



Burwood Council

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ORDINARY MEETING

Notice is hereby given that a meeting of the Council of Burwood will be held in the Council Chamber, Suite 1, Level 2, 1-17 Elsie Street, Burwood on Tuesday 11 December 2018 at 6.00 pm to consider the matters contained in the attached Agenda.

Bruce Macdonnell
GENERAL MANAGER

Our Mission

**Burwood Council will create a quality lifestyle for its citizens
by promoting harmony and excellence in the delivery of its services**

CONFLICT OF INTERESTS

What is a "Conflict of Interests" - A conflict of interests can be of two types:

Pecuniary - an interest that a person has in a matter because of a reasonable likelihood or expectation of appreciable financial gain or loss to the person.

A person does not have a pecuniary interest in a matter if the interest is so remote or insignificant that it could not reasonably be regarded as likely to influence any decision the person might make in relation to a matter or if the interest is of a kind specified in Section 448 of the Local Government Act.

Non-pecuniary – are private or personal interests the Council official has that do not amount to a pecuniary interest as defined in the Local Government Act. These commonly arise out of family, or personal relationships, or involvement in sporting, social or other cultural groups and associations and may include an interest of a financial nature.

Who has a Pecuniary Interest? - A person has a pecuniary interest in a matter if the pecuniary interest is the interest of:

- The person, or
- The person's spouse or de facto partner or a relative of the person, or a partner or employer of the person, or
- A company or other body of which the person, or a nominee, partner or employer of the person, is a member.

No Interest in the Matter - However, a person is not taken to have a pecuniary interest in a matter:

- If the person is unaware of the relevant pecuniary interest of the spouse, de facto partner, relative, partner, employer or company or other body, or
- Just because the person is a member of, or is employed by, a Council or statutory body or is employed by the Crown.
- Just because the person is a member of, or a delegate of the Council to, a company or other body that has a pecuniary interest in the matter so long as the person has no beneficial interest in any shares of the company or body.

N.B. "Relative", in relation to a person means any of the following:

- a) the parent, grandparent, brother, sister, uncle, aunt, nephew, niece, lineal descends or adopted child of the person or of the person's spouse;
- b) the spouse or de facto partners of the person or of a person referred to in paragraph (a)

Disclosure and participation in meetings

- A Councillor or a member of a Council Committee who has a pecuniary interest in any matter with which the Council is concerned and who is present at a meeting of the Council or Committee at which the matter is being considered must disclose the nature of the interest to the meeting as soon as practicable.
- The Councillor or member must not be present at, or in sight of, the meeting of the Council or Committee:
 - (a) at any time during which the matter is being considered or discussed by the Council or Committee, or
 - (b) at any time during which the Council or Committee is voting on any question in relation to the matter.

No Knowledge - A person does not breach the Act if the person did not know and could not reasonably be expected to have known that the matter under consideration at the meeting was a matter in which he or she had a pecuniary interest.

What interests do not have to be disclosed (S 448 Act)?

- (a) an interest as an elector,
- (b) an interest as a ratepayer or person liable to pay a charge,
- (c) an interest in any matter relating to the terms on which the provision of a service or the supply of goods or commodities is offered to the public generally, or to a section of the public that includes persons who are not subject to this Part,
- (d) an interest in any matter relating to the terms on which the provision of a service or the supply of goods or commodities is offered to a relative of the person by the council in the same manner and subject to the same conditions as apply to persons who are not subject to this Part,
- (e) an interest as a member of a club or other organisation or association, unless the interest is as the holder of an office in the club or organisation (whether remunerated or not),
- (f) an interest of a member of a council committee as a person chosen to represent the community or as a member of a non-profit organisation or other community or special interest group if the committee member has been appointed to represent the organisation or group on the committee,
- (g) an interest in a proposal relating to the making, amending, altering or repeal of an environmental planning instrument other than an instrument that effects a change of the permissible uses of:
 - (i) land in which the person or a person, company or body referred to in section 443 (1) (b) or (c) has a proprietary interest (which, for the purposes of this paragraph, includes any entitlement to the land at law or in equity and any other interest or potential interest in the land arising out of any mortgage, lease, trust, option or contract, or otherwise), or
 - (ii) land adjoining, adjacent to or in proximity to land referred to in subparagraph (i), if the person or the person, company or body referred to in section 443 (1) (b) or (c) would by reason of the proprietary interest have a pecuniary interest in the proposal,
- (h) an interest relating to a contract, proposed contract or other matter if the interest arises only because of a beneficial interest in shares in a company that does not exceed 10 per cent of the voting rights in the company,

- (i) an interest of a person arising from the proposed making by the council of an agreement between the council and a corporation, association or partnership, being a corporation, association or partnership that has more than 25 members, if the interest arises because a relative of the person is a shareholder (but not a director) of the corporation or is a member (but not a member of the committee) of the association or is a partner of the partnership,
- (j) an interest of a person arising from the making by the council of a contract or agreement with a relative of the person for or in relation to any of the following, but only if the proposed contract or agreement is similar in terms and conditions to such contracts and agreements as have been made, or as are proposed to be made, by the council in respect of similar matters with other residents of the area:
 - (i) the performance by the council at the expense of the relative of any work or service in connection with roads or sanitation,
 - (ii) security for damage to footpaths or roads,
 - (iii) any other service to be rendered, or act to be done, by the council by or under any Act conferring functions on the council or by or under any contract,
- (k) an interest relating to the payment of fees to councillors (including the mayor and deputy mayor),
- (l) an interest relating to the payment of expenses and the provision of facilities to councillors (including the mayor and deputy mayor) in accordance with a policy under section 252,
- (m) an interest relating to an election to the office of mayor arising from the fact that a fee for the following 12 months has been determined for the office of mayor,
- (n) an interest of a person arising from the passing for payment of a regular account for wages or salary of an employee who is a relative of the person,
- (o) an interest arising from being covered by, or a proposal to be covered by, indemnity insurance as a councillor or member of a council committee,
- (p) an interest arising from appointment of a councillor to a body as representative or delegate of the council, whether or not a fee or other recompense is payable to the representative or delegate.

