

Stakeholder Engagement Outcomes Summary Report

242 - 244 Beecroft Road, Epping

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Contents

1	Introduction.....	3
2	Background	3
2.1	Project context.....	3
2.2	The subject site.....	3
2.3	Secretary’s Environmental Assessment Requirements	4
2.4	Previous consultation for associated projects	4
2.4.1	Consultation associated with Sydney Metro	5
2.4.2	Consultation associated with Department of Planning’s Epping Town Centre Study ..	5
2.4.3	Consultation associated with Epping Planning Review (ongoing).....	6
3	Overview of concept proposal for 242 – 244 Beecroft Road, Epping.....	6
3.1	Consultation objectives.....	7
3.2	Snapshot of consultation activities	7
4	Stakeholder meetings and consultation.....	8
5	Project response to stakeholder feedback	10
6	Next steps.....	14
	Appendix A:	15
	Notification letter to adjoining landowners	16

1 Introduction

This report has been developed to inform the preparation of an Environmental Impact Statement (EIS) to accompany a State Significant Development Application (SSDA) for 242 - 244 Beecroft Road, Epping.

Sydney Metro is seeking to deliver residential and other development on NSW Government land at 242 - 244 Beecroft Road, Epping (the subject site). The site is outside of Epping Town Centre and fronts Beecroft and Ray Roads.

In its role as master developer, Landcom on behalf of Sydney Metro is preparing a concept proposal and EIS for the site. The concept proposal is for around 442 dwellings and around 700m² of non-residential uses.

Consultation with stakeholders was undertaken prior to lodgement of the SSDA with Department of Planning, Industry and Environment (DPIE). This report summarises pre-lodgement consultation undertaken for 242 – 244 Beecroft Road, Epping and includes:

- planning requirements for stakeholder consultation
- consultation activities undertaken, including key meetings with stakeholders
- summary of feedback received and issues raised
- demonstration of how feedback has been considered.

2 Background

2.1 Project context

In 2016 the NSW Government began construction of Sydney Metro Northwest (SMNW), which commenced operations on Sunday 26 May 2019. SMNW is Stage 1 of the overall Sydney Metro project and involves the construction of seven new metro stations and supporting infrastructure between Tallawong and Epping, and conversion of five existing stations between Epping and Chatswood. Stage 2 will deliver a new metro rail line from Chatswood through Sydney's CBD to Sydenham (Sydney Metro City and Southwest).

Landcom and Sydney Metro are working together to develop walkable, attractive, mixed use places on NSW Government land surrounding SMNW stations and at 242 – 244 Beecroft Road, Epping, as part of the Sydney Metro Northwest Places Program. The long-term program will facilitate the staged planning, development, and disposal of the 65 hectares of government owned land around SMNW stations.

Across the program, up to 11,000 dwellings and 350,000 square metres (sqm) of non-residential floor space will be delivered.

2.2 The subject site

242 – 244 Beecroft Road, Epping (the subject site) is 1.012 hectares (ha) in size and is registered as Lot 221 in DP 1251471. It is located to the north of the Epping Town Centre and bounded by the

existing heavy rail line, a petrol station, remnant bushland, and residential buildings up to 22 storeys.

The site was previously a major tunnelling site for the SMNW Project. The site has been subdivided into two lots so that the northern end can be retained by Sydney Metro for Epping Services Facility, to support metro operations. Subject to planning approval, the southern end of the site will be sold and developed by a future development partner, in accordance with the concept proposal.

In 2014, the site was rezoned to R4 High Density Residential as part of Department of Planning's (DPE) Epping Town Centre Priority Precinct. The site is also included within the Epping and Macquarie Park Urban Renewal Area.

2.3 Secretary's Environmental Assessment Requirements

The Secretary's Environmental Assessment Requirements (SEARs) for the concept proposal were issued on 24 October 2017. They were reissued on 25 June 2019 to reflect the requirements of the Biodiversity Conservation Act 2016 (BC Act). SEARs require consultation with relevant local, state or commonwealth government authorities, service providers and neighbouring residents during preparation of the EIS. In particular, consultation to be undertaken with:

- NSW Office of Government Architects
- City of Parramatta Council
- Roads and Maritime Services
- Sydney Coordination Office within Transport for NSW
- Sydney Trains
- neighbouring residents and affected landholders where relevant.

The EIS must include a report describing the pre-lodgement consultation undertaken, including a record of the stakeholders consulted, the issues raised during the consultation, and how the proposal responds to those issues. Where amendments have not been made to address an issue, a short explanation must be provided.

