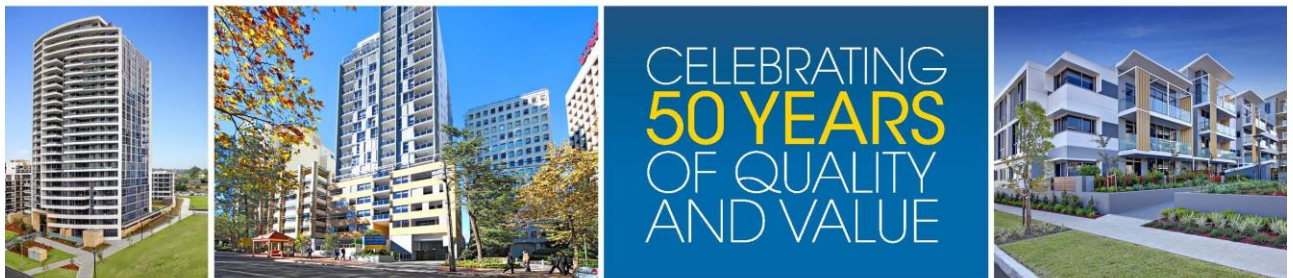


# PREFERRED PROJECT REPORT MP 11\_0046

61 Mobbs Lane, Epping – Stage 3

26 March 2013



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## EXECUTIVE SUMMARY

This Preferred Project Report is submitted to the Minister for Planning pursuant to Part 3A of the Environmental Planning and Assessment Act, 1979 (The Act). The Project Application, Epping Park – Stage 3 comprising Buildings 11, 12, 13/14, 15/16 and 17 was lodged with the Department of Planning on the 26 September 2012.

The application was publicly exhibited from 10 October until the 9 November 2012. This Preferred Project Report provides a response to issues raised by the Department of Planning and Infrastructure (DoPI), Parramatta City Council, State Government authorities and the public.

Resulting from the submissions received and further review of plans, the following summarised changes have been made to the proposed development. The detailed list of change can be found in the body of this report.

- Reconfigure the basement footprint to be outside the open space zoning basement car park has been reduced on the eastern corner;
- Improve vehicle movement within the basement and relationship with the internal private road system.
- Sky lights, additional access paths, trees, vegetation and a lift for people with disabilities has been added to the landscaped podium area;
- Apartment layouts amended, additional privacy improvements between units, and more access to sunlight above SEPP 65 minimum requirements.
- Increased plant densities around buildings and on the landscaped podium.
- Cut back the footprints of Building 12 to be contained wholly within the residential zoning.
- Reduce the height of Building 17 from 4 to 3 storeys near the main entrance to the site.
- The waste collection area has been relocated to the street level, adjacent the entrance to the basement;
- Two internal ramps have been located further away from the entry/exit;
- The length and number of dead end isles has been reduced;
- The number of tandem car parking spaces has been reduced;

### Landscape Issues

- The podium level has been redesigned to incorporate sky lights, additional access paths, trees, vegetation and a lift for people with disabilities;
- Provision of two outdoor gym stations;



- Fences of 1.8m have been shown on the plans for ground level apartments;

#### Apartment Layout Issues

- The balcony sizes have been notated on the plans which show adequate space for occupants;
- Additional privacy measures have been introduced including screens, louvres and glazing;
- Additional windows have been introduced to the corners of buildings for better access to sunlight;
- Internal layouts have been amended to ensure that the kitchens have a window and the laundries have mechanical ventilation;
- A mix of Adaptable unit sizes has been provided;

Further, additional information and/or detail has been provided on the following issues;

- More trees and screening has been provided on the southern and eastern boundaries of Building 17;
- More detail regarding type and height of trees to be planted on the podium has been provide;
- Final levels have been included on all plans;
- Additional site sections have been included;
- Areas pertaining to publically accessible land and common property have been recalculated;
- The setback of Building 17 has been clearly measured and indicated on a separate plan.

#### Redistribution of Building Footprints

Building 12 footprint has been cut back to be contained within the residential zone.

Building 17 footprint and height reduced to comply with the height controls of the Major Project State Environmental Planning Policy (SEPP).

This submission therefore seeks approval for Epping Park – Stage 3 Buildings 11, 12, 13/14, 15/16 and 17.

## 1.0 INTRODUCTION

This Preferred Project Report (PPR) is submitted to the Minister for Planning pursuant to Part 3A of the *Environmental Planning and Assessment Act, 1979 (The Act)*. The Project Application, Epping Park – Stage 3 comprising Buildings 11, 12, 13/14, 15/16 and 17 was lodged with the Department of Planning on the 26 September 2012.

Following exhibition of the Application, the Department of Planning and Infrastructure (DoPI) forwarded a letter, to the applicant, dated 26 September 2011 detailing issues raised in its assessment of the Project Application. In addition comments are included from a meeting with the DoPI held on the 22 January 2013. Copies of the Departments letters are enclosed in **Annexure 1**).

On the 13 December 2012, Parramatta City Council forwarded a letter raising concerns pertaining to the proposal. (A copy of Councils letter is enclosed in **Annexure 2**.)

A range of government agencies have been consulted including NSW Transport (State Transit), Roads and Maritime Services, Sydney Water, Endeavour Energy and the Office of Environment. (Copies of correspondence are enclosed in **Annexures 3, 4, 5, 6 and 7**).

Following exhibition of the Application, the Department of Planning forwarded a summary of the public submissions received during the exhibition period, a total of 7 submissions were received (Copies of correspondence are enclosed in **Annexure 8**).

This report addresses relevant issues raised during the exhibition period and provides a comprehensive design response.

## 2.0 DESCRIPTION OF CHANGES

Provided below is a list of the amendments made to the architectural plans in response to submission received.

### **Basement**

- Reconfigure the basement footprint to be outside the open space zoning basement car park has been reduced on the eastern corner.
- Improve vehicle movement within the basement and relationship with the internal private road system.
- The waste collection area has been relocated to the street level, adjacent the entrance to the basement.
- Two internal ramps have been located further away from the entry/exit.
- The length and number of dead end isles has been reduced.
- The number of tandem car parking spaces has been reduced.

### **Landscaping**

- Sky lights, additional access paths, trees, vegetation and a lift for people with disabilities has been added to the landscaped podium area.
- Provision of two outdoor gym stations.
- Fences of 1.8m have been shown on the plans for ground level apartments.
- Examples of typical layout of ground floor courtyards.
- Redesign the podium level to provide a street-like thoroughfare.
- More trees and shrubs on the southern and eastern boundaries of Building 17.
- Increased plant densities around buildings and on the landscaped podium.

