



July 2019

**Concept State Significant Development Application
Environmental Impact Statement
(SSD 8784)**

242-244 Beecroft Road, Epping

Landcom, on behalf of Sydney Metro

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Glossary and Abbreviations

Term	Definition
ADG	Apartment Design Guideline
concept development application	A concept development application as defined under section 4.22 of the EP&A Act, as a <i>development application that sets out concept proposals for the development of a site, and for which detailed proposals for the site or for separate parts of the site are to be the subject of a subsequent development application or applications</i>
Concept Proposal	The overall concept for which approval is being sought
Council	The City of Parramatta Council
CSSI	Critical State significant infrastructure
detailed SSD application	The SSD application (or applications) made after the concept SSD application is approved, that seeks consent to carry out the proposal
DA	Development Application
DDI	Due Diligence Investigation
DPIE	NSW Department of Planning, Industry and Environment
EIS	Environmental Impact Statement
EP&A Act	<i>Environmental Planning and Assessment Act 1979 (NSW)</i>
EP&A Regulation	<i>Environmental Planning and Assessment Regulation 2000 (NSW)</i>
EPI	Environmental Planning Instrument
heritage item	An item of environmental heritage listed on the State Heritage Register under the <i>Heritage Act 1977</i>
HLEP 2013	Hornsby Local Environmental Plan 2013
SEARs	Secretary's Environmental Assessment Requirements
Secretary	Secretary of the NSW Department of Planning, Industry and Environment, or their delegate
SEPP	State Environmental Planning Policy
SRD SEPP	State Environmental Planning Policy (State and Regional Development) 2011
SSD	State Significant Development
Sydney Metro City & Southwest – Chatswood to Sydenham project	Construction and operation of a metro rail line and associated stations between Chatswood and Sydenham. The project is approximately 16.5 kilometres long (of which approximately 15.5 kilometres is located in underground rail tunnels), including the construction of a tunnel under Sydney Harbour, links with the existing rail network, seven metro stations, and associated ancillary infrastructure. The metro stations are located at Crows Nest, Victoria Cross, Barangaroo, Martin Place, Pitt Street and Waterloo, and new underground platforms will be provided at Central Station. The existing Sydney Trains line between Sydenham and Bankstown will be converted to metro.
Sydney Metro CSSI	Sydney Metro Northwest
TfNSW	Transport for NSW

Project Team

Applicant	Landcom, on behalf of Sydney Metro
Urban Planning	Keylan Consulting
Architect	Bennett and Trimble
Visual	Architectural Images
Traffic and Transport	SCT Consulting
Noise and Vibration	Wilkinson Murray
Stormwater and Flooding	Alluvium
Heritage	GLN Heritage
Wind	Windtech Consultants
Ecological Constraints	Eco Logical Australia
Bushfire	Bushfire Planning Services
Contamination and Geotechnical	JBS&G Australia
Utility Services Infrastructure	ADP
Ecological Sustainability	ARUP
Quantity Surveyor	Napier & Blakeley

Statement of Validity

Development application details (SSD 8784)

Applicant name	Landcom, on behalf of Sydney Metro
Responsible person	Katrina Lim Development Manager, Landcom
Applicant address	Level 14, 60 Station Street, Parramatta NSW 2150
Land to be developed	Lot 220 DP 1251471 242-244 Beecroft Road, Epping NSW 2121
Proposed development	A concept proposal seeking consent for the future land use, gross floor area and building envelopes.

Environmental Impact Statement prepared by:


Name	Dan Keary Director, Keylan Consulting Pty Ltd
Qualifications	Bachelor of Science (BSc) Master of Urban and Regional Planning (MURP)
Address	Suite 2, 1 Rialto Lane, Manly NSW 2095

Declaration

I declare that I have prepared the contents of this Environmental Impact Statement and to the best of my knowledge:

- it is in accordance with Schedule 2 of the Environmental Planning and Assessment Regulation 2000
- all available information that is relevant to the environmental assessment of the development to which the Statement relates
- The information contained in the Statement is neither false nor misleading.

Signature



Date	25 July 2019
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Executive Summary

Introduction

The NSW Government is currently delivering the Sydney Metro, Australia's biggest public transport project.

Sydney Metro Northwest services started in May 2019 with a train every four minutes in the peak.

Metro rail is now being extended into the CBD and beyond to Bankstown. There will be new CBD metro railway stations at Martin Place, Pitt Street and Barangaroo and new metro platforms at Central.

In 2024, Sydney will have 31 metro railway stations and a 66 km standalone metro railway system. There will be ultimate capacity for a metro train every two minutes in each direction under the Sydney city centre.

New metro rail will be extended to Western Sydney in the second half of the 2020s – the Sydney Metro West project will link the Sydney city centre with Greater Parramatta, doubling rail capacity between these centres and linking communities along the way with a new underground railway.

Metro rail will also service Greater Western Sydney and the new Western Sydney Airport, linking it with the rest of Sydney.

Sydney Metro Northwest has eight new metro stations and five upgraded stations, including an upgraded Epping Station linking Sydney's North West with Macquarie Park, Chatswood, North Sydney and the Sydney CBD. The project will provide a catalyst for urban renewal along the corridor, providing connections to areas that will be transformed through both NSW Government and private investment.

NSW Government owned land surrounding the Sydney Metro Northwest stations will soon include land that is no longer required to support construction. These sites will be made available for development that supports NSW Government priorities of housing affordability, local infrastructure delivery and economic development.

Through Sydney Metro Northwest Places Program, Landcom is the master developer for government land around new Sydney Metro Northwest stations. As master developer, Landcom will lead studies to support planning for project sites, work with local councils, Department of Planning, Industry and Environment, other government agencies, local businesses and communities to shape plans for projects.

Landcom will appoint private sector development partners to deliver projects across the program.

The proposal

This Environmental Impact Statement (EIS) supports a concept State Significant Development Application (DA) for residential development at 242-244 Beecroft Road in Epping. The proposal would provide housing within 500 metre walking distance of the Sydney Metro Northwest and support growth close to Epping Town Centre and Epping Station. The project is being delivered by Landcom is the master developer for the site, in collaboration with Sydney Metro.

The proposal meets the criteria of State Significant Development (SSD) in accordance with *State Environmental Planning Policy (State and Regional Development) 2011* (SRD SEPP). Schedule 1, clause 19, 2(a) of the SRD SEPP identifies development within a rail corridor that

has a capital investment value of more than \$30 million for the purpose of residential accommodation to be SSD. The Minister for Planning is the consent authority for the application.

This concept Development Application (DA) is submitted under Part 4 of the *Environmental Planning and Assessment Act 1979* (EP&A Act). The EIS has been prepared in accordance with Schedule 2 of the *Environmental Planning and Assessment Regulation 2000* (EP&A Regulation).

Preparation of this EIS was guided by the Secretary's Environmental Assessment Requirements (SEARs) issued by the (then) Department of Planning and Environment (DPE) on 24 October 2017. Revised SEARs were issued by the DPE on 8 December 2017 to incorporate the requirements of the *Biodiversity Conservation Act 2016* (BC Act). The SEARs were revised by DPIE on 25 June 2019 and 11 July 2019 to address a number of administrative amendments. The EIS should be read in conjunction with the supporting information and appended plans.

The site and locality

The site is located at 242-244 Beecroft Road, Epping in the Parramatta local government area (LGA). The site covers an area of approximately 1.012 hectares and is legally described as Lot 220 in Deposited Plan (DP) 1251471.

The site is located approximately 300 metres north of Epping Station on the northern fringe of Epping Town Centre. The site is physically bound by a bushland reserve and Devlins Creek to the north, Beecroft Road to the east, a service station to the south, Ray Road and residential development to the west. The site was acquired by Transport for NSW (TfNSW) in 2012 and has most recently been used as a major tunnelling site for the Sydney Metro Northwest. On the northern part of the site is the Epping Services Facility.

The site was formerly located in the Hornsby LGA. In May 2016, the NSW Government announced the formation of 19 new councils and amendments to council boundaries. Part of the former Hornsby LGA (including the subject site) was amalgamated into the Parramatta LGA. Although the site is now within Parramatta LGA, the planning controls specified under the *Hornsby Local Environmental Plan 2013* (HLEP 2013) continue to apply.

The site is zoned R4 High Density Residential under the HLEP 2013. Residential flat buildings are permissible with consent in the R4 High Density Residential zone. The HLEP 2013 specifies a maximum building height for the site of 48 metres. There are no applicable floor space ratio (FSR) controls for the site.

The site is strategically close to Epping Town Centre and Epping Station which provides access to employment and education destinations across the broader Sydney metropolitan area and Metro Northwest corridor. In October 2012, the Epping Town Centre was endorsed by the NSW Government as a Priority Precinct (formerly known as Urban Activation Precinct) following the announcement of the construction of the Sydney Metro Northwest. The Epping Town Centre will play an important role in meeting Sydney's future growth needs by delivering housing and jobs in areas with access to public transport and services. The character of the area surrounding the site is expected to evolve into a thriving town centre and will include high density residential development.

Proposed development

This EIS supports a concept DA for the site. The concept DA sets out the vision, planning and development framework that will form the basis for assessment of all future development on the site.

The concept DA seeks approval for the following:

- future residential flat buildings, comprising three towers connected by two podium structures
- an indicative building envelope with a maximum building height to 48 metres (approximately 15 storeys)
- a residential yield of approximately 442 dwellings (including a minimum 5% dedicated to Affordable Housing)
- a maximum residential GFA of around 39,000m²
- a maximum non-residential GFA of 700m²
- approximately 356 basement car parking spaces
- loading, vehicular and pedestrian access arrangements
- communal and private open space areas and through-site pedestrian link.

Strategic context

The EIS has been prepared with consideration to relevant NSW Government strategic plans. Section 7 of the EIS outlines the strategic justification for the proposal and addresses the relevant provisions, goals and objectives of the following:

- NSW State Government Priorities
- Greater Sydney Region Plan
- Central City District Plan.

Relevant strategic local plans are addressed at Section 7 of the EIS.

In summary, the project will support the NSW Government's investment in transport infrastructure and provide additional housing including Affordable Housing close to Epping Station and Epping Town Centre.

Statutory context

Section 8 of the EIS outlines the relevant state legislation and environmental planning instruments (EPIs) that apply to the site, including:

- *Environmental Planning and Assessment Act 1979*
- *Environmental Planning and Assessment Regulation 2000*
- *State Environmental Planning Policies and EPIs including:*
 - *State Environmental Planning Policy (State and Regional Development) 2011*
 - *State Environmental Planning Policy (Infrastructure) 2007*
 - *State Environmental Planning Policy No. 19 – Bushland in Urban Areas*
 - *State Environmental Planning Policy No. 55 – Remediation of Land*
 - *State Environmental Planning Policy No. 65 – Design Quality of Residential Apartment Development*
 - *Draft State Environmental Planning Policy (Environment)*
 - *Draft State Environmental Planning Policy (Remediation of Land)*
 - *Hornsby Local Environmental Plan 2013.*

As outlined in Section 8, the proposed development is consistent with the relevant statutory provisions applicable to the site.

Environmental Planning Assessment

An assessment of the proposal's potential environmental impacts is outlined in Section 9. Key environmental issues are summarised below.

Land Use, Built Form and Design

The proposed residential land use on the fringe of the Epping Town Centre complements the strategic planning work undertaken by the NSW Government to enable high density housing on a strategically located site with excellent access to Epping Station and Epping Town Centre. Further, the provision of predominately residential land use on the site will encourage retail and commercial activities to be concentrated within the Epping Town Centre core.

The concept proposal is within the maximum building height envelope of 48 metres, which will allow for buildings of up to 15 storeys. The building envelope has been developed following thorough consideration of the site, its location and context to the surrounding locality including the vision for a revitalised Epping Town Centre and the transitioning character of the surrounding locality. The building envelope complies with the building height controls specified under the HLEP 2013 and the strategic planning work undertaken by the NSW Government to provide for increased residential densities in proximity to the Epping Town Centre.

High quality design outcomes for the site have been pursued from project initiation through to concept development. Design excellence will continue to progress through to the delivery of the final built form of buildings on the site. The concept proposal allows for future architectural creativity and design refinement that will create a development of high quality that complies with the requirements of the Apartment Design Guideline (DP&E, 2015), *State Environmental Planning Policy 65 – Design Quality of Residential Apartment Development* (SEPP 65) and Crime Prevention Through Environmental Design Principles.

The concept proposal also seeks consent for potential non-residential uses in the lower levels of the residential flat buildings. The non-residential uses will provide facilities or services to meet the day to day need of residents and may include neighbourhood shops, community facilities, gymnasiums and consulting suites etc. Any future non-residential uses will be subject to separate assessment and development approval.

Visual Impact

The built form of the local surrounding area is characterised by a range of uses including low and medium density residential development, neighbourhood centres and commercial uses. The built form character of the locality is currently undergoing significant transformation, reflecting the zoning and height controls of the HLEP 2013.

Former low density residential areas to the west of the site are being redeveloped for medium density residential development (up to 6 storeys), while to the east of the site and railway corridor, a number of high-rise residential buildings (up to 20 storeys) are either approved or under construction. Similarly, the area to the south of the site, comprising the Epping Town Centre core, is transitioning with several mixed use high-rise tower developments reflective of the 72 metres maximum height limit in this area.

Given the transition currently occurring in the area surrounding the site, the locality is considered to have a high capacity to absorb further changes to the visual character. A Visual Impact Assessment prepared for the site determined no significant landmark views or areas of high quality scenery would be impacted by the proposed development. Overall, the development is considered to have a low level of sensitivity to visual impact and change.

Transport and Transport

The surrounding road network provides excellent access to nearby centres including Macquarie Park and the wider strategic road network including the M2 Motorway. High traffic volumes are present in the area surrounding the site during the morning (AM) and afternoon

(PM) peak periods including along Beecroft Road, Carlingford Road, Blaxland Road and Epping Road.

Traffic generated by the future stages of the development will represent less than one percent of total traffic volumes on the Beecroft Road and Epping Road corridor. The future stages of the development are expected to have a negligible impact on existing road network conditions. Further, the road network improvements currently being undertaken by Roads and Maritime Services (RMS) in the area around the Epping Town Centre are expected to provide an overall improvement to traffic conditions throughout the surrounding road network, including increased road network capacity and intersection improvements.

The proposed development includes a total of 356 car parking spaces. The proposed car parking provisions comply with the provisions of *Guide to Traffic Generating Developments* (RMS, 2002) and SEPP 65.

Public transport services including train and bus services provide access to the Sydney CBD, Macquarie Park, Parramatta CBD and surrounding strategic centres. Epping Train Station is located on the T1 North Shore Line and T1 Northern Line. The T1 Line provides a direct connection to the Sydney CBD (via Chatswood or Strathfield) and interconnections to the wider Sydney Trains network. Sydney Metro Northwest connects to the existing T1 Line and provides services to north western Sydney including Castle Hill, Norwest Business Park, and Rouse Hill.

Noise and Vibration

The existing ambient noise environment surrounding the site is influenced by road traffic and rail noise from the established transport corridors of Beecroft Road and the adjacent rail corridor. The existing environment along Ray Road is typically quieter due to reduced traffic volumes.

The implementation of appropriate mitigation measures as part of the future stages of the development, such as the installation of glazing and appropriate selection of doors and windows will ensure that the site is suitable for residential use and that future residents will be afforded an acceptable level of amenity.

Heritage

A Heritage Impact Statement (HIS) has been prepared for the site that assesses the potential impacts of the development on built heritage, Aboriginal heritage and historical archaeology.

There are a number of nearby heritage items and a heritage conservation area listed under the HLEP 2013. Most of the heritage items are located on the eastern side of the railway line and would not be impacted by future development on the site. The closest listed heritage items to the site include 'Bushland' (Item No. 357) directly to the north, 'Woodlands' (Item No. 403) at 25 Ray Road and the 'Rosebank Avenue Heritage Conservation Area' (C11).

The HIS concludes the development will not impact on the nearby listed items and conservation area due to the physical separation of the sites and the existing medium density developments along Ray Road which restrict the visual curtilage.

There are no registered sites or Aboriginal places located within or adjacent to the study area. Further, intensive land use activities and development across the site will likely have resulted in the removal of any remaining Aboriginal archaeology. The HIS assessed the study area as having low potential to contain Aboriginal objects and no further mitigation measures are recommended.

Biodiversity

A request to waive the requirement for a Biodiversity Development Assessment Report (BDAR) under section 7.9(2) of the *Biodiversity Conservation Act 2016* was submitted to the DPIE and the Office of Environment and Heritage (OEH).

On 3 March 2018, DPIE and OEH advised that the proposed development is not likely to have any significant impact on biodiversity values and that there is no need for the SSD application to include a BDAR.

Development Contributions

Future stages of the development will be subject to Council's development contributions requirements under the *City of Parramatta Council Section 94 Development Contributions Plan*. In accordance with the Plan, the total contribution amount provided to Council will be determined based on the total cost of the relevant stage of the development.

Contributions paid to Council will be applied to towards meeting the cost of the provision or augmentation of new public facilities such as community facilities, provision of open space and public recreation facilities and roads and shared paths.

Conclusion and justification

The proposal is an appropriate development for the site and is in the public interest as it is consistent with the applicable zoning and development controls and aligns with the NSW Government's priorities relating to housing affordability, local infrastructure delivery and economic development. It will also provide for further urban renewal along the Sydney Metro Northwest corridor and in proximity to the Epping Town Centre. Further, the proposed building envelope for future development on the site is appropriate in the context of the surrounding locality, complies with the relevant development controls and will provide for a built form outcome of high quality design. Consequently, it is considered that the concept DA should be granted approval.

Next Steps

Landcom, on behalf of Sydney Metro is seeking approval from the Minister for Planning for a concept DA for a residential flat building at 242-244 Beecroft Road in Epping.

Subsequent steps in the process include:

- exhibition of the concept DA and EIS for a minimum period of 28 days and invitation for the community and stakeholders to make a submission
 - consideration of submissions received by the Secretary of the DPIE. The submissions received would be placed on the DPIE's website
 - Sydney Metro may then be required to prepare and submit:
 - a submissions report, responding to issues raised in the submissions
 - a preferred project report, outlining any proposed changes to the concept DA to minimise its environmental impacts or to deal with any other issues raised.
- the Minister for Planning would then make a decision on the project. If approved, the determination may include modifications to the development and/or conditions of approval.

Making a Submission

Any person wishing to make a submission on the concept DA should use the online form if possible. To find the online form go to the webpage for the proposal via www.majorprojects.planning.nsw.gov.au/page/on-exhibition.

Before making your submission, please read the Privacy Statement at www.planning.nsw.gov.au/privacy or for a copy, phone the number below. DPIE will publish your submission in accordance with the Privacy Statement. If you do not want your name published, please state this clearly at the top of your submission.

If you cannot lodge online, you can write to the address below. You need to include:

- your name and address (at the top of the letter only)
- the name of the application and the application number SSD 8784
- a statement on whether you support or object to the proposal
- the reasons why you support or object to the proposal
- a declaration of any reportable political donations made in the previous two years.

To find out what is reportable, and for a disclosure form, go to www.planning.nsw.gov.au/donations or phone 1300 305 695 for a copy.

Address:

Department of Planning, Industry and Environment
GPO Box 39
SYDNEY
NSW 2001

Your submission should be marked Attention: Director, Key Sites Assessments

1. Introduction

1.1. Background to the Sydney Metro Northwest

The NSW Government is currently delivering the Sydney Metro, Australia's biggest public transport project.

Sydney Metro Northwest services started in May 2019 with a train every four minutes in the peak.

Metro rail is now being extended into the CBD and beyond to Bankstown. There will be new CBD metro railway stations at Martin Place, Pitt Street and Barangaroo and new metro platforms at Central.

In 2024, Sydney will have 31 metro railway stations and a 66 km standalone metro railway system. There will be ultimate capacity for a metro train every two minutes in each direction under the Sydney city centre.

New metro rail will be extended to Western Sydney in the second half of the 2020s – the Sydney Metro West project will link the Sydney city centre with Greater Parramatta, doubling rail capacity between these centres and linking communities along the way with a new underground railway.

Metro rail will also service Greater Western Sydney and the new Western Sydney Airport, linking it with the rest of Sydney.

The Sydney Metro network is shown in Figure 1.

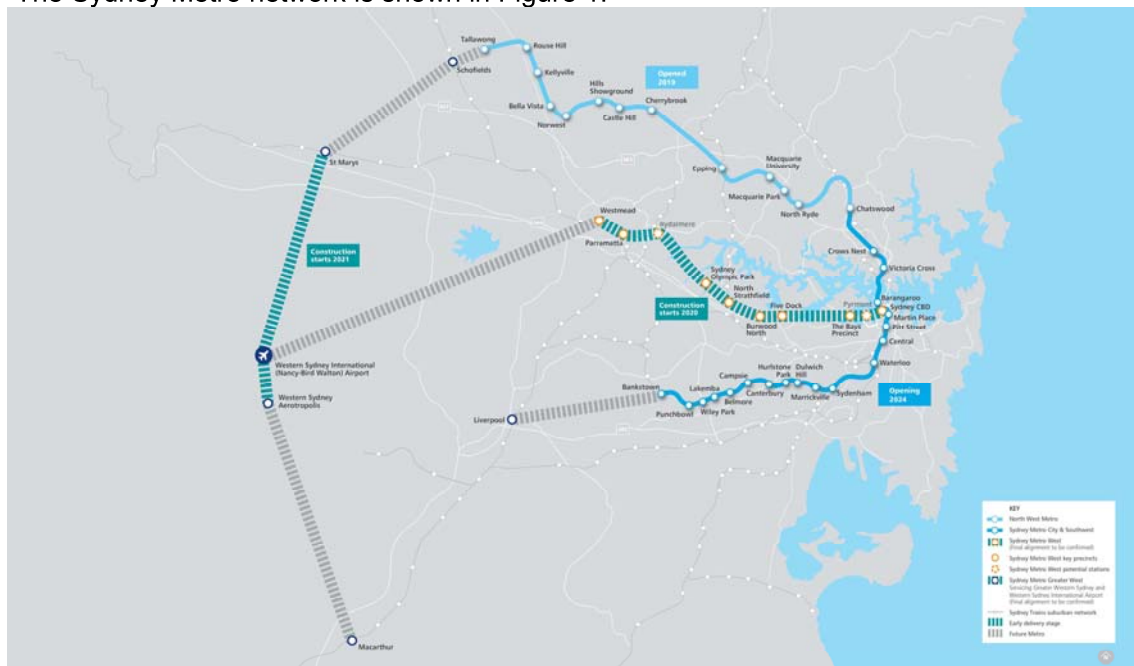


Figure 1: Sydney Metro (Source: Sydney Metro)

Sydney Metro Northwest has been designed to integrate with the existing Sydney Trains network and includes eight new stations and supporting infrastructure between Tallawong and Epping.

Sydney Metro Northwest delivers a reliable public transport service to the region, with trains running every four minutes in the peak periods, approximately 15 trains every hour.

1.2. Sydney Metro Northwest planning approval

On 6 May 2008, the (then) Minister for Planning granted approval for the North West Metro (now referred to as Sydney Metro Northwest) concept plan under Part 3A of the EP&A Act. The concept plan approval protected the Metro North West corridor through State Environmental Planning Policy (Infrastructure SEPP 2007) as land to be developed for the purpose of a railway.

On 25 September 2012, the Minister for Planning and Infrastructure granted approval for major civil and construction works for the Sydney Metro Northwest under State Significant Infrastructure 5100. The project was declared Critical State Significant Infrastructure (CSSI) under Schedule 5(2) of the SRD SEPP due to its importance to the State for economic, environmental and social reasons.

Following the approval of SSI 5100, there have been a number of subsequent applications and modifications to existing approvals to develop the Sydney Metro Northwest. These modifications have enabled works associated with the construction of station infrastructure and development of wider precincts. These approvals are summarised in Table 1.

