



242 – 244 Beecroft Road, Epping

State Significant Development Assessment
SSD 8784

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Glossary

Abbreviation	Definition
AHD	Australian Height Datum
BCA	Building Code of Australia
CIV	Capital Investment Value
Council	Parramatta Council
Department	Department of Planning, Industry and Environment
EESG	Environment, Energy and Science Group
EIS	Environmental Impact Statement
EPA	Environment Protection Authority
EP&A Act	Environmental Planning and Assessment Act 1979
EP&A Regulation	Environmental Planning and Assessment Regulation 2000
EPI	Environmental Planning Instrument
ESD	Ecologically Sustainable Development
FRNSW	Fire and Rescue NSW
Heritage	Heritage NSW, Department of Premier and Cabinet
LEP	Local Environmental Plan
Minister	Minister for Planning and Public Spaces
RMS	Roads and Maritime Services, TfNSW
SEARs	Planning Secretary's Environmental Assessment Requirements
Planning Secretary	Secretary of the Department of Planning, Industry and Environment
SEPP	State Environmental Planning Policy
SRD SEPP	State Environmental Planning Policy (State and Regional Development) 2011
SSD	State Significant Development
SSI	State Significant Infrastructure
TfNSW	Transport for NSW

Executive Summary

This report provides the Department's assessment of a Concept Development Application (SSD 8784) for a residential flat building development located at 242 – 244 Beecroft Road, Epping.

The Applicant seeks approval for a concept plan for a residential flat building proposal, including building envelopes for three towers up to 48 m (15 storeys), an indicative maximum GFA of 38,700 m² for residential and non-residential uses, approximately 432 dwellings (inclusive of 5% affordable housing), car parking spaces, vehicle and pedestrian access, communal and private open space areas, and a through-site pedestrian link.

The Applicant, Landcom, made the application on behalf of Sydney Metro. The site is located within the Parramatta local government area (LGA). The Capital Investment Value (CIV) for the proposal is \$163,812,100 and would generate 884 construction jobs and 30 operational jobs.

The Minister for Planning and Public Spaces is the consent authority for the application as Parramatta City Council (Council) has objected to the application and the Applicant is a public authority.

Engagement

The Department publicly exhibited the Environmental Impact Statement between 8 August 2019 and 4 September 2019 and received a total of 69 submissions, including 7 from public authorities providing advice and comments, an objection from Council and 61 public submissions (with 58 objections and 3 providing comments).

Council's submission raised concerns to the insufficient retail and commercial floor space within the proposal based on its recent strategic review of Epping Town Centre. Council also recommended an east-to-west through site link road be included in the proposal to ease traffic congestion in Epping Town Centre. Council also provided comments on other aspects of the proposal including urban design, parking, affordable housing and ecologically sustainable development (ESD) commitments.

Public submissions objected to the increase of residential density and loss of employment opportunities in Epping Town Centre. Public submissions also raised concerns about traffic congestion and parking issues.

The Applicant's RtS responded to issues raised by Council, agencies and public submissions. The RtS increased the amount of non-residential gross floor area to up to 1,000m², reduced the proposed residential gross floor area from approximately 39,000m² to 37,700m² (a reduction in dwellings of approximately 442 to 432 dwellings) and also addressed Council's comments on parking and urban design and affordable housing.

Other public authorities, including TfNSW (RMS) provided comments and advice which informed conditions in the Department's recommended conditions in **Appendix H**.

Assessment

The Department has considered the merits of the proposal in accordance with the relevant matters under section 4.15(1) of the *Environmental Planning and Assessment Act 1979* (EP&A Act), the issues raised in the submissions and the Applicant's response.

The key assessment issues associated with the proposed development are built form, land use, traffic and parking, and public benefits. The Department considers the proposal is acceptable for the reasons outline below.

Landuse

- The Department considers the proposal is consistent with the broader strategic planning framework established for the site as it would manage population growth and density by locating additional housing, job opportunities and open space within close walking distance to a new Metro rail service. The Department also notes that the proposed residential flat development is consistent with the objectives of the R4 High-Density Residential zone and it fully complies with the development controls applying to the site.
- The Department does not support Council's recommendation for an increase of 10,120m² of commercial floor space to be provided on the subject site. The Department considers this is a disproportionately high amount of commercial floor space for a residential zoned site located at the fringe of the town centre. The Department also considers it is not feasible for the site to accommodate such a large amount of commercial uses given the Applicant's economic analysis found that 24 % or 7,200 m² of the 30,000 m² (approx.) of commercial office floor space in Epping Town Centre is currently vacant. The Department is therefore satisfied the proposed 750 -1000m² of non-residential land uses is appropriate to service the daily needs of local residents and to provide local jobs, in this instance.

Built form

- The Department considers the proposed built form and scale of the development is acceptable as the proposal fully complies with Council's planning controls, including the maximum building height controls. The Applicant has also demonstrated the proposed building envelopes can comply with the Apartment Design Guide (ADG), with regards to building separation, solar access, cross ventilation and open space.
- The proposal is also in keeping with other taller buildings located along the rail corridor opposite the site and within Epping Town Centre. Further, the proposed built form would provide an appropriate transition from the higher density developments clustered around the rail corridor and within Epping Town Centre to the medium and low-density developments at the fringe of the town centre, in accordance with Council's planning controls.
- The detailed design of future buildings will be supported by Design Guidelines, which incorporate recommendations from the Government Architect and Council with respect to design excellence, ADG compliance, landscaping and public domain design. The Department is satisfied the guidelines set out appropriate criteria to ensure future development would result in good urban design and amenity outcomes for the site.