### **Apartment Layout**

- Internal layouts have been amended to increase the number of window kitchens where an open plan unit is not provided for.
- A mix of Adaptable unit sizes has been provided.
- Balcony sizes have been notated on the plans which show adequate space for occupants.
- Screens, louvres and translucent glazing have been introduced to improve privacy between units.

- Additional windows provided to corner units for better access to sunlight and cross ventilation.

### **Documentation**

- Final levels have been included on all plans.
- Additional site sections have been included.
- Areas pertaining to publically accessible land and common property have been recalculated.

### **Redistribution of Building Footprints**

Amendments to the following design changes are colour highlighted on the plans contained in Annexure 19 for ease of reference. Loss of units to ensure the buildings remain in the correct zoning has been relocated elsewhere within Stage 3 as described below. The total number of units remains at 800 in accordance with the Concept Plan approval.

#### **Building 12**

- The footprint of Building 12 has been cut back to be contained within the residential zone. This is shown in plans A3001-12-GR to A3005-12-L4 in **Annexure 19**. A total of 6 units have been removed from this area.
- Convert a large 3 bedroom unit on Level 5 of Building 12 into 2 x 2 bedroom units to recover 1 of the 6 units cut back from the open space zone. Refer to plan A3006-12-L5 in **Annexure 19**.
- Adjust the roof alignment over Building 12 to reflect the changes to the footprints below. Refer to plan A3007-12-L6 in **Annexure 19**.
- Façade changes to Building 12 to reflect the cut back of the footprint from the open space zone. Refer to plans A3021-12-EL and A3022-12-EL in **Annexure 19**.

#### **Building 13 and 14**

Three units have been added to Building 13 and 14 without any change to the concept plan or building height to recover the loss of units in Building 12. The details are provided below.

- Large 3 bedroom units on Level 2 have been converted into 2 x 2 bedroom units. This has created two additional units and is shown on plans A4004-13-14-L2 in **Annexure 19**. The subsequent roof amendment is shown on plan A4005-13-14-L3.
- The central 3 bedroom unit on Level 5 has been converted into 2 x 2 bedroom units. The minor amendment to the roof is shown on plan A4008-13-14-L6, and the subsequent amendment to the elevations is shown on plan A4021-13-14-EL in **Annexure 19**.

### Building 15 and 16

Two units have been added to Building 15 and 16 to recover the loss of units in Building 12. The details are provided below.

- Two 3 bedroom unit has been added to the roof level to that part of Building 15-16 that is currently 2 storeys in height. This increases the number of storeys to 3 and remains compliant with the height control of the approved concept plan, which allows 4 storeys in this location. This is shown on plan A5003-15-16-L1.
- The subsequent roof amendment and façade changes are shown on plans A5004-15-16-L2, A5021-15-16-EL, A5022-15-16-EL, and A5023-15-16-EL. Bedroom units on Level 2 have been converted into 2 x 2 bedroom units. This has created two additional units and is shown on plans A4004-13-14-L2 in **Annexure 19**. The subsequent roof amendment is shown on plan A4005-13-14-L3.

### Building 17

Two units located on Level 3 have been relocated from the eastern side to the western side of Building 17. This will make the height of the building being within in the 3 storey zoning of the Major Development SEPP. Refer to plans A6005-17-L3, A6006-17-L4, A6021-17-EL, A6022-17-EL.



### 3.0 FINAL DWELLING NUMBERS, UNIT MIX & GFA

#### 3.1 Final Dwelling Numbers

The final dwelling numbers in stage 3 is 324 units, and the total across the site remains at a final total of 800 units which remains compliant with the Concept Plan Approval and the Major Development SEPP. The final total number of units is shown on the title page of the Architectural plans in **Annexure 13**.

#### 3.2 Unit Mix

Condition A1 states that the development must provide a minimum of 5% one bedroom dwellings and 3 bedroom+study dwellings not exceed 15%.

The total development contains a total of 76x1 bedroom units, which is equivalent to 9.5%, and therefore complies with the Concept Plan.

There are 16x3 bedroom+study units within the whole development, which is equivalent to 2%, and therefore complies with the Concept Plan.

**Annexure 20** shows a table that compares the approved unit mix with that contained in the Architectus Preferred Project Report dated December 2010, which is listed in the Concept plan Approval Notice. From this table, there are some slight differences in Stages 2 and 3 and are a direct result of addressing market demand which has changed since the 2010, when the Preferred Project Report was being prepared.

#### 3.3 Gross Floor Area

The Concept approval permits a total gross floor area of 80,000sqm. The gross floor area has been calculated by an independent surveyor. The calculated gross floor area is 79,564sqm, which is detailed in the tables contained in **Annexure 16**.

## 4.0 CAR PARKING

Car Parking for Stage 3 has been calculated in accordance with the rates required under the Stage 2 approval. The rates and calculations for Stage 3 are calculated below.

### Building 11 – Car Parking

	Car Parking Rate	Unit No.	Required	Provided
1br	1	7	7	7
2br	1.2	38	46	46
3br	1.5	2	3	3
Visitors	1/7 units		6.71	6

### Building 12 – Car Parking

	Car Parking Rate	Unit No.	Required	Provided
1br	1	6	6	6
2br	1.2	72	86.4	86
3br	1.5	0	0	0
Visitors	1/7 units		11.1	12

### Building 13/14 – Car Parking

	Car Parking Rate	Unit No.	Required	Provided
1br	1	0	0	0
2br	1.2	65	78	78
3br	1.5	7	10.5	11
Visitors	1/7 units		10.3	10

### Building 15/16 – Car Parking

	Car Parking Rate	Unit No.	Required	Provided
1br	1	6	0	6
2br	1.2	76	91.2	91
3br	1.5	4	6	6
Visitors	1/7 units		12.3	12

### Building 17 – Car Parking

	Car Parking Rate	Unit No.	Required	Provided
1br	1	7	0	6
2br	1.2	34	41.8	41
3br	1.5	0	0	0
Visitors	1/7 units		5.9	7

From the above tables it is evident that there are miniscule decimal rounding up differences to the required car parking rates, to which is considered to generally comply.

