of Commitments.

6.10 Drainage

A Stormwater Management Strategy, Servicing Strategy and Civil Works Report has been prepared by Worley Parsons (see **Appendix L**) to address the impacts of flooding, management of stormwater, and the incorporation of WSUD measures within the development.

6.10.1 Flooding

The flooding assessment undertaken by Worley Parsons demonstrated that the proposed development is situated outside the existing flood extent of Terry's Creek, and given its location at the upstream extent of the catchment it is unlikely that flood levels within Terry's Creek could increase enough to have an impact on the proposed development.

The proposed works ensure that existing flows that pass through the site, but are generated externally, will continue to be catered for under proposed conditions and the implementation of stormwater detention measures will reduce flood impacts downstream.

The Epping Park site will therefore not be affected by, or generate any flooding impacts.

6.10.2 Stormwater Quantity

The proposed Epping Park development results in a minor increase in the impervious area on the site (from approximately 45% to 50%). This increase in impervious area results in minor increases in stormwater runoff.

The proposed Stormwater Quantity Strategy ensures that peak flow rates at the four strategic locations identified during the assessment will not exceed the existing peak flow rates. These locations include:

- an existing open channel located to the west of Valley Road;
- Mobbs Lane Reserve;
- Terry's Creek at the Mobbs Lane/Terry's Creek junction; and
- the total discharge off the proposed development site.

The stormwater modelling demonstrates that through the provision of 850m³ of detention storage, the proposed development matches or improves upon (i.e. reduces) existing peak flow rates on the site.

6.10.3 Stormwater Quality

The Stormwater Quality Management Strategy detailed below and at **Appendix L** will ensure that sediment and other pollutants that could potentially migrate down stream during storm events will be adequately controlled.

Construction Phase

It is proposed to treat surface runoff (occurring during the construction phase) in accordance with the NSW Department of Housing publication, 'Managing Urban Stormwater – Soils and Construction'. This will be managed through the implementation of a Sediment and Erosion Control Plan (see **Appendix L**). The proposed plan comprises the following measures:

- temporary settling basin;
- silt fencing;
- straw bales;
- pit inlet protection;
- flow diversion channels; and
- management of construction entry and exit locations.

Post Construction Phase

The Stormwater Quality Management Strategy has been developed to ensure that the current guidelines set out by the Department of Environment and Climate Change (DECC) are satisfied. The WSUD measures include bio-retention swales, raingardens, gross pollutant traps and a constructed wetland as detailed in **Appendix L**.

As a result of the implementation of the WSUD measures above, the proposed development will achieve the following reductions for stormwater pollutants thereby satisfying the DECC requirements:

- | | |
|--------------------------|-----|
| ■ Gross Pollutants | 92% |
| ■ Total Suspended Solids | 85% |

6.11 Contributions

Modification B5 of the Concept Plan Approval requires SBP to enter into an agreement, whether as a Voluntary Planning Agreement (VPA) or other mechanism or framework, with Council and any other relevant party (excluding the Department of Planning) with three months of the approval.

Since the Concept Plan was approved in August 2006, SBP has been working with Council and the Department to formulate a contributions framework and agree on the content of the required contributions. These contributions could be either a cash contribution and/or works in kind.

To ascertain the works required, SBP has consulted with the RTA to agree on intersection improvements at Marsden Road and at Midson Road; with the STA to design road improvements to incorporate improved bus infrastructure; and with Council to agree on the treatment of the extensive publicly accessible open space, community facilities and road improvement works along Mobbs Lane.

Due to the time required to agree on an appropriate framework and to fully investigate, document and cost the infrastructure works offered by SBP, the Department extended the original 3 month timeframe to enter into an agreement with Council.

On 27 March 2009, the Department adopted a development contributions framework under which SBP will deliver the following significant works-in-kind:

- Road improvement works including:
 - Extension of the road pavement (where widening required on northern side of road) for the length of Mobbs Lane contiguous with the site frontage;
 - New kerb and gutter as required on northern side of Mobbs Lane fronting site;
 - Construction of parking bays and road pavement extension on northern side of Mobbs Lane between the eastern site access and the intersection of Mobbs Lane with Edenlee Street;
 - Construction of shared footpath and bicycle lane along the site's frontage in Mobbs Lane and extending to the Midson Road intersection;
 - Construction of an indented bus stop and associated facilities in Mobbs Lane on site's frontage;
 - Installation of new traffic signals at the intersection of Marsden Road and Mobbs Lane, including the provision of a new protected right turn bay on Marsden Road;
 - Reconfiguration of the existing Midson Road / Mobbs Lane intersection including provision of additional signalised pedestrian crossing;
 - Western site access intersection to be constructed with dedicated turning lanes; and
 - Eastern site access intersection to be constructed with a westbound passing lane along Mobbs Lane.
- Provision and on-going management of at least 3.1ha of publicly accessible open space.