Project	SSI 5100 – North West Rail Link – Major Civil Construction Works
Date of approval	25 September 2012
Description	Major civil construction works for the Sydney Metro Northwest was approved under SSI 5100. The approval was for the following works: <ul style="list-style-type: none"> • excavation of tunnels and underground station boxes; • construction of above ground infrastructure, including viaducts and bridges; and • earthworks.
Project	SSI 5100 MOD 1 – North West Rail Link – Major Civil Construction Works
Date of approval	18 April 2013
Description	Revisions to the scope of the project including: <ul style="list-style-type: none"> • relocation of the Showground Station to the south-east and parallel to Carrington Road and associated modifications to the horizontal alignment of the tunnels • vertical alignment changes to accommodate the revised location of the Showground Station • changes to the Showground construction site boundary
Project	SSI 5414 – North West Rail Link – Stations, Rail Infrastructure and Systems
Date of approval	8 May 2013
Description	Construction works for the Sydney Metro Northwest (not subject to SSI 5100) and operation of the railway, including: <ul style="list-style-type: none"> • the construction and operation of stations and wider precincts • services facilities and a stabling facility at Tallawong Road • rail infrastructure systems
Project	SSI 5931 – North West Rail Link – Rapid Transit Rail Facility
Date of approval	15 January 2014
Description	Construction works for the Sydney Metro Northwest (not subject to SSI 5100 and SSI 5414) including: <ul style="list-style-type: none"> • expanding the train stabling and maintenance facility at Tallawong Road, Rouse Hill • site preparation works including bulk earthworks, demolition and tree removal • construction and operation of a rapid transit rail facility (RTRF) including train stabling, train maintenance, infrastructure maintenance, and operations in support of the rapid transit network • construction of an Operations Control Centre (within the administration building) to monitor and control operations for the rapid transit network

	<ul style="list-style-type: none"> vehicular access, internal roads and staff car parking construction of substations, a communications tower, and on-site stormwater detention and treatment ponds
Project	SSI 5414 MOD 1 – North West Rail Link – Stations Infrastructure and Systems
Date of approval	20 May 2014
Description	Revisions to the scope of the project including: <ul style="list-style-type: none"> modification of Stage 2, associated with altering the approved viaduct structure with a cable stayed bridge over Windsor Road, Rouse Hill including: <ul style="list-style-type: none"> alteration to the design, appearance of the bridge spans and the height of the bridge towers integration with the viaduct at Rouse Hill Station changes to the height, span and overall length of the bridge structure

Table 1: Relevant planning approvals – Sydney Metro Northwest

1.3. Sydney Metro Northwest Places Program

Landcom and Sydney Metro are working together on the long-term planning and development of government owned land surrounding the new Sydney Metro Northwest stations. The program, called Sydney Metro Northwest Places, focuses on creating diverse, well-designed places for current and future communities.

The program will provide:

- a range of housing choices
- spaces for businesses, workplaces and community facilities
- walkable places with great access to great transport
- sustainable places for current and future communities.



Figure 2: Sydney Metro Northwest Places Program map (Base source: Landcom)

1.4. Program objectives

Sydney Metro Northwest Places stretch from Rouse Hill to Epping, and will develop over time, up to 10 years or more for some projects.

Over 10 years, the program will deliver:

- up to 11,000 new dwellings including diverse housing types for new and future residents
- up to 350,000m² of floorspace dedicated to employment in retail and commercial enterprises
- parks and spaces for community use
- community facilities.

This concept DA at 242-244 Beecroft Road, Epping forms part of the Sydney Metro Northwest Places program.

Landcom, on behalf of Sydney Metro Northwest, has undertaken detailed investigations into the highest and best use of the site, consistent with the NSW Government's priorities and the delivery of the Sydney Metro Northwest.

The development of the site supports the Government's investment in transport infrastructure and economic development along the Northwest corridor and reinforcing the role of Epping as a 'strategic centre'. To this end, Landcom propose to establish a best practice framework for the future redevelopment of the site for the purpose of residential accommodation, including some non-residential GFA for uses such as neighbourhood shops, community facilities, gymnasiums and office premises etc.

The site plays a critical role in connecting future residents to new metro services including the Metro Northwest corridor, Macquarie Park, Chatswood and Crows Nest, Barangaroo and Martin Place when the Sydney Metro City & Southwest opens in 2024.

The key objectives of the proposal include:

1. supporting the NSW Government's challenge to accommodate population growth close to transport centres
2. provision of diverse housing opportunities
3. contributing to liveability by providing housing diversity and Affordable Housing in a highly accessible centre
4. linking future residents to new job opportunities along the Global Economic Corridor
5. developing surplus government land to support local economic growth
6. supporting a positive shift in travel behaviour as a result of encouraging active transport use.

1.5. Project overview

The concept DA is for future residential flat buildings, associated car parking provisions, vehicle and pedestrian access arrangements and communal and private open space areas.

Development consent is sought under Section 4.22 of the EP&A Act. Concept DAs define the concept proposals for the development of a site.

In summary, this concept DA seeks consent for:

- future residential flat buildings, comprising three towers connected by two podium structures
- an indicative building envelope with a maximum building height to 48 metres (approximately 15 storeys)

- a residential yield of approximately 442 dwellings (including a minimum 5% dedicated to Affordable Housing)
- a maximum residential gross floor area (GFA) of around 39,000m²
- a non-residential GFA of around 700m²
- approximately 356 basement car parking spaces
- loading, vehicular and pedestrian access arrangements
- communal and private open space areas and pedestrian through-site link.

The capital investment value (CIV) for the proposed development is estimated at approximately \$163,812,100 and would create around 884 construction jobs. A CIV Report is included at **Appendix B**.

Subsequent DAs for future stages will be submitted for the detailed design and construction, in accordance with of the planning consent granted as part of the concept DA.

2. Planning context

2.1. State Significant Development (SSD)

Section 4.36 of the Environmental Planning and Assessment Act (EP&A) enables certain types of developments to be declared SSD by a State Environmental Planning Policy, or by order of the Minister for Planning.

The proposal is SSD in accordance with clause 19(2)(a) of Schedule 1 of the SRD SEPP, which identifies SSD as:

19 Rail and related transport facilities

- (1) *Development that has a capital investment value of more than \$30 million for any of the following purposes:*
 - (a) *heavy railway lines associated with mining, extractive industries or other industry,*
 - (b) *railway freight terminals, sidings and inter-modal facilities.*
- (2) *Development within a **rail corridor** or **associated with railway infrastructure** that has a **capital investment value of more than \$30 million** for any of the following purposes:*
 - (a) *commercial premises or **residential accommodation**,*
 - (b) *container packing, storage or examination facilities,*
 - (c) *public transport interchanges.*

The term rail corridor is not defined in the SRD SEPP and therefore reference is made to the definition in clause 78 of State Environmental Planning Policy (Infrastructure) 2007 (ISEPP). The ISEPP defines a **rail corridor** as land:

- that is owned, leased, managed or controlled by a public authority for the purpose of a railway or rail infrastructure facilities, or
- that is zoned under an environmental planning instrument predominantly or solely for development for the purpose of a railway or rail infrastructure facilities, or
- in respect of which the Minister has granted approval under Part 3A or Division 5.2 or (before its repeal) Division 4 of Part 5 of the Act, or consent under Part 4 of the Act, for the carrying out of development (or for a concept plan for a project comprising or including development) for the purpose of a railway or rail infrastructure facilities.

On the basis of this definition, the proposed development is within a rail corridor and associated with railway infrastructure as:

- the site was acquired by and is still owned and managed by a public authority (Sydney Metro) for the purposes of constructing and operating the Sydney Metro Northwest,
- the site is currently being used to facilitate post-construction ancillary activities to support operations associated with the Sydney Metro Northwest,
- the Sydney Metro Northwest rail corridor is located beneath the site, as shown on the subdivision plan at **Appendix D**, and
- the Minister previously granted approval for works to be carried out on the subject land for the purpose of rail infrastructure facilities, including in relation to the following SSI approvals:
 - SSI 5100 – North West Rail Link – Major Civil Construction Works
 - SSI 5414 – North West Rail Link – Stations, Rail Infrastructure and Systems.

Accordingly, the proposal is SSD as it is development within a rail corridor that has a CIV in excess of \$30 million and is for the purpose of residential accommodation.

The concept DA is made in accordance with Section 4.22 of the EP&A Act. It sets out a concept proposal for the future development of the site and seeks consent for a maximum building envelope (including maximum building height), indicative residential yield or GFA, non-residential uses and communal and private open space provisions.

Future DAs will be lodged for other works including demolition of existing structures on the site and construction of the residential flat buildings.

The EIS includes a comprehensive environmental assessment of the project. It describes the subject site, the project and its benefits, and assesses the project against relevant matters set out in legislation, environmental planning instruments and planning policies and strategies. It should be read in conjunction with the supporting information and plans appended to this report.

2.2. Secretary's Environmental Assessment Requirements

SEARs for the project (SSD 8784) were issued by the (then) Department of Planning and Environment on 24 October 2017.

SEARs were reissued by the Department on 8 December 2017 to incorporate the requirements of the *Biodiversity Conservation Act 2016* (BC Act).

The SEARs were reissued by the DPIE on 25 June 2019 and included the following amendments:

- removal of the Stage 1 subdivision of the site which was completed under a separate development approval process and no longer forms part of the application
- revisions to the site address and property description, amended in response to the subdivision of the site
- revised Applicant name.

The SEARs were again reissued by the DPIE on 11 July 2019 to update the Applicant name.

These SEARs and where they are addressed in this EIS are set out in Table 2. A copy of the SEARs are also provided at **Appendix A**.

Reference	Requirement	Chapter of EIS	Technical report
General Requirements	The Environmental Impact Statement (EIS) must be prepared in accordance with and meet the minimum requirements of clauses 6 and 7 of Schedule 2 the <i>Environmental Planning and Assessment Regulation 2000 (the Regulation)</i> .	Section 2.3 Environmental Planning and Assessment Regulation 2000	Not applicable
	The EIS must address matters outlined in Schedule 4 of the <i>Environment Protection and Biodiversity Conservation Regulations 2000</i> .		Not applicable
	Notwithstanding the key issues specified below, the EIS must include an environmental risk assessment to identify the potential	Section 9 Assessment of environmental impacts	Not applicable

Reference	Requirement	Chapter of EIS	Technical report
	environmental impacts associated with the development.		
	<p>Where relevant, the assessment of the key issues below, and any other significant issues identified in the risk assessment, must include:</p> <ul style="list-style-type: none"> adequate baseline data justification of impacts consideration of potential cumulative impacts due to other development in the vicinity measures to avoid, minimise and if necessary, offset the predicted impacts, including detailed contingency plans for managing significant risks to the environment. 	Section 9 Assessment of environmental impacts	Not applicable
	<p>The EIS must be accompanied by a report from a qualified quantity surveyor providing:</p> <ul style="list-style-type: none"> a detailed calculation of the capital investment value (CIV) (as defined in clause 3 of the <i>Environmental Planning and Assessment Regulation 2000</i>) of the proposal, including details of all assumptions and components from which the CIV calculation is derived a close estimate of the jobs that will be created by the development during construction and operation verification that the CIV was accurate on the date that it was prepared. 	Section 1.5 Project overview	Appendix C Capital Investment Value Report
Key issues	The EIS must include the following specific matters		
1. Environmental Planning Instruments, Policies and Guidelines	<p>Address the relevant statutory provisions applying to the site contained in the relevant EPIs, including:</p> <ul style="list-style-type: none"> State Environmental Planning Policy (State & Regional Development) 2011 State Environmental Planning Policy (Infrastructure) 2007 State Environmental Planning Policy No.55 – Remediation of Land (SEPP 55) State Environmental Planning Policy No.65 – Design Quality of Residential Flat Building Development and accompanying Apartment Design Guideline (SEPP 65) 	<p>Section 7 Assessment of compliance with strategic plans</p> <p>Section 8 Assessment of compliance with statutory provisions</p>	Not applicable

Reference	Requirement	Chapter of EIS	Technical report
	<ul style="list-style-type: none"> State Environmental Planning Policy 19 – Bushland in Urban Areas Hornsby Local Environmental Plan 2013 <p>Address the relevant planning provisions, goals and strategic planning objectives in the following:</p> <ul style="list-style-type: none"> <i>Environment Protection and Biodiversity Conservation Act 1999</i> <i>Environment Protection and Biodiversity Conservation Regulations 2000</i> NSW State Priorities A Plan for Growing Sydney Towards our Greater Sydney 2056 Greater Sydney Region Plan Central City District Plan Development Near Rail Corridors and Busy Roads – Interim Guideline Guide to Traffic Generating Developments (RMS) Sydney's Bus Future 2013 Sydney's Walking Future 2013 Sydney's Cycling Future 2013 NSW Long Term Transport Master Plan Planning for Bush Fire Protection 2006 		
2. Staging	<p>The EIS shall:</p> <ul style="list-style-type: none"> outline the proposed stages of the concept development application, including built form, land uses and approval pathways detail alternative design and staging options considered for the redevelopment of the site 	<p>Section 4 The development</p> <p>Section 6.2 Proposal alternatives</p>	Appendix E Design Report
3. Land use, Gross Floor Area and Floor Space Ratio	<p>The EIS shall:</p> <ul style="list-style-type: none"> include a detailed description, analysis and justification of all proposed land uses include a detailed gross floor area (GFA)/floor space ration (FSR) schedule and calculations include a floor by floor breakdown of GFA and FSR. 	Section 9.1 Land Use, Built Form and Design Excellence	Appendix E Design Report
4. Built Form and Urban Design	<p>The EIS shall:</p> <ul style="list-style-type: none"> detail consultation with the Office of the Government Architect, demonstrate how the design incorporates feedback from the Office of the 	Section 5 Stakeholder and community engagement	<p>Appendix E Design Report</p> <p>Appendix F Design Excellence Report</p>

Reference	Requirement	Chapter of EIS	Technical report
	<p>Government Architect, outline the design process leading to the proposal, outline how design excellence will be achieved and outline a design excellence strategy for the future stage(s) of the development</p> <ul style="list-style-type: none"> • provide an urban design analysis that considers the proposed building forms, typologies, height, bulk and scale in the context of the immediate locality and the wider Epping area • detail the proposed site layout, vehicular access, building entries and the proposed use of buildings • demonstrate the suitability of the site and how the proposal will achieve an optimal design and amenity outcome with specific consideration of the site's character, layout, setbacks, amenity, views and vistas, open spaces and public domain, connectivity and street activation • address the height, bulk and scale of the proposed development within the context of the locality and ensure it does not create unacceptable environmental impacts. This shall include: <ul style="list-style-type: none"> ○ view analysis to and from the site from key vantage points and streetscape impacts. Photomontages or perspectives should be provided showing the proposed development ○ view impact analysis from adjoining developments ○ solar access analysis outlining impacts on adjoining developments, and public domain, including design options to minimise impacts • outline potential design considerations aimed at mitigating any impacts identified. 		
5. Public Domain and Public Access	<ul style="list-style-type: none"> • Identify proposed streetscape, open space, public domain and key vehicular, bicycle and pedestrian linkages with and between other public domain 	Section 4.2.4 Open space and public domain	Appendix E Design Report

Reference	Requirement	Chapter of EIS	Technical report
	spaces, proposed buildings and uses, and surrounding areas. <ul style="list-style-type: none"> Detail and outline the interface between the proposed uses and the public domain. 		
6. Amenity	<p>The EIS shall in relation to the concept development application:</p> <ul style="list-style-type: none"> include a preliminary assessment demonstrating how the proposal will achieve a high level of environmental amenity for future residents consistent with the provisions of SEPP 65 and the recommendations of the ADG including building separation/visual privacy, solar access, and communal and public open space include shadow diagrams and a wind impact report demonstrate how the proposal maintains the amenity of surrounding residential development including potential overshadowing, privacy and view impacts a noise impact assessment identifying: <ul style="list-style-type: none"> the main noise and vibration generating sources and activities from the site at all stages of operation measures to minimise and mitigate potential noise and vibration impacts on surrounding occupiers the impacts of likely noise and vibration from surrounding land uses, such as noise from the operation of the rail line and surrounding road networks, including Beecroft Road and management and operational arrangements or mitigation measures to protect the amenity of residents/visitors/employees. 	<p>Section 9.1 Land Use, Built Form and Design Excellence</p> <p>Section 9.4 Noise and Vibration</p>	<p>Appendix E Design Report</p> <p>Appendix J Noise and Vibration Impact Assessment</p>
7. Transport, Traffic, Parking and Access (Operation)	<p>The EIS must include a Transport and Traffic Impact Assessment that provides, but is not limited to, the following:</p> <ul style="list-style-type: none"> accurate details of the current daily and peak hour vehicle, public transport, pedestrian and bicycle movements and existing traffic and transport facilities provided on the road network 	Section 9.3 Traffic and Transport	Appendix I Traffic and Transport Study

Reference	Requirement	Chapter of EIS	Technical report
	<p>located adjacent to the proposed development</p> <ul style="list-style-type: none"> • estimated total daily and peak hour trips likely to be generated by the proposed development including vehicle, public transport, pedestrian and bicycle trips • detailed assessment of the existing and future safety and performance of key intersections providing access to the site and any road/intersection upgrades or new roads/intersections required as a result of the development. The assessment of the existing and future road network operations needs to consider the cumulative impacts of traffic volumes from other developments in the locality and details of measures to mitigate any associated traffic impacts • proposed car and bicycle parking provision for residents, staff and visitors, including consideration of the availability of public transport and the requirements of the relevant parking codes and Australian Standards. It should demonstrate a minimalist approach to the provision of on-site parking and how traffic generation (number of vehicles and time of access) will be managed in response to capacity limitations on the road network • details of existing and proposed vehicular access for residents, workers, visitors and emergency vehicles • opportunities to provide safe and efficient loading and servicing for the development • the adequacy of public transport, pedestrian and bicycle networks and infrastructure to meet the likely future demand of the proposed development and details of measures to mitigate potential impacts including required upgrades to pedestrian/cycle connections • connections to existing and planned public transport 		

Reference	Requirement	Chapter of EIS	Technical report
	<p>networks and services and opportunities for greater usage for residents, workers and visitors</p> <ul style="list-style-type: none"> • outline future provision for end-of-trip facilities (i.e. showers, lockers, change rooms etc) for the use of residents, staff and visitors who choose to walk or cycle to/from work as well as undertake activities during the working hours • a Transport and Management Accessibility Plan including details of travel demand management measures to minimise the impact on general traffic and bus operations and to encourage sustainable travel choices and details of programs for implementation • a Green Travel Plan containing details of sustainable travel initiatives for residents, workers and visitors. 		
8. Ecological Sustainable Development (ESD)	<ul style="list-style-type: none"> • Identify how ESD principles (as defined in clause 7(4) Schedule 2 of the EP&A Regulation 2000) will be incorporated in the design, construction and ongoing stages and operation of the development. • Outline resource, energy and water efficiency initiatives, including the use of sustainable technologies and or/renewable energy. 	Section 9.6.6 Ecologically sustainable development	Appendix R Ecologically Sustainable Development Report
9. Safety	<ul style="list-style-type: none"> • Outline built and management measures to ensure the safety of residents, workers and visitors within the development and in the surrounding public domain. • Consider Crime Prevention through Environmental Design (CPTED) principles including any opportunities for street activation, surveillance and other crime prevention treatments. 	Section 9.1.2 Built form	Appendix E Design Report
10. Water, Drainage, Stormwater and Groundwater	<ul style="list-style-type: none"> • Identify appropriate water quality management measures focussing on the management of the impacts on water courses, riparian corridors and groundwater dependent systems located in the vicinity of Devlins Creek. 	Section 9.5 Stormwater and Flooding	Appendix K Stormwater and Flooding Report

Reference	Requirement	Chapter of EIS	Technical report
	<ul style="list-style-type: none"> Identify any water licensing requirements or other approvals required under the <i>Water Act 1912</i> or <i>Water Management Act 2000</i>. Prepare an Integrated Water Management Plan /drainage concept. This should include stormwater and wastewater management, including any reuse and disposal requirements, demonstration of water sensitive urban design and any water conservation measures. Provide details of water supply including consideration of alternative water supply arrangements, water sensitive urban design and water conservation measures. 		
11. Heritage and Archaeology	<ul style="list-style-type: none"> Address the impacts of the proposal on any heritage significance on the site and adjacent areas, including heritage items, places or relics significant to Aboriginal or European culture or history. 	Section 9.6.1 Heritage	Appendix L Heritage Impact Statement
12. Utilities	<ul style="list-style-type: none"> Address the existing capacity of the site to service the development proposed and any augmentation requirements for utilities. 	Section 9.6.7 Utilities infrastructure	Appendix Q Services Infrastructure Assessment
13. Contributions	<p>The EIS shall address in regard to contributions:</p> <ul style="list-style-type: none"> The proposed method of calculating developer contributions payable. Any additional contributions proposed or material public benefits associated with any proposed floor space above existing planning controls. Any proposed Voluntary Planning Agreement with Council, including staging details if applicable. 	Section 9.7 Development contributions	Not applicable
14. Biodiversity	<ul style="list-style-type: none"> Provide an assessment of the proposal's biodiversity impacts in accordance with the requirements of the <i>Biodiversity Conservation Act 2016</i>, including the preparation of a Biodiversity Development Assessment Report where required under the Act. 	Section 8.6.1 Biodiversity Conservation Act 2016	Appendix B Biodiversity Development Assessment Report Waiver
Consultation	<ul style="list-style-type: none"> During the preparation of the EIS, you must consult with 	Section 5	Appendix G

Reference	Requirement	Chapter of EIS	Technical report
	<p>neighbouring residents and affected landowners, as relevant.</p> <ul style="list-style-type: none"> The EIS must describe the pre-submission consultation process, issues raised and how the proposed development has been amended in response to these issues. A short explanation should be provided where amendments have not been made to address an issue. During the preparation of the EIS, you must consult with the relevant local, State or Commonwealth Government authorities, service providers and community groups. In particular, you must consult with: <ul style="list-style-type: none"> City of Parramatta Council Roads and Maritime Services Sydney Coordination Office within Transport for NSW NSW Department of Primary Industries – Office of Water Sydney Trains NSW Rural Fire Service. <p>The EIS must describe the consultation process and the issues raised and identify where the design of the development has been amended in response to these issues. Where amendments have not been made to address an issue, a short explanation should be provided.</p>	Stakeholder and community engagement	Stakeholder Engagement Outcome Report
Further consultation after 2 years	If you do not lodge a development application and EIS for the development within 2 years of the issue date of these SEARs, you must consult further with the Secretary in relation to the preparation of the EIS.	Not applicable	Not applicable

Table 2: Secretary's Environmental Assessment Requirements (SEARs)

2.3. Environmental Planning and Assessment Regulation 2000

This EIS has been prepared in accordance with the form and content requirements outlined under Schedule 2 of the EP&A Regulation. An overview of how the individual requirements of the EP&A Regulation have been satisfied is included in Table 3.

Requirement for Content of EIS	Chapter of EIS
(1) An environmental impact statement must also include each of the following:	

a) a summary of the environmental impact statement,	Executive summary
b) a statement of the objectives of the development, activity or infrastructure,	Section 1.4
c) an analysis of any feasible alternatives to the carrying out of the development, activity or infrastructure, having regard to its objectives, including the consequences of not carrying out the development, activity or infrastructure,	Section 6.2
d) an analysis of the development, activity or infrastructure, including: <ul style="list-style-type: none"> i. a full description of the development, activity or infrastructure, and ii. a general description of the environment likely to be affected by the development, activity or infrastructure, together with a detailed description of those aspects of the environment that are likely to be significantly affected, and iii. the likely impact on the environment of the development, activity or infrastructure, and iv. a full description of the measures proposed to mitigate any adverse effects of the development, activity or infrastructure on the environment, and v. a list of any approvals that must be obtained under any other Act or law before the development, activity or infrastructure may lawfully be carried out, 	Section 4 and Section 9
e) a compilation (in a single section of the environmental impact statement) of the measures referred to in item (d)(iv),	Section 9
f) the reasons justifying the carrying out of the development, activity or infrastructure in the manner proposed, having regard to biophysical, economic and social considerations, including the principles of ecologically sustainable development set out in subclause (4).	Section 6.1 and Section 9.6.6
Note. A cost benefit analysis may be submitted or referred to in the reasons justifying the carrying out of the development, activity or infrastructure.	
(2) Subclause (1) is subject to the environmental assessment requirements that relate to the environmental impact statement.	N/A

Table 3: Schedule 2 of the EP&A Regulation

3. The site

3.1. Location and description

The site is located at 242-244 Beecroft Road, Epping in the Parramatta LGA. The site is approximately 1.012 hectares and is legally described as Lot 220 in DP 1251471.



Figure 3: The subject site – 242-244 Beecroft Road, Epping (Source: Bennett and Trimble)

The site is approximately 300 metres north of Epping Station on the northern fringe of Epping Town Centre. The site is physically bound by a bushland reserve to the north, Beecroft Road to the east, a service station to the south, Ray Road and residential development west. The site has primary frontage to Beecroft Road and has previously been used as a construction support site for the Sydney Metro Northwest. The Epping Services Facility is located to the north of the site.

3.2. Site history

The site was used as a timberyard and factory up until 1980. From 1980 to 2012, it was occupied by three office buildings, two of which have now been demolished. In 2012, Sydney Metro acquired the site as a tunnelling site for the Sydney Metro Northwest.

The site was formerly located in the Hornsby LGA. In May 2016, the NSW Government announced the formation of 19 new councils and amendments to council boundaries. Part of the former Hornsby LGA (including the subject site) was amalgamated into Parramatta LGA. The subject site is shown in Figure 4.

Apart from the north-west boundary of the site which adjoins the bushland reserve and Devlins Creek, the site is sparsely vegetated with some planted exotic vegetation.

The topography of the site typically falls northwest towards Devlins Creek and continues to fall beyond the boundary where it generally slopes down towards Ray Road. The site does not contain any heritage items and is not located within a heritage conservation area.