The total number of car parking spaces provided is 1168 compared to 1145 which was approved in the concept plan. The difference can be contributed back to approval of stage having to comply with different car parking rates compared to that listed in the Stage 2 approval.

As such an amendment to the concept plan is requested to rectify the total number of car parking spaces required. To this effect, it is preferred to provide more car parking that is listed in the concept plan, to minimise parking off-site.

## 5.0 LANDSCAPED PODIUM & ACCESS

The podium has been landscaped with lawns, trees and shrubs around a network of pathway systems to mimic the street thoroughfare envisaged in the original concept plan approval. There are two principal pathway systems that run parallel on the podium with trees positioned to produce a street lined corridor with open space pockets for people to enjoy. Along these paths are two large open space gym facilities for people to use amongst a landscaped setting.

The pathway system links the footpath located along the internal road system with the open space towards the northern part of the site. An intricate system of ramping has also been provided to ensure access by a wide cross section of the community, which is also shown on the landscape plans. Specification of the ramps will comply with the relevant Australian Standard for approval by the certifying authority prior to the relevant construction certificate. From this pathway system, people can connect with the path leading along Terry's Creek to the adjoining open space owned by Council, or alternatively to the child care centre.

Residents have direct access from their unit to open space, the swimming pool in Building 13/14, and more importantly the central swimming pool in the community centre area which has been specifically provided for all residents via the intricate pathway system. Importantly a lift has now been provided from the pathway system to directly access the swimming pool.

Guy Sturt Architects have prepared a written description of the landscape objectives contained in **Annexure 11**. Cross sections of how large 10m plus trees have been provided with the landscape plans in **Annexure 11**. The principle to providing the trees is to mound up the soil in concentrated areas to ensure healthy growth and maximum height.

Courtyards and associated fencing are an important element of the podium level and where facing the public domain. To this point, a typical courtyard layout and fencing is provided with the landscape plans, which are typically found throughout the completed staged development.

### 5.1 Tree Heights

Podium trees will be of a height to approximately 11 metres on the podium level, which is equivalent to a 5 storey residential flat building. Trees proposed on the podium significantly screen the buildings and provides a street-like atmosphere that is consistent with the intent of the original concept plan.

The original intent of providing 20m plus trees next to apartment buildings defeats the purposes of receiving adequate daylight access, being contradictory to satisfying SEPP65 solar access requirements.

Trees that are in the vicinity of 20m in height are more commonly found in large open space area due to the damaging effect of spreading root systems. Such large trees damage footpaths, gutters, kerbs, road surfaces and underground service infrastructure in the public domain and will do the same on the podium. The damage that this would cause to the podium can be significant, creating a cost to future body corporates and create

future warranty issues. 11m trees are therefore considered a suitable approach and remain consistent with the intent of the original concept plan.



## 6.0 ISSUES RAISED BY THE DEPARTMENT OF PLANNING

The DoPI letter dated 26 September 2011 outlining a number of issues to be considered for the Stage 3 Buildings. A further letter was received dated the 23 January 2013. A response to all the issues raised is provided in the table below (please refer to copies of letters in **Annexure 1**).

### Adequacy of Plans

<b><u>a. Issue:</u></b>	The printed copy of the plans are not sufficient to be able to make a clear assessment.
<b><u>Response:</u></b>	A revised set of plans are submitted with this Preferred Project Report.
<b><u>b. Issue:</u></b>	Balcony sizes are not shown on all floor plans also the depth of the balconies should be dimensioned.
<b><u>Response:</u></b>	All balcony sizes have been dimensioned on the architectural plans. Refer to <b>Annexure 13</b> .
<b><u>c. Issue:</u></b>	Some of the elevations do not match the floor plans and appear to be incorrectly labelled.
<b><u>Response:</u></b>	All Elevations have been reviewed and now match the floor plans. Refer to <b>Annexure 13</b> .
<b><u>d. Issue:</u></b>	No plans are provided which show the site as a whole to understand the interrelationship between the buildings and the basement parking.
<b><u>Response:</u></b>	The site plan, typical level plan and ground floor plan shows the overall layout of buildings. Refer to <b>Annexure 13</b> .
<b><u>e. Issue:</u></b>	No elevations are provided which show the interrelationships between the buildings and the topography of the site.  Need an elevation from Mobbs Lane, the south west boundary, the north west boundary and the internal road should be provided.
<b><u>Response:</u></b>	Additional plans have been prepared to demonstrate the interrelationship between the buildings and the topography, as enclosed in <b>Annexure 13</b> .
<b><u>f. Issue:</u></b>	No plans have been provided that show the finished levels and treatment of the podium areas.
<b><u>Response:</u></b>	The finished levels of all buildings are provided on the Architectural Plans in <b>Annexure 13</b> .  The treatment of the podium levels is shown on the Landscape Plan in <b>Annexure 11</b> .
<b><u>g. Issue:</u></b>	A Section should be provided through buildings 11 and 15/6 and another through buildings 12 and 13/14. Sections should show original ground level and finished ground level.
<b><u>Response:</u></b>	A Section has been provided through the above buildings which also shows the finished ground level and is enclosed in <b>Annexure 13</b> .

<b><u>h. Issue:</u></b>	A comprehensive Concept Landscape plan is to be provided for the grounds and podiums of Stage 3.
<b><u>Response:</u></b>	<p>An updated Landscape Plan has been prepared and is enclosed in <b><i>Annexure 11</i></b>. The plan clearly identifies the following:</p> <ul style="list-style-type: none"> <li>i) Existing vegetation to be retained;</li> <li>ii) Planted areas and their treatments;</li> <li>iii) Pathways between buildings;</li> <li>iv) Pathways to the footpath and within the landscaped areas;</li> <li>v) Delineation between private, communal and publically accessible space;</li> <li>vi) Typical species selection; and</li> <li>vii) Interrelationship with the approved landscaping on the other stages.</li> </ul>