Traffic

- The Department is satisfied the proposal would not result in any significant traffic impacts. Traffic generation associated with the proposal represents less than a 1% increase in traffic volume and the proposal would not affect the existing performance level of major intersections. The proposal

would also benefit from being within easy walking distance to the North West Metro and Sydney Trains network, which will reduce private car usage.

- The Department does not support the Council's recommendation for an East-West Link road through the site, because it will not directly improve road network performance. Council's Traffic Study and the Applicant's traffic report both identified the provision of an East-West Link road alone will increase delays at major intersections such as Beecroft Road and Carlingford Road that are already experiencing significant congestion.

Public Benefits

- The proposal would deliver several public benefits including the provision of at least 5 % of its residential floor space as affordable housing. The proposal would also provide a pedestrian and cycle link to support improved access from Beecroft Road to Ray Road and 1,200 m² of publicly accessible open space. The Department is satisfied the proposal would provide significant public benefits to the local community.

Conclusion

Following a detailed assessment of the proposal, the Department supports the proposal which will deliver a mix of housing and other uses to service the local community consistent with the strategic objectives of the site. The proposal is located at a highly accessible location serviced by the new North West Metro and Sydney Trains network. Future residents of the development would have great transport connections to employment centres, services and amenity, consistent with the 30-minute city planning vision supported by Council and the Greater Sydney Commission.

The proposal fully complies with the planning controls adopted for the site. The height and scale of the proposal is not dissimilar to other recent developments in the Epping Town Centre.

The Department is also satisfied that the RtS and subsequent changes to the proposal, with regards to increased car parking, improvements in urban design and commitments to affordable housing together with the recommended conditions of approval, appropriately address the remaining concerns raised in submissions.

For these reasons, the Department considers the proposal is in the public interest and is approvable, subject to the recommended conditions of consent.

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1 Introduction

This report provides an assessment of a Concept State Significant Development (SSD) Application seeking approval for a residential flat building development located at 242 – 244 Beecroft Road, Epping.

Landcom on behalf of Sydney Metro (the Applicant) lodged the application to seek approval for:

- building envelopes for three residential towers with two podiums with a maximum height of 48 m (15 storeys).
- a maximum of 432 dwellings (including minimum of 5% affordable housing dwellings).
- a maximum residential gross floor area (GFA) of 37,700 m².
- non-residential gross floor area (GFA) of between 750 m² and 1,000 m².
- basement car parking for approximately 332 parking spaces
- loading, vehicular and pedestrian access.
- communal and private open space areas and through-site pedestrian link.

If the Concept Development Application is approved, development applications will be submitted for the detailed design and construction of the proposal.

1.1 Epping Town Centre

Epping is approximately 18 km from Sydney CBD and 4 km from major employment centre, Macquarie Business Park within the Parramatta City Council local government area (former Hornsby Shire Council area). The site is part of the Epping and Macquarie Park urban renewal area that was rezoned in 2014. The rezoning of the Epping Town Centre aimed to revitalise the town centre and to provide around 3,750 new homes within an 800m walking radius to existing public transport together with employment opportunities and local services. The zoning of the Epping Town Centre (**Figure 1**) provides for employment and services in a core around the station and main roads, then medium-to-high density residential in a ring around the core, followed by low density residential uses.

As part of the rezoning in 2014, the subject site was rezoned from B2 Local Centre to R4 High Density Residential. Strategic planning studies at the time identified limited opportunities for commercial uses on the site due to distance from the railway station, limited pedestrian traffic in this part of the precinct, and constrained vehicular access from Beecroft Road and Carlingford Road. Residential zoning was also considered to have less impact on residential properties to the west of the site (**Figure 1**).



Figure 1 | Zoning map of Epping Town Centre and surrounds (Source: DPIE Spatial Viewer)

1.2 The site and its surrounds

The site is located about 300 m north of Epping Station (**Figure 1**) and has an area of 10,120m². The site is currently vacant and existing structures except for a former office building have been demolished (**Figures 2, 3 and 4**). The remaining building will be demolished under a development consent issued by Council for early works.



Figure 2 | Aerial photo of site and surrounds (Source: Nearmap with DPIE annotations)

The site was formerly used as a tunnelling site for the Sydney Metro Northwest works and the construction of a rail operations services facility (Epping Services Facility) to support the future operations of the rail line (**Figure 5**). The Epping Services Facility adjoins the northern boundary of the site. The Epping Service Facility provides fresh air intake and power supply to the rail line and is used by rail maintenance staff with access from Beecroft Road. The Sydney Metro Northwest tunnel runs below the Epping Services Facility and the north east corner of the site.

The site is bordered on the east by Beecroft Road and the existing heavy rail line. To the east of the rail line are tall residential flat buildings that have recently been constructed (**Figure 8**). The western boundary of the site fronts medium residential developments along Ray Road (**Figure 6**) and partly adjoins a concrete culvert along the alignment of the former Devlin's Creek. To the south is a service station and the major road intersections of Beecroft Road and Carlingford Road and Beecroft Road and Ray Road (**Figure 7**). Further south is the main retail and commercial centre of Epping along Rawson Street including supermarket, library, community facilities and clubs.