This report satisfies the issued SEARs for stakeholder consultation.

2.4 Previous consultation for associated projects

Over recent years, a significant amount of stakeholder and community consultation has been undertaken by Department of Planning and Sydney Metro in relation to supporting residential growth within strategic transport corridors and the construction of Sydney Metro Northwest. Relevant issues raised through previous consultation have been considered during preparation of the concept proposal for the site.

2.4.1 Consultation associated with Sydney Metro

A rail link servicing Sydney's northwest was originally proposed by the NSW Government as a priority infrastructure project in 1998 and was eventually approved in 2012 as SMNW (formerly the North West Rail Link).

To support planning for the SMNW, stakeholder consultation was undertaken during the preparation of two State Significant Infrastructure assessments (SSIs):

- SSI 5100 – Major Civil Construction Works
- SSI 5414 – Stations, Rail Infrastructure and Systems.

SSI 5414 Stations, Rail Infrastructure and Systems described and assessed the operation of the railway as well as the construction of stations, including additional land required for station precinct works such as road works, pedestrian/cycle facilities and landscaping.

SSI 5414 was publicly exhibited in late 2012. During exhibition, Sydney Metro hosted a range of consultation activities including five community information drop-in sessions and numerous stakeholder meetings. A total of 333 submissions were received. Key issues raised in submissions included construction traffic, noise and vibration impacts during construction and operation, visual impacts, aesthetic impacts of the rail operations service facility on local character, and potential impacts on the causeway over Devlins Creek.

Following approval for the SMNW project, Sydney Metro have ensured the local community are informed about construction timelines, impacts, and have provided ongoing opportunities for the local community to ask questions and provide feedback. Activities included letterbox drops, project newsletters, and a community information line.

2.4.2 Consultation associated with Department of Planning's Epping Town Centre Study

Epping Town Centre Study explored the potential for the Epping Town Centre to accommodate increased residential development and employment growth. During the consultation period for Epping Town Centre Study, the Department held two community street stalls and received 45 submissions. Feedback received related to traffic congestion, commuter parking, pedestrian and vehicle safety, heritage conservation, built form design and scale, public domain activation, environmental impacts, and the provision of public transport.

The Epping Town Centre study initiated the rezoning of around 54 hectares of land within the 247 hectare Town Centre Area to provide for new public spaces, shops, cafes, jobs and homes. The rezoning proposal for the Epping Town Centre Priority Precinct was finalised in March 2014.

During exhibition of the rezoning proposal for the Epping Town Centre Priority Precinct, DPE hosted two drop-in sessions. Key issues raised included traffic and congestion, building heights, commuter car parking, overdevelopment and local character, community facilities, open space, overshadowing and privacy, and heritage.

2.4.3 Consultation associated with Epping Planning Review (ongoing)

In mid-2016, the part of Epping formerly in the Hornsby Local Government Area (LGA) was amalgamated into the Parramatta LGA. To inform preparation of one Local Environmental Plan (LEP) and one Development Control Plan (DCP), the City of Parramatta Council commenced the Epping Planning Review (EPR) for Epping Town Centre and surrounds in December 2016.

Stage 1 of the EPR focused on four technical study areas, including interim traffic, heritage, community needs and commercial floor space. In the second half of 2017, the City of Parramatta Council exhibited a discussion paper and endorsed principles to carry over to Stage 2. Key issues raised regarding future development of the site included support for retail and/or commercial use of the site, support for current land zoning, suggestion for commercial space to be situated at more feasible sites nearby, and support for commuter parking and/or a bus interchange on site.

Progression of Stage 2 and implementation of the planning control amendments is expected to be carried out this year.

3 Overview of concept proposal for 242 – 244 Beecroft Road, Epping

The concept proposal for 242 - 244 Beecroft Road, Epping is seeking approval for:

- three residential towers between 13 - 15 storeys
- 442 dwellings (including a minimum of 5% dedicated as Affordable Housing)
- residential gross floor area of around 39,000m²
- non-residential gross floor of around 700m²
- a through-site pedestrian link between Ray Road and Beecroft Road
- landscaped communal space, private courtyards, and roof terraces
- approximately 487 secure bicycle racks
- approximately 356 basement car spaces.

3.1 Consultation objectives

The objectives of pre-lodgement consultation were to:

- ensure stakeholders were well informed of the SSDA and its impact on the local community, services and infrastructure
- provide local businesses, community members, and other key stakeholders an opportunity to provide feedback on the proposal to inform the SSDA
- ensure stakeholder views were identified, understood and considered during the preparation of the SSDA
- ensure consistent messages about the SSDA were shared with stakeholders.