### **Amenity**

<b><u>a. Issue:</u></b>	Balconies should be increased in depth to 2.5m and be a minimum of 10msq for 2 and 3 bedroom units.
<b><u>Response:</u></b>	Balcony sizes have been designed with a minimum depth of 2m to comply with SEPP 65. Balcony sizes are commensurate with the appropriate unit size.
<b><u>Issue:</u></b>	Balconies should be a minimum of 2m in depth and minimum area of 8m sq for 1 bedroom units.
<b><u>Response:</u></b>	All balconies have now been dimensioned with a 2.1m depth to the outside face of the balustrade, which translates to a 2m internal depth to comply with SEPP 65 Guidelines.
<b><u>b. Issue:</u></b>	Some of the rooms to side elevations of buildings are not provided with appropriate cross ventilation and solar access and would benefit from windows and/or balconies.
<b><u>Response:</u></b>	Architectural plans have been amended showing windows to the corner rooms at the ends of all buildings. Refer to <b><i>Annexure 13</i></b> .
<b><u>c. Issue:</u></b>	Internal layouts do not reflect the highest amenity for example living rooms and bedrooms located next to each other are not ideal.
<b><u>Response:</u></b>	Internal layouts are consistent with SEPP 65 and comply with Building Code of Australia requirements. The internal layouts are no different to that approved for buildings in stages 1 or 2.
<b><u>d. Issue:</u></b>	Layouts do not maximise the potential to have north facing living rooms.
<b><u>Response:</u></b>	Apartment orientation has been reviewed and most apartments achieve the desired orientation that satisfies complex combined issues of sun, access, view and privacy. Not all living rooms can have a northern exposure due to the approved concept plan producing a south facing building facade.

<b><u>e. Issue:</u></b>	A number of apartments provide the laundries on the outside wall with kitchen adjacent which reduces natural light and ventilation.
<b><u>Response:</u></b>	Layouts have been amended (where possible) so that the kitchen gets access to a window and the laundry has been relocated elsewhere in the unit.
<b><u>f. Issue:</u></b>	The layout of the 5 <sup>th</sup> level of Building 13/14 is unacceptable as it has north facing common hallways rather than balconies and living rooms.
<b><u>Response:</u></b>	Layouts at the 5 <sup>th</sup> level have been substantially revised to introduce more north facing apartments. This cannot change any further due to the location of the lift cores below.
<b><u>g. Issue:</u></b>	The lift cores are on the northern elevation do not maximise solar access or views on buildings 13/14.
<b><u>Response:</u></b>	The position of the lift cores is as per the Concept Plan MP 05_0086 (MOD2).
<b><u>h. Issue:</u></b>	Inadequate privacy is provided between balconies and windows and/or of units/lobbies.
<b><u>Response:</u></b>	Privacy issues have been addressed with the introduction of screens, louvres and translucent glazing between neighbouring units.
<b><u>i. Issue:</u></b>	The layout of Level 3 in Building 17 should use the roof of level below as terraces for the units.
<b><u>Response:</u></b>	Plans have been amended to incorporate terraces on the roof.
<b><u>j. Issue:</u></b>	The raised podium would create overlooking, for example the ground level of Building 17.
<b><u>Response:</u></b>	<p>The distance between the podium and Building 17 is substantial as a road separates these two structures. Further, the podium is landscaped providing additional screening between the podium and Building 17.</p> <p>Additional privacy is created by the provision of courtyard fences. All courtyards are enclosed with 1.8m fencing to provide privacy, maintain security and passive surveillance.</p> <p>In other development where 1.2m fences have been provided, it has been found that residents add to the fence with a range of materials to gain the additional height. This results in an adhoc solution which is often unsightly. Thus the provision of fences at 1.8m has come about based on evidence from users.</p>
<b><u>k. Issue:</u></b>	Not all the Adaptable Units should be two bedroom units.
<b><u>Response:</u></b>	Plans have been amended showing a variety of units as “adaptable”.



## **Car Parking**

<b><u>a. Issue:</u></b>	Concerned that as there is only one entrance/exit associated with the basement it will lead to congestion in peak periods.
<b><u>Response:</u></b>	The basement has been redesigned to have 2 more ramps providing access to car parking spaces under proposed buildings, as instructed by GTA Traffic Consultants (refer to <b><i>Annexure 9</i></b> ).
<b><u>Issue:</u></b>	The proximity of the internal ramp to the exit ramp will lead to conflict and cars will be backed up at the lower level.
<b><u>Response:</u></b>	Two additional ramps have now been provided, and are well separated from the entry/exit way.
<b><u>Issue:</u></b>	Given the size of the basement, visitors would have difficulty finding the visitor parking spaces and the correct lift core.
<b><u>Response:</u></b>	The visitor parking spaces are now provided as close as possible to the lift core and they will all be clearly demarcated with directional information.
<b><u>Issue:</u></b>	The number and length of dead end access aisles within the basement is inappropriate e.g. visitor spaces in Lobby 16.
<b><u>Response:</u></b>	The length and number of dead end aisles have been reduced. A report on the layout of the basement has been prepared by GTA Traffic Consultants and is located at <b><i>Annexure 9</i></b> .
<b><u>Issue:</u></b>	The number of tandem parking spaces is indicative of a poor car park layout.
<b><u>Response:</u></b>	The number of tandem car parking spaces has been substantially reduced.
<b><u>Issue:</u></b>	Location of wash bay adjacent to resident spaces is inappropriate. They should be next to visitor bays.
<b><u>Response:</u></b>	Wash bays are located next to the ramp and will be equipped with protective walls.
<b><u>Issue:</u></b>	Large basement may raise fire separation issues under the BCA. A report is requested to address these issues.
<b><u>Response:</u></b>	A BCA report has been prepared and confirms that there are no fire separation issues. Refer to <b><i>Annexure 12</i></b> .
<b><u>Issue:</u></b>	The basement layout may also not satisfy the fire egress requirements. A BCA report is required.
<b><u>Response:</u></b>	A BCA report has been prepared and confirms that the basement layout satisfies the fire egress requirements. Refer to <b><i>Annexure 12</i></b> .