Figure 3 | Site from Beecroft Road looking south towards Epping Town Centre (Source: DPIE)



Figure 4 | Site from Beecroft Road looking north with Epping Services Facility in background (Source: DPIE)

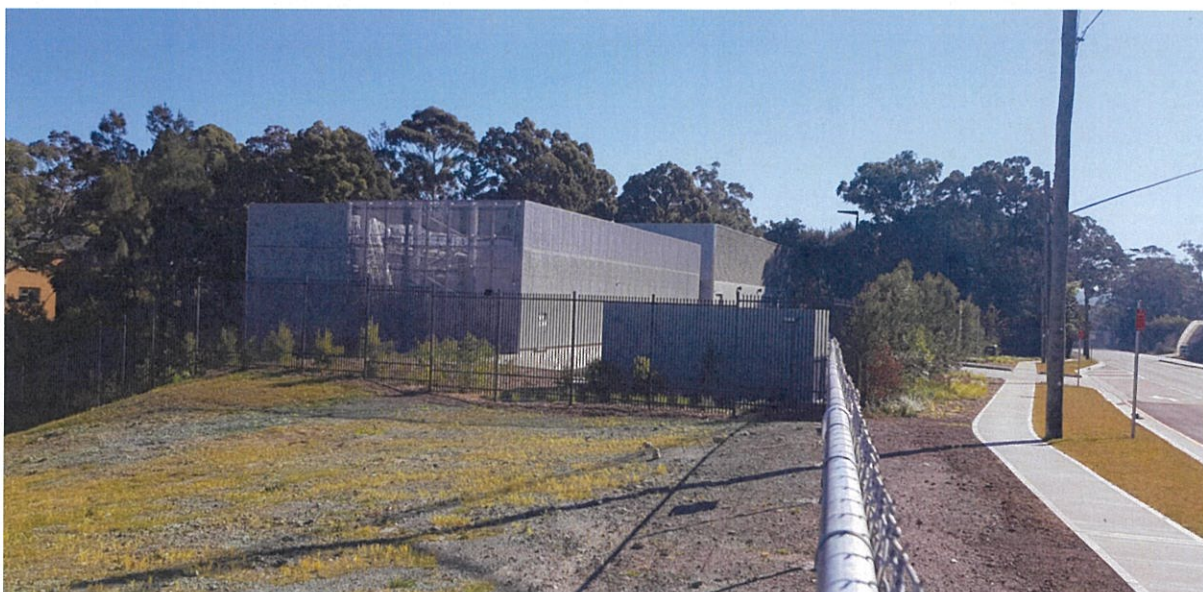


Figure 5 | Epping Services Facility to the north of the site (Source: DPIE)



Figure 6 | Ray Road streetscape looking south showing existing medium density housing in 3-4 storey residential flat buildings (Source: DPIE)



Figure 7 | Service station to the north and the intersection of Beecroft Road with Carlingford Road (Source: DPIE)



Figure 8 | High density residential development to the east of the site (Source: DPIE)

1.3 Sydney Metro North West

Sydney Metro North West (SMNW) is the first stage of the overall Sydney Metro project which will deliver eight new stations, commuter car parking and upgrading of the existing railway line between Tallawong and Epping. Epping Station is one of the stations of the SMNW (**Figure 9**) which was approved as part of Critical State Significant Infrastructure (CSSI) application (SSI 5414).

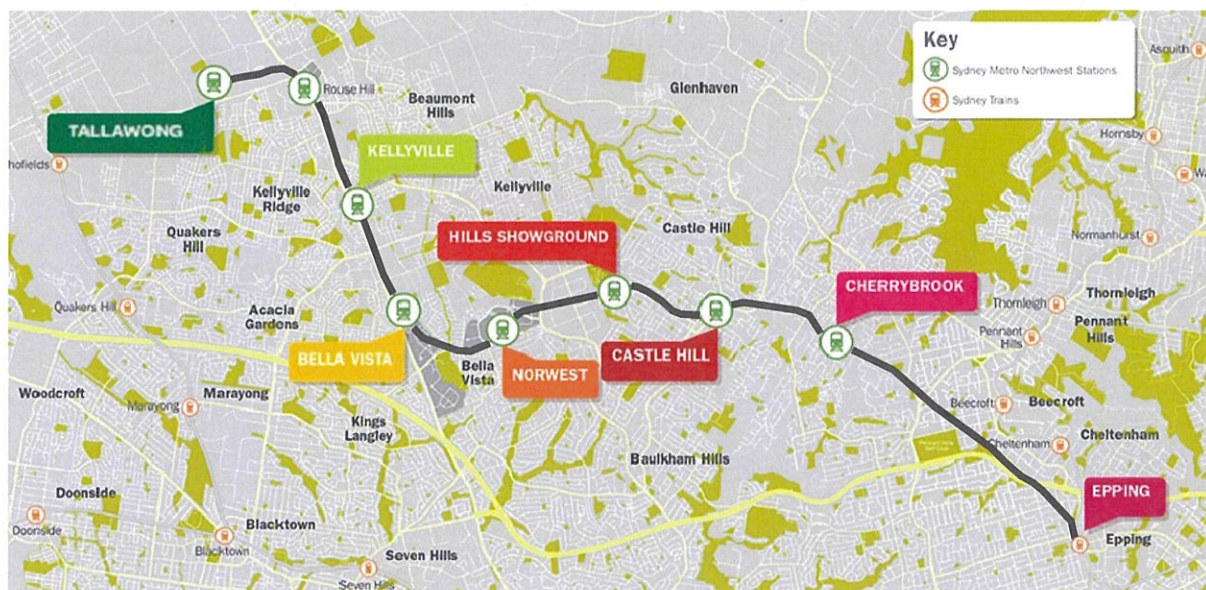


Figure 9 | Sydney Metro Northwest map (Source: Applicant's EIS)