There is an existing two storey commercial office building located on the site, to be demolished as part of a separate DA. The site has been used to support the construction and staging of the Sydney Metro Northwest (under SSI 5414 – Stations, Rail Infrastructure and Systems). The northern portion of the site contains the Epping Services Facility, as shown in Figure 4.



Figure 4: Epping Services Facility (Base source: Sydney Metro Northwest, Stage 2 EIS)

The Epping Services Facility provides fresh air tunnel ventilation for the main Sydney Metro Northwest tunnel and provides an emergency point.

3.3. Surrounding locality

The suburb of Epping is approximately eight kilometres northeast of the Parramatta CBD and four kilometres west of Macquarie Park. The locality is highly connected by public transport. With the recent introduction of Sydney Metro Northwest services, three major rail lines service Epping, which provides excellent access to employment and education destinations across the Sydney metropolitan area and to the established centres of Castle Hill, Norwest Business Park and the North West Growth Centre.

Epping is serviced by regular public bus services connecting to Parramatta, Macquarie Park and the Sydney CBD. The M2 Motorway is located approximately one kilometre north of the site with connection provided via Beecroft Road.

The site is strategically located close to Epping Town Centre, which is characterised by a variety of land uses including low and medium density residential, commercial and mixed use premises, retail including supermarkets and cafes, educational establishments including child care centres, and public recreation areas.

There are several community facilities located in proximity to the site including Epping Library, Epping Community Centre, Epping Leisure and Learning Centre, Essex Street Scout Hall, Epping Creative Centre and West Epping Community Centre.

The area surrounding the Epping Town Centre mostly comprises residential development. The character and built form includes both low and medium density residential. The medium density residential development ranges in height between three and five storeys. As outlined in Section 3.5, Epping Town Centre and surrounding locality is currently undergoing significant transformation to higher density and mixed use development.

Figure 5 and 6 shows the subject site in context to the surrounding locality. Figure 6 shows the site and surrounding development.

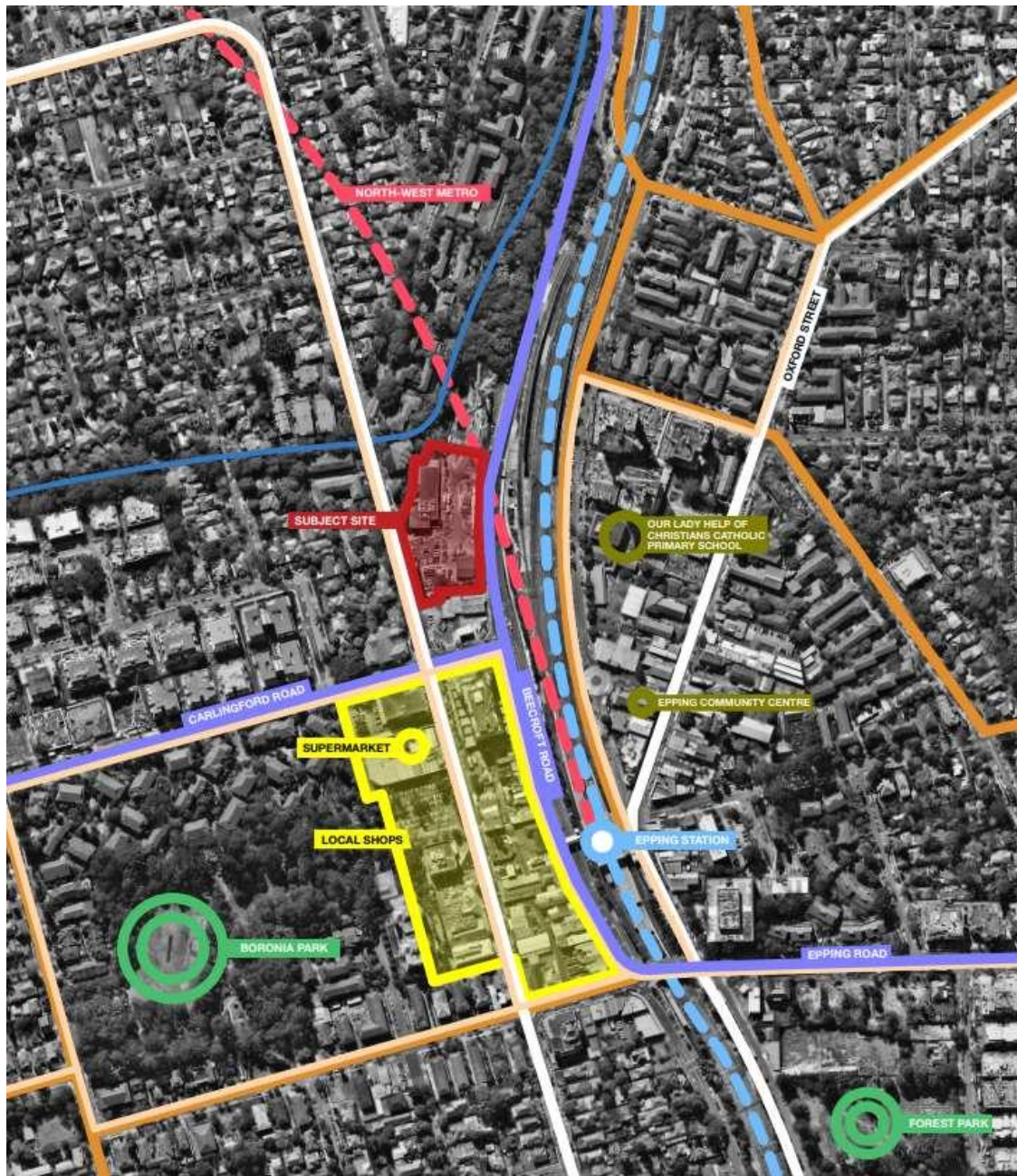


Figure 5: Local context (Source: Bennett and Trimble)



Figure 6: View toward the site looking north from the pedestrian overpass above Beecroft Road, Epping
(Source: Keylan Consulting)



Figure 7: Existing high density residential development in Epping with the subject site in the foreground
(Source: Keylan Consulting)



Figure 8: Existing high density residential development in Epping – view looking east near the corner of Carlingford Road and Beecroft Road
(Source: Keylan Consulting)



Figure 9: Existing medium density residential development along Carlingford Road in Epping
(Source: Keylan Consulting)

3.4. Transport and accessibility

The site is highly accessible and provides ease of access to public transport including regular train and bus services. Epping Train Station is served by the T1 Northern Line (T1) which links Epping to the Sydney CBD via Strathfield inbound as well as Macquarie Park, Hornsby, Central Coast and Newcastle outbound.

The Sydney Metro Northwest connects to the existing T1 Line at Epping Station and now provide services to Sydney's North West, including Castle Hill, the Norwest Business Park and Rouse Hill Town Centre.

Epping is serviced by several bus routes, the majority of which connect to Macquarie Park and Sydney CBD to the east and Parramatta CBD to the west. All bus routes provide connections to Epping Station. Key bus routes are shown as coloured dashed lines in Figure 10.

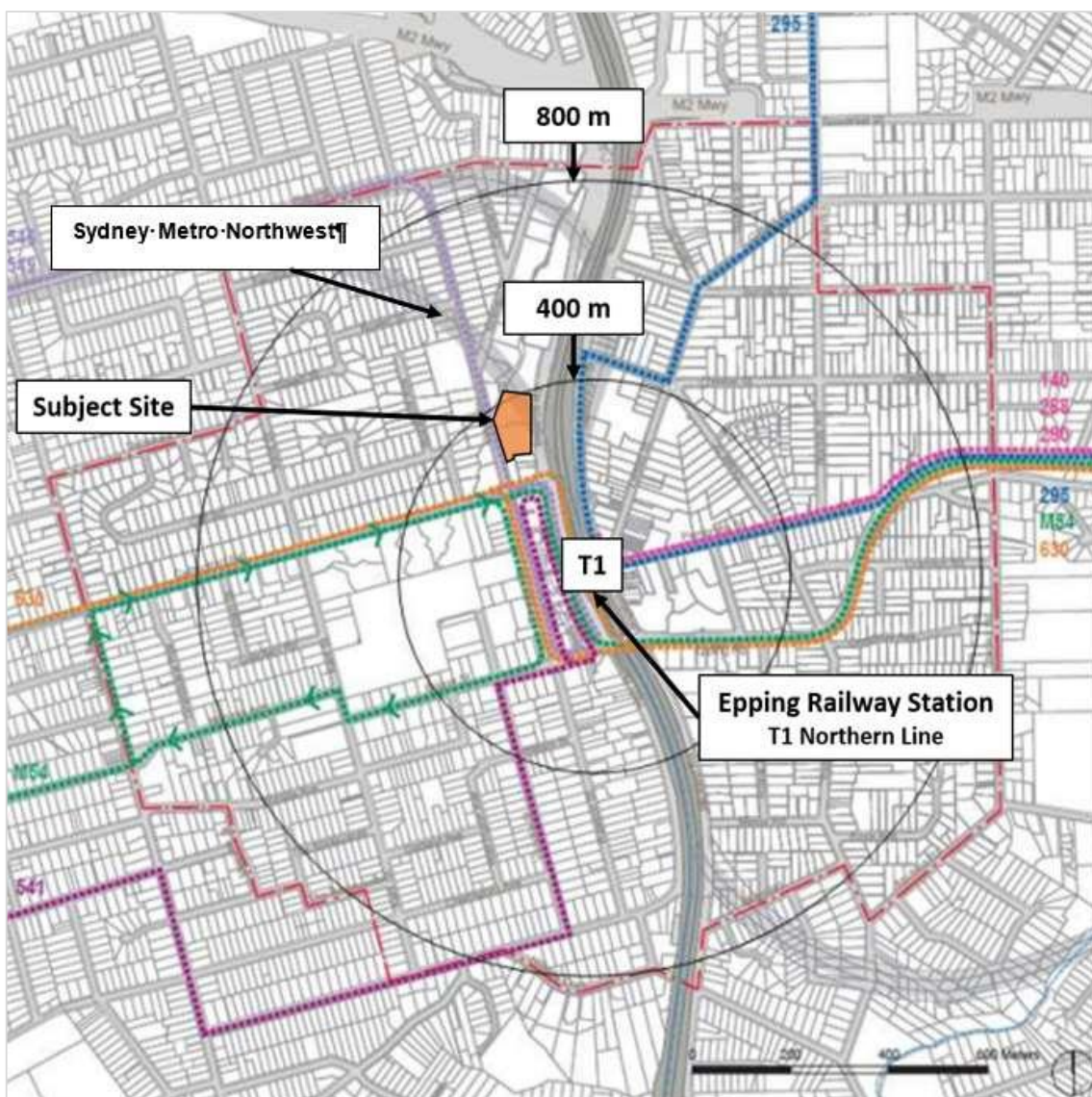


Figure 10: Public bus network in Epping (Source: Epping Town Centre UAP)

The surrounding road network consists of a number of classified roads, including the M2 Motorway, Epping Road, Beecroft Road, Carlingford Road and Blaxland Road.

Characteristics of the road network surrounding the site include:

- Beecroft Road: a four lane, two-way arterial road that travels in a north-south direction adjacent to the eastern boundary of the site, provides direct access to the M2 Motorway to the north.
- Ray Road: a two lane, two-way collector road that travels in the north-south direction adjacent to the site, links Kandy Avenue to the north and Carlingford Road to the south.
- Carlingford Road: a four lane, two-way arterial road that travels in an east-west direction linking Beecroft Road in the east and Pennant Hills Road to the west and is the main connecting road which connects Epping with Carlingford.
- Epping Road: a four lane, two-way arterial road that travels in an east-west direction connecting to Beecroft Road and provides a strategic link to the Sydney CBD via several local centres including Macquarie Park.

3.5. Epping Town Centre

The site is located outside of the Epping Town Centre. In October 2012, the Epping Town Centre was endorsed by the NSW Government as a Priority Precinct (formerly known as Epping Town Centre Urban Activation Precinct) following the announcement of the construction of the Sydney Metro Northwest. The Town Centre is identified as playing an important role in meeting Sydney's future growth needs by delivering housing and access to jobs in areas that have access to public transport and services.

Following its announcement as a Priority Precinct, the NSW Government endorsed the rezoning of 54 hectares of land within the Epping Town Centre precinct to provide for a mix of uses, including high density residential, commercial and retail uses. The rezoning aligns with the NSW Government's investment in road and rail infrastructure that will service the local area including the Sydney Metro Northwest and Hills M2 Upgrade. A concept image of a revitalised Rawson Road in Epping is shown at Figure 11.



Figure 11: Photomontage of Rawson Street, Epping Town Centre (Source: NSW Government)

3.6. Existing and future development

The character of the Epping Town Centre is transforming, as facilitated by changes to planning controls through the Priority Precinct process and the delivery of Sydney Metro Northwest. The future demand for residential accommodation serviced by excellent public transport connections, and the transition of the existing Epping precinct will contribute to the ongoing revitalisation and redevelopment of the Town Centre for mixed uses, predominately residential and some commercial and retail uses.

Current planning proposals and recently approved DAs indicate a range of building heights across the Epping Town Centre, from between 15 and 45 storeys.

Figure 12 shows the current zoning arrangement in the area surrounding the site under the HLEP 2013. As displayed in Figure 12, the site is located on and adjoins land zoned R4 High Density Residential to the west, SP2 Infrastructure (Beecroft Road and the rail corridor) to the east and B2 Local Centre to the south (the Epping Town Centre core).



Figure 12: Current zoning arrangement surrounding the site (Source: NSW Government)

Table 4 and Table 5 list preliminary Planning Proposals in proximity to the site and recently approved DAs for surrounding residential flat buildings, respectively.

Figure 13 and Figure 14 provide views of the existing skyline in proximity to the site and the Epping Town Centre.

Table 4: Preliminary Planning Proposals in proximity to the site

Site	Proposal
59-77 Beecroft Road, Epping Status: Preliminary Proposal	<ul style="list-style-type: none"> Mixed use development Two residential towers with an indicative yield of 700 dwellings Proposed building height of up to 40 storeys
49 and 53-61 Rawson Street, Epping Status: Preliminary Proposal	<ul style="list-style-type: none"> Rezoning of the site from B2 Local Centre to B4 Mixed Use Mixed use development Two residential towers with a combined indicative yield of 1,194 apartments Proposed building height of between 6 and 45 storeys

Table 5: Approved DAs in proximity to the site

Development site	Approved development
44-48 Oxford Street, Epping DA Approved: May 2019	<ul style="list-style-type: none"> Demolition of existing structures Construction of a mixed-use development including two towers (15 and 18 storeys in height) over a podium and basement car parking
5-9 Smith Street, Epping DA Approved: February 2019	<ul style="list-style-type: none"> Construction of a 5 storey residential flat building 70 residential apartments
1 Cliff Road, Epping DA Approved: February 2019	<ul style="list-style-type: none"> Construction of a two 5 storey residential flat buildings 130 residential apartments
Oxford Central 30-42 Oxford St, Epping DA Approved: June 2018	<ul style="list-style-type: none"> Construction of a 17 storey building 252 residential apartments
2-4 Cambridge Street, Epping DA Approved: December 2017	<ul style="list-style-type: none"> Construction of a 23 storey shop top housing development 83 residential apartments Retail shop and commercial office space
Langston Place 12-22 Langston Place, Epping DA Approved: August 2017	<ul style="list-style-type: none"> Three mixed use towers (19, 24 and 29 storeys) 463 residential apartments 1,681m² of retail GFA
Jardine Residence 35 Oxford St, Epping DA Approved: July 2016	<ul style="list-style-type: none"> Construction of a 22 storey mixed use building 58 residential apartments and 1 retail unit
Poly Horizon	<ul style="list-style-type: none"> Two 22 storey mixed use buildings and a 6 storey building

20-28 Cambridge St, Epping	<ul style="list-style-type: none"> • 501 residential apartments
DA Approved: February 2016	<ul style="list-style-type: none"> • Commercial tenancies
B1 Chester	<ul style="list-style-type: none"> • Construction of a 15 storey residential flat building
2-4 Chester St, Epping	<ul style="list-style-type: none"> • 119 residential apartments
DA Approved: July 2015	

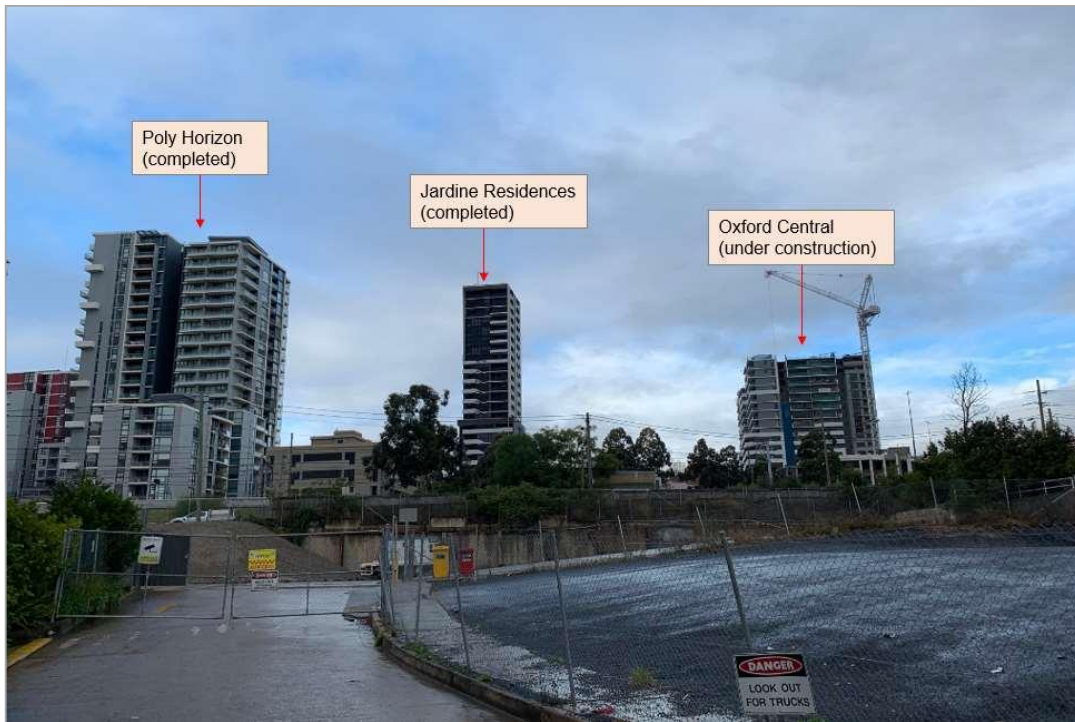


Figure 13: Residential flat buildings located east of the subject site - recently constructed or under construction
(Source: Keylan Consulting)



Figure 14: Mixed use development – corner of Beecroft Road and Carlingford Road, Epping
(Source: Keylan Consulting)

3.7. Epping Planning Review

The City of Parramatta Council has commenced a review of planning controls for the Epping Town Centre to unify planning controls for the locality.

The review considers that since the most recent planning controls came into effect, there has been a loss in commercial floor space and development has resulted in a poor transition between surrounding low-density residential and the town centre.

On 14 August 2017, Council endorsed the following with respect to the site:

240-244 Beecroft Road, that:

That Council amends the planning controls to rezone the site back to the B2 zone to ensure an appropriate contribution is made towards commercial floorspace whilst retaining residential floorspace capacity. This may include concentrating these uses at the southern end of the site.

Whilst Council's study is noted, as outlined in Section 7.11, the site and broader locality was subject to a recent planning study and rezoning process, which resulted in a R4 zoning of the site based on market analysis and economic studies. This was driven by the reduction for commercial floor space, as other nearby centres such as Macquarie Park and Norwest Business Park become more attractive and accessible.

As a result of ongoing discussions with Council, the applicant has amended the concept DA for the site to include a portion of non-residential GFA to provide facilities or services to meet the day to day needs of residents. This supports the planning objectives of HLEP and permitted uses of the zone.

4. The development

4.1. Description of the proposal

This section provides a detailed description of the application. The application specifically seeks approval for a **Concept proposal** for future residential development on the site. The concept proposal is further described at Section 4.2.

Subject to approval of the concept DA, subsequent staged DAs will be lodged by the appointed developer for site preparation works including demolition of the existing office building and the construction of the residential flat buildings. It is proposed for any subsequent DAs that meet the relevant criteria for SSD to be assessed and determined as SSD.

Architectural drawings and photomontages of the proposed site layout and development design have been prepared by Bennett and Trimble and are provided at **Appendix E**.

4.2. Concept proposal

The concept proposal sets out the vision, planning and development framework that will form the basis for assessment of all future development on the site. This includes future land uses, building envelopes, vehicle access and indicative staging. The DA seeks approval for the following:

- future residential flat buildings, comprising three towers connected by two podium structures
- an indicative building envelope with a maximum building height to 48 metres (approximately 15 storeys)
- a residential yield of approximately 442 dwellings (including a minimum 5% dedicated to Affordable Housing)
- a maximum residential gross floor area (GFA) of around 39,000m²
- a non-residential GFA of around 700m²
- approximately 356 basement car parking spaces
- loading, vehicular and pedestrian access arrangements
- communal and private open space areas and through-site pedestrian link.

Landcom is the master developer for land owned by Sydney Metro around new Sydney Metro Northwest stations, including the site at 242-244 Beecroft Road, Epping as part of Sydney Metro Northwest Place Program. The Sydney Metro Northwest Places Program is discussed further at Section 1.3.

4.2.1. Land use

The concept proposal defines the future land uses for the site. The site will be redeveloped predominately for residential uses, which is consistent with the existing land use zone R4 – High Density Residential.

A maximum residential GFA of around 39,000m² is sought as part of the concept DA. The concept proposal also includes potential non-residential uses in the lower levels of the residential flat buildings (subject to separate assessment and development approval). Non-residential uses for the site will provide facilities or services to meet the day to day need of residents and may include uses such as neighbourhood shops, community facilities, gymnasiums and consulting suites. It is noted that office premises (which includes consulting suites) are prohibited uses in the R4 High Density Residential zone under the HLEP 2013. Therefore, consent is sought for office premises under section 4.38(3) of the EP&A Act which provides that the Minister may grant consent to a SSD application, despite the development

being partly prohibited by an environmental planning instrument. It is noted that these uses will be detailed in future stage DAs.

4.2.2. Site layout

The conceptual site layout has been designed as three separate towers to minimise the overall bulk of the development and to create smaller floor plates with greater access to sunlight, ventilation and views.

The residential flat buildings will be sited to optimise privacy and are east/west orientated to minimise the exposure to road and rail noise. Each building comprises two rectangular forms that are angled in response to the site geometry and to open the primary facades to the north to increase solar penetration and facilitate cross ventilation.

A minimum building separation width of 24 metres is proposed between the three towers, consistent with the Apartment Design Guideline (ADG) (DP&E, 2015). Separate five storey podiums will connect the two northernmost towers on Beecroft Road and the two southernmost towers on Ray Road. Architectural treatments to the buildings would further break down the scale of the buildings as a series of elements at an appropriate urban scale (subject to assessment and approval as part of future DAs).

Communal open spaces areas are proposed in courtyards between the buildings, the rooftop of the two podiums and the rooftops of the three buildings. A dedicated pedestrian linkage is proposed to connect Beecroft Road and Ray Road through the site. The conceptual site layout is shown at Figure 15.



Figure 15: Conceptual site layout (Source: Bennett and Trimble)

4.2.3. Building envelope

The proposed building envelope sets the maximum built form parameters including maximum building heights for future residential flat buildings on the site. A maximum building height of 48 metres (up to 15 storeys) is sought as part of the concept DA.

The proposed maximum building height complies with the building height controls for the site under the HLEP 2013. Further, the concept building envelope has been developed following a thorough consideration of the site topography and the character of the surrounding local area, including future urban renewal and revitalisation of the Epping Town Centre to the south.

An indicative building envelope is shown in Figure 16. Indicative elevations of the future residential flat buildings from Beecroft Road and Ray Road are shown in Figure 17 and Figure 18, respectively.