3.2 Snapshot of consultation activities

Consultation has been undertaken to satisfy the above objectives and to meet the SEARs for the concept proposal.

Consultation activities included:

- a range of stakeholder meetings
- a doorknock and supporting delivery of letters to local residents (Appendix A)
- a community information line and dedicated project email address.

In addition, the Landcom website www.landcom.com.au/sydneymetronorthwestplaces has provided a broad range of stakeholders with accurate, up to date information about the site and broader program.

4 Stakeholder meetings and consultation

Landcom held a number of meetings with key stakeholders during the development of the concept proposal. A summary of meetings is provided in Table 1 below.

Table 1 Stakeholder meetings and correspondence

Meeting dates	Stakeholder	Meetings and correspondence
11 July 2019	City of Parramatta Council (Officers), Roads and Maritime Services	<ul style="list-style-type: none"> second workshop to review alternatives to Council's East-West link proposal
28 June 2019	Dominic Perrottet MP, Member for Epping	<ul style="list-style-type: none"> briefing on concept proposal and lodgement timing
9 April 2019	City of Parramatta Council (Officers), Roads and Maritime Services	<ul style="list-style-type: none"> first workshop to discuss traffic congestion within the Epping Town Centre to understand merits of Council's East-West link proposal and possible alternatives
14 November 2018	Roads and Maritime Services	<ul style="list-style-type: none"> strategic transport approach to review Council's proposal for a public through site road
22 August 2018 28 August 2018 23 November 2018	City of Parramatta Council (Officers)	<ul style="list-style-type: none"> Landcom provided a submission letter to Council stating the East-West link is not supported until further consultation has occurred Council presented the East-West link proposal and the level of commercial required wayfinding and pedestrian access as part of the Sydney Metro Wayfinding Strategy
13 March 2018 8 May 2018	The Government Architect NSW (GANSW)	<ul style="list-style-type: none"> background and design principles future stage/s density design excellence process design issues, including building heights, bulk and scale, noise and vibration controls, and provision of open spaces. impact on local character
25 September 2017 27 April 2018 22 June 2018	Department of Planning and Environment	<ul style="list-style-type: none"> program and planning coordination planning pathway overview of proposal provision of commercial floor space design issues, including building heights
2017: 14 June 12 July 19 July 4 August 15 September	City of Parramatta Council (Officers)	<ul style="list-style-type: none"> overview of proposal Epping Planning Review Discussion Paper and Council's recommendations timing and alignment with Epping Planning Review

Meeting dates	Stakeholder	Meetings and correspondence
22 September 21 December 18 April 2018 28 September 2018		<ul style="list-style-type: none"> • City of Parramatta's Affordable Housing policy discussion paper on review • provision of commercial floor space • design issues, including building heights, bulk and scale • traffic impact on existing road networks • request provision of a public through site road
15 November 2017	City of Parramatta Council (Councillors and Mayor Office)	<ul style="list-style-type: none"> • overview of proposal
24 November 2017	Sydney Coordination Office within Transport for NSW	<ul style="list-style-type: none"> • overview of proposal
28 November 2017	Sydney Trains	<ul style="list-style-type: none"> • overview of proposal
2017: 2 November 13 November 27 November	Epping Business Chamber	<ul style="list-style-type: none"> • overview of proposal • loss of commercial space • request provision of commercial floor space
2017: 13 October 2 November 13 November 27 November 29 November	The Hon. Damien Tudehope MP Minister for Finance and Small Business, Member for Epping	<ul style="list-style-type: none"> • overview of proposal • loss of commercial space
2 November 2017 17 November 2017	Neighbouring residents	<ul style="list-style-type: none"> • overview of proposal

Consultation with the **NSW Department of Primary Industries – Office of Water** was considered unnecessary following their advice that the preliminary Environmental Assessment and accompanying draft SEARs adequately addressed matters of their interest.

Consultation with **NSW Rural Fire Services** was considered unnecessary as Landcom is not seeking approval for child care use and there are no bushfire hazards in close proximity to the site.

5 Project response to stakeholder feedback

Feedback received during pre-lodgement consultation summarised in this report has been considered in the preparation of the concept proposal. Table 2 below provides a summary of stakeholder feedback received and the corresponding project response.