2 Project

The Concept Development Application seeks approval for a residential flat development to the north of Epping Station at 242 – 244 Beecroft Road Epping. Specifically the proposal seeks approval for:

- building envelopes for three residential towers with two podiums with a maximum height of 48m (15 storeys)
- a maximum of 432 dwellings (including minimum of 5% affordable housing dwellings)
- a maximum residential gross floor area (GFA) of 37,700 m²
- non-residential gross floor area (GFA) of between 750 m² and 1,000 m²
- basement car parking for approximately 332 parking spaces
- loading, vehicular and pedestrian access
- communal and private open space areas and through-site pedestrian link.

The key components of the Concept Proposal are provided in **Table 1** and are shown in **Figures 10 and 11**.

Table 1 | Main components of the project

Aspect	Description
Project Summary	residential flat development within three towers attached by two podiums and non-residential uses located on the ground floor
Demolition	not proposed in this application
Built form	three building envelopes of maximum height 48 m (15 storeys)
Heritage	the site does not contain any known artefacts or other evidence of Aboriginal archaeological sites. The proposal is not considered to have an adverse impact on the heritage items in the vicinity of the site as major views to these items will not be impeded
Site area	1.012 hectares
Indicative gross floor area (GFA)	<ul style="list-style-type: none"> • indicative GFA of approximately 38,700 m² comprising: <ul style="list-style-type: none"> ○ 37,700 m² residential GFA ○ 750 m² – 1,000 m² non-residential GFA
Uses	<ul style="list-style-type: none"> • maximum 432 residential dwellings (including 5% affordable housing) • non-residential uses located on the ground floor (specific uses to be determined by subsequent development applications)

Access	loading, vehicular and pedestrian access from Beecroft Road or Ray Road
Car parking	approximately 332 spaces within basement levels, subject to parking rates applied to the detailed design
Bicycle parking	approximately 476 spaces, subject to bike parking rates applied to the detailed design
Public domain and landscaping	landscaped communal and private open space areas and through-site pedestrian link from Beecroft Road to Ray Road
Jobs	884 construction jobs and 30 operational jobs
CIV	\$163,812,100
Remediation	no significant contamination impacts have been identified for the site that would preclude redevelopment of the site for the proposed land uses

2.1 Physical layout and design

The following figures provide the proposed building envelope footprints and general layout.



Figure 10 | Photomontage of indicative development showing building envelopes and layout (Source: Applicant's RtS)

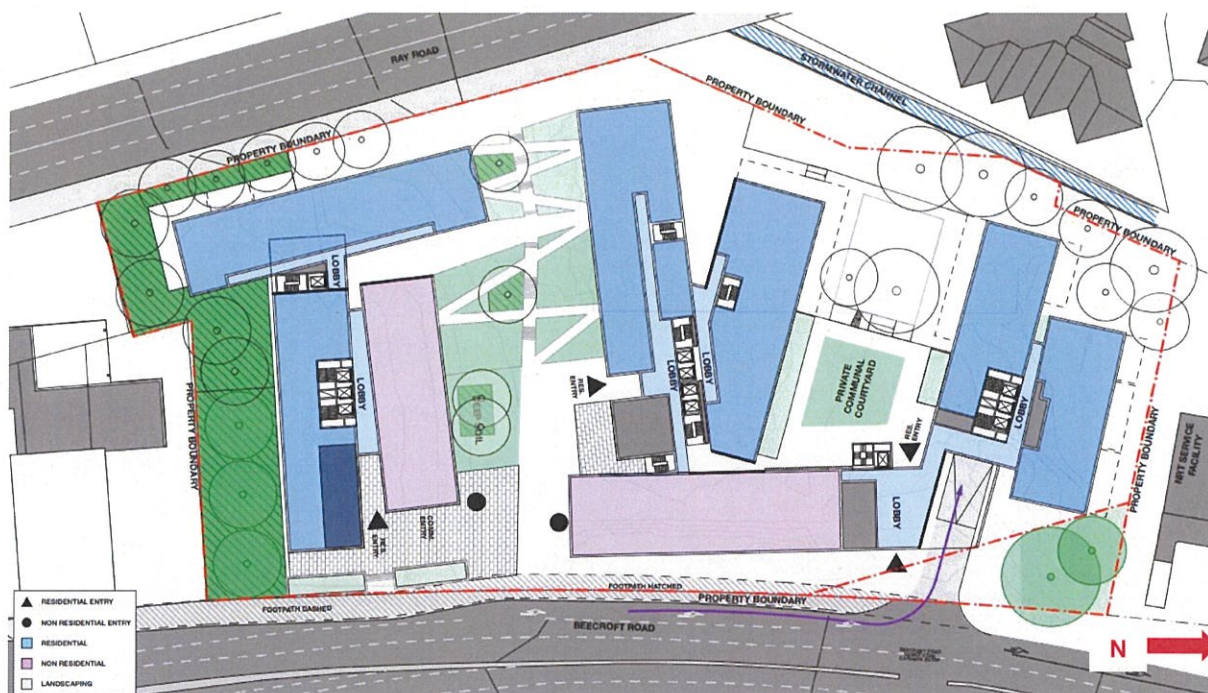


Figure 11 | Indicative ground floor layout (Source: Applicant's RtS)

2.2 Staging

The Concept proposal does not seek approval for construction works. Should the application be approved, future applications would be lodged for the detailed design, construction and fit out of the proposal.

