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NSW 2121

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2 September 2019

To Whom it may concern,

**242-244 Beecroft Road, Epping**

This submission is made to convey my profound disquiet about the development proposed at this site. My key concerns are outlined below.

**Traffic**

The Traffic and Transport Assessment is seriously flawed and inaccurate. The report acknowledges that Carlingford Road was already operating at “over saturated” levels in early 2017, and this does not include either the increased congestions from the extensive development that has occurred since then and the developments already in the pipeline. At present the Ray Road/Carlingford Road/Rawson Street already experiences severe congestion, resulting in long tailbacks, even on Carlingford road which has priority at this junction.

The report then goes on to make the unsustainable claim that the development would have “negligible impact” on the congestion at Ray Road. No modelling is provided to support this claim. However, any traffic engineer will be well aware that adding even a small amount of traffic to a saturated junction has a hugely disproportionate impact on queue lengths and queuing times. The mathematics are irrefutable.

An aspect that the report ignores completely is that the development would significantly worsen the already problematic exit of traffic turning right out of Rawson Street. This is already a problem for Epping and set to become considerably worse as further developments occur in Rawson Street.

The difficulty is that the Ray Road/Carlingford Road/Rawson Street traffic lights are synchronised with the Carlingford Road/Beecroft road intersection, compounded by the fact that Carlingford Road receives twice as much Green light as the Rawson Street/Ray Road Traffic. Due to this synchronisation, the roadway between Ray Road and Beecroft Road can hold about 14 vehicles per cycle. Because the Rawson Street Traffic must wait until any through traffic has passed, most of these spaces are typically taken up by Traffic turning left from Ray Road.

The congestion at Ray Road and Rawson Street will be further exacerbated by the increased pedestrian traffic at the junction. The pedestrian green light to cross Carlingford Road coincides with the already limited green light time for traffic exiting Ray Road and Rawson Street. This further reduces the effective green light time for this traffic. Like Rawson Street, the morning traffic turning out of Ray Road already requires several cycles to clear the intersection.

It should be noted that, as it can already take several cycles for traffic to clear Ray Road, it is frequently backed up well beyond the proposed access to the proposal. This point is simply glossed over in the traffic report. Similarly, it does not seem to mention that this section of Ray Road is also used for commuter parking for drivers outside the area wishing to access Epping Station.

As described above, this part of the road network is already experiencing significant delays. A major issue with the developments being pushed onto Epping is that traffic assessments consider each development in isolation, thereby conveniently overlooking the cumulative impact of the intensive building activity both in progress and planned. Epping deserves better than this.

### Commercial Space

Epping is experiencing a serious loss of commercial space, resulting in approximately 10,000 jobs moving elsewhere. The subject site itself was previously an office building. While the planning guidelines call for a mixture of residential and commercial developments, the latter has been minimal and what has occurred is largely retail. This is a bad outcome for a suburb populated with residents having higher-than-average educational qualifications, and will serve to exacerbate the travel overcrowding as residents are forced to travel further afield for employment.

Epping is increasingly becoming a dormitory suburb. This is not a good omen for the vitality of the area or social cohesion.

### Planning Process

It is my understanding that this proposal is to be determined by the Minister for Planning. It is my view that this proposal should only be considered in the light of all the other large-scale developments being undertaken and proposed for Epping, to ensure that proper, rather than piecemeal, appraisals can be made.

### Conclusion

It is my view that the proposal represents a serious over-development of the area and is likely to substantially worsen the environment for all residents. Good planning should be about improving quality of life, not simply exploiting the built environment to maximise profit.

A much better use for the site would be a more modest commercial building, together with road alterations to help ease the serious traffic congestion in the area.

Epping, indeed NSW, deserves better.

Yours sincerely

Norman Jessup