<b><u>Issue:</u></b>	A report is needed to address these issues – existing traffic statement is limited.
<b><u>Response:</u></b>	An updated Traffic Report has been prepared Refer to <b><i>Annexure 9</i></b> .
<b><u>Issue:</u></b>	The Traffic Statement and Access Report indicate the car park does not comply with the relevant AS. The car park should be redesigned to comply.
<b><u>Response:</u></b>	The car park layout has been amended in accordance with instructions by GTA Traffic Consultants to comply with relevant Australian Standards – refer to <b><i>Annexure 9</i></b> .
<b><u>Issue:</u></b>	Appears to be limited storage in basement and needs to comply with the RFBC.
<b><u>Response:</u></b>	Additional storage has been shown on the plans to comply with SEPP 65. A condition can be imposed to show a schedule prior to a CC being issued for the layout of car spaces being provided to the Principle Certifying Authority.
<b><u>Issue:</u></b>	The waste management plan and traffic report identify different methods of waste removal and where are the loading bays located for removalist vans. Need details on the maximum size of truck that can access the loading dock-input from Traffic Engineer.
<b><u>Response:</u></b>	The collection of waste has been revised and it is has been re-located to the street level. Both the Traffic and Waste Consultants have reviewed the updated architectural plans and have endorsed the location. See <b><i>Annexures 9 and 10</i></b> .
<b><u>Issue:</u></b>	Some areas appear difficult to get into, for example the visitor space located adjacent to the entrance ramp and next to the bike storage.
<b><u>Response:</u></b>	The entire basement layout has been redesigned to address appropriate access.
<b><u>Issue:</u></b>	Confirm total number of car parking spaces provided in comparison to the Concept Plan (issue raised at meeting on the 21 January 2013).
<b><u>Response:</u></b>	<p>The total number of car parking spaces for the entire development is identified on the Cover Sheet of the Architectural Plans and is 1199 car parking spaces. Stage 3 will comprise 477 spaces.</p> <p>The total number of car parking spaces approved under the Concept Plan, MP05_0086 (MOD 2) is contained within the Preferred Project Report, dated December 2010 and is 1135 car parking spaces.</p> <p>The reason for the difference is that the car parking rates approved under the Concept Plan MOD 2, and as contained within the Preferred Project Report, December 2010, page 15 were superseded by the approval of Mobbs Lane, Stage 2 MP 11_0048, Stage 2.</p> <p>Stage 2 was approved on the 28 May 2012 and established new rates for Stage 2 and Stage 3. These new rates were imposed as Condition B1 of the Consent. We were then obliged to apply these new rates.</p>

**Levels**

<b><u>Issue:</u></b>	Inadequate information is provided to allow for assessment of the height of the buildings in relation of natural and finished ground levels.
<b><u>Response:</u></b>	The finished ground levels are indicated on the plans and cross sections have been provided. It is important to note that the overall height of the buildings have reduced as the entire buildings have been set further into the ground. Refer to <b><i>Annexure 13</i></b> , Architectural Plan, Plan No. A0030 which identifies the height of the approved Concept Plan versus the actual current proposed height.

**Access to Amenities**

<b><u>Issue:</u></b>	The facilities appear to be accessible only from the car park or via lobby 14. It is not appropriate that all residents have to access the pool through the lobby.
<b><u>Response:</u></b>	A lift has been introduced at the podium level. This will allow access to the swimming pool from both the podium level and through the car park.

**BCA Issues**

<b><u>Issue:</u></b>	Need confirmation that all standards are BCA Compliant (issue raised at meeting on the 21 January 2013).
<b><u>Response:</u></b>	BCA consultant has reviewed plans and is satisfied that all relevant standards have been met. Refer to <b><i>Annexure 12</i></b> for a copy of the BCA Report.

Additional issues raised in DoPI letter, dated 23 January 2013

**Inconsistencies with the EA and Appendices**

<b><u>Issue:</u></b>	Inconsistency between Table (page 6), Architectural Plans and Appendices. Specifically, total GFA provided, car parking numbers and the number of three bedroom apartments.
<b><u>Response:</u></b>	<b><i>Annexure 16</i></b> contains detailed spread sheets from an independent land surveyor showing the GFA for the new stage of development on the site.

**Compliance with the Zoning, GFA and Car Parking Provision of the Concept Plan (as modified)**

<b><u>Issue:</u></b>	GFA – to be confirmed that it is within 80,000 metres squared, as per the Concept Plan approval.
<b><u>Response:</u></b>	The total GFA for the site is 79,564m <sup>2</sup> as verified by the surveyors (refer to <b><i>Annexure 16</i></b> ).

<b><u>Issue:</u></b>	Car Parking – Confirm the car parking figures in the Concept Plan and the total number provided.
<b><u>Response:</u></b>	<p>The total number of car parking spaces for the entire development is identified on the Cover Sheet of the Architectural Plans.</p> <p>The total number of car parking spaces approved under the second modification to the Concept Plan, (MP05_0086 (MOD 2 as contained within the Preferred Project Report, dated December 2010) is 1135 car parking spaces.</p> <p>The car parking numbers have now been superseded for stage 3 as a result of the new car parking rates set in the stage 2 consent (MP11_0048). We were then obliged to apply these new rates.</p>
<b><u>Issue:</u></b>	Changes to Building Footprint of Building 17. Should comply with the original Concept Plan approval. It is also too close to Mobbs Lane.
<b><u>Response:</u></b>	<p>The orientation of Building 17 is a result of the Concept Plan Approval and the location of the underground services. As the design of the building developed, the footprint was “stretched” to accommodate the layout of the apartments within the existing topography and configuration of the space available.</p> <p>The location of Building 17 is a considerable distance from Mobbs Lane, which is illustrated in <b>Annexure 15</b>. The majority of the building is set back in excess of 20m which is in accordance with the existing concept approval. In addition, the landscaping and finished ground level will screen the building from the public domain as shown in the landscape plans in <b>Annexure 11</b>.</p> <p>Importantly, when one looks at the site plan and elevation of the approved town houses, Building 17 fades away into the distance. This is shown on the plan at <b>Annexure 15</b>.</p> <p>Accordingly, the siting of Building 17 is appropriate in contrast with the whole site.</p>
<b><u>Issue:</u></b>	Provide a map showing the location of building footprints against the zoning and height plans under the Major Project SEPP
<b><u>Response:</u></b>	Architectural plans have been amended to ensure the height of Building 17 is located within the correct height zoning and Building 12 units have been removed to be outside the open space zoning.

### **Mechanisms to reduce bulk and scale of Car Parking Structures**

<b><u>Issue:</u></b>	Concern regarding the height of the car parking podium in terms of visual impact from open space and Mobbs Lane.
<b><u>Response:</u></b>	The basement car park will, for the majority of the site, not be visible from public areas due to the finished ground land being raised to cover structures and provides substantial screen landscaping. This appearance is no different to how the basement car parking structures were treated for completed buildings in Stages 1 and 2.

### **Traffic and BCA Compliance Issues – Basement Car Park**

<b><u>Issue:</u></b>	The final basement plan must be accompanied by a statement from a fire safety engineer, traffic engineer and accessibility consultant against BCA and Australian Standards.
<b><u>Response:</u></b>	A report by a BCA consultant is contained in <b><i>Annexure 12</i></b> .