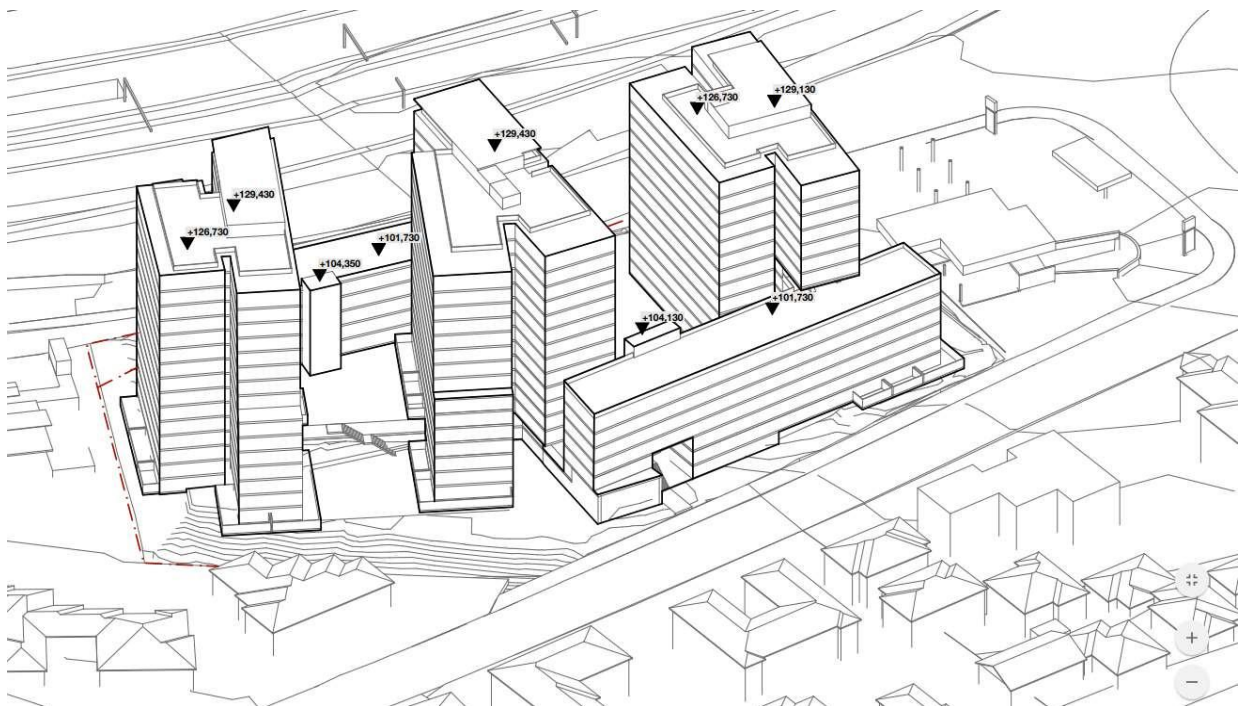


Figure 16: Proposed building envelope (Source: Bennett and Trimble)



Figure 17: Concept building elevations – Beecroft Road elevation (Source: Bennett and Trimble)

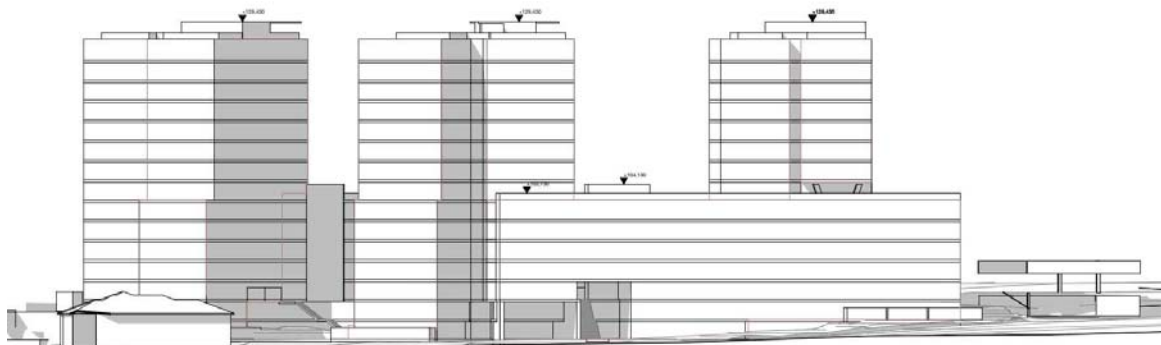


Figure 18: Concept building elevations – Ray Road elevation (Source: Bennett and Trimble)

4.2.4. Open space and public domain

An indicative total area of 2,905 m² of communal open space is proposed for the site. This will be provided in courtyards between the residential flat buildings, as terraces on the rooftop of the two podium structures linking the residential flat buildings and the rooftops of the buildings.

A through-site pedestrian link that is accessible to the general public will provide connectivity through the centre of the site between Beecroft Road and Ray Road. The through-site pedestrian link will facilitate convenient movement across the site, allow for passive surveillance of open spaces from residential apartments and provide ground level activation. Landscaping including deep soil planting will be provided across the site, including the eastern and western site boundaries fronting Beecroft Road and Ray Road.

4.2.5. Vehicle access and car parking

Vehicle access points to the site would be from Beecroft Road and Ray Road which will be inter-connected via an internal car park. The Beecroft Road access will be a left-in, left-out priority intersection with an approximate 75 m deceleration lane on Beecroft Road to minimise traffic conflicts on a State arterial road. The Ray Road access will be an all-movement permitted intersection. The conceptual design of the proposed vehicle access has been developed in consultation with RMS.

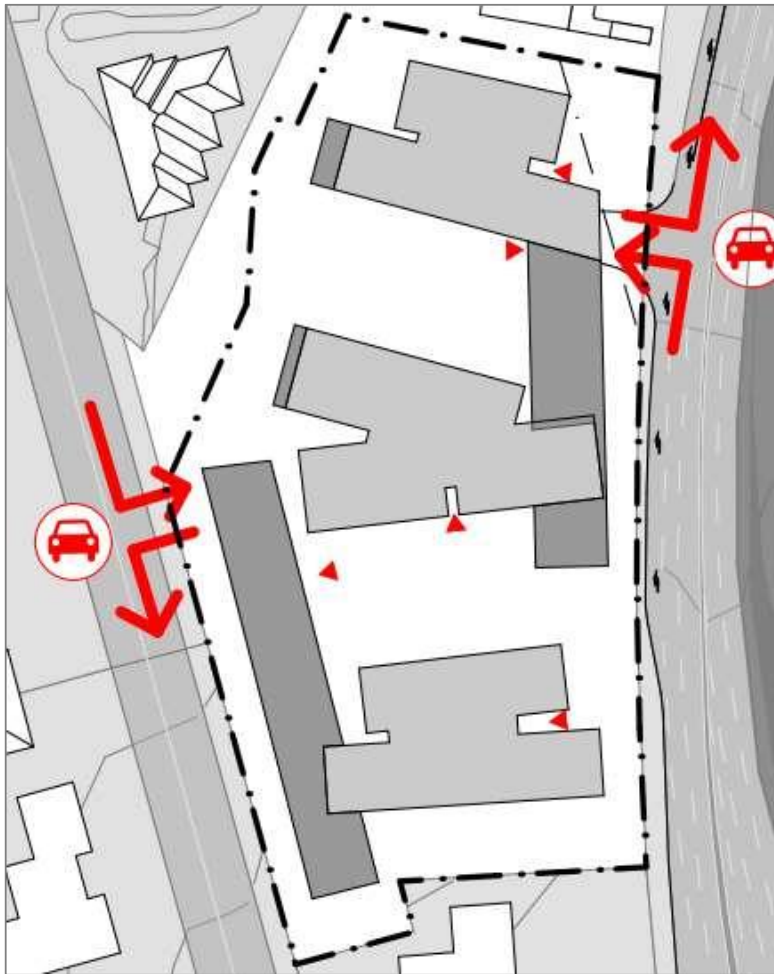


Figure 19: Indicative vehicle access points (Source: Bennett and Trimble)

Council's waste collection services would be carried out from Ray Road only. A total of 356 basement car parking spaces is proposed for the site. Indicative vehicular access points are shown at Figure 19.

4.2.6. Future stages of development

Landcom on behalf of Sydney Metro will divest the site to market. The successful purchaser of the development rights will be responsible for the preparation and submission of the subsequent detailed design and construction development applications. Subsequent DAs are expected to demonstrate compliance with any terms of consent granted on the determination of this concept SSDA.

5. Stakeholder and community engagement

The SEARs require consultation with relevant local, state or commonwealth government authorities, service providers and community groups during preparation of the EIS. In particular, consultation must be undertaken with:

- City of Parramatta Council
- Roads and Maritime Services
- Sydney Coordination Office within Transport for NSW
- NSW Department of Primary Industries – Office of Water
- Sydney Trains
- NSW Rural Fire Service.

Consultation has also been carried out with the Office of the Government Architect NSW (GANSW), neighbouring residents and community groups.

Consultation activities were designed to build upon previous engagement undertaken by both Sydney Metro and its construction contractors. Consultation activities included:

- a series of meetings with City of Parramatta Council and government agencies
- a doorknock and supporting delivery of letters to adjoining residents
- a community information line and a dedicated project email address.

In addition, the Landcom website landcom.com.au/sydneymetronorthwestplaces is updated with relevant project information to ensure that a wide audience has access to information about the project.

5.1. Consultation with key stakeholders

Landcom held a number of meetings with key stakeholders during the development of the concept proposal. A summary of meetings is provided in Table 6.

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 road proposal.
28 June 2019	The Hon Dominic Perrottet MP, Treasurer Member for Epping	<ul style="list-style-type: none"> • Briefing on concept proposal and lodgement of SSDA 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 22 September 21 December 18 April 2018 28 September 2018	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. • 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.

Table 6: Consultation activities (Source: Landcom)

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.

5.2. Project response to stakeholder feedback

The feedback received during the consultation activities outlined at Section 5.1 has been considered in the preparation of the concept proposal. Table 7 provides a summary of feedback received and the corresponding 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 Northwest will have oversight over the detailed design process.</p>	Appendix F 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> <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</p>	Environmental Impact Statement

	site's location outside the commercial core of the town centre	
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>	Appendix F Design Report
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>	Appendix F Design Report
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</p>	Appendix J Noise and Vibration Impact Assessment

	identified by further acoustic and vibration analysis during the detailed design.	
Traffic, Car Parking and Access		
Capacity of local road network including key intersections.	Sydney Metro Northwest provides 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 service will reduce the incentive for car use.	Appendix I Traffic and Transport Study
Deliver exemplary transit orientated development and provide appropriate car parking spaces	<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>	
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>	
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.	
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.	Appendix G Stakeholder Engagement Outcomes Report

Table 7: Consultation outcomes (Source: Landcom)

5.3. Ongoing consultation and engagement

Landcom has kept all stakeholders, including government authorities, surrounding landowners and residents up to date with the development of the concept proposal. Landcom will continue to engage with stakeholders during the statutory exhibition period of the SSDA and during future stages of the 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 DPIE and City of Parramatta Council to achieve design excellence outcomes during the future development of the site.

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

6. Planning Justification

6.1. Need for the proposal

The NSW Government is currently delivering the Sydney Metro, Australia's biggest public transport project.

Sydney Metro Northwest services started in May 2019 with a train every four minutes in the peak.

Metro rail is now being extended into the CBD and beyond to Bankstown. There will be new CBD metro railway stations at Martin Place, Pitt Street and Barangaroo and new metro platforms at Central.

In 2024, Sydney will have 31 metro railway stations and a 66 km standalone metro railway system. There will be ultimate capacity for a metro train every two minutes in each direction under the Sydney city centre.

Sydney Metro Northwest comprises eight new metro stations and five upgraded stations linking Sydney's North West with Macquarie Park, Chatswood, North Sydney and the Sydney CBD. The project will provide for further urban renewal along the corridor, providing connections to areas that would be transformed through both NSW Government and private investment.

The proposal complements the delivery of the Sydney Metro Northwest and aligns with the NSW Government's priorities with respect to housing affordability, local infrastructure delivery and economic development. Specifically, the proposed development will:

- contribute to the revitalisation of the Epping Town Centre and attract investment to the local area
- improve urban amenity and make the area a more attractive place to live
- improve housing diversity and housing affordability
- reduce reliance on cars for localised travel and encourage public transport usage.

Furthermore, as identified in Section 7, the proposed development will provide new housing to accommodate population growth that capitalise on the fast and frequent connections provided by the new metro system consistent with NSW Government priorities, *Greater Sydney Region Plan and the Central City District Plan*.

6.2. Proposal alternatives

Careful consideration has been given to the future use of the land. A core requirement of the development is to deliver best practice transit-oriented development with innovative and sustainable urban design. The following analysis provides an assessment of feasible alternatives to carrying out the proposed development:

1. **No further development on the site** – this option would result in the site remaining as is, comprising a 2-storey office building. If this option was pursued the significant benefits of developing the site for residential purpose and the amenity benefits arising from the provision of a high-quality building would not be achieved. The site would remain underutilised with a use not consistent with its R4 zoning. It would not capitalise on its strategic opportunities given its proximity to the Epping Town Centre and Epping Railway Station.
2. **Development for other land use not currently permissible** – this option would provide for the redevelopment of the site for commercial purposes not permissible under the R4

High Density Residential zone. However, due to the size of the site, its location and access constraints it is unlikely to attract prospective tenants or deliver a high quality commercial or business premise outcome. In addition to this, commercial use will provide for more traffic congestion in and around the Epping Town Centre.

It would also be contrary to the significant strategic planning work which supported the site's rezoning to R4 High Density Residential in 2014 and the NSW Government's strategic planning priorities outlined in the Greater Sydney Region Plan and the Central City District Plan.

3. **Development for lower density residential development** – this option is inconsistent with the highest and best use for the site under the R4 High Density Residential zone which aims to provide opportunity for high density residential development close to major transport nodes, services and employment opportunities.

7. Assessment of compliance with strategic plans

This section assesses the consistency of the proposal with the goals and objectives of the strategic land use, urban design and transport plans prepared by NSW Government and Council.

7.1. NSW Making it Happen

NSW Making it Happen sets out the NSW Premier's priorities to grow the economy, deliver infrastructure, and improve health, education and other services across NSW. It outlines the Government's program of investing \$68.6 billion over four years in transport, roads, schools, hospitals and renewed sporting and cultural infrastructure.

Although *NSW Making it Happen* relates to investment in public infrastructure and services, the provision of residential and non-residential floor space on the site will contribute to the NSW Government priorities to encourage business investment, create jobs and improve the provision of housing within a walkable catchment of a rapid transport system.

The proposal is considered consistent with these State-level strategic planning objectives and will complement the urban renewal and revitalisation of the nearby Epping Town Centre.

7.2. Greater Sydney Region Plan

In March 2018, the Greater Sydney Commission (GSC) released the *Greater Sydney Region Plan*. The Plan sets out a 40-year vision for the region to establish a global metropolis of three cities – the Western City, the Central River City, and the Eastern Harbour City, enabling the majority of people to commute to their nearest city within 30 minutes.

The City of Parramatta LGA is located within the Central River City. The vision for the Central River City is to ensure residents have quicker and easier access to a wider range of jobs, housing types and activities.

Objectives relevant to the assessment of the proposal, includes:

- **Objective 10: Greater housing supply**

This objective seeks to provide ongoing housing supply and a range of housing types in the right locations to create more liveable neighbourhoods and support Greater Sydney's growing population.

The proposal will contribute to the provision of housing diversity through the provision of 442 apartments. Future development on the subject site will incorporate 442 apartments with a mix of bedrooms and sizes, responding to the housing needs, choice and demographic characteristics of the existing and future community.

- **Objective 11: Housing is more diverse and affordable**

This objective seeks to deliver housing diversity for those on moderate incomes and affordable rental housing for low and very low income households.

The proposal will promote the social and economic welfare of the community by providing affordable housing that is close to public transport, essential services and jobs. The residential yield of the proposal will include a minimum of 5% affordable housing dwellings, contributing to a more diverse and affordable housing mix.

- **Objective 12: Great places that bring people together**

This objective seeks to deliver great places that focus on the public realm and open spaces that attract residents, workers, visitors, enterprise and investment.

The proposed development will create a well-designed built environment which is attractive, safe and clean. The proposal will deliver well-designed communal open spaces between the proposed towers and on the rooftop of the two podiums. The proposal will also deliver a dedicated pedestrian linkage, connecting Beecroft Road and Ray Road through the site, to improve pedestrian connectivity and improve the public realm.

- **Objective 14: A metropolis of three cities – integrated land use and transport creates walkable and 30-minute cities**

This objective seeks to increase the percentage of dwellings located within 30 minutes by public transport of a Metropolitan City (e.g. Parramatta or the Sydney CBD) or a strategic centre (such as the Epping Town Centre).

Essential to achieving this objective is a well-connected city with transport and infrastructure investment. The proposal realises the benefit of integrated land use and transport planning through the delivery of additional dwellings within an existing strategic centre that is walkable and well connected.

- **Objective 15 – The Eastern, GOP and Western Economic Corridors are better connected and more competitive**

This objective seeks to further strengthen economic opportunities along the Greater Eastern Economic Corridor. This will be achieved through the delivery of a number of transport infrastructure projects that will further improve accessibility and increase the size of the labour pool that can access the corridor by public transport.

It is anticipated that the Sydney Metro Northwest will significantly improve the connection between Macquarie Park and Greater Parramatta.

The delivery of rapid transport system to Epping supports this objective and fosters the notion of the 30-minute city. The proposal brings the initiative together by providing housing to match infrastructure delivery and job growth along the economic corridor.

7.3. Central City District Plan

In March 2018, the GSC released the Central City District Plan which sets out the 20-year vision for the Central District which includes Blacktown, Cumberland, Parramatta and The Hills LGAs.

It provides the district level framework to implement the goals and directions outlined the Regional Plan and is intended to be used to inform the preparation of Local Environmental Plans, planning proposals, and strategic land use and transport and infrastructure planning.

The Plan's key goals are to enhance Sydney's liveability, productivity and sustainability into the future. A key Planning Priority relevant to the site is, '*Delivering integrated land use and transport planning and a 30-minute city (Planning Priority C9)*'. This planning priority delivers on Objective 14 of the Greater Sydney Region Plan, 'A metropolis of three cities – integrated land use and transport creates walkable and 30-minute cities'.

The GSC recognise '*30-minute city as a long-term aspiration that will guide decision-making on locations for new transport, housing, jobs, tertiary education, hospitals and other amenities. It means that more housing, jobs, health and education facilities will be planned in metropolitan*

and strategic centres and more people will have public transport access to their closest metropolitan or strategic centre within 30 minutes’.

Epping is recognised as a strategic centre that will experience substantial change as a result of high-capacity mass transit and better connectivity. Forecast change along the Sydney Metro Northwest corridor and within the strategic centre are seen as catalyst for activation and the renewal of surplus NSW Government owned land. The proposal supports the planning priorities and strengthens the 20 year vision as a strategic centre by:

- contributing to Epping’s dwelling targets and enhance and reinforce the role of the Epping Strategic Centre offering private investment, co-location of a wide range of activities including residential
- delivering 442 dwellings with a minimum of 5% being affordable housing, improving housing supply and choice on a site that is well located in the Epping Strategic Centre
- contributing to the expected increase in demand for housing in an urban renewal area
- contributing to the public realm through the delivery of communal open space and a pedestrian linkage
- delivering dwellings in an area that benefits from excellent public transport and will be serviced by major rail lines including the Sydney Metro Northwest
- contributing to the integration of land use and transport planning and the aspiration of a 30-minute city from people’s place of residence
- contributing to amenity and walkability of the centre through high quality design outcomes
- renewal of surplus government owned land for a more efficient and suitable purpose.

7.4. NSW Future Transport Strategy 2056

The *NSW Future Transport Strategy 2056* was published in March 2018 and outlines the strategic direction for Transport in NSW. It is an update of the 2012 Long Term Transport Master Plan for NSW.

The Transport strategy focuses on the role of transport in delivering movement and place outcomes that support the character of the places and communities for the future. It emphasises technology-enabled mobility and its role in transforming the mass transit network.

The proposal contributes to the Transport Strategy’s six state-wide outcomes. The proposal contributes to creating successful places, as it encourages increased public transport use by providing residential accommodation in close proximity to rail and bus services.

In addition, the development will support a reduced reliance on private vehicles, assisting in improving the modal split between cars and public transport and encouraging active travel modes (such as walking and cycling).

7.5. Development Near Rail Corridors and Busy Roads – Interim Guideline

The *Development Near Rail Corridors and Busy Roads – Interim Guideline* (Department of Planning, 2008) assists in the planning, design and assessment of development in, or adjacent to, rail corridors and busy roads. The Interim Guideline primarily aims to assist in reducing the health impacts of rail and road noise and adverse air quality on sensitive adjacent development.

The project has been developed with consideration of the strategic planning and design recommendations outlined at section 2.4 of the Interim Guideline, including the siting of new housing near an existing centre and rail station that will:

- increase ability to access shops, schools and other services by walking, cycling or using public transport
- improve environmental, health and social benefits from lower car use
- improve local planning outcomes with additional housing choice and diversity.

The Interim Guideline also establishes triggers and a process to assess project specific noise levels for residential and other sensitive users identified in the Infrastructure SEPP. The Interim Guideline states that appropriate acoustic amenity can be achieved for development near transport corridors, particularly residential development.

The application is accompanied by a Noise and Vibration Impact Assessment at **Appendix J**.

7.6. Sydney's Bus Future

Sydney's Bus Future 2013 (TfNSW, 2013) supports the delivery of a simpler, faster and better bus network which will attract more customers to use bus services throughout Sydney. Additional services and new routes are proposed under Sydney's Bus Future, enabling customers to travel directly to major centres and other transport interchanges.

The proposal will support the objectives and aims of Sydney's Bus Future by providing residential accommodation uses within close walking distance of a number of existing bus services that travel along the Ray Road, Carlingford Road and Beecroft Road in Epping.

7.7. Sydney's Walking Future

Sydney's Walking Future (TfNSW, 2013) supports the integration of walking into the transport system by promoting the benefits of walking, connecting communities by delivering safe walking infrastructure and engaging with partners across the NSW Government including local government, non-government organisations and the private sector to develop initiatives and policies.

The proposal will support Sydney's Walking Future and encourage additional walking trips by providing residential accommodation within easy walking distance (300 metres) of Epping Railway Station. In addition, the location of the site within a walking catchment of the Epping Town Centre is expected to encourage a significant number of walking trips between local services.

7.8. Sydney's Cycling Future

The key objective of Sydney's Cycling Future (TfNSW, 2013) is to ensure, for short trips, that cycling is a convenient and safe transport option. Achieving this will reduce road congestion and increase capacity on the transport system. Sydney's Cycling Future also aims to increase the mode share of cycling around (metropolitan) Sydney for trips that can be made within a 20 to 30 minute ride.

The site is immediately adjacent to a dedicated north-south cycleway on Ray Road which provides a connection to the M2 regional cycle network. Further on-road cycle routes are provided in an east-west direction along Ray Road, Bridge Street and Pembroke Street providing connectivity to Macquarie University, Epping and Carlingford. In addition, the City of Parramatta Council proposes to expand the future provision of on-road cycle routes along Ray Road, Kandy Avenue and Bridge Street providing improved connectivity to Carlingford and Eastwood.

7.9. Planning Guidelines for Walking and Cycling

The Planning Guidelines for Walking and Cycling expand on the above-mentioned walking and cycling policies, with the aim of influencing the design of future pedestrian and cycling connections and infrastructure.

The broad benefits include liveability of our cities and neighbourhoods by reducing traffic-related air and noise pollution. Health can also be improved by integrating exercise into day-to-day activities, and the safety and security of neighbourhoods enhanced by improving the walking and cycling environment.

7.10. Planning for Bush Fire Protection

Planning for Bush Fire Protection (NSW Rural Fire Service, 2006) identifies best practice measures for development in bush fire prone areas. NSW planning law requires all new development on bush fire prone land to be carried out in accordance with PBFP.

The aim of PBFP is to provide for the protection of human life and minimise impacts on property from the threat of bush fire while having due regard to development potential, site characteristics and protection of the environment.

An assessment against the PBP is provided at Section 9.6.4. The application is also accompanied by a Bushfire Risk Assessment at **Appendix O**.

7.11. Epping Town Centre rezoning

The site is located in proximity to the Epping Town Centre, which was announced as a Priority Precinct (formerly known as Urban Activation Precinct) by the then DP&E in 2012. This area has been specifically identified to provide new vibrant public spaces and homes with access to public transport and jobs.

Rezoning of the Epping Town Centre was finalised by the then DP&E in March 2014. The rezoning is aimed at revitalising the town centre precinct, with around 3,750 new homes within an 800 m walking radius to existing public transport, employment opportunities and local services. It is also aimed at integrating this revitalisation with major transport infrastructure upgrades including the Hills M2 Upgrade and the Sydney Metro Northwest.

As part of this process, the site was rezoned from B2 Local Centre to R4 High Density Residential. This was based on initial master planning work undertaken by Sydney Metro Northwest aimed at ensuring that the potential for transport-oriented development opportunities were maximised. This work included a retail analysis which identified only limited opportunities for ground floor retail on the site due to its distance from Epping Train Station, limited pedestrian traffic in this part of the precinct and constrained vehicular access from Carlingford Road.

The then DP&E supported this rezoning and noted the R4 zoning would have less impact on the existing residential properties to the west.

