

13 December 2022

Mr Michael Cassell
Secretary, NSW Department of Planning and Environment
4 Parramatta Square (12 Darcy Street)
Parramatta NSW 2150

RE: MIRVAC SUBMISSION TO THE PARRAMATTA METRO OVER STATION DEVELOPMENT ENVIRONMENTAL IMPACT STATEMENT (SSD-35538829)

Thank you for the opportunity to make a submission on the Parramatta Metro – Over Station Development Environmental Impact Statement (**OSD EIS**). This submission has been prepared by Mirvac Projects Pty Ltd, being the owners of 75 George Street, Parramatta (**the site**), located immediately north-east of the Sydney Metro site (legally described as Lot 192 DP 702747). It has an area of approximately 2,669m².

The site has frontages of approximately 35m to George Street and 75m to Smith Street and comprises a 6-storey commercial building (with shared core) and ground floor retail. Pedestrian and vehicular access to the building is provided from Smith Street. The building has provision for 105 above-ground car parking spaces. The location of the site is shown in **Figure 1**.



Figure 1 Site aerial (site outlined in red)
Source: Nearmap

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Figure 2 75 George Street, looking south-east from the intersection of George Street and Smith Street



Figure 3 75 George Street, looking east from Smith Street (Macquarie Lane shown left, existing vehicular access shown in middle from Smith Street)

1.1 Mirvac's vision for 75 George Street

Mirvac has a vision to deliver a high-quality commercial development on the site, which will leverage off existing and planned infrastructure and reinforce the Parramatta CBD as the Metropolitan Centre of the Central City. Mirvac's aim for the site is to:

- Deliver in-demand A-grade commercial floor space, while supporting significant employment growth in accordance with the vision for the Parramatta CBD under the gazetted CBD Planning Proposal.
- Ensure new development is sympathetic to the surrounding heritage context, especially the State heritage listed Roxy Theatre.
- Continue to recognise and respond to the historic character of George Street as a spacious thoroughfare as the Parramatta CBD's premier east-west street.
- Leverage of the site's scale and two prominent frontages to develop a new and completely invigorated street level outcome, supporting finer-grain activation and pedestrian permeability commensurate with the status of George Street and Smith Street.
- Be of the highest standard of architectural and urban design and provide a recognisable and high-quality contribution to the Parramatta CBD skyline, which will help to reinforce the status of Sydney's dual CBD.
- Create a next generation workplace environment that realises the opportunities that are emerging in future work practice, wellbeing and sustainability, communication and digital technologies, and security.
- Deliver project which meets Council's and Mirvac's sustainability aspirations, supporting the improved environmental performance of commercial development in the Parramatta CBD.

1.2 Site-specific DCP and Council consultation

Following exhibition of the Draft Parramatta CBD Planning Proposal and the Draft CBD DCP, a site-specific DCP was prepared by Mirvac and lodged with Council on 9 June 2021 (following consultation with Council Officers which commenced in July 2020). The site-specific DCP sought to commence the planning process for the site and set the planning parameters for a future competitive design process and DA.

A set of controls applying to the site have since been endorsed by Council in November 2022 and now form part of the Parramatta DCP. The controls address two scenarios, being the amalgamated development of the site with 73 George Street, or the independent redevelopment of the site.

Vehicular access provisions

Importantly, it is noted that the final controls do not provide certainty that Mirvac can benefit from direct vehicular access to their own site in a redevelopment scenario, as the DCP only nominates site access to 75 George Street in a redevelopment scenario from land outside of Mirvac's control. Section 6.5.2, Control C0.6(j) of the DCP states that *"basement car park, service and loading entry and exit portals must be located on the New Laneway for Site 05 and are not supported on street frontages along George and Smith Street"*.

This means under the planning controls, vehicular and service access to Mirvac's site in a redevelopment scenario is required from either:

- 73 George Street (not owned or in the control of Mirvac); or
- (part) 71 George Street (owned by Sydney Metro), being the on-grade area of parking between the Roxy and 75 George Street; or
- Macquarie Lane – also owned by Sydney Metro.

These locations cannot be relied upon for access as they are outside of Mirvac's control. As Smith Street is earmarked in both the LEP and DCP as a bus interchange, George Street remains the only certain location for a vehicular crossover to Mirvac's site. However, this is not permitted by the planning controls. The above is demonstrated in an extract of the DCP shown in **Figure 4**.