At this point it is not likely the development will be staged. Rather, Landcom's selected tenderer is expected to construct the development in one stage, allowing for the combined basement, shared podium buildings and towers to be constructed together.

2.3 Related development

On 8 May 2013, the Minister for Planning and Infrastructure approved a CSSI application (SSI 5414) for the construction and operation of the Sydney Metro Northwest railway, stations, wider precincts, and associated rail systems and facilities (the CSSI approval). The CSSI approval also includes construction of the Epping Services Facility to the north of the site.

Construction of the Metro, including works associated with Epping Station, has been completed and the Metro opened on 26 May 2019.

3 Strategic context

3.1 Greater Sydney Regional Plan and Central City District Plan

In March 2018, the Greater Sydney Commission's (GSC) published the Greater Sydney Region Plan: A Metropolis of Three Cities. The NSW Government's vision, is for Sydney to be "...a metropolis of three cities where the people of Greater Sydney live within 30 minutes of their jobs, education and health facilities, services and great places." These cities are: the Western Parkland City, the Central River City and the Eastern Harbour City.

The Greater Sydney Region Plan outlines how Greater Sydney will manage growth and change and guide infrastructure delivery. It sets the vision and strategy for Greater Sydney, to be implemented at a local level through District Plans.

The site is located within the Central City District. The Central City District Plan sets a 20-year vision for the Parramatta, Blacktown, Cumberland and Hills local government areas to manage growth in the context of economic, social and environmental matters to achieve the 40-year vision of the Plan.

Epping is identified as a Strategic Centre with a focus on investment in transport projects and private sector investment, business opportunities and jobs. A target of 7,000 to 7,500 jobs is established for Epping for 2036.

The proposal is consistent with the relevant key priorities of the Central City District Plan as it:

- will provide new development supported by infrastructure, particularly new transport capacity delivered by the North West Sydney Metro Line
- increases the supply and choice of housing in the area by proposing building envelopes for medium to high density mixed-use development
- proposes new green open space and delivers new connections through a central open space
- provides non-residential space for employment.

3.1 Future Transport Strategy 2056

The Future Transport Strategy 2056 is an update of the NSW Long Term Transport Master Plan 2012 and outlines a planned and coordinated set of actions to address challenges faced by the NSW transport system to support the State's economic and social performance over the next 40 years.

The proposed development is consistent with the relevant State-wide outcomes of the Future Transport Strategy 2056 as it:

- provides a good mix of uses; including retail/commercial uses and residential uses (Outcome 1: Successful Places)
- provides direct pedestrian link via the through the site (Outcome 5: Accessible services)
- encourages the use of public transport by providing residential uses in close proximity to a transport node (Outcome 6: Sustainability).

3.2 Sydney Metro North West Corridor Strategy

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

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

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

4 Statutory Context

4.1 State Significant Development

The proposal is SSD under Section 4.36 of the Environmental Planning and Assessment Act (EP&A Act) as the development has a CIV in excess of \$30 million (\$164 million) and is for the purpose of commercial premises and residential accommodation associated with railway infrastructure or within a rail corridor under clause 19(2)(a) of State Environmental Planning Policy (State and Regional Development) 2011 (SRD SEPP).

In accordance with Section 4.5(a) of the EP&A Act, Clause 8A of SRD SEPP, the Minister for Planning and Public Spaces is the consent authority as the application has been made by a public authority and Council has objected to the application.

4.2 Permissibility

The site is located within the R4 High Density Residential zone under the Hornsby Local Environmental Plan 2013. The proposed residential and non-residential uses are permissible with consent. See **Appendix E** for the Department's detailed assessment against the zone objectives.

4.3 Matters for Consideration

Environmental planning instruments

Under section 4.15 of the EP&A Act, the Planning Secretary's assessment report is required to include a copy of, or reference to, the provisions of any EPIs that substantially govern the project and that have been considered in the assessment of the proposal. The following EPI's apply to the proposal:

- State Environmental Planning Policy (State & Regional Development) 2011 (SRD SEPP)
- State Environmental Planning Policy (Infrastructure) 2007 (Infrastructure SEPP)
- State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004 (BASIX)
- State Environmental Planning Policy No. 55 – Remediation of Land (SEPP 55)
- State Environmental Planning Policy No. 65 - Design Quality of Residential Apartment Development (SEPP 65)
- Draft State Environmental Planning Policy (Remediation of Land) (Draft Remediation SEPP)
- Draft State Environmental Planning Policy (Environment) (Draft Environment SEPP)
- Hornsby Local Environmental Plan (HLEP) 2013.

The Department has undertaken an assessment of these EPIs in **Appendix E** and is satisfied the application is consistent with the requirements or provisions of these EPIs.

Objects of the EP&A Act

Decisions made under the EP&A Act must have regard to the Objects as set out in Section 1.3 of that Act. A response to the Objects of the EP&A Act is provided within **Appendix E**.

