

I strongly object to and oppose the proposed development on the following grounds:

- The proposed development is out of scale with the existing adjoining development at 31-37 Hassall Street and 32 Hassall Street, being 4 times the height (8 levels vs 32 levels).
- The proposed development will produce substantial overshadowing of James Ruse Reserve which is located directly to the east. The level of overshadowing will be much greater than is currently experienced with the height the proposed development being 4 times that of the building to the immediate west being 31-37 Hassall Street. Best town planning and design practice in Australia and around the world in recent decades has been to protect substantial open green space from increased overshadowing by limiting the height of buildings closest to the open space, and not allow building heights to increase the closer the development is. Examples of this best design practice area evident along Hyde Park (Elizabeth Street) Sydney and Albert Park (Princes Highway) St Kilda.
- The shadow diagrams are representative of the winter solstice only when the sun rises at 62 degrees from due north. These shadow diagrams do not accurately reflect the deprivation of sunlight which will be experienced by the dwellings at 31-37 Hassall Street during the summer months, at which the maximum angle at sunrise between 12 December and 2 January is at 119 degrees. Sunrise is at 62 degrees between 10 June and 3 July.
- It is highly likely that any eastern facing windows and balconies within 31-37 Hassall Street will receive no direct sun exposure during spring, summer and autumn months which may result directly in moisture related issues such as mould within these units to the detriment of the health of the owners and occupiers.
- The lack of sun exposure to 31-37 Hassall Street will further reduce the ability of owners and residents to dry washing by sunlight and natural ventilation, thereby increasing the reliance on mechanical clothes driers at additional expense though increased electricity consumption and greenhouse gas emissions and strain on the electricity grid in the area.
- The proposed 204 units has potential to accommodate upwards of 400 to 500 adults, however the provision of only 84 off street parking spaces is insufficient to cater for residents, retail tenants, commercial tenants, visitors. Traffic and commuting modelling may need to be revised with regard to the high level of private car use and reduced use of public transport since COVID.
- The streets in the vicinity are already at capacity outside of the hours of operation for the parking meters and timed parking spaces. The addition of a further 204 dwellings will place further demand on the street limited parking spaces available leading to a further loss of amenity in the area forcing residents, visitors and trades people to 31-37 Hassall Street and other existing residential dwellings in the vicinity to have to park their vehicles further away and walk further with shopping, young children, elderly relatives, etc
- The design and exterior appearance of the development lacks any real character and simply represents poor architecture with 31 near identical

levels stacked vertically upon each other. For a building at the edge of the residential high rise precinct of Parramatta with no development possible to the east in the foreseeable future it will present as another eyesore of an era of developer lead greed where profits are prioritised over delivering a quality landmark building that enhances the visual amenity of the Parramatta CBD.

- The FSR for the site is shown on the Planning Portal website as being 10.0:1, however the FSR states in Appendix 7 Architectural Drawing is shown on page 1 as being 11.7:1 and 11.5:1, which is 17% and 15% respectively in excess of the FSR started on Planning Portal. The increase of the FSR appears to be purely for increased developer profits at the expense of the living conditions and general amenity for adjoining owners and residents in the vicinity who will suffer from more traffic congestion, overshadowing, overcrowded open space in the area and further loss of available parking
- The introduction of a further 400 to 500 adult residents in the area will place further strain on the limited open space and recreational areas available in the vicinity. Despite the larger number of new dwellings approved and built in the last 10 to 20 years there has been little if any new open space and green areas provided by Council or the state government within 500 metres of this proposed development.
- The increase in extreme weather events due to global warming has been bringing unprecedented rainfalls and flooding events in parts of Australia, including suburbs in Sydney, leading to further potential for loss of life, property damage (private and public utility infrastructure) and inconvenience for those in the area. The proposed development is in a recognised flood zone with the footprint of the proposed development will change the flow of floor waters in extreme rain events which will negatively impact existing properties in the vicinity. Potentially basement parking and ground floor levels of buildings upstream of the proposed development which have never been subject to flooding before may become flood impacted by the proposed development.
- The proposed development will lead to increased temperatures in the area due to heat absorbed into the building structure and later radiated at night. Also with potentially 200 or more split cycle air conditioning units in the proposed development operating at once on warmer days and nights, the proposed development will lead to increases in the local air temperature due to the Urban Heat Island (UHI) effect. The UHI effect has been well documented in cities such as Singapore (<https://edition.cnn.com/2023/06/09/asia/air-conditioning-singapore-climate-change-intl-hnk-dst/index.html>) where air conditioning use in high rise residential complexes has been attributed to local temperatures being increased by 1 to 2 degrees.
- The addition of further dwellings and resident numbers to Parramatta, though this and other proposed developments in the vicinity, will further stress and exceed the capacity of existing public and private services and utilities such as schools, childcare, medical, library, open space, sporting and recreation facilities.

Whilst the need for additional housing supply is recognised, there comes a point at which a suburb reaches capacity due to potentially poor planning policies and decision making (local and state government). Parramatta has reached the point at which acceptable housing supply has been reached and any additional supply and resident numbers, regardless of the level of rent, is detrimental to the suburb as a whole and quality of living for current and new residents.

Sydney as a whole has sufficient land supply though the sensible and co-ordinated potential rezoning and redevelopment of existing areas which are close to existing transport corridors (road, rail, ferry, metro and bus routes). If the local and state governments are to address housing supply an approach needs to be taken to encourage increase housing supply in areas where the public transport infrastructure is already in place and undeveloped land is available for lower cost residential development as well as provision of new schools, hospital, open space, sporting facilities and services such as libraries and community centres. Such corridors exist along the metro northwest corridor between Castle Hill Showground and Tallawong stations where large parcels of land set aside for future development remain in limbo due to zoning and planning issues being unresolved nearly 5 years after this metro was opened in May 2019.

The Novus Build to Rent project at 39 to 43 Hassall Street, Parramatta (SSD-34919690) should be rejected and the applicant be encouraged to engage with the respective local councils and state government departments with a view to providing additional housing and other required development at an appropriate scale along the Metro Northwest