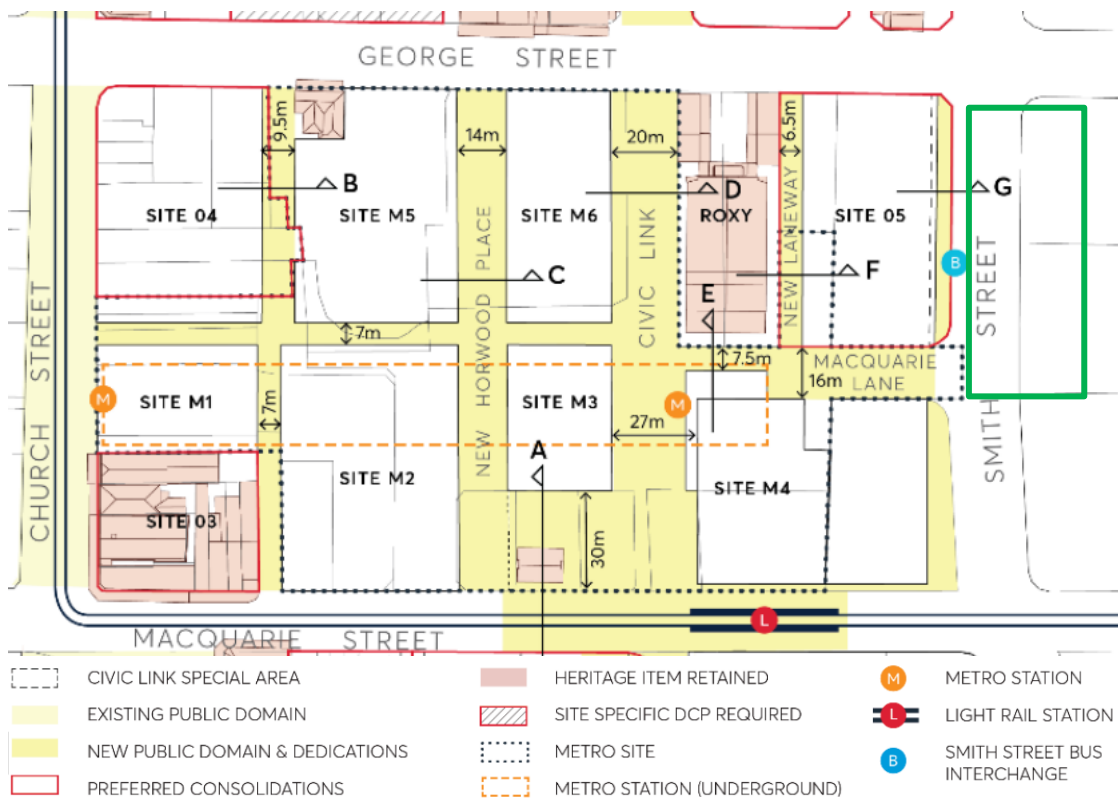


Figure 4 Location of the site (in green outline) as part of an amalgamated block within the Civic Link Special Area

Source: City of Parramatta Council (Figure 6.5.2.3 of the DCP)

2.0 Comments on EIS

The broad intent and objectives of the OSD EIS are supported.

Mirvac also notes from the EIS Appendix E (Built Form and Urban Design Report) that Macquarie Lane is proposed to be a 'shared lane' providing both pedestrian and vehicular access to the Metro Site, as shown in **Figure 5**.