Ecologically sustainable development

The EP&A Act adopts the definition of ESD found in the Protection of the Environment Administration Act 1991. Section 6(2) of the Protection of the Environment Administration Act 1991 states that ESD requires the effective integration of economic and environmental considerations in decision-making processes and that ESD can be achieved through the implementation of:

- the precautionary principle
- inter-generational equity
- conservation of biological diversity and ecological integrity
- improved valuation, pricing and incentive mechanisms.

The Department has considered the project in relation to the ESD principles. The Precautionary and Inter-Generational Equity Principles have been applied in the decision-making process by a thorough assessment of the environmental impacts of the project. The development proposes ESD initiatives and sustainability measures, including targeting improved sustainability performance standards for water and energy, 5 - 6 star thermal design, and 'Silver' Liveable Housing Australia for 'Design' and 'As-Built' for 20% of residential apartments. Overall, the proposal is consistent with ESD principles and the Department is satisfied the proposed sustainability initiatives will encourage ESD, in accordance with the objects of the EP&A Act.

Environmental Planning and Assessment Regulation 2000

Subject to any other references to compliance with the EP&A Regulation cited in this report, the requirements for Notification (Part 6, Division 6) and Fees (Part 15, Division 1AA) have been complied with.

Planning Secretary's Environmental Assessment Requirements

On 24 October 2017 (amended 11 July 2019), the Department notified the Applicant of the Planning Secretary's Environmental Assessment Requirements (SEARs) for the SSD application. The Department is satisfied that the EIS and RtS adequately addresses compliance with the SEARs to enable the assessment and determination of the application.

5 Engagement

5.1 Department's engagement

In accordance with clause 10 of Schedule 1 to the EP&A Act and clause 118 of the *Environmental Planning and Assessment Regulation 2000* (EP&A Regulation), the Department exhibited the application from 8 August 2019 until 4 September 2019 (28 days):

- on the Department's website
- at the NSW Service Centre
- at Parramatta City Council's Office
- at Epping Library.

The Department placed a public exhibition notice in the Northern District Times. Adjoining landholders and occupiers were notified in writing.

The application was also referred to:

- Government Architect NSW
- Environment Protection Authority
- Transport for NSW
- Roads and Maritime Services
- Sydney Metro
- Sydney Water
- Ausgrid
- Sydney Trains.

The Department inspected the site and its surrounds on 15 August 2019 and 23 January 2020.

The Department also met with Council during the Response to Submissions period to gain a deeper understanding of Council's concerns.

5.2 Summary of submissions

The Department received a total of 69 submissions, including:

- seven submissions from public authorities providing comments
- an objection from Parramatta City Council
- 61 submissions from the public, including 58 objections and three submissions providing comments.

5.3 Public authority submissions

A summary of the issues raised in the public authority submissions is provided at **Table 2** below and copies of the submissions can be viewed at **Appendix E**.

Table 2 | Summary of public authority submissions to the EIS exhibition

Government Architect (GANSW)

GANSW met with the Applicant and provided feedback on the content of the Design Excellence Strategy aimed at better defining design excellence for the proposal, the design vision and intent behind the proposal and details about landscaping as a key part of achieving high quality design outcomes for the site.

EPA

EPA had no comments and advised the proposal will not require an Environment Protection Licence.

TfNSW (RMS)

- The following matters will need to be addressed:
 - proposed deceleration lane should be separated from the existing deceleration lane
 - additional detail on crossovers to ensure there is no impacts to surrounding classified roads, visibility and safety for vehicles turning out, conflict with pedestrians, conflict with vehicles turning into the development and through vehicles
 - consideration to be given to double marked lanes up to Carlingford Road from the proposed access point on Ray Road
 - Beecroft Road deceleration lane works must be in accordance with RMS requirements.
- Standard requirements were also provided including:
 - the development must be within the freehold property boundary along Beecroft Road
 - concurrence will be required for road works on Beecroft Road
 - vehicles must enter and exit in a forward direction
 - compliance with Australian Standards
 - pedestrian safety is to be considered
 - a Construction Pedestrian Traffic Management Plan must be submitted in consultation with TfNSW Sydney Coordination Office

- all demolition and construction vehicles must be contained wholly within the site and must enter the site before stopping
- a Road Occupancy Licence must be obtaining for any works that may impact traffic flow on Beecroft Road and Carlingford Road during construction.

Sydney Water

- Sydney Water is undertaking an Options Assessment for the area which is due for completion in mid-2020 which will allow for more detailed requirements to be provided.
- Water supply and wastewater may need to be upgraded to meet the requirements of the proposal.
- No building or permanent structure is to be proposed over the stormwater channel or within 1 m from the outside wall of the stormwater channel.

NSW Fire and Rescue

- Fire and Rescue had no comments or recommendations and will comment further at the detailed design phase if required.

Ausgrid

- Ausgrid had no comments.

Sydney Metro – Corridor Protection Team

- Sydney Metro has reviewed the potential effects of the proposal on the Metro rail line below the site and recommends a condition of consent for the Applicant to observe its Corridor Protection Technical Guidelines.

5.4 Council submission

A summary of the issues raised in Parramatta City Council's objection is provided at **Table 3** below and a copy of the submission is available at **Appendix C**.