These works are included in this Project Application.

Under the framework, SBP will also pay a cash contribution to Council of \$1,950,038. The timing and indexing of the payment of this cash contribution shall be agreed through a Deed of Agreement with Council.

6.12 Heritage

Indigenous

In accordance with Modification B10 (Aboriginal Archaeological and Archaeological Investigation) of the Concept Plan approval, a Preliminary Aboriginal Heritage Assessment was submitted to the Department on 9 December 2008 (see **Appendix R**). The study identified a small area in the south-west corner of the site that has Aboriginal archaeological potential and provided recommendations for further assessment and management of that area.

The assessment found that the remainder of the site has been subject to moderate-high levels of prior land-use disturbance and as a result has nil archaeological potential.

Accordingly, AHMS commenced preparing an Aboriginal Heritage and Archaeological Investigation for the south west corner in accordance with the Department of Environment and Climate Change Guidelines for AHIA's. Two registrations of interest were received for the project from the Metropolitan Local Aboriginal Land Council and the Parramatta City Council Aboriginal and Torres Straight Islander Advisory Committee. On the 29th January, AHMS undertook a site inspection with the representatives of the Council (Allen Madden) and Committee (Gill Saunders) present. During the inspection both representatives were satisfied with the recommendation made by AHMS to test the Potential Archaeological Deposit (PAD) site in the south west corner of the site prior to construction commencing.

The draft AHIA is currently being finalised and will be released to the two registered groups for their comments shortly. Following this step, the groups will be able to respond to the draft AHIA. Once the comments have been received they will be incorporated into the AHIA.

Based on previous consultation with the registered groups, AHMS does not anticipate that any further recommendations will be requested. The AHIA will be completed during exhibition of Project Application and any necessary amendments to the Project Application in the south west corner of the site will be made as part of the Preferred Project Report stage.

All the above matters are incorporated in the draft Statement of Commitments.

European

A Heritage Assessment was undertaken by Graham Brooks and Associates during the Concept Plan process. The assessment found that there is no physical fabric of substantial heritage significance on the site and that any significance of the property relates to intangible sociocultural factors. In light of this, SBP developed a design concept and a Cultural Significance Interpretation Strategy (see **Appendix S**) which incorporates the history and character of the land to produce a unique and sensitive outcome.

6.13 Contamination & Geotechnical

Contamination

SBP engaged CETEC to conduct an Environmental Site Risk Assessment (see **Appendix G**) following the Phase I, II, and III external soil and ground water Environmental Site Assessments that had previously been conducted on the site. The report assessed the site contamination for the purposes of allowing the commencement of detailed planning and the subsequent development of the land.

The majority of chemical contaminants found during the Phase II and III assessments were below the required reporting limits, based on Class A of Schedule B (7A) guidelines on the Investigation Levels for Soil and Groundwater under the NEPC Assessment of Site Contamination Measure 1999. From the previous assessments the following contaminants were identified:

- Petroleum Hydrocarbons in the proximity of the petrol bowsers and underground storage tanks (USTs);
- Trichloroethylene adjacent to the tennis court;
- a fragment of asbestos in external Borehole #5;
- an intersected suspect localised buried object, thought to be a battery, in the north west corner of the Tennis Court was found to contain high levels of heavy metals;
- unusually acidic soil at internal Borehole #8B; and
- levels of TPH (C1-C36), zinc, and sulphate at internal Borehole #11.

The report makes the following recommendations to bring the site up to a Level A classification according to National Environment Protection Council or Environmental Protection Agency NSW guidelines:

- Upon removal of the USTs, approximately 150 cubic metres of surrounding contaminated soil should be removed by an approved contractor, to one (1) metre beyond the UST pit walls and floor. After excavation, a further five composite samples should be taken from the pit walls and floor and analysed for Total Petroleum Hydrocarbons (TPH). This additional sampling and assessment is only required so as to determine any additional soil removal/disposal scope or enable clearance certification.
- No further trichloroethylene was found in the Phase III external assessment, therefore it is to be treated as an isolated 'hot-spot' that will require soil removal. The extent of soil removal required, as determined by linear extrapolation between the Phase II and III result, is a one cubic metre core, centred on Golder's location BH9, to a depth of approximately 4m.
- The soil around the asbestos fragment found in external Borehole #5 was found to be free of further asbestos. Therefore this area does not require remediation. However, excavation works during the proposed site development works will require workers to use appropriate PPE and have present an appropriate consultant to visually assess the excavated soil for any further suspect items.
- The high level contaminants located around the battery was not representative of the surrounding soil and was taken to be restricted only to this specific object. The tennis court trench soil generally was found to be below required contaminant reporting limits and therefore does not require remediation as a result of this finding. However, excavation works during the proposed site development works will require workers to use appropriate PPE and have present an appropriate consultant to visually assess the excavated soil for any further suspect items.
- Despite the results of Borehole #8B and #11 being below limits and the contaminate traces being residual, it may be indicative of a more prominent source of contamination in the vicinity. For this reason, CETEC again recommends consultant supervision and observation of the soil if it is to be excavated during proposed development.

