

**To:** The City of Parramatta Council  
For the attention of Development Assessment Officer Sohini Sen.  
Per email.

**From:** Epping Civic Trust.  
Per Janet McGarry, President.

**Date:** August 28, 2018.

**Submission re DA/546/2018, 15-19 Essex St, Epping.**

The Trust objects to several elements of this application.

**1. Height non-compliance.**

The Hornsby DCP 2013 with which this application should comply, limits the height of this development to 5 storeys. See table 3.4.4a on page 3-60.

The buildings on the application are part 6 storey and part 7 storey.

Parramatta Council unanimously passed a motion on July 9 this year which inter alia determined that “council adopts the position that it does not support any development applications seeking an increase in residential density via clause 4.6 of the PLEP 2011....”

And that “this will remain Council’s position until the State Government has provided infrastructure to resolve the through traffic issues with the Epping Town Centre.” These decisions are found in Council minutes of the July 9 Council meeting, item 14.5, ref F2017/00210-D06202874, page 19.

Whilst it is noted that this DA contains a clause 4.6 request under HLEP 2013, we believe as a matter of principle that Parramatta Council should not approve this application for this reason alone. The clear intent of Council’s decision is not to support applications which exceed development controls until the traffic problems are solved, and this proposed development certainly does that.

The building also exceeds the allowable height limit of 17.5m by some 19%. (3.3m.)

The Trust recognizes that this revised application compared to the earlier approved application seeks to improve the amenity of the apartments to be built by providing greater separation distances and improved privacy, but believes this can be done by keeping the same “slender” buildings but reducing their maximum height to an allowable five storeys and 17.5 m.

If this building is now allowed to exceed 5 storeys in height, it should then comply with Clause 3.5 of Hornsby DCP 2013, “Residential Flat Buildings of Six or More Storeys”. This DCP requires that the area in which it is built is characterised by buildings of six or more storeys with underground parking. This is not the case. Nearby buildings are less than five storeys.

This development should therefore not be approved and would set a dangerous precedent.

**2. Overshadowing**

This development badly overshadows 21 and 23 Essex St, and severely reduces the value of those adjoining properties.

Overshadowing appears to be a problem also within the development itself. With apartments built around a central courtyard, it is evident from the shadow diagrams that many of the apartments will be in shade for significant parts of each day. It would be useful to know the percentage of apartments within the complex where living rooms receive less than 2 hours of direct sunlight between 9am and 3 pm, an ADG and DCP measure. This information does not appear to have been provided with this application package.

This development application provides plans for a possible 5 story residential building on 11 Essex St. The application does this only to prove that 11 Essex St is not an isolated site; this building is not otherwise included in the application. However any such building would cause all but the two top floors of building A of this proposed development, facing North West, to be in shade by between 2 and 3 pm each day in winter, and is therefore less than satisfactory.

The boarding house option presented is non-compliant, in that it has side setbacks of 3 m, and the DCP specifies 6m. Proposed separation distances and privacy considerations are also questionable.

### **3 Setbacks**

In order to fit more apartments on to this site, the architect has designed a building with non-compliant setbacks. The front setback is 7m. The DCP requires 10m.

It is noted that 7-9 Essex St was approved with an 8 m. front setback. Presumably this was a non-compliance, which the Trust believes should not be repeated and exacerbated in this DA.

Rear setback is 9m. The DCP requires 10m.

This development should not be allowed to set a precedent for increased non-compliance of setbacks. These non-complaint setbacks are designed in order to seek extra housing in addition to what can be achieved under present planning controls, and in accordance with the above-mentioned Council resolution, should not be allowed.

### **4 Floorplate Length and Separation Distances**

Hornsby DCP 3.4.6 page 3-62 specifies that floorplates should have a maximum dimension of 35m. By scaling off the drawing, the floorplate length of building B appears to be at least 48m. This is non-compliant.

The same section of the DCP requires that where the floorplate control requires more than one building, adjoining buildings should be separated by a minimum of 9m. Building B is joined to building C and the application is therefore again non-compliant.

### **5 Trees.**

It is noted that of the 69 trees on the site, only 23 will be saved. Of the trees that will be removed to make way for the development, many are of good or fair vitality, and would have reasonable life expectancy.

### **6 General design**

The design of the buildings are of poor quality. There is nothing about their design that is interesting, attractive or innovative, or will contribute to the amenity of the streetscape. They are bulky and block-like. They are very similar to the poor quality buildings that now line Carlingford Rd and Cliff Rd and contribute nothing to the attractiveness of Epping as a place to live, work or visit.

### **7 Impact on Heritage Conservation Area**

The excessive height of the building may cause it to impinge visually on the East Epping HCA and create interface issues, with consequent reduction of amenity and value to the residents of buildings in the HCA, and possible demands from those residents to be released from their heritage area obligations.

### **8 Traffic**

This application argues that since the proponent has already received approval for an earlier application (DA/1440/2014) with a similar number of vehicles, that this DA should be similarly approved.

This argument is fallacious, given that the earlier DA would have been evaluated in the light of the now completely outdated Halcrow traffic report of 2011. It is now recognised that this report completely underestimated the rate and intensity of development in Epping after 2011.

This DA must be evaluated in the light of the recently completed Epping Traffic Study, but the application has not attempted to do this.

Essex Street is now the main street into and out of North and East Epping. It is already gridlocked in peak periods.

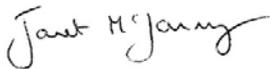
The addition of the additional traffic arising from the 91 cars which will be garaged in this development can only add to what is already an unsatisfactory situation.

This study shows that in 2017, the Essex St/Epping Rd intersection had unacceptable delays according to the survey in the morning peak. By 2026, the study predicts that delays at the intersection will be unacceptable in both morning and evening peak, with queues of close to a kilometre to enter the intersection from east Epping in the morning peak.

Surely, the additional cars that want to enter these queues will only worsen what is already an intolerable situation.

### **Conclusion**

For these reasons, Epping Civic Trust would urge Council Planning staff to recommend against this development. We also express the hope that the Planning Panel will not allow this development to go ahead.



Janet McGarry

President, Epping Civic Trust