

To: NSW State Significant Development Assessment Panel

Subject: Objection – Proposed Development at 2 Fitzwilliam Street, Parramatta

I am writing to formally express my objection and concerns to the proposed development at 2 Fitzwilliam Street, Parramatta.

In summary, this development will result in unacceptable impacts on street character, traffic congestion, sunlight access, and residential amenity. It will significantly reduce the quality of life for existing Parramatta residents, including those at 88 Church Street and surrounding buildings.

1. Bulk, Scale and Streetscape Character

The proposed towers present a bulk and scale that is inappropriate for the site. The absence of a meaningful southern setback will create a canyon wall effect along Fitzwilliam Street, a relatively narrow street where openness, sunlight, and the existing street character are vital to pedestrian amenity.

The current detailed submission also reduces retail activation compared to earlier DA iterations. Where the previous submission had extensive retail frontages to support the public domain, the latest version strips this back, offering less contribution to the local environment. Given the site's strategic location next to Westfield Parramatta and the train station, more retail integration and proper setbacks should be required.

2. Solar Access and Privacy

Although is a BTR project, the design fails to meet the minimum Apartment Design Guide (ADG) requirement that at least 70% of apartments receive two hours of direct sunlight to living areas between 9am and 3pm at midwinter. The proponent's own figures admit that only 64% of apartments achieve this, with **ALL south-facing units** receiving no adequate sunlight at all. Apartments on the southern façade will be particularly compromised, lacking balconies and directly overlooking neighbouring apartments at 110 Church Street and 88 Church Street, creating both privacy intrusions and amenity loss.

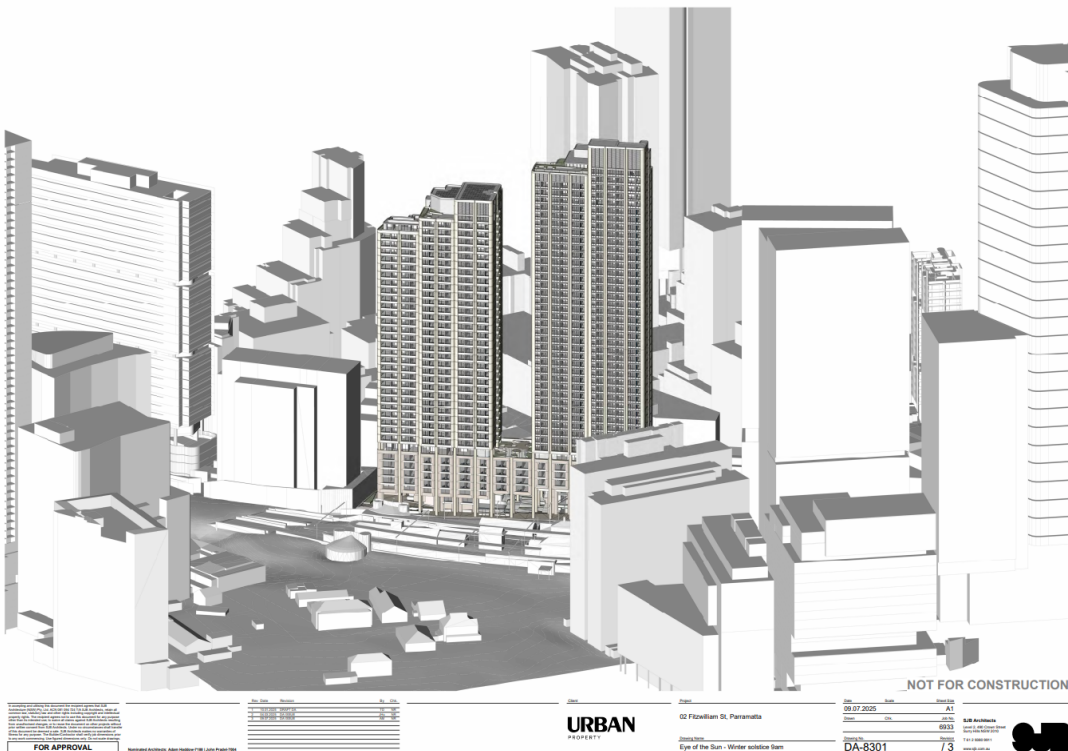
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Most concerning, **the sun-eye diagrams are inconsistent**. This submission and the earlier one (SSD-49808717) show completely different results at 9am midwinter. The discrepancy is so significant that it raises serious doubts about the accuracy of the overshadowing analysis.



EYE OF THE SUN - 9AM

Pervious submission suneye view



Current submission suneye view

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3. Traffic and Transport Impacts

Traffic is by far the most critical issue. Fitzwilliam Street and its surrounding intersections are already heavily congested, and this project will make conditions substantially worse.

The proponent proposes 175 new car spaces despite the site's immediate proximity to Parramatta Station. This is inappropriate and contrary to planning objectives that prioritise sustainable transport in CBD locations.

The Traffic Impact Assessment (TIA) submitted is misleading for several reasons:

Reliance on Unbuilt Council Upgrades:

The modelling assumes future Council works (e.g., conversion of Valentine Avenue to two-way and signalisation of Parkes/Valentine intersection) will be in place. These upgrades are not guaranteed, not developer-funded, and may not be delivered in time. Without them, the traffic impacts of this project will be severe.

Underestimation of Car Use:

The report assumes residents, hotel guests, and staff will rely almost entirely on public transport and "Green Travel Plans." In reality, many hotel guests—particularly those with luggage, families, or business visitors—will still arrive by car or taxi. This is ignored in the analysis.

Cumulative Impacts Ignored:

The study fails to fully consider the combined effect of other approved and proposed developments, **including the future BTR project at 2–10 Valentine Avenue**. Together, these projects will drastically increase traffic volumes through an already overstressed network.

Over-reliance on Behavioural Measures:

The so-called Green Travel Plan is comprised mainly of unenforceable "soft measures" such as newsletters, posters, carpool clubs, and travel access guides. These do not amount to real mitigation and cannot credibly offset the traffic generated by 700+ apartments, a hotel, and associated visitors.

In short, the traffic assessment downplays actual congestion, relies on speculative future upgrades, and overestimates mode shift away from cars. It does not reflect the lived reality of current Parramatta residents who already experience gridlock conditions.

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Conclusion

This proposal is fundamentally flawed. Its bulk and scale will overwhelm Fitzwilliam Street, its solar access shortfalls will breach ADG requirements and reduce liveability, and its traffic impacts are misrepresented and unacceptable.

I strongly urge the Panel to refuse the proposal in its current form, or at minimum, require substantial redesign that:

**introduces appropriate southern setbacks,
restores greater retail contribution at street level,
ensures solar compliance with ADG standards, and
addresses traffic impacts with real, enforceable mitigation measures.**

Thank you for considering this submission.

Sincerely,

Haoyuan Wu

88 Church Street, Parramatta