8. Assessment of compliance with statutory provisions

This Chapter addresses compliance with the following:

- Environmental Planning and Assessment Act 1979
- Environmental Planning and Assessment Regulation 2000
- State Environmental Planning Policies and EPIs including:
 - *State Environmental Planning Policy (State and Regional Development) 2011*
 - *State Environmental Planning Policy (Infrastructure) 2007*
 - *State Environmental Planning Policy No. 19 – Bushland in Urban Area*
 - *State Environmental Planning Policy No. 55 – Remediation of Land*
 - *State Environmental Planning Policy No. 65 – Design Quality of Residential Apartment Development*
 - *Draft State Environmental Planning Policy (Environment)*
 - *Draft State Environmental Planning Policy (Remediation of Land)*
 - *Hornsby Local Environmental Plan 2013*
- Other legislation including:
 - *Biodiversity Conservation Act 2016*
 - *Roads Act 1993*
 - *Rural Fires Act 1997.*

8.1. Environmental Planning and Assessment Regulation 2000

The EP&A Regulation contains key operational provisions for the NSW planning system including procedures relating to the requirements for environmental assessments and environmental impact assessments. The EP&A Regulation is addressed at Section 2.3 of this EIS.

8.2. Environmental Planning and Assessment Act 1979

The EP&A Act provides the statutory planning framework in NSW. Section 4.36 of the EP&A Act enables certain developments to be declared SSD by means of a State Environmental Planning Policy (SEPP) or by order of the Minister for Planning.

The project is SSD under the provisions of the State Environmental Planning Policy (State and Regional Development) 2011 (SRD SEPP) as it is development that has a capital investment value of more than \$30 million for the purpose of residential accommodation within a rail corridor.

The proposal is permissible under the Hornsby Local Environmental Plan 2013. The project will be assessed under Part 4 Division 4.1 of the EP&A Act. The Minister for Planning is the consent authority for SSD. The proposed development is consistent with Division 4.1 of the EP&A Act.

The Minister (or the Minister's delegate) is required to take into consideration the matters listed under Section 4.15 of the EP&A Act when determining the DA.

This report responds to the requirements of Section 4.12 of the EP&A Act which requires the preparation of an EIS, the SEARs and Schedule 2 of the EP&A Regulation.

8.3. Objects of the EP&A Act

The proposal is consistent with the objects of the EP&A Act as it promotes the orderly and economic use and development of land without resulting in an adverse impact on the

environment. An assessment of the proposal against the objects of the EP&A Act is provided in Table 8.

The Objects of the EP&A Act	Response
(a) <i>to promote the social and economic welfare of the community and a better environment by the proper management, development and conservation of the State's natural and other resources</i>	The proposal will promote the social and economic welfare of the community by providing for high density residential development, including affordable housing that is close to public transport, essential services and jobs. The proposal does not involve the removal of any vegetation and will not adversely impact on any natural and other resources.
(b) <i>to facilitate ecologically sustainable development by integrating relevant economic, environmental and social considerations in decision-making about environmental</i>	The proposed development will be carried out in accordance with the principles of ESD, as outlined in Section 9.6.6 of this report.
(c) <i>to promote orderly and economic use and development of land</i>	<p>The proposed development will contribute to the revitalisation of the Epping Town Centre, consistent with the aims and objectives of the <i>Greater Sydney Region Plan</i>, the <i>Central City District Plan</i> and the <i>Epping Town Centre UAP</i>.</p> <p>Further, the proposed development is located within close proximity to the Epping Train Station and existing public transport (bus and cycling facilities) and has been designed to encourage increased public transport usage.</p> <p>Accordingly, it is considered the proposed development will promote orderly and economic use of the land.</p>
(d) <i>to promote the delivery and maintenance of affordable housing</i>	The proposal includes the provision of a minimum 5% Affordable Housing. The provision of affordable housing apartments will significantly contribute to affordable housing stock in the area to meet targets and address housing choice and affordability.
(e) <i>to protect the environment, including the conservation of threatened and other species of native animals and plants, ecological community and their habitats</i>	The proposed development will not impact on any threatened flora and fauna species, native animals and plants, ecological communities and their habitat. Further, the DPIE and the OEH agreed to formally grant a waiver for the need to prepare a BDAR as the proposed development is unlikely to have a significant impact on biodiversity values.

(f) <i>to promote the sustainable management of built and cultural heritage (including Aboriginal cultural heritage)</i>	The Heritage Impact Statement at Appendix L has concluded that the site does not contain any built or cultural heritage items.
(g) <i>to promote good design and amenity of this built environment</i>	The application includes a Design Excellence Report at Appendix F .
(h) <i>to promote the proper construction and maintenance of buildings, including the protection of the health and safety of their occupants</i>	All activities to be carried out on site will be undertaken in accordance with best practice procedures to ensure the health and safety of workers and occupants.
(i) <i>to promote the sharing of the responsibility for environmental planning and assessment between the direct levels of government in the State</i>	The proposed development is SSD and therefore the Minister for Planning is the consent authority.
(j) <i>to provide increased opportunity for community participation in environmental planning and assessment.</i>	The proposed development will be publicly exhibited in accordance with the requirements of the EP&A Regulation.

Table 8: Objects of the EP&A Act

8.4. Section 4.15 Assessment

The Minister (or the Minister's delegate) is required to take into consideration the matters listed under section 4.15 of the EP&A Act when determining the DA including environmental planning instruments, social and economic impacts, site suitability, the built and natural environment and the public interest.

The proposal has been evaluated and assessed throughout this EIS against the relevant heads of consideration contained in section 4.15 of the EP&A Act and has been prepared to minimise and mitigate environmental impacts of the development.

The proposal is consistent with the objects of the EP&A Act as it is considered to promote the orderly and economic use and development of land without resulting in an adverse impact on the environment.

An evaluation of the proposal against the provisions of section 4.15 of the EP&A Act is provided Table 9.

Section 4.15 Provision	Response
(a) <i>the provisions of:</i>	
(i) <i>any environmental planning instrument, and</i>	Relevant environmental planning instruments are addressed at Section 8.5.
(ii) <i>any proposed instrument that is or has been the subject of public consultation under this Act and that has been notified to the consent authority (unless the Secretary has</i>	Not applicable, as there are no proposed instruments applicable to the site.

<i>notified the consent authority that the making of the proposed instrument has been deferred indefinitely or has not been approved), and</i>	
(iii) <i>any development control plan, and</i>	Development control plans do not apply to SSD, in accordance with clause 11 of the SRD SEPP.
(iiia) <i>any planning agreement that has been entered into under Section 7.4 (previously s 93F), or any draft planning agreement that a developer has offered to enter into under Section (previously s93F), and</i>	Not applicable.
(iv) <i>the regulations (to the extent that they prescribe matters for the purposes of this paragraph), and</i>	The requirements of the EP&A Regulations are addressed at Section 2.3.
(v) <i>any coastal zone management plan (within the meaning of the Coastal Protection Act 1979), that apply to the land to which the development application relates</i>	Not applicable.
(b) <i>the likely impacts of that development, including environmental impacts on both the natural and built environments, and social and economic impacts in the locality,</i>	The proposed development does not have any unacceptable impacts, subject to the implementation of proposed mitigation measures.
(c) <i>the suitability of the site for the development</i>	The proposal has been carefully designed to have consideration for surrounding land uses, built and natural environment. Further, the proposed development will not create any adverse environmental impacts (such as overshadowing, wind, traffic or noise). The site is considered suitable for the purpose of residential development, as discussed at Section 9.
(d) <i>any submissions made in accordance with this Act or the regulations</i>	Any submissions made on the application will be duly considered and addressed in a Response to Submissions report. In addition, the DPIE will consider any public submissions received as part of its assessment of the application.
(e) <i>the public interest</i>	The proposal is in the public interest as it will provide additional dwellings within a recognised strategic centre without impacting on the surrounding environment. Public interest is addressed further at Section 10.2.

Table 9: Response to Section 4.15 (1) provisions

8.5. State Environmental Planning Policies

8.5.1. State Environmental Planning Policy (State and Regional Development) 2011

The SRD SEPP identifies certain types of development to be SSD, SSI and regionally significant development.

Clause 8 of SRD SEPP declares development to be SSD where a development is not permitted without consent and is listed in Schedule 1 or 2 of the SRD SEPP.

The proposal is SSD in accordance with clause 19(2)(a) of Schedule 1 of the SRD SEPP, which identifies SSD as:

19 Rail and related transport facilities

- (1) *Development that has a capital investment value of more than \$30 million for any of the following purposes:*
 - (a) *heavy railway lines associated with mining, extractive industries or other industry,*
 - (b) *railway freight terminals, sidings and inter-modal facilities.*
- (2) *Development within a **rail corridor** or **associated with railway infrastructure** that has a **capital investment value of more than \$30 million** for any of the following purposes:*
 - (a) *commercial premises or **residential accommodation**,*
 - (b) *container packing, storage or examination facilities,*
 - (c) *public transport interchanges.*

The term rail corridor is not defined in the SRD SEPP and therefore reference is be made to the definition in clause 78 of State Environmental Planning Policy (Infrastructure) 2007 (ISEPP). The ISEPP defines a **rail corridor** as land:

- that is owned, leased, managed or controlled by a public authority for the purpose of a railway or rail infrastructure facilities, or
- that is zoned under an environmental planning instrument predominantly or solely for development for the purpose of a railway or rail infrastructure facilities, or
- in respect of which the Minister has granted approval under Part 3A or Division 5.2 or (before its repeal) Division 4 of Part 5 of the Act, or consent under Part 4 of the Act, for the carrying out of development (or for a concept plan for a project comprising or including development) for the purpose of a railway or rail infrastructure facilities.

On the basis of this definition, the proposed development is within a rail corridor and associated with railway infrastructure as:

- the site was acquired by and is still owned and managed by a public authority (Sydney Metro) for the purposes of constructing and operating the Sydney Metro Northwest,
- the site is currently being used to facilitate post-construction ancillary activities to support operations associated with the Sydney Metro Northwest,
- the Sydney Metro Northwest rail corridor is located beneath the site, as shown on the subdivision plan at **Appendix D**, and
- the Minister previously granted approval for works to be carried out on the subject land for the purpose of rail infrastructure facilities, including in relation to the following SSI approvals:
 - SSI 5100 – North West Rail Link – Major Civil Construction Works
 - SSI 5414 – North West Rail Link – Stations, Rail Infrastructure and Systems.

Accordingly, the proposal is SSD as it is development within a rail corridor that has a CIV in excess of \$30 million and is for the purpose of residential accommodation.

8.5.2. Draft amendment to State Environmental Planning Policy (State and Regional Development) 2011

The (then) Department of Planning and Environment publicly exhibited (8 June 2018 - 6 July 2018) a proposed amendment to the SRD SEPP in order to ensure a state-led, consistent and transparent planning pathway for the development of government land within the eight station precincts along the Sydney Metro Northwest alignment, including Epping.

The proposed amendment nominates future development (if carried out by or on behalf of Sydney Metro or the Planning Ministerial Corporation) on identified Government owned land to be SSD if it meets the following criteria:

- a principal subdivision establishing major lots or public domain areas
- the creation of new roadways and associated works
- has a capital investment value of more than \$30 million.

The proposed amendment, if made, would apply to any future development on the site if carried out by or on behalf of Sydney Metro or the Planning Ministerial Corporation.

8.5.3. State Environmental Planning Policy (Infrastructure) 2007

State Environmental Planning Policy (Infrastructure) 2007 aims to facilitate the effective delivery of infrastructure across the State by improving regulatory certainty and efficiency, providing greater flexibility in the location of infrastructure and service facilities, allowing development of surplus government owned land, identifying environmental assessment categories and matters to be considered in assessments, and providing for consultation with relevant public authorities.

Clause 101 stipulates that the consent authority must not grant consent to development on land that has a frontage to a classified road unless it is satisfied that vehicular access to the land is provided by a road other than the classified road and the safety, efficiency and ongoing operation of the classified road will not be adversely affected.

The sites eastern boundary fronts Beecroft Road, which is a classified road. The Concept Proposal includes the provision of a through site pedestrian connection to Beecroft Road and Ray Road.

As discussed in Section 9.1.3 of this report and the Traffic and Transport Study at Appendix F), the proposed development would not have an adverse impact on the operation or efficiency of Beecroft Road.

Clause 102 stipulates that the consent authority must not grant consent for residential development adjacent to a road corridor with an annual average daily traffic volume of more than 40,000 vehicles unless appropriate noise mitigation measures will be provided to achieve an acceptable acoustic environment.

The proposal is accompanied by a Noise and Vibration Impact Assessment (refer Appendix J) which recommends appropriate noise mitigation treatments to ensure that the future residential apartment achieve an acceptable noise environment and residential amenity.

Clause 104 requires DAs for certain traffic generating development, as set out in Schedule 3 of the policy, be referred to the Roads and Maritime Services (RMS) and that any submission from the RMS be considered prior to the determination of the application.

The concept DA seeks approval for a yield in the order of 442 apartments. Due to the size of the development and the site's location adjacent to a classified road, the proposal is considered to be a traffic generating development under clause 104 and is therefore required to be referred to RMS for comment.

An assessment of key traffic impacts is provided in Section 9.1.3 of this report.

8.5.4. State Environmental Planning Policy No. 55 – Remediation of Land

State Environmental Planning Policy No. 55 – Remediation of Land (SEPP 55) provides the framework for the management of contaminated land in NSW. In accordance with SEPP 55, a consent authority must not grant consent to an application unless:

- (a) *It has considered whether the land is contaminated, and*
- (b) *If the land is contaminated, it is satisfied that the land is suitable in its contaminated state (or will be suitable, after remediation) for the purpose for which the development is proposed to be carried out, and*
- (c) *If the land requires remediation to be made suitable for the purpose for which the development is proposed to be carried out, it is satisfied that the land will be remediated before the land is used for that purpose.*

A combined site contamination and geotechnical due diligence investigation has been carried out as part of the DA (**Appendix P**). The investigation involved soil sampling and laboratory analysis. Results of investigation indicate that the existing soils across the site, including both fill material and natural soils, are generally free from significant chemical contamination impact that would require future remediation or management activities.

The contamination assessment addresses the requirements of SEPP 55 and confirms the site is suitable for its intended future use for residential development.

8.5.5. State Environmental Planning Policy No. 19 – Bushland in Urban Areas

The provisions of *State Environmental Planning Policy 19 – Bushland in Urban Areas* (SEPP 19) are being translated into the new State Environmental Planning Policy (Environment).

SEPP 19 aims to protect and preserve bushland within the urban areas identified. The specific aims of this policy are:

- (a) *To protect the remnants of plant communities which were once characteristic of land now within an urban area,*
- (b) *To retain bushland in parcels of a size and configuration which will enable the existing plant and animal communities to survive in the long term,*
- (c) *To protect rare and endangered flora and fauna species,*
- (d) *To protect habitats for native flora and fauna,*
- (e) *To protect wildlife corridors and vegetation links with other nearby bushland,*
- (f) *To protect bushland as a natural stabiliser of the soil surface,*
- (g) *To protect bushland for its scenic values, and to retain the unique visual identity of the landscape,*
- (h) *To protect significant geological features,*
- (i) *To protect existing landforms, such as natural drainage lines, watercourses and foreshores,*
- (j) *To protect archaeological relics,*
- (k) *To protect the recreational potential of bushland,*
- (l) *To protect the educational potential of bushland,*
- (m) *To maintain bushland in locations which are readily accessible to the community, and*

- (n) *To promote the management of bushland in a manner which protects and enhances the quality of the bushland and facilitates public enjoyment of the bushland compatible with its conservation.*

The site adjoins a narrow strip of land zoned RE1 Public Recreation along its north-western boundary which straddles an open stormwater channel which flows into the Devlin's Creek Tributary. Future development on the subject site will incorporate appropriate sediment and erosion controls to minimise any potential impact on the adjoining identified bushland.

8.5.6. State Environmental Planning Policy No. 65 – Design Quality of Residential Apartment Development

State Environmental Planning Policy 65 – Residential Apartment Development (SEPP 65) seeks to improve the design quality of residential developments and encourage innovative design. The Apartment Design Guide (ADG) is closely linked to the principles of SEPP 65 and sets out best practice design principles for residential developments.

SEPP 65 applies to development for the purpose of a residential flat building if the building concerned is at least three or more storeys and contains at least four or more dwellings. The proposed concept portion of the development will comprise a development up to 15 storeys and contain approximately 442 dwellings. Therefore SEPP 65 applies.

This EIS has considered the quality of future residential amenity as part of its assessment of the application.

It is noted that changes were made to SEPP 65, which included the incorporation of the ADG. Part of these changes included confirmation within SEPP 65 that DCPs cannot be inconsistent with the ADG and in the event of an inconsistency the ADG prevails.

Consideration of SEPP 65 and the ADG must be given to the envelopes of the concept proposal and in particular, to building separation. As detailed design of the units is not available, consideration has been given to the ability for future units to achieve adequate and solar access and cross flow ventilation.

The concept proposal has a 24 m separation between buildings over 8 storeys, in compliance with ADG separation requirements. The proposal will also comply with the ADG requirements relating to ventilation and solar access to dwellings and communal open space areas.

A detailed assessment of the proposal against the ADG criteria is included in the Design Report (refer **Appendix E**) and also discussed at further at Section 4.2 of this report. The assessment demonstrates that the proposal can achieve and exceed compliance with SEPP 65. Future stage DAs will also include a detailed analysis of compliance with SEPP 65 and the ADG.

8.5.7. Hornsby Local Environmental Plan 2013

The site is located in the R4 High Density Residential zone under the HLEP 2013, as shown in the Zoning Map extract in Figure 20.

Residential flat buildings are permissible with consent in the R4 zone. The R4 zone enables other land uses including facilities and services to meet the daily needs of local residents, which could be included in the proposed 700m² of non-residential floor space on the ground floor and will potentially include uses such as neighbourhood shops, community facilities, recreation facilities (indoor) and office premises.

While office premises are prohibited in the R4 zone, section 4.38(3) of the EP&A Act provides that development consent may be granted for a SSD application despite the development being partly prohibited by an environmental planning instrument.

The maximum building height is 48 metres and there is no applicable floor space ratio (FSR). The proposal is fully compliant with the zoning and height controls.

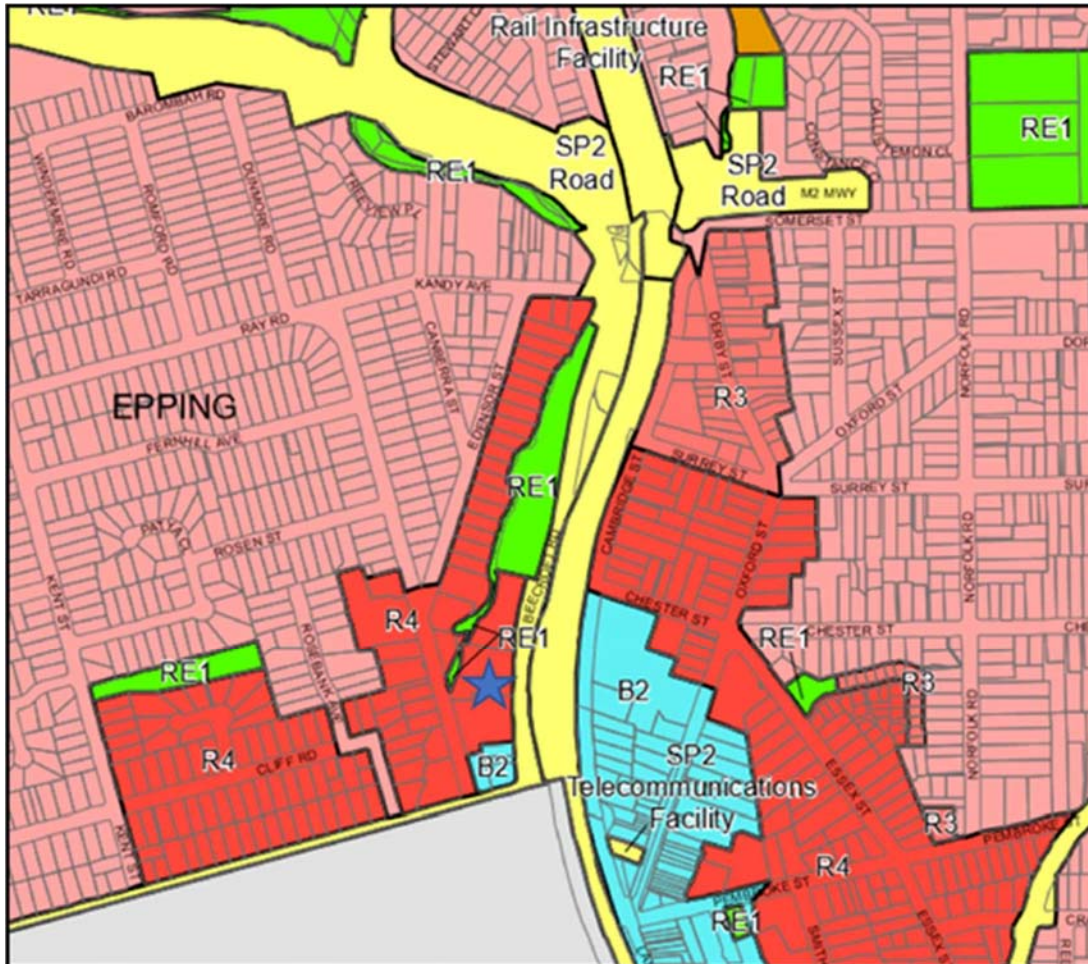


Figure 20: Zoning Map (Base Source: HLEP 2013)

8.5.8. Development Control Plans

In relation to *Hornsby Development Control Plan (DCP) 2013*, which supplements HLEP 2013 and provides more detailed guidance, clause 11 of the SRD SEPP states that DCPs do not apply to SSD. Accordingly, as the DCP does not apply to the proposal, it has not been specifically considered in this EIS.

8.6. Other Legislation

8.6.1. Biodiversity Conservation Act 2016

The Biodiversity Conservation Act 2016 (BC Act) commenced on 25 August 2017, changing the way in which biodiversity impacts are assessed and addressed in the development and use of land throughout the State.

Under the new BC Act (Section 7.3 and 7.9), State significant development proposals require an accredited ecologist to prepare a biodiversity development assessment report (BDAR). The

BDAR reflects the current 7-part test in section 5A of the EP&A Act and the assessment must include the following:

- assesses the biodiversity values (as defined in s1.5 of the BC Act) of the land the subject of the proposed DA, in accordance with the BAM
- assesses the impact of the proposed DA, proposed activity or proposed clearing on the biodiversity values of that land
- sets out the measures the proponent proposes to take to avoid or minimise the impact
- specifies the number and class of biodiversity credits that are required to be retired to offset the residual impacts on biodiversity values of actions to which the BOS applies.

The consent authority must consider if the proposed development is likely to have serious and irreversible biodiversity impacts when assessing SSD or SSI and determine any additional and appropriate measures that would minimise the impacts, if a consent or approval was granted.

Notwithstanding, under section 7.9(2) *“the Planning Agency Head and Environment Agency Head [may] determine that the proposed development is not likely to have any significant impact on biodiversity values”*. If this determination is made a BDAR is not required.

The Environmental Assessment undertaken in support of the SSI 5100 concluded that the site does not comprise remnant vegetation communities and it does not conform to any threatened ecological community listed under current legislation.

The Ecological Constraints Statement provided in support of this EIS, confirmed the above findings and concluded due to the high level of disturbance on site removal of a small amount of exotic vegetation and limited native vegetation (in additional Stages) will not have an adverse impact on the environment. As such the redevelopment of the site is unlikely to impact on any biodiversity values (as defined in section 1.5 of the BC Act).

In line with the above, a request to waive the requirement for BDAR under section 7.9(2) was submitted to the DPIE and the OEH for consideration.

On the 3 March 2018, DPIE and OEH agreed that the proposed development is not likely to have any significant impact on biodiversity values and that there was no need to include a BDAR as part of the SSD application (refer **Appendix N**).

8.6.2. Roads Act 1993

Section 138 of the *Roads Act 1993* requires consent from the relevant roads authority for the erection of a structure, or the carrying out of work in, on or over public road, or the digging up or disturbance of the surface of a road.

The Concept Proposal seeks approval to gain access to the site from Beecroft Road which is nominated as a classified road. Accordingly, the proposal would require consent under section 138 from the relevant roads authority for works impacting classified roads.

In accordance with section 4.46 of the EP&A Act, the application must be referred to the RMS to obtain the ‘general terms of approval’ of the RMS. Any development consent granted must be consistent with the general terms of any approval proposed to be granted by the RMS.

8.6.3. Rural Fires Act 1997

Under section 100B (3) of the *Rural Fires Act 1997* a bush fire safety authority must be obtained before developing land for the purpose of residential or rural residential accommodation.

Accordingly, as the northern portion of the site is designated as category one bush fire prone land and requires a 100m buffer area around the hazard.

The hazardous vegetation is unlikely to be remapped as a category one hazard due to a change in the bushfire prone land mapping guidelines several years ago. It is expected that the hazard will become a category two hazard with a 30m buffer surrounding the identified vegetation

As the area proposed for the new work is at a distance exceeding 30m from a category 2 hazard resulting in the proposed lot no longer being mapped as bushfire prone land there should be no bushfire requirements for the subject lot in the future.