Table 2 Stakeholder Feedback and project response

Key feedback	Project response	Relevant reports
Urban Design and Design Excellence		
Demonstrate design excellence and develop a design excellence strategy to guide future development stages.	<p>The proposal was developed in consultation with the Landcom Design Directorate and Government Architect NSW (GANSW).</p> <p>The Design Excellence Strategy demonstrates how design excellence has been achieved in the concept proposal.</p> <p>A Design Quality Framework which is being discussed in collaboration with GANSW will outline a process for the future stage/s of the development. In the interim, the Design Excellence Strategy provides detail as to how the successful purchaser will need to demonstrate a commitment to design excellence. Landcom and Sydney Metro will have oversight over the detailed design process.</p>	Design Excellence Strategy
Planning matters		
Justify the provision of 700sqm non-residential use, and demonstrate how this will support Epping's growing population.	<p>The proposal complies with land use controls applicable to the site. The site is zoned R4 High Density Residential to facilitate housing near excellent transport services. A mix of housing types, including 5% Affordable Housing, will help to meet the needs of Epping's growing population.</p> <p>DPE rezoned the site to R4 High Density Residential following a merit-based assessment that determined residential use to be the highest and best use of the site.</p> <p>As the site is located outside the Epping Town Centre, residential use was identified as the most appropriate way to take advantage of the site's proximity to excellent transport services. Commercial use was identified as being more suitable within Epping Town Centre to capture passing foot traffic and existing customers.</p>	Environmental Impact Statement

Key feedback	Project response	Relevant reports
	<p>The proposal includes 700sqm of non-residential use on the ground floor for facilities and services to meet the daily needs of local residents, which is permissible under the current zoning. This is considered appropriate given the site's location outside the town centre.</p> <p>Previous commercial office space on the site experienced high vacancy rates which were thought to be partially attributable to the site's location outside the commercial core of the town centre.</p>	
Justify the height of the proposed development within the local context.	<p>The proposal complies with height controls applicable to the site.</p> <p>The proposed building heights are suitable for the local context on the edge of a growing town centre. Surrounding uses include housing up to 22 storeys high, a petrol station, remnant bushland and the rail corridor.</p> <p>The proposal takes into consideration the views and vistas of surrounding residents, and will only overshadow surrounding dwellings to the southwest of the site for one hour during winter days.</p> <p>A context elevation plan is provided within the Design Report.</p>	Design Report and Environmental Impact Statement
Justify the bulk and scale of the proposed development in its proximity to the edge of Epping Town Centre.	<p>The proposal complies with the current planning controls applicable to the site.</p> <p>The bulk and scale of the proposal transitions appropriately from the town centre in the south, to the surrounding streetscapes in the north. The proposal also includes a 5-storey podium to both Ray Road and Beecroft Road which provides an appropriate development scale at lower levels.</p> <p>Landscaped setbacks on Ray and Beecroft Roads will reduce building scale at street level, and communal green spaces, private courtyards and roof terraces will create a permeable built form that connects to surrounding bushland and housing.</p> <p>The provision of a through-site pedestrian link will create fine grain built form that is to the human scale.</p>	Design Report and Environmental Impact Statement

Key feedback	Project response	Relevant reports
Planning matters (continued)		
Address acoustic and vibration impacts to future residents.	<p>A noise and vibration assessment was undertaken during the preparation of the concept proposal.</p> <p>It has been identified that the most significant noise pollution will be from road traffic, given the site's immediate interface with Beecroft Road. To reduce the impact of noise pollution on future residents, buildings will be raised on podiums to ensure that there is adequate separation between the street and future dwellings.</p> <p>At the detailed Development Application stage, noise pollution will be addressed through elements such as noise insulating materials, window glazing, and temperature regulation. Specific design controls will be identified by further acoustic and vibration analysis during the detailed design.</p>	Noise and Vibration Impact Assessment and Environmental Impact Statement
Transport, access, traffic and parking		
<p>Capacity of local road network including key intersections.</p> <p>Deliver exemplary transit orientated development and provide appropriate car parking spaces.</p>	<p>Sydney Metro Northwest will provide fast and frequent turn up and go services, reducing the need for future residents to rely on car use as the primary transport mode. The site's proximity and accessibility to this world class transport services provided by Sydney Metro Northwest will reduce the incentive for car use.</p> <p>The Traffic and Transport Impact Assessment shows that the proposal would result in an increase in traffic of less than one percent on Beecroft Road/Epping Road and key intersections within 100 metres of the site. This is equivalent to up to 85 vehicular trips in the AM peak hours and 66 vehicular trips in the PM peak hour.</p> <p>The proposed car parking rate of 0.81:1 dwelling will encourage sustainable and active transport use.</p> <p>A targeted Travel Plan will be implemented at the detailed Development Application stage.</p>	Traffic and Transport Impact Assessment and Environmental Impact Statement