Table 3 | Summary of Council submission to the EIS exhibition

City of Parramatta Council (Council)

Council objected to the proposal because a link road through the site has not been provided and a low amount of retail and commercial floorspace has been provided.

Council also provided comments in relation to:

- Car parking rates are higher than Hornsby Development Control Plan
- Council supports the commitment to the payment of development contributions at the detailed design phase
- A 3m pedestrian link is required under Hornsby DCP and should be accessible 24 hours a day
- The pedestrian link needs to be accessible by all people
- It is not clear how pedestrians, visitors and delivery people access each building from Ray Road or Beecroft Road
- The setback to the north is 6m and the Apartment Design Guide (ADG) minimum setback is 12m
- Slip road on Beecroft Road narrows the footpath and restricts access into indicative lobbies
- Recommend lifts continue to the roof rather than a separate lift shown in indicative plans
- Diagonal columns in the indicative design are not supported
- Proposal should comply with all aspects of the ADG
- Large trees should be planted in the front setback along Beecroft Road as street trees are not permitted by RMS
- Council recommend a series of detailed design related considerations for private landscaping, such as driveway widths, tree planting rates, bin enclosures and documentation requirements
- Council recommend detailed design related considerations for universal access
- The affordable housing in the proposal should be dedicated to Council, with the apartments having the same mix of bedrooms as the private dwellings and being constructed and fitout ready for occupation
- Improved commitments are needed for ecologically sustainable development targets, specifically on-site renewable energy, BASIX energy, electric vehicle charging and urban heat island effects.

5.5 Special Interest Groups

A summary of the issues raised in the special interest group submissions is provided at **Table 4** below and copies of the submissions may be viewed at **Appendix C**.

Table 4 | Summary of special interest group submissions to the proposal

Epping Civic Trust

- residential development already exceeds what the State Government proposed
- proposal should be put on hold until infrastructure and facilities have caught up
- application uses growth figures from 2011 rather than 2016 Council figures
- Epping needs commercial development
- more than 10,000 jobs have left Epping through residential development
- Epping will become a dormitory suburb with little activation
- can provide a substantive affordable housing project
- no east-west link road is provided
- site is isolated from the Town Centre by Carlingford Road and 1,200 pedestrians will use crossings and delay traffic
- cumulative impacts with other development should be considered
- a precinct plan is needed to work out what Epping will look like in the future
- increased traffic from the proposal
- lack of community space provided in the proposal
- schools around Epping are at capacity.

Council should be the consent authority so proposal is viewed concurrently with other developments and residents can more easily contact officers who can change a project.

5.6 Public Submissions

A summary of the issues raised in public submissions is provided at **Table 5** below and copies of the submissions may be viewed at **Appendix C**.

All public submissions were received from addresses within the local area, with the majority from Epping and North Epping. Submitters also came from surrounding suburbs including Carlingford, Macquarie Park, Cheltenham and Castle Hill.

Table 5 | Summary of public submissions to the proposal

NSW Member for Epping – Dominic Perrottet MP

-
- 5% affordable housing is not enough and Council's minimum 10% should apply
 - proposal is an opportunity to provide commercial space
 - the open space proposed is private space and does not meet the needs of Epping residents
 - lack of east-west through site link road
 - traffic impacts of residential development
 - Council has raised similar concerns with the Applicant and has made resolutions seeking more commercial space and the east-west link road
 - residential development so close to Epping Station is not in the best interests of the Epping community
 - Landcom should modify the proposal so it is acceptable against Council's resolutions
 - a more appropriate use of the site would be business and employment uses or public open space.

Other public submissions

Issue	% of Submissions
increased traffic congestion during the week and weekend	72 %
the proposal has insufficient commercial space for increased jobs, daytime activation of the Town Centre, use of public transport and to slow residential development	66 %
Epping needs infrastructure including schools, hospital spaces, emergency services, power supply, public transport, commuter car parking, open space, cycle paths and entertainment uses	49 %

a review of all major proposals is needed. An overall plan or precinct plan is needed. DA should be considered cumulatively with other proposals	34 %
Epping has already exceeded the dwelling target established by the NSW Government	31 %
residents crossing Carlingford Road will cause traffic congestion	31 %
proposal should have more affordable housing	28 %
a through-site link road should be provided through the site	28 %
the proposal seeks to introduce residential uses in an already oversupplied and congested suburb	23 %
Epping has lost commercial floorspace to residential development	21 %
alternative uses for the site should be considered and provided	20 %
Council should be the consent authority as they are across other developments and traffic issues	20 %
the whole site should be used for public open space as Epping only has 68% of the open space it should have	20 %
insufficient car parking is provided in the proposal, placing pressure on on-street parking	15 %
proposal will increase public transport congestion	8 %
proposal should provide commuter car parking	7 %

5.7 Response to submissions

Following the exhibition period, the Department placed copies of all submissions received on its website and requested the Applicant provide a response to the issues raised in the submissions.

The Applicant provided a Response to Submissions (RtS) report on 27 November 2019 and supplementary information for the Department's assessment on 16 April 2020. The RtS and supplementary information were accompanied by the following:

- amended Building Envelope drawings containing:
 - a wider pedestrian through-site link containing accessible pathways and greater deep soil areas

- improvement of access to residential lobbies from Ray Road and Beecroft Road
- redistribution of non-residential space to the podium facing Beecroft Road
- reduction in residential yield, gross floor area and car parking spaces
- revised approach to the provision of non-residential floorspace, with the application providing for a range of 750-1,000 m² GFA compared to maximum 700 m² GFA in the EIS
- revised Urban Design Guidelines containing revised principles for development and further analysis of apartment amenity
- revised Design Excellence Strategy
- supplementary technical reports and assessments, including traffic analysis, economic advice and noise assessment.