### **Adequacy of the Landscaping Plans**

<b><u>Issue:</u></b>	<p>The level of Landscape Plan detail needs to be amended to include the following information:</p> <ul style="list-style-type: none"> <li>▪ The location of all vegetation including trees and their associated specifications;</li> <li>▪ Planting between on the podium, to achieve the same effect as the “parkland spine”;</li> <li>▪ Screening to be provided in the form of a dense hedge adjacent to the above ground portions of the car park to ensure it is not visible from within the site;</li> <li>▪ The visual bulk of the buildings is to be “softened” by a mixture of canopy and small trees in reasonable proximity to the buildings/podiums;</li> <li>▪ The publically accessible open space shall be landscaped to enable active recreation ( such as fitness stations);</li> <li>▪ Details of landscaping of the dry detention basin;</li> <li>▪ Separation of the publically accessible and communal open space is be made clear by way of a physical barrier;</li> <li>▪ A plan is to be provided which delineates publically accessible and communal open space;</li> <li>▪ The open space areas and connections between them are to be accessible having regard to AS1428 and there should be connecting paths from the publically accessible open space on site to the local pathway system and child play area.</li> </ul>
<b><u>Response:</u></b>	Landscaping plans have been amended to address the above issues. The detail in the landscaping plans is no different and even more detailed compared to the approval for stages 1 and 2.

### **Staging of Landscaping and Infrastructure Works**

<b><u>Issue:</u></b>	A staging plan should be provided identifying the staging of the proposed works within Stage 3, including the childcare centre and adjoining landscape works.
<b><u>Response:</u></b>	<p>The staging of works is as follows, and may be subject to change due to site constraints, construction management and weather conditions:</p> <p>Stage 1      Construction of basement;</p> <p>Stage 2      Construction of buildings 12, 13 and 14;</p> <p>Stage 3      Landscaping / ground works for land north of buildings 12, 13 and 14;</p> <p>Stage 4      Construction of buildings 11, 15 and 16;</p> <p>Stage 5      Completion of public domain landscape areas, finishing building 13 to 16;</p> <p>Stage 6      Construction of building 17 and completion of associated landscape works;</p> <p>Stage 7      Construction of Childcare Centre.</p>

## 7.0 ISSUES RAISED BY PARRAMATTA CITY COUNCIL

On 13 December 2012 Parramatta City Council reviewed Stage 3 comprising Buildings 11, 12, 13/14, 15/16 and 17 (MP11\_0048). A summary of the key issues raised in the Council letter, and a response is provided in the following table. (Please refer to full letter in *Annexure 2*).

### Modification to Concept Plan

<b><u>Issue:</u></b>	Concerned about the basement design and the issue of crime prevention. In particular the landscaped podium (previously a street) will not be activated and lacks passive surveillance.
<b><u>Response:</u></b>	The removal of the street is an advantage as it will reduce noise and traffic congestion and contribute additional open space. The basement internal layout has been redesigned to ensure greater efficiency and to be more user friendly. All basements will be well lit and clearly demarcated with signage.  The podium has been redesigned to provide a street-like atmosphere with the provision of suitable trees, street furniture and open space gym equipment to activate the area.
<b><u>Issue:</u></b>	The basement car park is large and will be difficult for surveillance. Ideally the car park should be broken into compartments of 75 cars, which can be opened and closed. There should be separate car parking areas for separate buildings to reduce criminal behaviour.
<b><u>Response:</u></b>	The internal layout has been re-designed to ensure greater surveillance through the basement.
<b><u>Issue:</u></b>	Landscaping – the approved street envisaged trees of 20-40m. The current proposal reduces deep soil and landscaping opportunities. Therefore the street should be re-instated.
<b><u>Response:</u></b>	The landscape plan has been amended and details podium trees that are commensurate with street trees and open space areas that would not be made available if a road was to pass through stage 3. Landscape opportunities are significantly improved with increased open space, lawns, trees and street furniture where previously a road would have prevailed, resulting in poorer amenity and facilities.
<b><u>Issue:</u></b>	Ground floor apartments should be provided with separate private entrances.
<b><u>Response:</u></b>	All ground floor apartments have been provided with separate private entrances and are suitably fenced.

### **Changes to footprint of Building**

<b><u>Issue:</u></b>	Insufficient justification for the modification of the Building 17 footprint
<b><u>Response:</u></b>	<p>The footprint of Building 17 has been altered to account for the placement of infrastructure services that were not known at the time the original concept plan and the subsequent modification were approved. As a result, Building 17 has been narrowed in width and lengthened without compensating bulk, scale and height. The design of the building contains varying facades, colours and textures that are commensurate with other buildings already built and approved on the site.</p> <p>The 4 storey part of Building 17 that was located in the 3 storey zoning of the Major Project SEPP has also been relocated to the western façade where 4 storeys is permissible.</p>
<b><u>Issue:</u></b>	Need to clarify why all building footprints have changed.
<b><u>Response:</u></b>	This is an issue raised prior to the original concept plan being approved in 2005. Current amendments are minor and are due to detailed designing and internal layouts.

### **Height**

<b><u>Issue:</u></b>	Although a 6 storey height limited is approved by the Concept Plan, Council does not support this height as it is out of context and not a major rail link.
<b><u>Response:</u></b>	By placing the car park underground we have achieved a height reduction of 1 storey as shown on the architectural plans.

### **Compliance with the Concept Plan**

<b><u>Issue:</u></b>	The proposal is generally in compliance with the Concept Plan. However, as this is the last stage a Compliance Table should be provided which identifies issues such as FSR, unit mix, car parking etc. against the Concept Plan.
<b><u>Response:</u></b>	Building heights to date have been approved above the finished ground levels. Stage 3 will be no different with finished ground RLs ensuring the basement does not protrude more than 1.2m above the finished ground level.
<b><u>Issue:</u></b>	It is difficult to assess heights as no natural ground levels are provided.
<b><u>Response:</u></b>	The entire site is disturbed and the existing buildings have been demolished. Further, over half the site is currently under construction. Therefore no 'natural' ground level exists. However, finished levels are provided on the plans.



<b><u>Issue:</u></b>	In principle there is no issue with the change of building footprints, however more justification is required.
<b><u>Response:</u></b>	Building footprints have changed marginally as it reflects a further refinement in design process. The new building footprints reflect the actual design in context, which clearly indicates the balconies, courtyards etc. Further, the underground services have had to be considered in the final layouts.