A Bushfire risk Assessment is further discussed at Section 9.6.4 of this report.

9. Assessment of environmental impacts

This section assesses the potential environmental impacts of the proposal including recommendations to address these impacts. Technical reports to support the assessment are included separately as appendices.

9.1. Land Use, Built Form and Design Excellence

Concept proposal

The concept proposal sets out the vision, planning and development framework that will form the basis for assessment of all future development on the site. This includes future land uses, building envelopes, accessibility, open space, public domain and landscaping. The conceptual framework will form the basis for the assessment of future DAs for the site and aims to ensure that the built form is responsive to the context and characteristics of both the site and the surrounding locality.

The future land uses, built form and urban design components defined as part of this concept DA have been developed in consideration of the strategic planning work that has been carried out by the NSW Government.

The concept proposal supports the NSW Government's endorsement of the Epping Town Centre as a Priority Precinct that is earmarked for future growth and revitalisation, including the provision of new homes close to public transport and other essential services.

A Design Report has been prepared by Bennett and Trimble and is included at **Appendix E**. The Design Report outlines how the site and future development across the site has been designed and developed in response to the site and surrounding area.

9.1.1. Land use

Residential

The concept proposal ensures the site is primarily developed for residential use, with a proposed maximum residential GFA of around 39,000m². This will accommodate a yield of up to 442 residential dwellings on the site. A minimum of 5% of dwellings will be dedicated to Affordable Housing.

The proposed residential land use on the fringe of the Epping Town Centre complements the strategic planning work that has been undertaken by the NSW Government by enabling high density residential housing on a strategically located site with excellent access to public transport and services.

Further, the provision of predominately residential land use at this location will encourage future retail and commercial activities to be concentrated within the town centre core. The Epping Town Centre Urban Activation Precinct Structure Plan (UAP Structure Plan) (D&PE, 2013) envisaged a compact, high density town centre core with a range of commercial and retail activities and increased residential densities adjoining the town centre core. The land uses proposed as part of the concept proposal corresponds with the broader vision of UAP Structure Plan.

Non-residential

There is opportunity for a small offering of non-residential uses for facilities or services to meet the day to day needs of residents to be developed on the site. Non-residential uses would be limited to the lower levels of the residential flat buildings and may include uses such as neighbourhood shops, community facilities, recreation facilities (indoor) and office premises.

Permissible uses in the R4 zone include neighbourhood shops, community facilities and child care centres. As outlined in Section 8.5.8, whilst recreation facilities (indoor) and office premises are prohibited in the R4 zone, section 4.38(3) of the EP&A Act provides that development may be granted for SSD if it is partly prohibited.

As discussed above, the Epping Town Centre UAP Structure Plan provides for non-residential uses to be primarily contained within the town centre core. Carlingford Road is considered the northern boundary of the town centre core due to its heavy traffic congestion and pedestrian unfriendliness. The viability of non-residential uses (such as commercial land use) on the site and the ability to draw prospective commercial tenants to this location is compromised as a result of these constraints. Accordingly, the site is not considered suitable for large-scale commercial uses.

Open space, public domain and landscaping

The concept plan sets out the future open space, public domain and landscaping provisions across the site. An indicative total area of 2,905 m² of communal open space would be created across the site and will be located on the rooftops of the residential flat buildings, on the rooftops of the two podium structures linking the buildings and in the northern ground level courtyard between the buildings.

Landscaping will be provided across the site and particularly along the eastern and western site boundaries fronting Beecroft Road and Ray Road. A dense landscape corridor along Devlins Creek Canal will provide a green buffer to the development when viewed from the north. An indicative east-west pedestrian through-site link will provide the general public with pedestrian connectivity through the site between Beecroft Road and Ray Road. The pedestrian through-site link will also provide for passive surveillance opportunities and make a positive contribution to the public domain. The conceptual public domain, landscaping strategy and through-site link for the site is shown at Figure 21.



Figure 21: Public domain and landscape plan (Source: Bennett and Trimble)

9.1.2. Built form

Building envelope

Epping Town Centre is currently experiencing high growth and transformation as a result of the delivery of the Sydney Metro Northwest and the rezoning undertaken as part of the Priority Precinct process. The surrounding skyline is rapidly transforming and will result in a varied built form outcome with building heights ranging between 15 to 45 storeys, particularly on the western side of rail corridor.

The concept proposal establishes a maximum building height envelope of 48 metres, which will allow for buildings of up to 15 storeys (approximate). The building envelope has been developed following thorough consideration of the site, its location and context to the surrounding locality including the vision for a revitalised Epping Town Centre. Further, the proposed building envelope complies with the Epping Town Centre UAP Structure Plan which envisioned future mixed-use buildings of up to 15 storeys on the site, as shown at Figure 22.

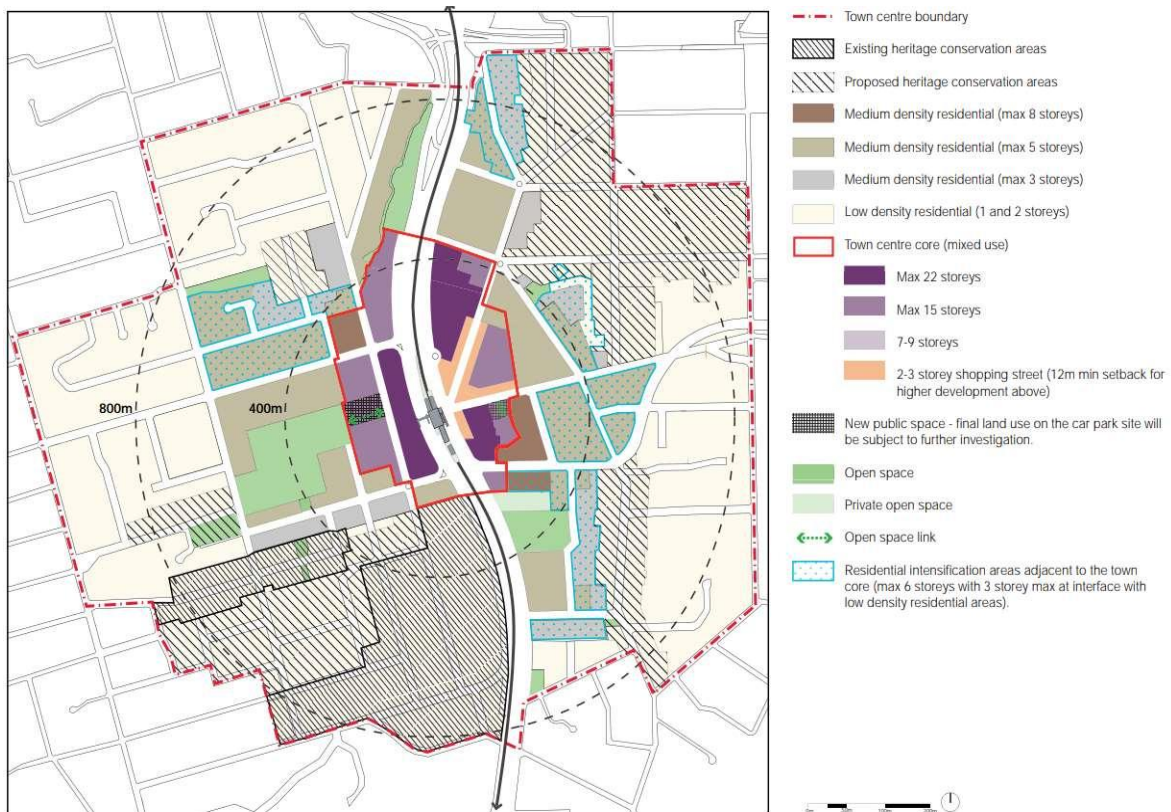


Figure 22: Structure Plan – Epping Town Centre Urban Activation Precinct (Source: DP&E, 2011)

The proposed building envelope for the site is justified as:

- it is fully compliant with the building height controls for the site under the HLEP 2013
- it is compliant with the strategic planning work undertaken by the NSW Government to provide for increased residential densities in proximity to the Epping Town Centre
- it provides an appropriate transition in building heights extending outwards from the Epping Town Centre core, providing a lower scale in comparison to the taller buildings in the core
- it includes a lower scale (5 storeys) podium to Beecroft and Ray Roads, providing a more appropriate relationship to surrounding, lower developments
- the height is consistent with the current and transitions appropriately with the future built form character of the surrounding area which comprises of a varied skyline including a range of multi-storey buildings of varying height
- it allows for future detailed design and architectural creativity (such as building modulation) that will result in high quality built form
- it will not result in adverse overshadowing of adjoining residential properties
- it achieves compliance with the ADG and SEPP 65 requirements
- it allows for the maximisation of landscaping, communal and private open space
- the views and vistas to the site from the surrounding road network and public domain areas will not be significantly impacted.

While the building envelope provides for the maximum allowable building heights to be constructed on the site, the built form and design of future structures will be subject to additional detailed assessment as part of future DAs. The conceptual building envelope and elevations (north-south section) are shown in Figure 23.

Indicative development of the site in context to surrounding development (both existing and proposed future development) is shown in Figure 24 and Figure 25. Figure 25 in particular

illustrates the transition in height between the Epping Town Centre core and surrounding fringe locations.



Figure 23: Concept Plan building envelope – north-south section (Source: Bennett and Trimble)

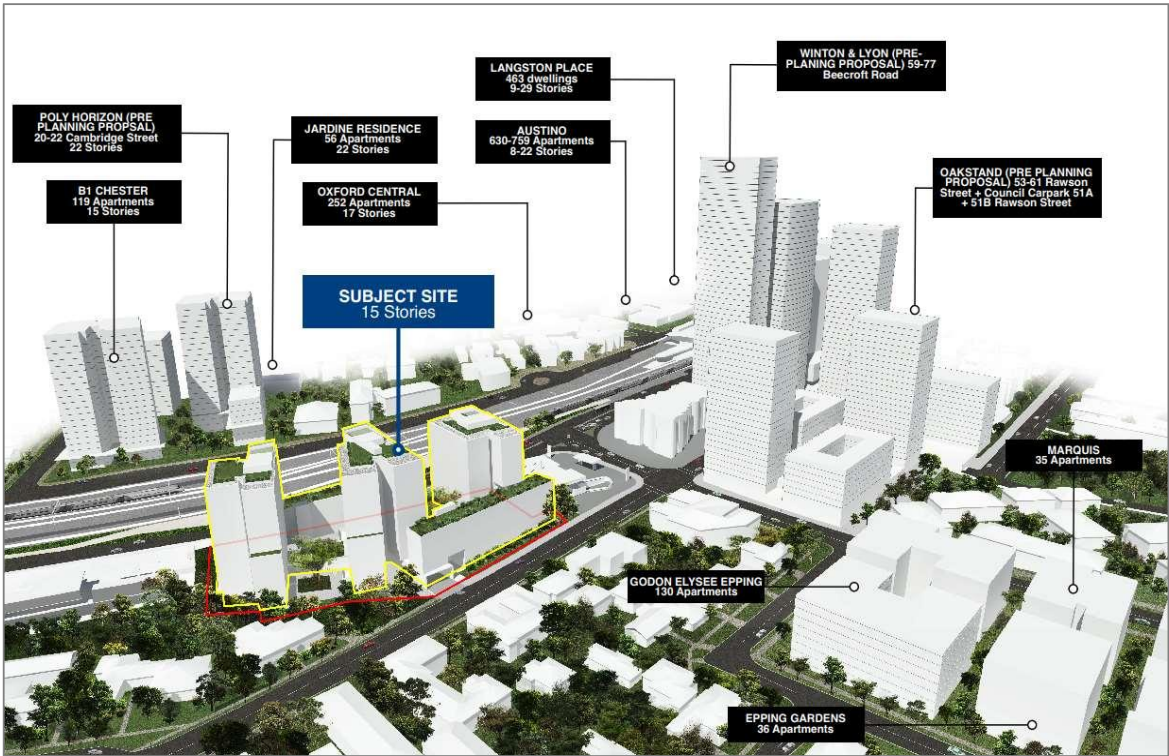


Figure 24: Beecroft Road elevation (Source: Bennett and Trimble)

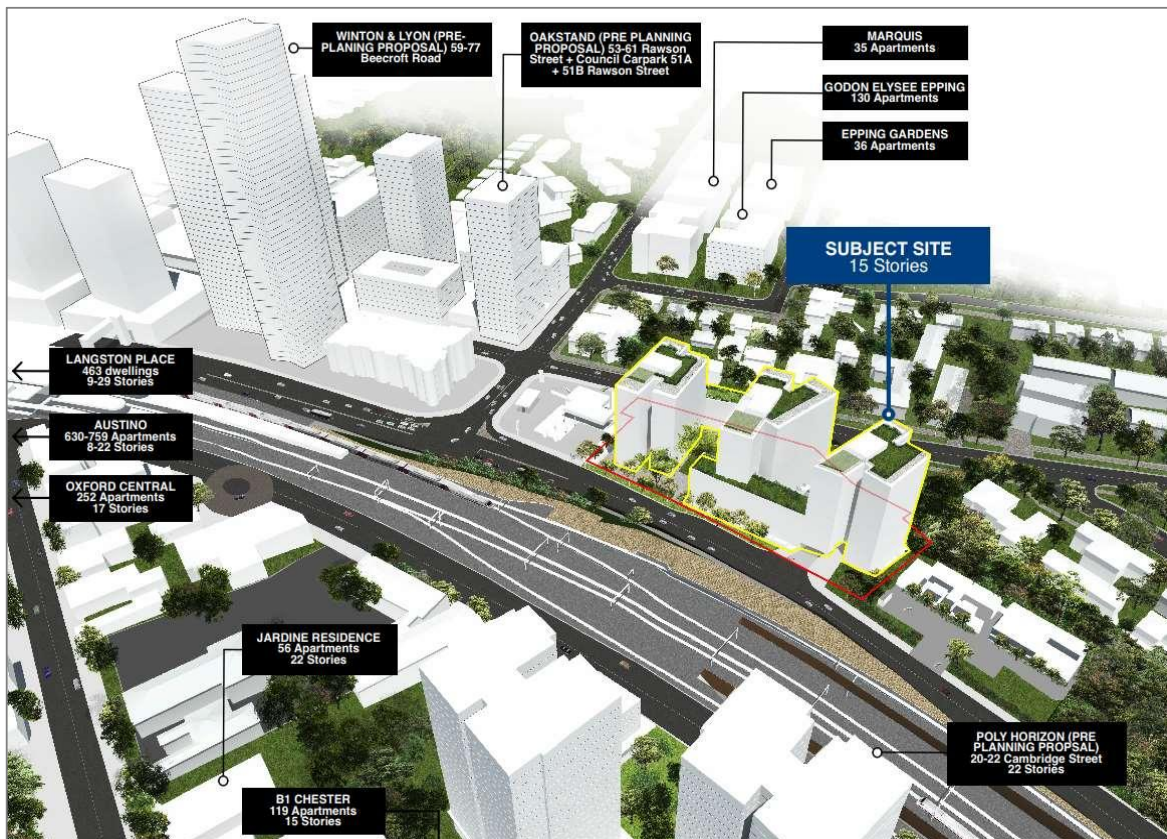


Figure 25: Ray Road elevation (Source: Bennett and Trimble)

Overshadowing

Shadow diagrams have been prepared by Bennett and Trimble in the Design Report at **Appendix E**. The shadow diagrams illustrate the extent of potential overshadowing from future 48 metre (15 storey) residential flat buildings on the site and the cumulative impact from existing surrounding buildings.

The solar analysis (9 am) demonstrates that the proposed development would result in overshadowing impacts on the Epping Baptist Church located at corner of Ray Road and Carlingford Road and the residential flat building located at 7 Ray Road, adjacent to the site. Figure 26 and Figure 27 illustrate the indicative 9 am and 12 pm solar analyses, respectively.

Overshadowing impacts will be subject to further assessment as part of future stage DAs.

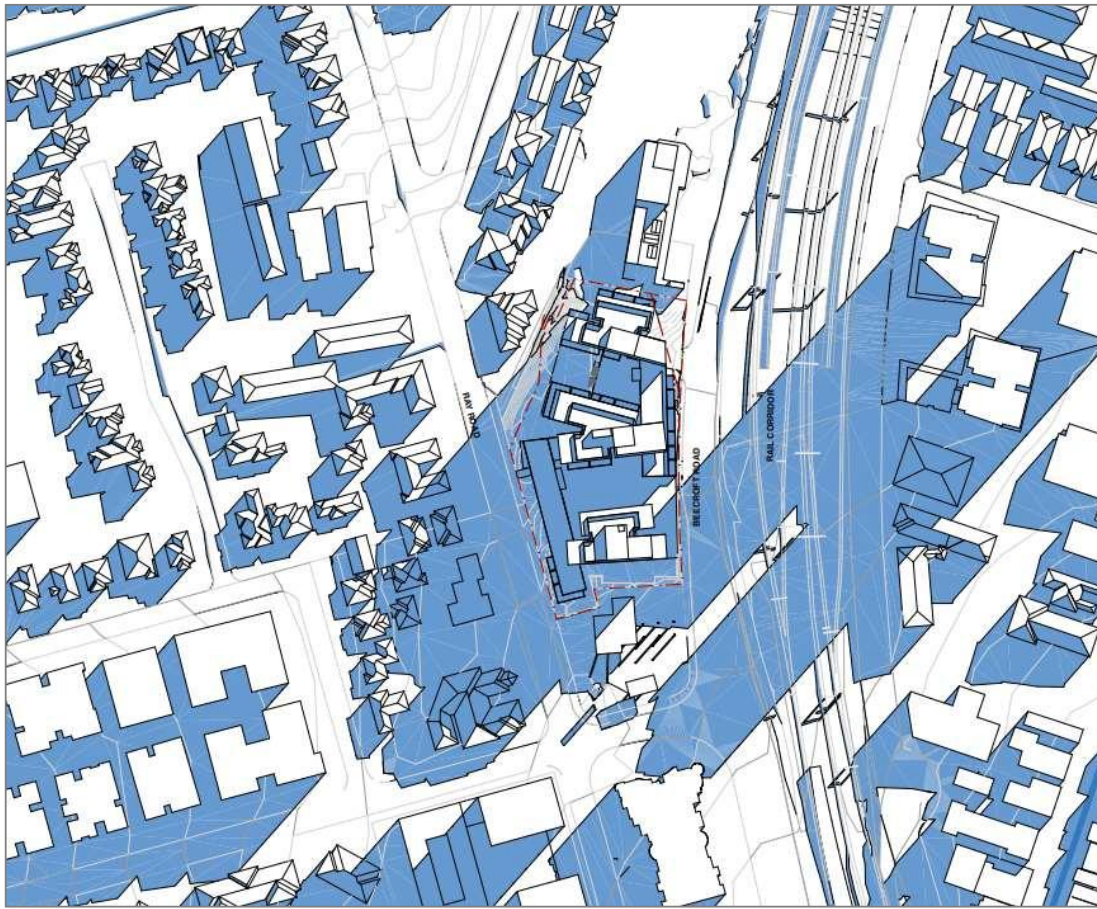


Figure 26: Solar analysis 9 am (Source: Bennett and Trimble)

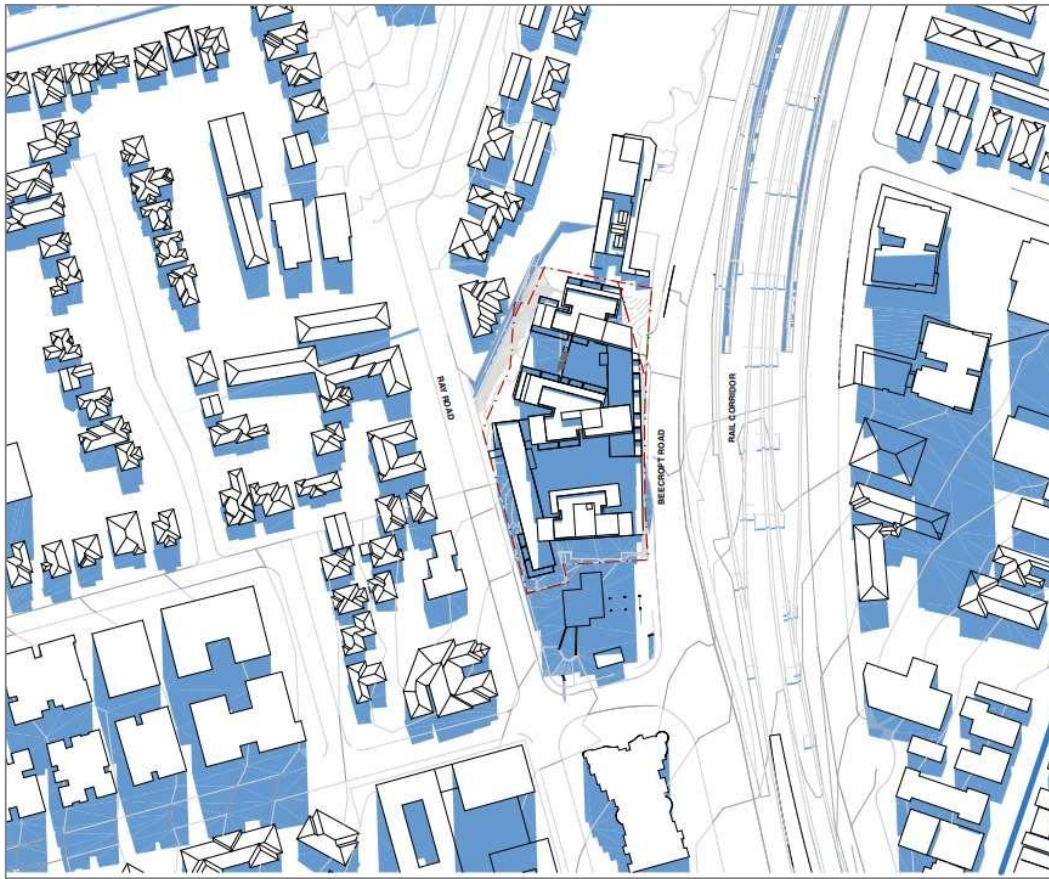


Figure 27: Solar analysis 12 pm (Source: Bennett and Trimble)

Solar access

The proposed building envelope would allow for future residential flat buildings to be constructed in accordance with the design requirements of the ADG, specifically regarding solar and daylight access.

The indicative design of future buildings on the site, as presented in the Design Report at **Appendix E**, would result in 78% of apartments receiving two or more hours of sunlight between 9 am and 3 pm at mid-winter and only 10% of apartments receiving no direct sunlight between 9 am and 3 pm at mid-winter (the ADG target is a minimum of 70% and maximum of 15% of apartments, respectively).

The concept proposal is considered to demonstrate compliance with the ADG with regards to solar and daylight access.

Crime prevention through environmental design (CPTED)

CPTED aims to deter opportunities for crime and anti-social behaviour through considered design principles incorporated as part of the built environment. To ensure a safe and secure development, the concept proposal outlines the following CPTED principles for the site:

- access controls for private areas
- passive surveillance from residential apartments overlooking open space areas
- use of lighting to make a comfortable and safe outdoor space at all hours
- activation of mixed uses at lower levels of the buildings.

CPTED principles are further described in the Design Report at **Appendix E**. These principles will be incorporated as part of the detailed design of the buildings and addressed in future stage DAs.

9.1.3. Design excellence

Landcom and Sydney Metro are committed to delivering great places for the people of NSW. Design excellence is a key component to creating communities that demonstrate best practice sustainable urban development.

High quality design outcomes for the site have been pursued from project initiation through to concept development. The continuation of design excellence will continue to progress through to the delivery of the final built form of buildings on the site.

In considering design excellence, the following design policies and guidelines have been considered as part of the concept proposal:

- the requirements of SEPP 65
- the ADG
- Draft Architecture and Urban Design Policy for NSW, 2016
- Better Placed – Design Policy for the Built Environment of NSW, 2017
- Design principles in applicable Development Control Plans and Council's policies
- Liveable Housing Design Guideline (Silver)
- Guide to Traffic Generating Developments.

The design quality principles provide guidance for the future built form design with direction on aspects including:

- minimising acoustic exposure while maximising solar access and cross ventilation
- pedestrian connectivity through the site
- landscape network and open space
- building heights, separation and view lines.

Design excellence strategies are described in further detail in the Design Excellence Strategy Report at **Appendix F**.

Consultation with the Government Architect NSW (GANSW) has been undertaken in developing the concept design for the site. Future stage DAs will be subject to ongoing review and consultation with Council and the GANSW, where required. Consultation undertaken to date with regards to design excellence is further discussed at Section 5.

9.2. Visual Impact

A Visual Impact Assessment (VIA) has been prepared by Architectural Images (Aust) Pty Ltd and is included at **Appendix H**. The VIA assesses the visual impact of the proposal and provides imagery of the development in context to the surrounding locality.