On the basis that the recommendations made in this report are implemented, the site will be suitable for the proposed uses.

All the above matters are incorporated in the draft Statement of Commitments.

Geotechnical

A Report on Geotechnical Investigation, undertaken by Douglas Partners, was submitted to the Department of Planning on 18 March 2009 to satisfy Condition B11 of the Concept Approval (see **Appendix T**). The investigation demonstrates that the subsurface conditions of the Epping Park site are capable of accommodating the envisaged development approved under the Concept Plan. The report makes recommendations and comments regarding site preparation, excavation, excavation support, groundwater, foundations, and pavements. Development of the site will be undertaken in accordance with these recommendations.

6.14 Environmental and Construction Management

An Environmental and Construction Management Overview has been prepared by McLachlan Lister and is located at **Appendix J**. The plan has been prepared for the proposed works and addresses the specific issues highlighted in the DGRs. Whilst the construction programme for Epping Park is yet to be confirmed, the delivery of the works contained in the Early Works Package and Stage 1 Residential Development will likely occur concurrently as part of a single works package. For this reason, the Overview addresses both applications.

Upon selection of a works contractor the successful contractor will take ownership of the Overview and further develop it in to a Construction Phase Management Plan which will form the main planning and control document for the construction works. Where different packages of work are let separately, a single point of site control will be prevalent at all times.

Noise and Vibration

A Noise and Vibration Management Plan will be included in the Construction Phase Management Plan. Prior to the development of the plan, a Construction Noise and Vibration Impact assessment will be prepared by an independent Acoustic Consultant on behalf of the works contractor. The assessment will consider possible measures to minimise potential noise and vibration impacts on the site such as:

- erecting sound barriers in specific locations around the site;
- fitting acoustic treatments to plant and equipment used for site works;
- reviewing appropriate rock cutting and demolition techniques; and
- installing an early noise detection system.

Air Quality

An Air Quality Management Plan will be included in the Construction Phase Management Plan. The Plan will address how air quality will be managed through, amongst others, the following measures:

- construction of temporary hoardings and screens;
- use of exhaust systems for plant and equipment;
- minimising stockpiling of dust producing materials; and
- using of water attachments on tools.

Water Quality Management

An Erosion and Sediment Control Plan has been prepared by Worley Parsons to identify some of the water quality management measures that will be used on site (see **Section 6.10.3** and **Appendix L**). This Plan will be further developed and finalised by the works contractor as part of the Construction Phase Management Plan.

Waste and Chemical Management

A Waste Management Plan will be included in the Construction Phase Management Plan. The Plan will address how the works will reduce landfill waste through adhering to the relevant legislation, avoiding waste through design and innovative construction techniques, and recycling and reusing as much waste as possible.

Construction Traffic

Detailed assessment of the construction traffic impacts and management measures will be undertaken once the detailed construction methodology is developed.

A preliminary assessment of the construction traffic impacts was undertaken by Halcrow MWT (see **Appendix H**). The assessment found the volumes of truck traffic would be relatively low compared to the existing conditions and would not have any significant impact on traffic conditions. A temporary access on Mobbs Lane will provide the main access route for heavy vehicles. Sight distances at Mobbs Lane are excellent and in this respect the access will be adequate for construction vehicles. Sufficient on site car parking facilities will be provided to accommodate construction worker parking and vehicle deliveries to and from the site.

All the above matters are incorporated in the draft Statement of Commitments.

6.15 BCA Compliance

A BCA Report for the proposal has been prepared by BCA Logic and is included at **Appendix P**. The Report provides an assessment of the proposed development with the relevant provisions of the Building Code of Australia 2009 (BCA). The BCA Report did not identify any issues that need to be resolved prior to construction certificate, and concludes that the proposed development is capable of complying with the relevant requirements of the BCA.