### **SEPP 65 Requirements**

<b><u>Issue:</u></b>	The Department of Planning should confirm whether the Design Verification Statement submitted has been prepared by a qualified designer, in accordance with Part 4 of SEPP 65.
<b><u>Response:</u></b>	A design verification letter is attached to <b><i>Annexure 18</i></b> .

### **Design Considerations**

<b><u>Issue:</u></b>	Front fencing should be kept to a maximum height of 1.2m in height.
<b><u>Response:</u></b>	<p>Front fencing around courtyards is provided at 1.8m in height.</p> <p>As mentioned previously, courtyards are enclosed with 1.8m semi-transparent fences that provide sufficient privacy as well as maintaining security by still ensuring passive surveillance.</p> <p>In other development where 1.2m fences have been provided, it has been found that residents add to the fence with a range of unsightly materials to gain the additional height for privacy. Thus the provision of fences at 1.8m has come about based on evidence from users.</p>
<b><u>Issue:</u></b>	According to the Parramatta DCP 2011 balconies should have a minimum depth of 2.5m.
<b><u>Response:</u></b>	Balcony sizes are provided in accordance with SEPP 65 which requires a minimum depth of 2m.
<b><u>Issue:</u></b>	SEPP 65 states that there should be a maximum of 10% of apartments that are south facing. Building 11 has 10.6% and Building 17 has 12% and they should be reconfigured to comply.
<b><u>Response:</u></b>	The orientation of the buildings is a function of the approved Concept Plan, which principally has a north-south orientation. The variation sought is minor and will have no bearing on the amenity of such units. Stages 1 and 2 buildings were approved with greater variations due to the concept plan configuration.

### **Traffic and Parking Matters**

<b><u>Issue:</u></b>	2 disabled parking spaces need to be provided.
<b><u>Response:</u></b>	Two disabled parking spaces have been provided; refer to <b>Annexure 13</b> , Plan No. A0010_P_P1. Parking Level 1 and Plan No. A0011_P_P2, Parking Level 2 for the car parking plans.
<b><u>Issue:</u></b>	There are too many stacked car parking spaces.
<b><u>Response:</u></b>	The internal configuration of the basement has resulted in most stacked parking spaces being removed.
<b><u>Issue:</u></b>	According to AS 2890.1-2004 the access to the basement level should be a separate entry (6m wide) and exist (4m to 6m) with a physical separator of 1 – 3m wide.
<b><u>Response:</u></b>	A traffic consultant has reviewed the amended basement designs to ensure compliance with the relevant Australian Standards (refer to <b>Annexure 9</b> ).

### **Drainage**

<b><u>Issue:</u></b>	The drainage plans are considered acceptable and no objections are raised to the latest stormwater drainage modifications.
<b><u>Response:</u></b>	Noted.

### **Voluntary Planning Agreement**

<b><u>Issue:</u></b>	Council does not support any changes to the Concept Plan or Stage 3 which are contrary to the VPA, dated 16 March 2012, this includes changes to open space provisions in Schedule 1.
<b><u>Response:</u></b>	No changes are necessary to the VPA.

## 8.0 ISSUES RAISED BY TRANSPORT FOR NSW

On 13 November 2012 Transport for NSW reviewed the Stage 3 Buildings 11, 12, 13/14, 15/16 and 17 of MP11\_0046.

The Agency states that it, *“generally supports the Concept Plan modification and Stage 3 Project Application”*. It also commented that *“although the internal road originally proposed as part of the development has been removed, satisfactory pedestrian access paths from the proposed residential buildings in Stage 3 have been provided to allow pedestrian access to bus stops on Mobbs Lane”*.

These comments are noted and no further action is required with reference to the submission.

## 9.0 ISSUES RAISED BY ROADS AND MARITIME SERVICES (RMS)

On the 26 November 2012 a letter was received from New South Wales Government, Transport. A summary of the key issues raised in the letter and responses are provided in the following tables. (Please refer to **Annexure 4** copy of the letter.)

<b><u>Issue:</u></b>	The proposed 447 car parking spaces are in excess of the RMS standard of 356 spaces and the DP&I should consider reducing the number of car parking spaces.
<b><u>Response:</u></b>	Car parking spaces are provided in accordance with the parking rates prescribed by the Stage 2 approval, MP 11_0048 dated the 30 August 2012.
<b><u>Issue:</u></b>	The layout of the basement should meet AS standards 2890.1 -2004 and AS 2890-2002.
<b><u>Response:</u></b>	These standards refer to driveways, grades, turn paths, sight distance requirements, aisle widths, aisle lengths and parking bay dimensions. The report prepared by GTA Traffic Consultants has reviewed the basement layout to comply with the relevant Australian Standard.
<b><u>Issue:</u></b>	The circulation ramps should be in accordance with AS 2890.1 – 2004 and to the DP&I's satisfaction.
<b><u>Response:</u></b>	The report prepared by GTA Traffic Consultants has reviewed the basement layout to comply with the relevant Australian Standard.
<b><u>Issue:</u></b>	The turning paths for waste collection vehicles entering the bin collection area have not been shown on the submitted plans.
<b><u>Response:</u></b>	Waste management has been improved. Trucks will no longer enter the basement to collect waste. Bins will be brought up to street level by a Building Manager and waste collected by trucks.
<b><u>Issue:</u></b>	The minimum headroom clearance on all entrances is 2.2m to the lowest projection (e.g. fire sprinkler etc.) in accordance with AS 2890.1 – 2004
<b><u>Response:</u></b>	The report prepared by GTA Traffic Consultants has reviewed the basement layout to comply with the relevant Australian Standard.
<b><u>Issue:</u></b>	It is not clear where the waste collection will occur.
<b><u>Response:</u></b>	The waste collection point is relocated at street level as shown on the architectural plans.
<b><u>Issue:</u></b>	Turning areas should be provided at dead-end aisles and they should be kept clear of any obstacles.
<b><u>Response:</u></b>	The number of dead-end aisles has been substantially reduced. Refer to plans in <b>Annexure 13</b> , Plan No. A0010_P_P1, Parking Level 1 and Plan No. A0011_P_P2, Parking Level 2. Aisles have now replaced dead ends.