9.2.1. Local character and surrounds

The built form of the local surrounding area is characterised by a range of uses including low and medium density residential development, neighbourhood centres and small-scale commercial. The predominant land use immediately surrounding the site is residential from detached dwelling houses to apartment blocks of up to 5 storeys in height. Further to the south is the Epping Town Centre core including Epping Station. The town centre core is characterised by a variety of mixed uses including commercial, business and retail generally contained within buildings of up to 3 storeys in height.

The bushland reserve to the north is a heritage item under the HLEP 2013. The residential area to the west of the site also includes a number of heritage items (detached dwellings) and the Rosebank Avenue Heritage Conservation Area which also comprises a number of detached dwellings and mature vegetation.

The built form character of the locality is currently undergoing significant transformation, reflecting the zoning and height controls of the HLEP 2013. Former low density residential areas to the west of the site are being redeveloped for medium density residential development (up to 6 storeys), while to the east of the site and railway line, a number of high rise (up to 20 storeys) residential buildings are either approved or under construction. Similarly, the area to the south of the site, comprising the Epping Town Centre core, is transitioning with several mixed use, high rise tower developments reflecting the 72 metre height limit in this area.

9.2.2. Assessment methodology and criteria

The visual assessment considered the site's visual exposure of the development from seven different view points. These have been selected to provide a representative sample of key vantage points to the site, including nearby residential areas, the town centre core to the south and the area of the east of the railway corridor.

- View 1: Beecroft Road looking south
- View 2: Canberra Street near the intersection of Edensor Street looking south
- View 3: Carlingford Road near the intersection of Cliff Road looking east
- View 4: Cambridge Street near the intersection of Chester Street looking south-west
- View 5: Rawson Street near the intersection of Bridge Street looking north
- View 6: Ray Road near the intersection with Rosen Street looking south
- View 7: Northern end of Rosebank Avenue looking south-east.

Each view point has been assessed in terms of:

1. Existing visual character and likely extent of change to locality and surrounds
2. Visual sensitivity, based on existing visual character, key views and other significant visual features
3. Visual exposure of site under current situation and following development of the site
4. Likely visibility of proposed development – including location, type and number of viewers and duration of impact
5. Level of visual impact (low, moderate or high).

9.2.3. Assessment of view points

View 1 – Beecroft Road looking south

This vantage point was selected as it represents the main view to the site for motorists on approach to the Epping Town Centre from the north along Beecroft Road.

From View point 1, the VIA concludes that:

'the visual impact of the development from this location is considered to be low, given the low visual sensitivity of the immediate locality and on-going transformation of the built form character of the Epping Town Centre' (Architectural Images).

The existing and indicative (future) view from View point 1 is represented in Figure 28 and Figure 29 respectively.



Figure 28: Beecroft Road looking south (existing) (Source: Architectural Images)



Figure 29: Beecroft Road looking south (indicative) (Source: Architectural Images)

View 2 – Canberra Street near the intersection of Edensor Street looking south

This vantage point represents a potential view of the site from residential areas to the north of the site.

From View point 2, the VIA concludes that:

‘the existing mature trees and vegetation would largely screen the future development from this view and therefore it is considered that there would be a low visual impact of the development when viewed this vantage point’ (Architectural Images).

The existing and indicative (future) view from View point 2 is represented in Figure 30 and Figure 31 respectively.



Figure 30: Canberra Street near the intersection of Edensor Street looking south (existing) (Source: Architectural Images)

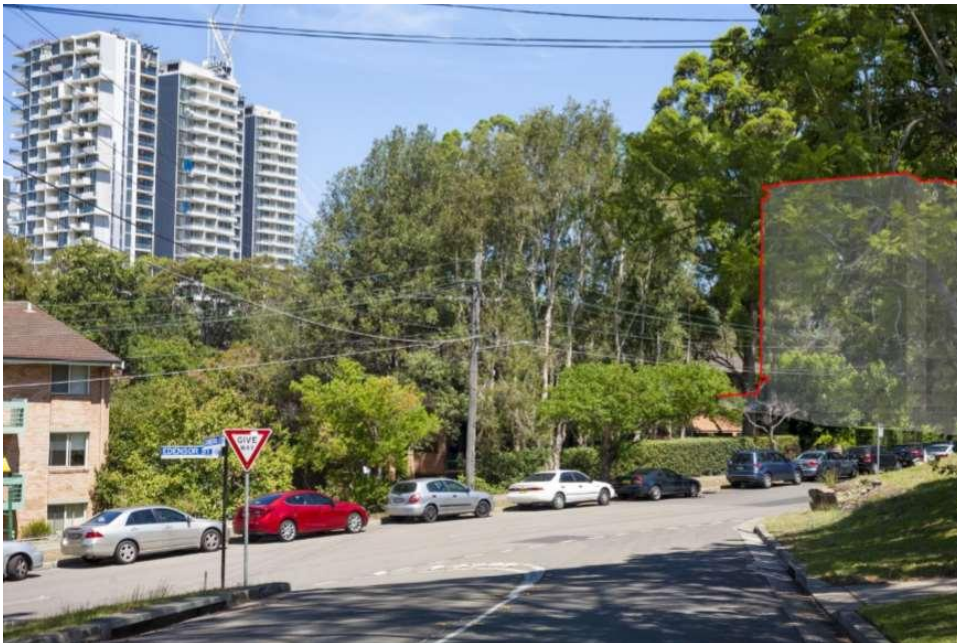


Figure 31: Canberra Street near the intersection of Edensor Street looking south (indicative) (Source: Architectural Images)

View 3 – Carlingford Road near the intersection of Cliff Road looking east

This vantage point represents the main entry point to the Epping Town Centre from the west and potential views of the development for both motorists and pedestrians travelling east.

From View point 3, the VIA concludes that:

‘in the context of the streetscape and existing urban form, it is considered that the proposal would have a low visual impact from this vantage point’ (Architectural Images).

The existing and indicative (future) view from View point 3 is represented in Figure 32 and



Figure 33 respectively.



Figure 32: Carlingford Road near the intersection of Cliff Road looking east (existing) (Source: Architectural Images)



Figure 33: Carlingford Road near the intersection of Cliff Road looking east (indicative) (Source: Architectural Images)

View 4 – Cambridge Street near the intersection of Chester Street looking south-west

This vantage point demonstrates the visibility of the development from areas to the east of the railway corridor. More elevated areas further to the east would have limited visibility of the site given existing medium and high-rise buildings.

From View point 4, the VIA concludes that:

‘the proposed development would have a moderate impact on views to the west from this locality; noting that this impact is acceptable in the context of compliance with the applicable building height controls, lower building heights than buildings to the south and east’ (Architectural Images).

The existing and indicative (future) view from View point 4 is represented in Figure 34 and

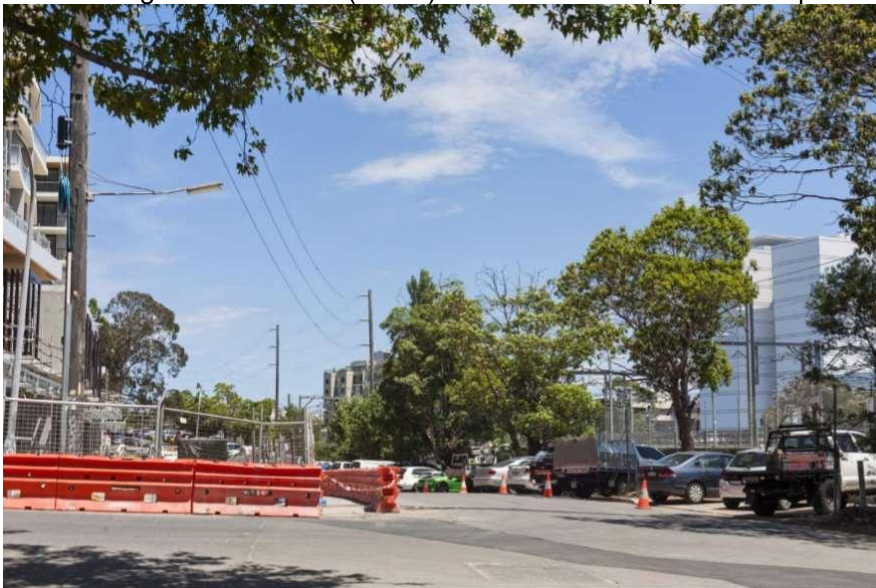


Figure 35 respectively.



Figure 34: Cambridge Street near the intersection of Chester Street looking south-west (existing) (Source: Architectural Images)

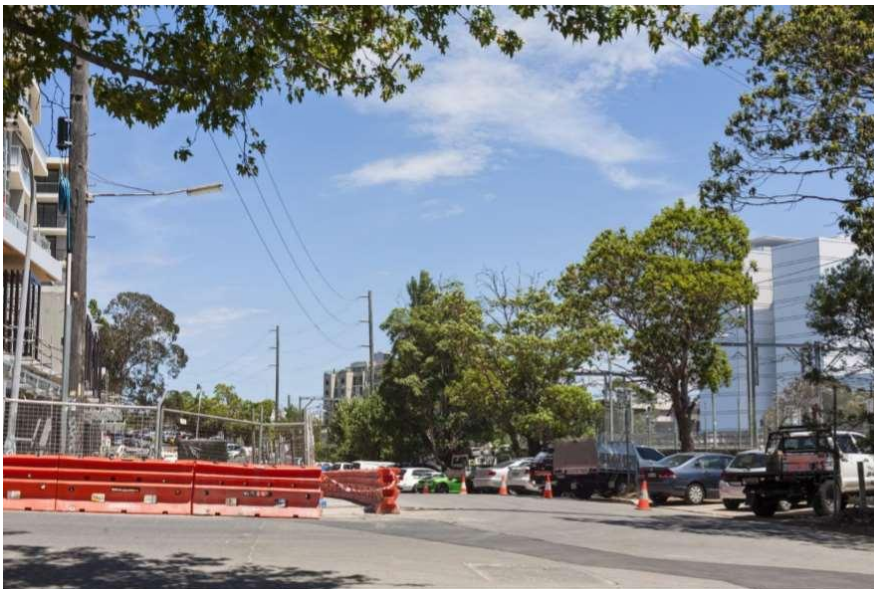


Figure 35: Cambridge Street near the intersection of Chester Street looking south-west (indicative) (Source: Architectural Images)

View 5 – Rawson Street near the intersection of Bridge Street looking north

This vantage point represents views to the site from more elevated low density residential areas to the north west of the site.

From View point 5, the VIA concludes that:

‘the longer distance district views to the north along Ray Road will also not be impacted by the proposal. On this basis, there would be a low level of visual impact when viewed from this vantage point’ (Architectural Images).

The existing and indicative (future) view from View point 5 is represented in Figure 36 and



Figure 37 respectively.



Figure 36: Rawson Street near the intersection of Bridge Street looking north (existing)
(Source: Architectural Images)



Figure 37: Rawson Street near the intersection of Bridge Street looking north (indicative) (Source: Architectural Images)

View 6 – Ray Road near the intersection with Rosen Street looking south

This vantage point represents views to the site from more elevated low density residential areas to the north west of the site.

From View point 6, the VIA concludes that:

‘while there is existing mature vegetation to partially screen the future development, the upper floors of the building will be clearly visible when looking to the south. This is considered to result in a moderate visual impact, which will reduce over time with the continuing transition of the Epping Town Centre towards significant taller building forms’ (Architectural Images).

The existing and indicative (future) view from View point 6 is represented in Figure 38 and



Figure 39 respectively.



Figure 38: Ray Road near the intersection with Rosen Street looking south (existing) (Source: Architectural Images)



Figure 39: Ray Road near the intersection with Rosen Street looking south (indicative) (Source: Architectural Images)

View 7 – Northern end of Rosebank Avenue looking south-east

This vantage point is from the Rosebank Avenue Heritage Conservation Area, approximately 200 metres to the west of the site.

From View point 7, the VIA concludes that:

‘the proposed development is considered to have a moderate but acceptable visual impact from this vantage point’ (Architectural Images).

The existing and indicative (future) view from View point 7 is represented in Figure 40 and



Figure 41 respectively.



Figure 40: Northern end of Rosebank Avenue looking south-east (existing)
(Source: Architectural Images)



Figure 41: Northern end of Rosebank Avenue looking south-east (indicative)
(Source: Architectural Images)

In summary, the VIA concludes the site's visual exposure is relatively constrained by existing medium density buildings (up to 6 storeys) and mature vegetation. The site has limited visibility from public domain areas, with the exception of adjacent roads and pedestrian footpaths along Ray Road, Beecroft Road and Carlingford Road. Further, there are no significant landmark views or areas of high quality scenery that would be impacted by future development on the site up to 48 metres in height. Overall, the development is considered to have a low level of sensitivity to visual impact and change.

9.3. Traffic and Transport

A Traffic and Transport Study (TTS) has been prepared by SCT Consulting Pty Ltd and is included at **Appendix F**. The TTS assesses traffic, access and parking requirements for the site, as well as the potential impacts of the proposed development on traffic conditions and the public transport network.

9.3.1. Existing road network and traffic conditions

The road network in proximity to the site provides excellent access to nearby surrounding centres including Macquarie Park and the wider strategic network including the M2 Motorway located approximately one kilometre to the north. The site is bound by Ray Road to the east, Beecroft Road to the west and Carlingford Road to the east. The surrounding road network is described further in Table 10.

Road network	Description
Ray Road	<i>A two-lane, two-way collector road that travels in the north-south direction adjacent to the site, and in the east-west direction to the north, linking Carlingford Road through to Pennant Parade through the suburb of Epping. The route traverses predominantly residential dwellings and is utilised by regular bus services and permits parking on both sides of the road (SCT Consulting, 2018).</i>
Beecroft Road	<i>A north-south, four-lane arterial road between Epping Road and through to Beecroft and the Cumberland Highway (Pennant Hills Road) to the north. It is a major route connecting Pennant Hills with Epping Road and M2 Motorway to</i>

the City. The road is divided in parts and utilised by bus services in the area (SCT Consulting, 2018).

Carlingford Road	An east-west, four-lane arterial road between Beecroft Road and Pennant Hills Road, and Carlingford, to the west. It is a main road connecting Epping with Carlingford and part of Carlingford Road is used by the Metrobus M54 connecting Parramatta with Macquarie Park (SCT Consulting, 2018).
Epping Road	An east-west arterial road connecting Beecroft Road, to the south of Epping Station to Pacific Highway at Lane Cove. It has two lanes in each direction between Beecroft Road and Terrys Creek, providing a strategic link to the City via several regional centres including Macquarie Park. Its capacity is heavily constrained with its current cross-section over the rail line at Epping Station and Terrys Creek (SCT Consulting, 2018).

Table 10: Surrounding road network description (Source: SCT Consulting)



Figure 42: Road network surrounding the site (Source: SCT Consulting)

Existing traffic conditions

High traffic volumes are present throughout the study area during the morning (AM) and afternoon (PM) peak periods and on roads in proximity to the site including Beecroft Road,

Carlingford Road, Blaxland Road and Epping Road. Traffic congestion and delays are often experienced during peak periods.

In quantifying the existing road network performance, the TTS makes reference to the modelling analysis and traffic surveys included as part the Interim Traffic Modelling Report for the Epping Town Centre (EMM, 2017). The Report indicates that travel times through the Epping Town Centre area have increased by approximately 15 minutes for traffic travelling from west to east and approximately 12 minutes for traffic travelling north to south, during the AM peak period. Further, the three key intersections located adjacent to the site are all operating at saturated levels (Level of Service 'F') during both the AM and PM peak periods.

RMS is addressing the existing traffic conditions in the area around the Epping Town Centre. Stage 1 works involved the upgrade to the intersection of Beecroft Road and Carlingford Road, including the provision of an additional right-turn lane from Beecroft Road southbound into Carlingford Road, as shown in Figure 42.

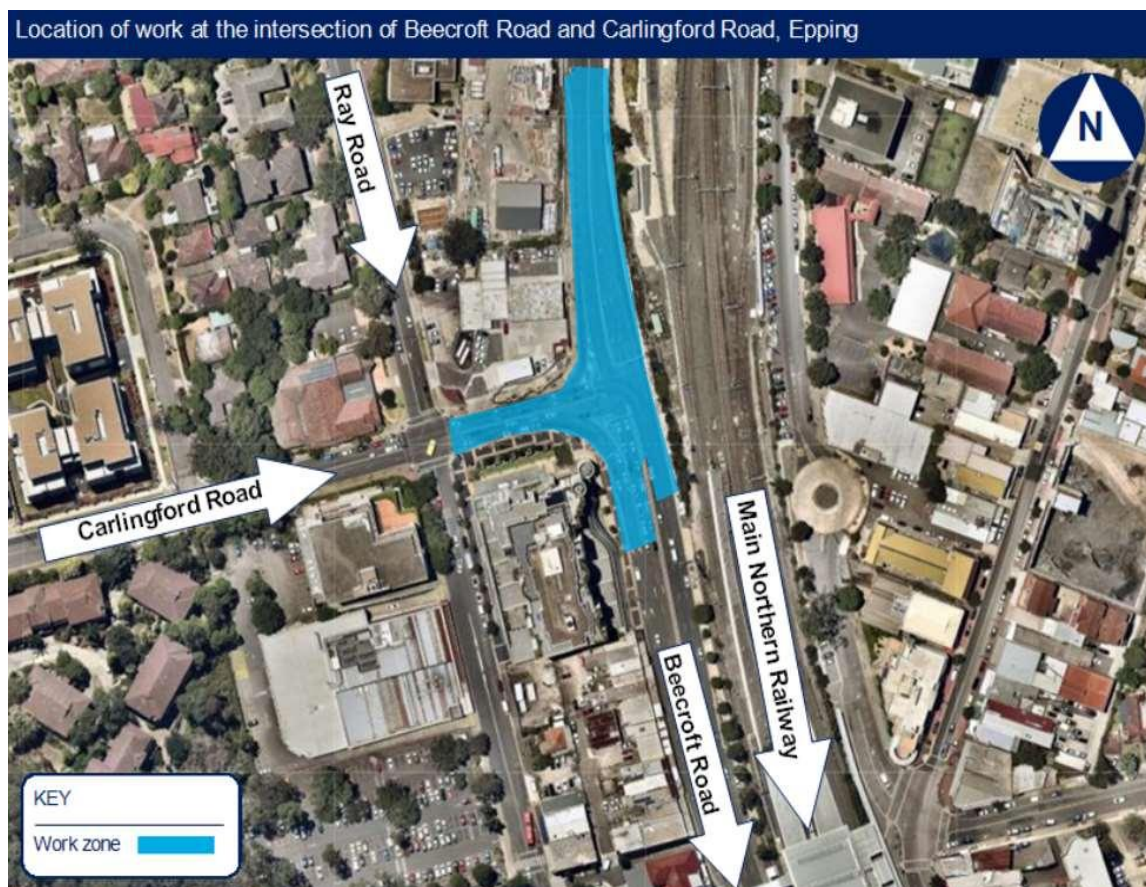


Figure 43: Location of Stage 1 road works in Epping undertaken by RMS (Source: RMS)

Stage 2 works involved the widening of Epping Road between Essex Street and Blaxland Road to provide an additional westbound lane. The works undertaken by RMS will result in improved traffic flow, reduced traffic congestion (with new turning and slip lanes) and improved pedestrian access in the area around the site and Epping Town Centre.

Public transport services

The site is strategically located in close proximity to existing public transport services with frequent train and bus services providing access to the Sydney CBD, Parramatta CBD and surrounding strategic centres.

Epping Train Station is located on the T1 North Shore Line and T1 Northern Line. The T1 Line provides a direct connection to the Sydney CBD (via Chatswood or Strathfield) and interconnections to the wider Sydney Trains network. There are more than 13 services per hour on the T1 Northern Line during the AM and PM peak periods. Epping Train Station is also on the Intercity Train Network: Central Coast and Newcastle Line. Sydney Metro Northwest connects to the existing T1 Line and provides services to north western Sydney including Castle Hill, Norwest Business Park and Kellyville.

Approximately 20 bus services are currently provided every hour in the AM and PM peak periods from Epping Train Station including the Metrobus M54: Parramatta to Macquarie Park. Other bus services to and from the Epping Town Centre locality provide accessibility to key employment and education locations including the Sydney CBD, Parramatta CBD and Macquarie University. Existing bus routes and service frequencies are further assessed in the TTS provided at **Appendix F**.

9.3.2. Traffic generation, distribution and car parking

Traffic generation

The concept DA proposes a residential yield of 442 dwellings. The TTS has referred to the *Guide to Traffic Generating Developments – Updated Traffic Surveys* (RMS, 2013) in determining the development's traffic generation. The guideline provides advice on matters related to the traffic impacts of land use developments, most notably on matters relating to traffic generation and parking.

For high density residential dwellings with access to public transport services within the Sydney urban area, the guideline specifies a trip generation rate of 0.19 and 0.15 trips (per dwelling) in the AM and PM peak hour periods respectively and 1.52 daily trips per dwelling. The development is therefore expected to generate in the order of 85 trips in the AM peak and 66 trips in the PM peak. The total daily trip generation will be in the order of 672 trips.

Vehicular access points to and from the site would be left-in, left-out only from Beecroft Road while Ray Road will be an all-movement permitted intersection. The Beecroft Road access would include a new deceleration lane. The provision of separate access points east and west of the site is expected to better disperse traffic across the road network. The expected AM and PM peak period trip generation and distribution on the adjoining road network is shown in Figure 44.

AM Peak – 85 trips (76 outbound & 9 inbound trips)

PM Peak – 66 trips (6 outbound & 60 inbound trips)

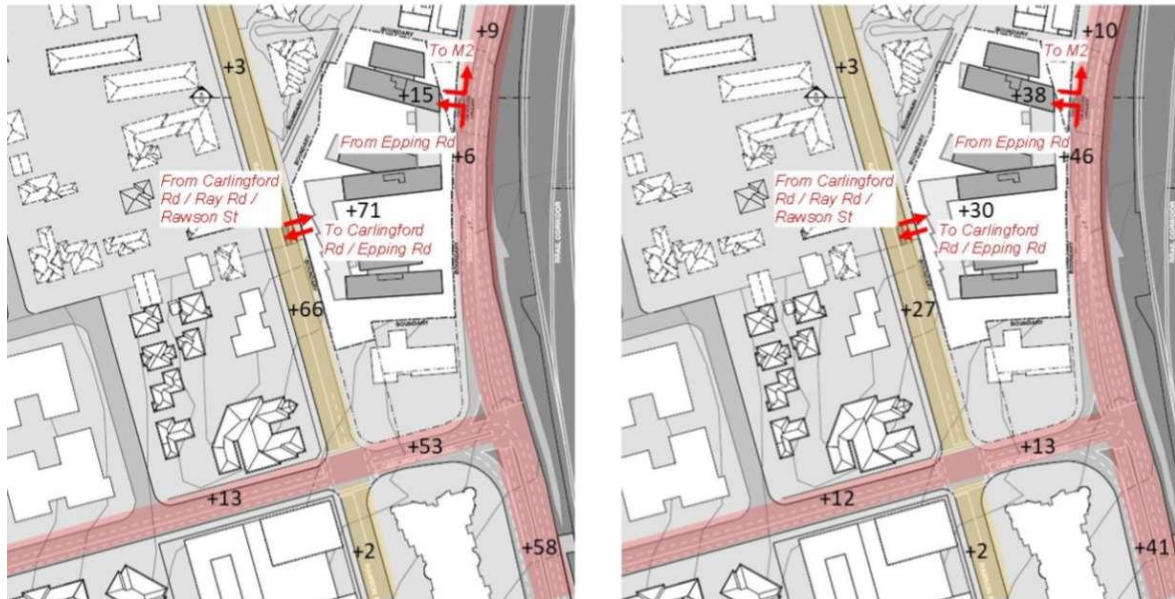


Figure 44: Proposed trip generation and distribution (Source: SCT Consulting)

The TTS states that the increase in AM and PM peak traffic generated by the development represents less than one percent of total traffic volumes on the Beecroft Road and Epping Road corridor. The development is therefore expected to have a negligible impact on existing road network conditions. Further, the road network improvements currently being undertaken by RMS in the area around the Epping Town Centre are expected to provide an overall improvement to the surrounding road network, including the provision of increased road network capacity and intersection improvements. Further, traffic impact assessment will be undertaken as part the future stage DAs.

Car parking

The concept DA proposes a total of 356 basement car parking spaces incorporating:

- 298 residential parking spaces
- 45 visitor parking spaces
- 3 car sharing spaces
- 10 non-residential spaces.

The site will also incorporate 15 motorcycle parking spaces and sufficient bicycle parking provisions.

The proposed car parking provisions comply with the provisions of *Guide to Traffic Generating Developments* (RMS, 2002) and SEPP 65. Further, the proposed number of car parking spaces comply with the recommended residential car parking rates outlined in the Epping Town UAP Structure Plan of one car parking space per dwelling and one visitor car parking space for every 10 dwellings.

Car parking rates specified in the UAP Structure Plan are slightly less than the requirement of the Parramatta DCP 2011 and draft Hornsby DCP 2013, however are considered acceptable given the proximity to public transport and other essential services provided in the town centre core.