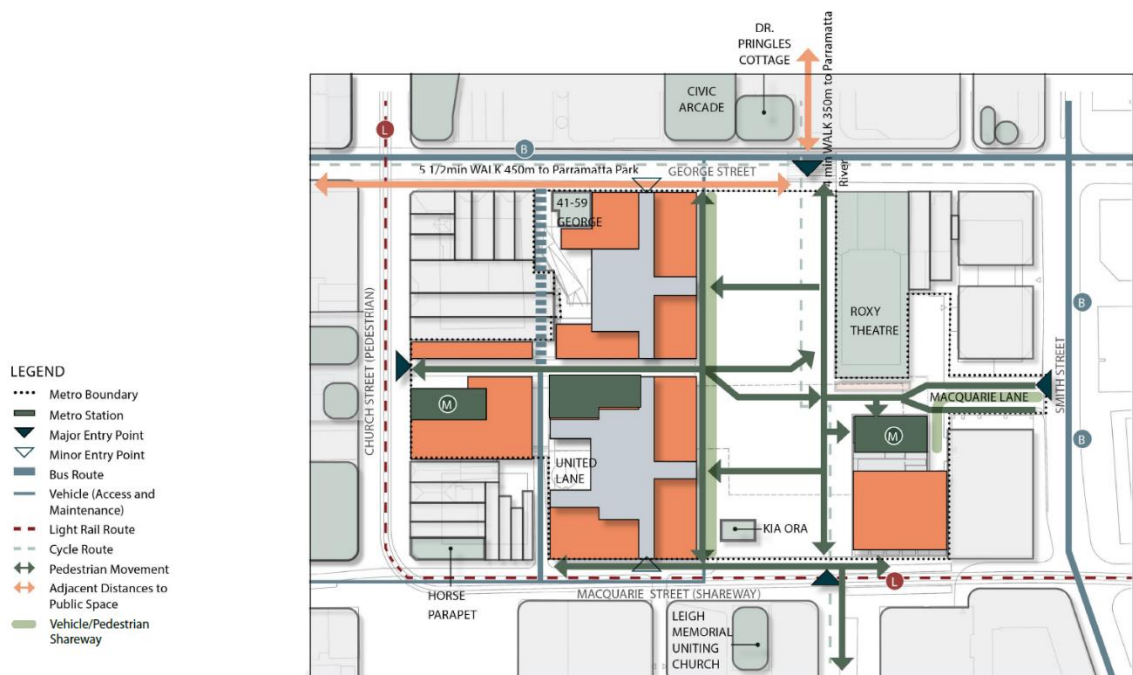


Figure 5 EIS Appendix E Public Domain Access and Circulation diagram (pg. 156)

Source: Sydney Metro West Parramatta OSD EIS

Mirvac submits that the Sydney Metro proposal or conditions should be imposed on any approval for the project, permitting Macquarie Lane to be used for vehicular access to 75 George Street as part of the redevelopment of 75 George Street. There are numerous planning and urban design benefits to the approach, as follows:

- Macquarie Lane has historically been used for the purpose of loading and servicing of buildings and car parks which existed previously on the Metro site. Its mid-block location provides a logical point at the rear of the 75 George Street site to locate vehicular access for loading and parking. The EIS's proposal to utilise Macquarie Lane to provide vehicular access to OSD Metro OSD Building C is logical in this regard.
- Providing vehicular access to 75 George Street along the Macquarie Lane frontage will promote the ground floor activation of the higher order George Street and Smith Street frontages of the site, improving the civic experience of the CBD. These frontages are expected to experience significant pedestrian flows upon completion of the Metro station infrastructure.

- As the Smith Street frontage of the site will be widened and will accommodate a new bus interchange, vehicle access to 75 George Street from Smith Street is not desirable.
- Vehicular access from George Street in an amalgamated redevelopment of 73+75 George Street via the envisaged new 6.5m laneway running along the eastern boundary of the Roxy would be a missed opportunity to promote that laneway as a more activated, pedestrian only experience. Utilising Macquarie Lane instead would make better use of the existing road network, as Macquarie Lane is required for vehicles to access Metro OSD Building C.
- Vehicular access from George Street in a scenario where 75 George Street redevelops independently of 73 George Street would be suboptimal given the primacy of the George Street frontage, which should be promoted as an activated experience. In this scenario, vehicular access from Macquarie Lane to 75 George Street can also benefit 73 George Street, with a breakthrough panel provided in the 75 George Street basement to allow servicing of 73 George Street should it ever redevelop independently.

Conclusion

We thank you for the opportunity to provide a submission to the West Metro Parramatta OSD EIS. As requested, Mirvac submits that the Sydney Metro proposal or conditions should be imposed on any approval for the project, permitting Macquarie Lane to be used for vehicular access to 75 George Street as part of the redevelopment of 75 George Street.

Mirvac welcomes the opportunity to work collaboratively with Sydney Metro and looks forward to working with Sydney Metro to deliver on its vision for Parramatta OSD. Should Sydney Metro require any further information in relation to the matters discussed in this submission, please do not hesitate to contact the undersigned.

Yours sincerely,



Tom Waters
NSW Development Director, Commercial & Mixed-Use Development