

**MEETING DETAILS**

<b>MEETING DATE / TIME</b>	Wednesday, 16 May 2018
<b>LOCATION</b>	Department of Planning & Environment, 320 Pitt St, Sydney

**BRIEFING MATTER**

**2016SYW114 – Parramatta – DA/485/2016** - 44-48 Oxford Street, EPPING - Demolition, tree removal, site preparation/excavation works, and construction of a mixed use development containing 200 dwellings with 3 storey podium and 2 towers of 15 & 17 storeys over 4 levels of basement parking containing 234 parking spaces.

**2017SWC048 – City of Parramatta – DA/237/2017** - 24-36 Langston Place, EPPING - Demolition and construction of 22 storey shop top housing development with ground floor commercial and retail premises, 104 residential units over five (5) levels of basement car parking. The proposal is Nominated Integrated Development under the Water Management Act 2000

**PANEL MEMBERS**

<b>IN ATTENDANCE</b>	Paul Mitchell and Lindsay Fletcher
<b>APOLOGIES</b>	Mary-Lynne Taylor, Sameer Pandey and Steven Issa
<b>DECLARATIONS OF INTEREST</b>	None

**OTHER ATTENDEES**

<b>COUNCIL ASSESSMENT STAFF</b>	Sue Weatherley, Myfanwy McNally, Robert Cologna and Alex McDougall
<b>OTHER</b>	Andrew Neil, Department of Planning and Environment Lisa Foley, Planning Panels Secretariat

**KEY ISSUES DISCUSSED**

- Epping Town Centre is a planned precinct that was in Hornsby LGA before amalgamations.
- Due to concerns raised by the community and other stakeholders, Parramatta City Council has conducted a traffic study entitled the Epping Town Centre Traffic Study (ETCTS). A Discussion Paper was exhibited mid 2017. The ETCTS was is being considered by Council (at the time these minutes were being prepared – on 25 June 2018).
- Main intersections in Epping town centre rate as well below ‘F’ under RMS guidelines. Wait times substantially longer than the commonly accepted maximum threshold of 2-3 minutes at intersections would be likely – a very poor level of service by NSW standards.
- These wait times are driven by through traffic, not local residents – major North-South roads and East-West routes intersect in Epping Town Centre – Beecroft Road and M2. Almost 90% of impact is from

through traffic. Even though the cause of congestion is through traffic there is still a substantial local impact in the residents, both current and future, experience great difficulty gaining access to the regional road network. Also, it is very difficult for works associated with new developments to mitigate the local traffic problems given that the solution requires a regional approach.

- Aim must be to reduce traffic generation in area. Last year's Discussion Paper suggests a number of measures that may mitigate the situation.
- Increased density in the Epping town centre may have less impact on the local traffic than increased development further away from the station, because people in walking distance to a train station are less likely to use their car than someone living further away – and then that person living further away will probably end up contributing to the through traffic which is impacting on the local traffic system.
- Any exceedance of the planning controls (i.e., height and FSR) should only be allowed if it solves one of the other local issues – such as the interface between the heritage conservation area and adjoining B4 zoning. Can't approve increased residential just to increase housing stock. (See also point further below on building heights).
- Housing targets in UAP are not being exceeded, but they are being met sooner than projected. This is why Council is trying to get local and state government infrastructure in place earlier than envisioned.
- Discussion plan aims to reduce traffic generation. One way is to reduce the need for residents to travel by ensuring local requirements are met in walking distance – employment opportunities, supermarkets, other retail, recreation and medical services.
- Those services and employment opportunities will also make area into a vibrant regional centre.
- The traffic issue can't be addressed in the short term – but there is potential to produce improvements in the mid-to-long term by taking multiple actions addressing the regional transport network generally.
- Could be a benefit in waiting to approve further growth until Metro is in place. However, this is likely to result on Land and Environment Court challenges.
- Tension about car parking – residents want to have increased parking to keep cars from parking on local streets and reducing local amenity but Council is concerned that more parking spaces will encourage more car use by new residents.
- In the immediate future a more innovative approach will be required to ensure satisfactory local traffic impacts from new developments. Actions that may be appropriate include:
  - Requiring new residential developments to provide 'green travel plans', like those required for commercial developments.
  - Reducing parking space provided in new developments and possibly decoupling parking space and apartment ownership.
  - Parking permit schemes controlling on-street parking.
  - Prevent new residential developments from accessing future resident parking permit schemes.
  - Car share schemes – also considering how best to manage these schemes.
  - Not allowing applicants to exceed height limit to achieve their full FSR allowance. (Note: limiting height but this may result in suboptimal outcomes with smaller squat buildings seeking to maximise FSR and in these cases it will more than likely result in poorer solar access to units and public domain and more apparent bulk because applicants will seek to use blank walls or area with no primary living areas to minimise building separation).
  - Talking to GSC about best way to address the regional traffic issues which are having the biggest effect on the local network.
- Application for 24-36 Langston Place, EPPING (2017SWC048) should be ready for determination in July.
- No timeframe for 44-48 Oxford Street, EPPING (2016SYW114) at this point.