<b><u>Issue:</u></b>	All vehicles to enter and leave the site in a forward direction.
<b><u>Response:</u></b>	The basement has been designed to ensure that all vehicles enter and exit in a forward direction.
<b><u>Issue:</u></b>	The swept path of the longest vehicle should be in accordance with AUSTROADS.
<b><u>Response:</u></b>	Internal roads have already been constructed in accordance with the Early Works Approval (MP08_0258).
<b><u>Issue:</u></b>	Clear sight lines shall be provided at the property boundary in accordance with AS 2890.1 – 2004 for light vehicles and AS 2890.2 – 2002 for heavy vehicles.
<b><u>Response:</u></b>	Internal roads have already been constructed in accordance with the Early Works Approval (MP08_0258).
<b><u>Issue:</u></b>	The proposed access to the basement to have an appropriate traffic control facility.
<b><u>Response:</u></b>	GTA traffic consultants have reviewed the basement access. Details are found in the report at <b>Annexure 9</b> .

## 10.0 ISSUES RAISED BY SYDNEY WATER

A letter was received from Sydney Water on the 16 November 2012, a copy of which is enclosed in **Annexure 5**. A response to their issues is provided below.

<b><u>Issue:</u></b>	The development will be serviced by a 200mm water main extension designed MP05_0086.
<b><u>Response:</u></b>	Noted – no action required.
<b><u>Issue:</u></b>	The wastewater will be serviced by a 225mm wastewater main extension designed under MP05_0086.
<b><u>Response:</u></b>	Noted – no action required.

## 11.0 ISSUES RAISED BY ENDEAVOUR ENERGY

Endeavour Energy noted that the applicant has previously requested energy for the three stages totalling 800 apartments and that the current proposal does not alter the Concept Plan provisions. Therefore no further action required.



## 12.0 ISSUES RAISED BY ENVIRONMENT AND HERITAGE

On 19 October 2012 the above agency reviewed the Stage 3 submission and stated that it has no issues with the proposal. Please refer to **Annexure 7** for a copy of the correspondence.





### 13.0 ISSUES RAISED DURING PUBLIC CONSULTATION

A total of 7 resident submissions were received in relation to the proposed development and a response to the issues raised is provided below. A full set of submissions can be found in **Annexure 8**.

#### Traffic Congestion

<b><u>Issue:</u></b>	There will be too many vehicles in the area and an increase in congestion (for e.g. Valley Road and Raimonde Road, into Terry Road).
<b><u>Response:</u></b>	<p>The number of vehicles on the road was determined acceptable by the original Concept Plan in 2005 and the 2011 modification dated 21 February 2011.</p> <p>Further, the management of vehicles into and out of the area will be managed by the construction of traffic signal lights on the corner of Mobbs Lane and Marsden Road. This will significantly improve the traffic management of the entire sub region. Work for installing the traffic signals has already commenced and is expected to be completed in June 2013.</p>

#### Supporting Infrastructure

<b><u>Issue:</u></b>	The development is unable to be complemented by the necessary infrastructure, including schooling and the provision of local shops.
<b><u>Response:</u></b>	<p>All internal infrastructure issues to support the entire site have been approved in the Early Works Package (MP08_0258) and the approved Voluntary Planning Agreement with Parramatta City Council. A local shop/café is provided as part of the overall development in Stage 2 which is now under construction.</p> <p>The provision of school and shopping amenities in a neighbourhood is not the responsibility of an applicant. Schooling is provided and funded by both the State and Federal Government.</p> <p>Notwithstanding this, a childcare centre has been approved by Council for the site and construction is to take place after the traffic lights are installed at the Marsden Road / Mobbs Lane intersection.</p>

#### Provision of a Public Park

<b><u>Issue:</u></b>	A public Park was planned, what happened to it?
<b><u>Response:</u></b>	There are a number of publically accessible spaces and areas within the development. There is also a park located in the north eastern corner of the site, which is publically accessible. Refer to plans in <b>Annexure 11</b> which identify all areas accessible to the public.

**Loss of Privacy**

<b><u>Issue:</u></b>	The buildings will create a loss of privacy to the surrounding neighbours.
<b><u>Response:</u></b>	The Buildings in Stage 3 do not directly overlook residential neighbours. Buildings are generally located with a westerly aspect towards to Mobbs Lane the proposed open space and TAFE college.

**Overdevelopment**

<b><u>Issue:</u></b>	The buildings are out of keeping with the surrounding area in terms of and bulk and are an overdevelopment of the site.
<b><u>Response:</u></b>	Existing and proposed buildings are consistent with the approved Concept Plan. There is no substantive change proposed from the approved plans.  For stage 3, the bulk of the buildings has been reduced by the removal of the internal road (refer <b><i>Annexure 13</i></b> , Plan No.A0020, A0021 and A0030).

**Condition of Mobbs Lane**

<b><u>Issue:</u></b>	Mobbs Lane needs to be upgraded and resurfaced
<b><u>Response:</u></b>	Road improvements for Mobbs Lane have been fully documented and approved by Parramatta Council on 23 August 2012 and work is well underway.

**Loss of Privacy**

<b><u>Issue:</u></b>	The height of the buildings will overlook the surrounding dwellings.
<b><u>Response:</u></b>	The footprint and height of Buildings are designed in accordance with the approved Concept Plan.  As a result of the basement being placed underground and removal of the internal road, the height of the buildings has been reduced (refer <b><i>Annexure 13</i></b> , Plan No.A0020, A0021 and A0030).  The Buildings in Stage 3 do not directly overlook any surrounding neighbours as they are located on the most western portion of the site that neighbours the recreational area.  The Buildings in Stage 3 do not directly overlook residential neighbours. Buildings are generally located with a westerly aspect towards to Mobbs Lane the proposed open space and TAFE college.

**Stormwater runoff into Terry Creek**

<b><u>Issue:</u></b>	Stormwater runoff into Terry Creek.
<b><u>Response:</u></b>	Terry's Creek is continuing to be rehabilitated in accordance with the Early Works Approval.

## 14.0 CONCLUSION

The Preferred Project Report has responded to issues raised from the Department of Planning and Infrastructure, Parramatta City Council, State Government agencies and the public.

All issues have been fully addressed resulting in the review of the building design and the provision of additional information.

Amendments further refine and enhance the Architectural quality of the buildings and the landscaped context in which they occur.

These design changes will result in buildings which are more responsive to the locality, site and aspirations of key stakeholders.

The Draft Statement of Commitments has been amended and is enclosed in **Annexure 17** of this report to more closely reflect the construction of the site. On balance the proposal has met the Director General requirements and is worthy of approval.