9.3.3. Car parking rates to support transit oriented development

The development is strategically located within 300 metres of Epping Railway Station which provides easy connections to the Sydney metropolitan network and Sydney Metro Northwest. The Epping Town Centre is serviced by numerous bus routes to existing employment centres such as Macquarie Park. Reducing the car parking provisions will support the use of public transport, reduce reliance on private vehicle use and encourage active transport for local trips including walking and cycling.

The TTS concludes that there will not be any adverse traffic or parking implications on the public road network as a result of the additional vehicle trips generated by the proposed development. Further, the proposed vehicle, pedestrian and cyclist access and servicing arrangements are appropriate and promote sustainable transport modes.

9.4. Noise and Vibration

A Noise and Vibration Impact Assessment (NVIA) has been prepared by Wilkinson Murray and is provided at **Appendix J**. The NVIA assesses acoustic impacts of the development on the nearest sensitive receivers and noise intrusion from external sources, including road traffic noise, on the future development.

9.4.1. Existing environment

The existing ambient noise environment surrounding the site is variable with road traffic and rail noise typically the primary influence within the established transport corridor of Beecroft Road and adjacent Northern Line. The existing environment along Ray Road is typically quieter due to reduced traffic volumes.

For the purpose of this assessment, background noise levels, referred to as the Rating Background Level (RBL), were unable to be measured due to noise levels attributable to construction of the Sydney Metro Northwest. Consequently, the RBL for 12/10 Edensor Street (located adjacent to the site) was adopted based on the SLR Consulting *Noise and Vibration Technical Paper for the North West Rail Link* (SSI 5100). The RBLs for the day, evening and night time periods are listed in Table 11.

Location	Period	RBL (dBA)
12/10 Edensor St, Epping	Day (7am – 6pm)	45
	Evening (6pm – 10pm)	41
	Night (10pm – 7am)	32

Table 11: Adopted background levels

9.4.2. Construction noise and vibration

Future construction activities on the site will be managed in accordance with the Interim Construction Noise Guideline (ICNG) (DECCW, 2009). The ICNG encourages works to be carried out during recommended standard construction hours and identifies where feasible and reasonable work practices should be implemented to minimise construction noise impacts.

The ICNG includes quantitative noise management levels (NML) and sleep disturbance criteria for residences and other sensitive land uses. A NML of 10 dB above the RBL for residential receivers is specified. It is at this point the applicant is should inform all potentially

impacted residences of the nature of works to be carried out, the expected noise levels and duration of works.

The ICNG further recommends construction works be carried out between the hours of 7 am and 6 pm Monday to Friday, 8 am to 1 pm on Saturdays and for no works be carried out on Sundays or public holidays.

Construction noise and vibration will be assessed in greater detail as part of the future stage DAs. Adherence with the ICNG will ensure an appropriate level of amenity is maintained for surrounding sensitive receivers for the duration of works.

9.4.3. Operational noise and vibration

The site is currently impacted by existing noise sources including road traffic noise from Beecroft Road and rail noise from the adjacent Northern Line. The site may also be potentially affected by vibration and ground borne noise from the Sydney Metro Northwest rail corridor.

The NVIA acknowledges that noise transfer to sensitive residential receivers will largely be through windows and doors, as these are largely light building elements. The implementation of appropriate mitigation measures such as the installation glazing, appropriate selection of doors and windows will ensure that the site is suitable for residential use and future residents will be afforded an acceptable level of amenity in accordance with the relevant acoustic criteria. In addition, a construction noise and vibration management plan will be prepared following the preparation of construction program and an acoustic review of the mechanical plant following equipment selection and duct layout design.

Based on the findings of the NVIA, it is considered that the site will not have an adverse noise impact on surrounding residential receivers, subject to the implementation of appropriate mitigation measures. Operation and vibration impacts will be further detailed as part of the future stage DAs for the site.

9.5. Stormwater and Flooding

An Integrated Water Management Plan (IWMP) and drainage concept have been prepared by Alluvium and are provided at **Appendix K**. The IWMP addresses the relevant guidelines and ensures that the development achieves the following key objectives:

- incorporate water sensitive urban design into development of the site in accordance with Landcom's Water Sensitive Urban Design policy
- pollutants will be reduced in accordance with Landcom, State agency and Council policies
- meet Sydney Water's requirements for developments connecting to Devlin's Creek (Sydney Water infrastructure).

The strategy for the site is to adopt an integrated approach to water management. Modelling has indicated the site is able to meet a 50% reduction in mains potable water demand for residential and retails uses by fitting a 400kL tank.

As such, rainwater harvesting is proposed for irrigating landscaped areas and on-site detention will be provide, located in an underground tank and drained by gravity. It is proposed that all site run off will be treated to meet quality stormwater requirements.

The IWMP also recommends a number of water conservation measures, such as the installation of water efficiency products for residential and retail units.

A drainage concept is provided as part of the Concept DA. Detailed drainage plans will be provided with the subsequent DAs for future stages and will demonstrate that the drainage system will be able to convey the necessary rainfall events.

9.6. Other Issues

9.6.1. Heritage

A Heritage Impact Statement (HIS) has been prepared by GML Heritage and is included at **Appendix L**. The HIS assess potential impacts of development on the site on built heritage, Aboriginal heritage and historical archaeology.

Built heritage

The site was used as the Epping Business Park (prior to 2012) occupied by three commercial buildings. Of these three buildings, two have since been demolished with the three-storey late twentieth-century commercial office building at 4 Ray Road remaining intact. The HIS states that the remaining building has no distinguishing features and no discernible heritage significance.

The site does not contain any heritage items listed on the State Heritage Register or the HLEP 2013. There are however a number of nearby heritage items and a heritage conservation area listed under the HLEP 2013. Most of the heritage items are located on the eastern side of the railway line and would not be impacted by future development on the site. Listed heritage items and heritage conservation areas near the site are shown in Figure 45.

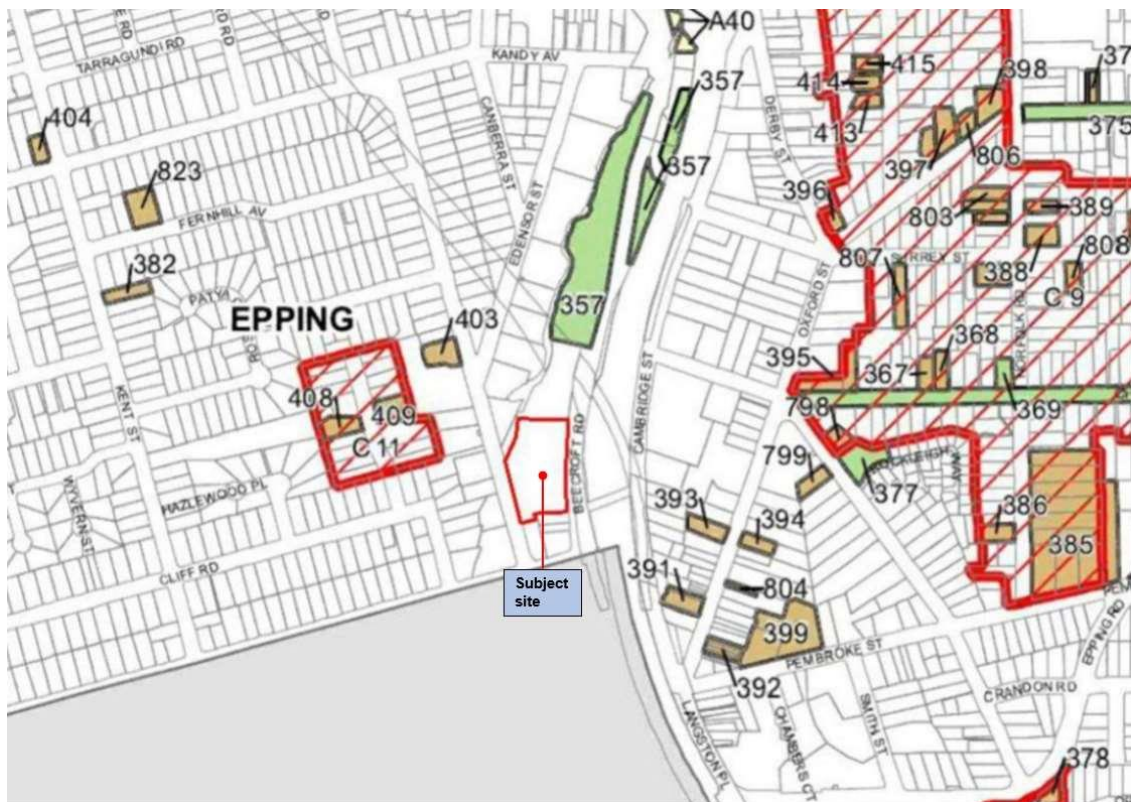


Figure 45: Listed heritage items (Source: HLEP 2013 (base) and GML)

The closest listed heritage items to the site include:

- Item No. 357 'Bushland', Beecroft Road
- Item No. 403 'Woodlands', 25 Ray Road

- Heritage Conservation Area C11 'Rosebank Avenue Heritage Conservation Area' also containing Item No. 408 'House' and Item No. 409 'House', 9 and 10 Rosebank Avenue respectively.

The HIS assessment of heritage impacts on the bushland reserve and nearest dwelling house 'Woodlands' (Item No. 1403) is provided in Table 12.

Item	Heritage impact
'Bushland', Beecroft Road Reserve between Carlingford Road and Kandy Avenue (Item No. 357)	<p><i>The remnant bushland is separated from the development site by the northern section of the site, which is to be subdivided from the development site to become a permanent rail services facility. A lapped and capped fence separates the rail services site from the bushland.</i></p> <p><i>The proposed development on the southern part of the site will have a minor impact on some existing views of the bushland across the site, which have been opened due to demolition of previous buildings on the site. However, the major views of the bushland from the public domain are along Beecroft Road, Ray Road and Edensor Street to the north, and these views will be retained. The Concept Proposal and Stage One works do not involve any physical impact on the remnant bushland.</i></p> <p><i>The development site is sufficiently separated from the bushland to ensure that there is no adverse impact. However, the impact of the proposed rail services facility will need to be assessed in future stages of the development to ensure there is no impact on the bushland, which is immediately adjacent (GML Heritage, 2018).</i></p>
'Woodlands' house, 25 Ray Road (Item No. 403)	<p><i>The proposed development site is separated from Woodlands House by existing medium density residential development along Ray Road and the eastern side of Edensor Street, which obstruct all views of the heritage item from the subject site. The curtilage of the heritage item is limited to its lot boundaries and views of the house are limited due to the adjacent medium density development to the south, obscuring views of the heritage item from the subject development site. Although larger in scale than adjacent development on Ray Road, the proposed development has a two-storey podium at Ray Road, which is consistent with the scale of surrounding development and mitigates the impact of the tower on the streetscape. The development site is sufficiently separated from the heritage item to ensure that there will be no adverse impact on the significance of curtilage of the heritage item (GML Heritage, 2018).</i></p>
'Rosebank Avenue Heritage Conservation Area' (C11) and houses at 9 and 10 Rosebank Avenue (Item No. 408 and	<p><i>The Rosebank Avenue Heritage Conservation Area and the heritage listed houses at 9 and 10 Rosebank Avenue are separated from the development site by medium density development (two four-storey residential flat buildings) along the western side of Ray Road that visually and physically separates the site from the conservation area. Existing development along Ray Road provides a transitional element between the low scale character of the conservation area</i></p>

Item No. 409, respectively)	<i>and the high density development along Beecroft Road (GML Heritage, 2018).</i>
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Table 12 : Heritage impact to nearby listed items

The HIS concludes the concept proposal will not impact on the listed heritage house at 25 Ray Road 'Woodlands' due to the physical separation of the two sites and the existing medium density developments along Ray Road which restrict the visual curtilage of the heritage item. Further, the HIS concluded the heritage items and conservation area in the wider vicinity, to the east and west, are sufficiently separated from the subject site by larger scale development and would not be impacted by the development.

Aboriginal heritage

The HIS confirms there are currently no registered sites or Aboriginal places located within or adjacent to the study area. The nearest recorded site is 1.04 kilometres north of the site. Previous land use activities and development across the study area have been intensive and have likely resulted in the removal of any remaining Aboriginal archaeology. In summary, the HIS assessed the study area as having low potential to contain Aboriginal objects and no further mitigation measures are recommended.

The above findings are consistent with the Archaeological investigations undertaken in support of the EIS for SSI 5100, which also concluded that there is no potential for Aboriginal heritage on site due to the already developed nature of the area.

Historical archaeology

The study area's potential historical archaeological significance derives from its subdivision (between 1874 and the 1930s) and use timber yards and factories (between the 1930s and 1980s). The HIS considered that evidence of previous land clearing and establishment of the timber yard in the 1930s may remain within the study area. Each phase of development across the site would have resulted in significant damage to the previous stage. Consequently, the HIS determined the overall potential for historical archaeological remains are considered to be low.

The HIS confirms the future redevelopment of the site for residential purposes will not have an adverse impact on heritage items in the vicinity of the site.

9.6.2. Wind impact

A Wind Impact Report (WIR) has been prepared by Windtech Consultants and is included at **Appendix M**. The WIR assess potential impacts of future development on local wind conditions within and around the site.

The analysis of wind effects was carried out in context to the local wind climate, building morphology and surrounding topography. The WIR determines that the trafficable areas of the site benefit from shielding provided by the indicative site layout (comprising three residential flat buildings) and neighbouring buildings. There are however areas of outdoor trafficable areas that will potentially be exposed to wind impacts including exposure to direct prevailing winds from lack of shielding, accelerating flows around the corners of buildings and downwash effects off the building facades.

The WIR recommended the inclusion of the following treatment strategies to mitigate potential adverse wind effects within outdoor trafficable areas:

- *inclusion of strategically located densely foliating evergreen landscaping on the ground floor and elevated outdoor spaces.*
- *inclusion of screens at the corners of building forms*
- *inclusion of baffle screens in the through site links*
- *inclusion of awnings over the ground level footpaths, wrapping around corners*
- *recessed balconies with impermeable balustrades*
- *inclusion of full-height end screens for the corner balconies*
- *inclusion of perimeter screening for the outdoor open spaces on the podia and rooftop*
- *canopies over the rooftop outdoor open spaces (Windtech, 2018).*

Wind impacts will be further assessed as part of the future stage DAs and will potentially involve wind tunnel testing. In addition, the effectiveness and feasibility of the above treatment strategies will be considered in greater detail once the built form and detailed design of future structures has been further refined.

9.6.3. Biodiversity

An Ecological Constraints Statement was prepared by Eco Logical Australia and is included at **Appendix N**. As part of this process a literature review confirmed the following:

- vegetation: the study area comprises of planted/exotic vegetation.
- groundwater dependent ecosystems: the study area does not contain groundwater dependent ecosystems
- riparian corridors: a riparian corridor was identified running through the west of the site. This corridor is considered to be highly degraded due to the sealed concrete channel preventing vegetation growth within the channel. Vegetation within the riparian corridor was highly disturbed due to the high presence of invasive weeds.

Field surveys confirmed the majority of vegetation within the study area is comprised of planted or invasive species. Vegetation was severely impacted by weed incursion including *cardiospermum grandiflorum* (balloon vine). The location of existing vegetation communities on the site are shown in Figure 46.



Figure 46: Vegetation communities on the site (Source: Eco Logical Australia)

In addition, the field survey concluded that the study area is unlikely to provide suitable habitat for any threatened flora species due to the high level of disturbance and modification of vegetation and soils across the site.

Limited marginal foraging habitat for Grey-headed Flying Fox within native trees present on-site and marginal foraging habitat was available for threatened microchiropteran bats.

The Ecological Constraints Statement concluded that the site does not comprise any remnant vegetation communities and does not include any threatened ecological community listed under current legislation. It is therefore concluded that the proposal will not have a significant impact on biodiversity values.

Biodiversity Development Assessment Report waiver

The SEARs required a Biodiversity Development Assessment Report (BDAR) to be prepared in accordance with of the BC Act. The proponent formally sought a waiver for a BDAR to be submitted as part of the concept DA as the proposed development is unlikely to have a significant impact on biodiversity values.

The DPIE and the OEH agreed to formally grant a waiver to no longer prepare a BDAR as part of the SSDA under section 7.9(2) of BC Act (refer **Appendix B**).

9.6.4. Bushfire

A Bushfire Risk Assessment (BRA) has been prepared by Bushfire Planning Services and is included at **Appendix O**. The BRA has been prepared in accordance with the requirements of clause 44 of the *Rural Fires Regulation 2008*.

In 2014, Council mapped all land within the LGA that had the potential to support a bushfire or is likely to be subject to a bush fire attack. Consequently, the northern portion of the site the future location of the Epping Services Facility Building and sub-stratum of rail corridor is considered to be bush fire prone and is mapped as being within a bush fire buffer, as shown in Figure 47 below.

The mapped vegetation to the north is classified as 'Category 1' a 100 m buffer applies. The Bush Fire Risk Assessment notes, that in the future it is likely the 'Category 1' land will be remapped as 'Category 2' reducing the buffer requirements to 30 m. The portion of the site to be development for residential use will be located more than 30 m from the mapped hazard therefore no bush fire requirements will apply.



Figure 47: Bush Fire Prone Land (Base Source: Hornsby Shire Council)

The Assessment concludes that the proposed development and subdivision of the land is considered to be able to meet the requirements of clause 44 of the *Rural Fires Regulation 2008* and *Planning for Bushfire Protection 2006*.

9.6.5. Contamination and geotechnical

JBS&G Australia Pty Ltd prepared a combined Contamination and Geotechnical Due Diligence Investigation (DDI) for the site (refer **Appendix P**). The scope of the investigation included a desktop assessment of historical land use activities and regional environmental conditions.

The DDI has included an assessment of existing landform, soils, regional geology, hydrogeology and existing groundwater levels and quality as a baseline for the environmental impact analysis. Acid sulfate soils and contamination have also been considered. The assessment concluded that:

- both fill material and natural soils on the site are generally free from significant chemical contamination that would warrant future remediation and/or management activities
- the heavy metal concentrations in groundwater indicated that the heavy metal concentrations originate from off-site sources or are indicative of geological characteristics in the broader area
- trace concentrations of benzene were detected in the upgradient most groundwater monitoring location (off-site source), however the concentrations are not considered significant.

The DDI recommends the following measures:

- the identified asbestos in soil finds reported in the DDI be added to a site asbestos register, in accordance with workplace health and safety regulations
- prior to redevelopment activities being carried out on the site an Asbestos Management Plan be prepared
- where redevelopment plans propose to utilise soils within landscaped areas, further consideration may be required regarding the suitability of these materials for this use with regard to the nickel concentrations exceeding the adopted ecological criterion.

Subject to the above recommendations, it is considered that the site will be suitable for the proposed residential land use and complies with the requirements of SEPP 55. Further detailed contamination and geotechnical assessment will be provided in the future stage DAs for the site.

9.6.6. Ecologically sustainable development

The ESD Report has been prepared by Arup and is provided at **Appendix R**. The report outlines the sustainability attributes of the development. The proposed development is considered consistent with the four principles of ESD and are addressed at Table 13.

ESD Principle	Consistency
<i>Precautionary principle</i>	
If there are threats of serious or irreversible environmental damage, lack of full scientific certainty should not be used as a reason for postponing measures to prevent environmental degradation.	Subject to the implementation of the recommended mitigation measures, the proposed development will not result in serious impact to the environment. The project will adopt efficient resource use, in terms of responsibly sourced materials,

	minimising potable water use and maximising energy efficiencies.
<i>Inter-generational equity</i>	
Present generation should ensure that the health, diversity and productivity of the environment are maintained or enhanced for the benefit of future generation.	The project will encourage reduced potable water usage demand across the development, and facilitate the provision of communal open spaces, pedestrian links for public transport options, which will facilitate job creation during construction.
<i>Conservation of biological diversity and ecological integrity</i>	
The conservation of biological diversity and ecological integrity should be a fundamental consideration.	The site has been previously developed and does not contain any significant biodiversity values. Nonetheless, conservation of biological diversity and ecological integrity will be maintained to equal or greater condition than the existing level.
<i>Improved valuation, pricing and incentive mechanisms</i>	
Improved valuation, pricing and incentive mechanisms, namely environmental factors should be included in the valuation of assets and services.	<p>The proposal will incorporate and consider a whole of life approach and maximise opportunities through innovative approaches to sustainable technologies and renewable energy.</p> <p>The design has been developed with due consideration to the short and long-term effects of economic and social impacts to the Epping precinct and future developments within the area.</p>

Table 13: Consideration of the proposal against ESP principles

On this basis of the above assessment, the proposal is considered to be consistent with the principles of ESD.

9.6.7. Utilities infrastructure

A report of Assessment of Support Services Report has been prepared by ADP and is provided at **Appendix Q**. The report provides an assessment of required electrical works required for the development of the site for residential purposes.

The Report has reviewed the site and proposed development scheme recommended the minimum requirement of two 1000 kVA substations and the relocation of Ausgrid cables at the proposed Beecroft Road entrance would be required.

Detailed infrastructure and utility reports will be submitted with future DAs for future stages.

9.7. Development contributions

Future development on the site (the subject of future DAs threshold) will be subject to Council's development contributions requirements under the *City of Parramatta Council Section 94 Development Contributions Plan*.

In accordance with the Plan, the total contribution amount provided to Council will be determined based on the total cost of the relevant stage of the development. The contributions paid to Council will be applied to towards meeting the cost of the provision or augmentation of new public facilities, including:

- community facilities
- drainage, water quality and laneway infrastructure
- natural environment
- open space and public recreation
- public domain
- roads and shared paths.

10. Site Suitability and Public Interest

10.1. Site suitability

The characteristics of the site, its land use context and its location are described in Section 3 of this report. The site is considered suitable for future residential development for the following reasons:

- it maximises the efficient use of surplus Government owned land
- it is consistent with the NSW Government's priorities relating to housing provision and housing affordability, local infrastructure delivery and economic development
- it is within walking distance of existing public transport services including Epping Train Station and provides ease of access to employment areas
- is capable of being developed in a manner that will result in minimal environmental impacts on surrounding existing development
- it will not detrimentally impact on the natural environment or on any threatened or endangered species
- it allows for the development of visually and aesthetically pleasing structure(s)
- it will create a high quality public domain outcome, with enhanced landscaping and through-site pedestrian links.

10.2. Public interest

The proposed concept development of the site for future residential use will complement the urban renewal initiatives being carried out along the Sydney Metro Northwest corridor and the Epping Town Centre. The public benefits associated with the development include:

- the provision of increased housing in proximity to established public transport including Epping Train Station
- the provision of affordable housing as part of the development
- a variety of apartment types to provide diversity and housing choice
- a through-site pedestrian link to and from Beecroft Road and Ray Road
- the implementation of CPTED principles as part of the development
- improved streetscape and landscaping works along the site frontage to Beecroft Road and Ray Road.

11. Conclusion

This EIS has been prepared to assess the environmental, social and economic impacts associated with the State significant concept DA for future residential development at 242-244 Beecroft Road, Epping.

The EIS addresses the matters outlined in the SEARs issued by the DPIE on 11 July 2019 including all relevant strategic and statutory planning documents, policies and instruments. The EIS has assessed the potential environmental impacts and recommends proposed mitigation measures to address these impacts.

The proposal is considered appropriate for the site and in the public interest for the following reasons:

- the development aligns with the NSW Government's priorities relating to housing affordability, local infrastructure delivery and economic development
- the site forms part of the long-term Sydney Metro Northwest Places Program designed to create dynamic urban centres built around a world-class transport link
- the project will contribute to the on-going urban renewal along the Sydney Metro Northwest corridor and the Epping Town Centre
- the site is zoned for high density residential development and the proposal provides increased housing supply, improved housing choice and affordable housing options close to Epping Train Station the proposed building envelope for future development on the site is appropriate in context of the surrounding locality, complies with the relevant development controls and would not have any unacceptable visual impact
- the development will not generate any environmental impacts that cannot be appropriately mitigated or managed and is consistent with the relevant planning controls for the site
- the proposal is consistent with the principles of ESD

Consequently, it is requested that the Minister for Planning grant approval to the concept proposal.

Appendices

- A. Secretary's Environmental Assessment Requirements (SEARs)**
- B. Biodiversity Development Assessment Report Waiver**
- C. Capital Investment Value Report**
- D. Registered Plan of Subdivision**
- E. Design Report**
- F. Design Excellence Report**
- G. Stakeholder Engagement Outcomes Report**
- H. Visual Impact Assessment**
- I. Traffic and Transport Study**
- J. Noise and Vibration Impact Assessment**
- K. Stormwater and Flooding Report**
- L. Heritage Impact Statement**
- M. Wind Impact Report**
- N. Ecological Constraints Statement**
- O. Bushfire Risk Assessment**
- P. Environmental Site Assessment**
- Q. Services Infrastructure Assessment**
- R. Ecologically Sustainable Development Report**