Ensure safe vehicular access to the site.	<p>Primary vehicular access will reinstate prior access off Ray Road. Secondary vehicular access is proposed on Beecroft Road which is reinstating the previous access to the office park and used as a temporary construction access point during the Sydney Metro Northwest construction phase.</p> <p>The vehicular access from Beecroft Road has been proposed in consultation with Roads and Maritime Services (RMS) and Sydney Metro.</p> <p>To ensure safety, a deceleration lane will be provided to reduce the speed of traffic when entering and accessing the site. In addition, the use of vehicular access from Beecroft Road will be restricted during AM and PM peak hours.</p>	Traffic and Transport Impact Assessment and Environmental Impact Statement
Provide a through-site pedestrian link.	The proposal includes a pedestrian through-site link between Ray and Beecroft Roads that will provide convenient access, enable passive surveillance of open spaces from residential apartments, and provide ground level activation.	Design Report
Provide a through-site, East-West link road for vehicles.	The provision of additional roads is detrimental to good place outcomes. Landcom and Sydney Metro supports the City of Parramatta Council's vision for pedestrian priority within the town centre and the connections to the town centre.	Environmental Impact Statement

6 Next steps

To date, Landcom has kept all stakeholders, including government authorities, surrounding landowners and surrounding residents, up to date with the development of the concept proposal. Landcom will continue to engage with stakeholders during the statutory exhibition of the SSDA as well as during future stages of the planning and development process.

A community information session is scheduled to coincide with the statutory exhibition period, to provide community members and other stakeholders with accessible, detailed information about the concept proposal. The session will be promoted through print media, social media and letterbox drops to local residents.

Landcom will continue to work closely with the Department of Planning, Industry and Environment and the City of Parramatta Council to achieve design excellence outcomes during the future development of 242 – 244 Beecroft Road, Epping.

Landcom will continually update the program website with relevant planning milestones and send regular newsletters to stakeholders who registered for updates.

Appendix A:

Notification letter to adjoining landowners

31 October 2017



**Notice of Development Application
240-244 Beecroft Rd Epping
(Part Lot 22 DP1180959)**

Landcom is working with Transport for NSW to prepare for the development of 240-244 Beecroft Road. The site is zoned R4 High Density Residential and is being used for the construction of Sydney Metro Northwest

In the coming months a Development Application including a proposed subdivision of the site and a Concept Proposal for development will be lodged with the Department of Planning and Environment (DPE).

Landcom has taken the first step and requested Secretary's Environmental Assessment Requirements (SEARs) from the Department. The SEARs is a list of requirements which will be addressed in the Environmental Impact Statement for the development application.

You can view the SEARs on DPE's website at

http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=8784

What is proposed?

- **Stage 1** proposed subdivision to create separate lots for the proposed residential development and the Epping Service Facility which is required for the future operations of the Sydney Metro railway. The land for the residential development is marked as 'proposed development' on the plan overleaf.
- **Concept Proposal for development comprising:**
 - building envelopes for mainly residential building(s) up to a height of 48 metres
 - gross floor area (GFA) of approximately 40,000 m²
 - approximately 450 apartments
 - non-residential uses in the lower level/s of the building

The residential development outlined in the Concept Proposal will comply with relevant existing planning controls applying to the site. The Concept Proposal sets a framework for the future detailed design of buildings on the site.

Landcom and Transport for NSW will be seeking Expressions of Interest for the development of this site in late 2017/early 2018 and will be seeking proposals which provide diverse housing opportunities and incorporate high quality design and sustainability initiatives.

Please note that a more detailed application will be required for the final form of development which could vary from the concept proposal.

What happens next?

Landcom will prepare an Environmental Impact Statement which addresses the list of requirements in the SEARs.

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Where can I view the EIS and Concept Proposal?

It is anticipated the EIS and Concept Proposal will be on exhibition around late 2017 – early 2018. You will be able to go online to view the documents and make a submission to DPE at http://majorprojects.planning.nsw.gov.au/index.pl?action=search&status_id=6&status_id=117&status_id=116&status_id=114

Where can I find out further information?

If you have any questions you can contact the Sydney Metro Northwest Urban Transformation team at Landcom, on 1800 712 292 or email: SydneyMetroNorthwest@landcom.nsw.gov.au