7.0 Draft Statement of Commitments

Subject	Commitments	Approved by Whom	Timing
Flora	■ A restoration plan for a conservation area in the north-west of the site adjoining Mobbs Lane Reserve will be prepared in accordance with the recommendations made in the Flora Report prepared by Anne Clements & Associates dated 8 April 2009 prior to commencement of construction. The plan will include the following: - clear aims to enhance, conserve and protect of the local native plants in the restoration area, as well as minimising risk to on site and adjoining bushland during and post construction; - objectives; - realistic targets; - regular monitoring; and - regular reporting including corrective action requests and reassessment of targets as required. ■ The restoration plan works will be carried out by qualified bush regenerators under the supervision of an Environmental Manager with at least 5 years experience in the reconstruction of ecosystem / restoration of degraded sites.	Director General of Department of Planning	Prior to the commencement of construction
Drainage	■ The internal drainage network will be designed to accommodate stormwater flows up to and including the 20 year ARI storm event. For events exceeding the 20 year and up to the 100 year ARI storm events, stormwater runoff will be managed and conveyed within the proposed development safely.	Minister for Planning	As part of this Project Application's approval and future applications
Fauna	■ The native trees in the forested areas along the western boundary of the subject site and along the section of the northern boundary that is adjacent to Grimes Lane will be retained where practical. ■ The three hollow-bearing trees identified in the Fauna Report will be retained where possible. In the event that one or more of them needs to be removed, then a suitably-qualified and experienced ecologist will be engaged to decide on the numbers, locations and types of nest boxes placed on the site to compensate for the loss of tree hollows. ■ Silt fences and sediment ponds will be appropriately placed around construction areas on the subject site to prevent runoff of sediment and nutrient-enriched waters into nearby drainage lines and bushland areas. The traps will monitored during construction, ensuring that treated site run-off meets EPA guidelines.	Minister for Planning	As part of this Project Application's approval and future applications

Subject	Commitments	Approved by Whom	Timing
Contamination	- Upon removal of the underground storage tanks, approximately 150 cubic metres of surrounding contaminated soil will be removed by an approved contractor, to one (1) metre beyond the UST pit walls and floor. After excavation, a further five composite samples will be taken from the pit walls and floor and analysed for Total Petroleum Hydrocarbons (TPH). - One cubic metre, centred on Golder's location BH9, to a depth of approximately four metres will be removed from around the trichloroethylene hotspot. - During excavation works SBP will require workers to use appropriate PPE and will have present an appropriate consultant present to visually assess the excavated soil for any further suspect items.	Minister for Planning	As part of this Project Application's approval and future applications
Environmental and Construction Management	- A Construction Phase Management Plan will be undertaken prior to construction certification in consultation with the construction contractors and the relevant approval authority. The Plan will specifically include a: - Waste Management Plan; - Noise and Vibration Management Plan; - Air Quality Management Plan; and - Construction Traffic Management Plan.	Director General of Department of Planning	Prior to the commencement of construction
Traffic	- The Mobbs Lane road improvement works will be undertaken as follows: - The road improvement works east of the proposed western site entrance (opposite the Brickworks site) are to be fully constructed prior to the release of the Final Occupation Certificate for the first stage of residential development (ie. Stage 1 Residential); and - All remaining road improvement works (including the western site access intersection) are to be fully constructed prior to the release of the Final Occupation Certificate for the final stage of residential development. - The traffic signals upgrades (at Mobbs and Midson) and installation (at Mobbs and Marsden) will be undertaken and operational prior to the issue of the Occupation Certificate for the 172nd or 257th residential dwelling depending upon the construction and operation of the proposed child care centre.	Director General of Department of Planning	As noted in the commitment
Indigenous Heritage	An Aboriginal Heritage and Archaeological Investigation (AHIA) will be completed in accordance with the Department of Environment and Climate Change Guidelines. Any necessary amendments to the Project Application in the south west corner of the site as a result of the AHIA will be made during the Preferred Project Report Stage.	Director General of Department of Planning	Preferred Project Report Stage

8.0 Conclusion

The Project Application will facilitate the future redevelopment of Epping Park and in doing so commence implementation of the approved Concept Plan for the site.

The Project Application seeks approval for the Early Works Package, including demolition of existing site improvements, construction of the final landform, internal roads and external road works, reticulation of services, services external to the property, landscaping, construction of a child care centre and private residents' facilities, and subdivision.

The preceding environmental assessment demonstrates that the matters for which approval is sought are consistent with the zoning and development controls contained for the site under Schedule 3 of the Major Projects SEPP, the Concept Plan approval and Director General's Requirements, and will have no adverse environmental impacts. Furthermore the development will result in significant public benefit through the provision of more than 3.1 ha of high quality public open space, a child care centre, road network upgrades, and improved downstream flooding conditions.

The Draft Statement of Commitments has been prepared to inform the detailed design of the development and manage construction and on-going environmental impacts. As such, we have no hesitation in recommending this Project Application be approved.