The RtS was made publicly available on the Department's website and was referred to relevant public authorities. An additional four submissions were received from public authorities and also submissions from Council.

All public authorities re-stated the recommendations of their EIS submissions.

Council advised the RtS did not address its concerns raised in relation to insufficient commercial floor space and the lack of an east-west link road. As such, Council maintained its objection to the proposal.

6 Assessment

The Department has considered the EIS, the issues raised in submissions and the Applicant's RtS in its assessment of the proposal. A list of key documents that informed the Department's assessment is provided in **Appendix A**.

The Department considers the key issues associated with the proposal are:

- Built form
- Land use – non-residential floor space
- Traffic and Parking
- Public benefits: Affordable Housing and Open Space

Each of these issues are discussed in the following sections of this report. Other issues considered during the assessment of the application and are discussed at **Section 6.4**.

6.1 Built Form

The proposal seeks approval for three tower building envelopes up to 48 m (15 storeys) and two podiums at 5 - 6 storeys (**Figure 12**). The key considerations associated with the proposed built form relate to building height and residential amenity as discussed below.



Figure 12 – Top: Number of Storeys Bottom: Building Envelopes (Source: Applicant's RtS)

Building Height

The Department accepts the proposal fully complies with the maximum 48 m height control applying to the site. As shown in **Figure 13** below, the proposed building heights vary with the change in topography across the site and are below the 48 m height control.

Public submissions raised concern about the height of the proposal as it would result in adverse visual impacts and would be out of character with the local area. Concern was also raised about the proposal being inconsistent with building heights on the western side of the rail line.

While the Department appreciates the proposal would change the existing building heights in the area, the Department considers the proposed building heights are acceptable as:

- the proposal fully complies with the maximum 48 m height control applying to the site, as shown in **Figure 13 and 14**.
- the proposal would not result in any significant visual impacts as it is in keeping with other taller buildings located along the rail corridor opposite the site and within Epping Town Centre **Figure 15**
- the proposal would not result in any significant external amenity impacts as the site adjoins the Sydney Metro Service Facility to the north and a service station to its south. Neighbouring residential developments are separated from the site by Ray Road to the west and the concrete culvert to its north west (channel into Devlin's Creek).
- the proposed towers are also setback behind the podiums fronting Beecroft Road and Ray Road, and would be provided with landscaped front setbacks to complement the residential character of the site's immediate surrounds.

The Department, therefore, concludes the scale and form of the proposal are acceptable as it fully complies with Council's controls and is compatible with the desired future character for the Epping Town Centre.

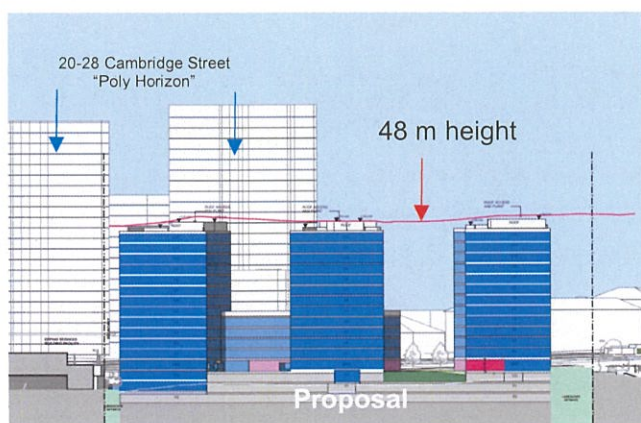


Figure 13 – Section (North-South) (Source: Applicant's RtS)



Figure 14 – Height Controls in Epping Town Centre (Source: Parramatta City Council's Epping Town Centre Commercial Floorspace Study by SGS)



Figure 15 – Photomontage of proposal and surrounding existing development (Source: Applicant's RtS)

Residential Amenity

The proposed building envelopes will accommodate approximately 432 dwellings. The proposal is supported by Urban Design Guidelines which set out parameters for the future detailed design of buildings within the proposed envelopes.

Council provided comments relating to compliance with the Apartment Design Guide (ADG). In particular, Council raised concern about building separation and setbacks.

In response to the Council's submission, the Applicant's RtS reduced the proposed residential gross floor area from approximately 39,000m² to 37,700m² (a reduction in dwellings of approximately 442 to 432 dwellings). The reduced floor space and density allows for greater building separation, increased floor to ceiling height and increased open space and landscaping.

The Applicant also submitted a revised Urban Design Guidelines and Urban Design Report. The revised Guidelines and Report provided additional requirements for future detailed design to comply with the ADG, including guidelines on building separation, private and communal open space, landscaping and solar access.

The Department notes the submitted Urban Design Guidelines demonstrated the proposed buildings can achieve acceptable levels of residential amenity for future occupants in accordance with the ADG recommendations. The submitted Design Guidelines specify future detailed design must comply with the ADG and allow for:

- minimum building separation distance of 24 m for buildings over 8 storeys.
- more than 70 % of dwellings will receive 2 hours of solar access between 9 am – 3 pm at 21st June.
- more than 60% of dwelling will be cross-ventilated.