A Councillor is not prevented from taking part in the consideration or discussion of, or from voting on, any of the matters/questions detailed in Section 448 of the Local Government Act.

Non-pecuniary Interests - Must be disclosed in meetings.

If you are a Council official, other than a member of staff of Council and you have disclosed that a significant non-pecuniary conflict of interests exists, you must manage it in one of two ways:

- a) Remove the source of the conflict by relinquishing or divesting the interest that creates the conflict, of reallocating the conflicting duties to another Council official;
- b) Have no involvement in the matter, by absenting yourself from and not taking part in any debate or voting on the issue as if the provisions in Section 451(2) of the Act apply.

If you determine that a non-pecuniary conflict of interests is less than significant and does not require further action, you must provide an explanation of why you consider that the conflict does not require further action in the circumstances.

Disclosures to be Recorded - A disclosure (and the reason/s for the disclosure) made at a meeting of the Council or Council Committee must be recorded in the minutes of the meeting.

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AGENDA

FOR AN ORDINARY MEETING OF BURWOOD COUNCIL
TO BE HELD ON TUESDAY 11 DECEMBER 2018 IN THE COUNCIL CHAMBERS, 1-17 ELSIE STREET,
BURWOOD COMMENCING AT 6.00 PM.

I DECLARE THE MEETING OPENED AT (READ BY MAYOR)

ACKNOWLEDGEMENT OF COUNTRY (READ BY MAYOR)

"I would like to acknowledge the Wangal people who are the Traditional Custodian of this Land. I would also like to pay respect to the Elders both past and present of the Wangal Nation and extend that respect to other Aboriginals present".

PRAYER (READ BY MAYOR)

"Lord, we humbly beseech thee to vouchsafe thy blessing on this Council, direct and prosper its deliberations for the advancement of this area and the true welfare of its people."

TAPE RECORDING OF MEETING (READ BY MAYOR)

"Members of the Public are advised that Meetings of Council and Council Committees are audio recorded for the purpose of assisting with the preparation of Minutes."

The tape recordings will be subject to the provisions of the Government Information (Public Access) Act 2009 (GIPA).

Tapes are destroyed two (2) months after the date of the recording"

APOLOGIES/LEAVE OF ABSENCES

DECLARATIONS OF INTERESTS BY COUNCILLORS

DECLARATION OF POLITICAL DONATIONS (READ BY MAYOR)

"Councillors & Members of the Gallery

As a result of recent changes to the Legislation that governs the legal process for the determination of Development Applications before Council, a person who makes a relevant application to Council or any person with a financial interest in the application must now disclose any reportable political donation or gift made to any local Councillor or employee of Council. Council will now require in its Development Application Forms this disclosure to be made.

Council is also required to publish on its website all reportable political donations or gifts. Should any person having business before Council this evening and being an applicant or party having a financial interest in such application feel that they have not made the appropriate disclosure, Council now invites them to approach the General Manager and to make their disclosure according to Law."

RECORDING OF COUNCILLORS VOTING ON PLANNING DECISIONS

In accordance with Section 375A of the Local Government Act a division must be called for and taken on every Environmental Planning & Assessment decision. The names of those Councillors supporting and those opposed to the decision are to be recorded in the meeting minutes and the register retained by the General Manager.

OPEN FORUM ACKNOWLEDGMENT (READ BY MAYOR)

The Mayor to ask each speaker to confirm that they had read the guidelines about addressing the Council and acknowledge that they had been informed that the meeting was being recorded and that the Council accepts no responsibility for any defamatory comments made. Speakers should refrain from providing personal information unless it is necessary to the subject being discussed, particularly where the personal information relates to persons not present at the meeting

OPEN FORUM COMMENCES

CONFIRMATION OF MINUTES

Recommendation

That the Minutes of the following Meeting of Burwood Council.

A. Council Meeting held on 27 November 2018

copies of which were previously circulated to all Councillors be and hereby confirmed as a true and correct record of the proceedings of that meeting.

ADDRESS BY THE PUBLIC ON AGENDA ITEMS ACKNOWLEDGMENT (READ BY MAYOR)

The Mayor to ask each speaker to confirm that they had read the guidelines about addressing the Council and acknowledge that they had been informed that the meeting was being recorded and that the Council accepts no responsibility for any defamatory comments made.

ADDRESS BY THE PUBLIC ON AGENDA ITEMS COMMENCES

MAYORAL MINUTES

GENERAL BUSINESS

(ITEM 123/18)	AMENDED PLANNING PROPOSAL - BURWOOD PLACE - 42-50 AND 52-60 RAILWAY PARADE AND WYNNE AVENUE BURWOOD.....	6
(ITEM 124/18)	INTEGRATED PLANNING AND REPORTING - RESOURCING STRATEGY	91
(ITEM 125/18)	LOAN BORROWING PROGRAMME FOR 2018-19 FINANCIAL YEAR	94
(ITEM 126/18)	REVISED DELIVERY PROGRAM 2018-2021 AND REVISED BUDGET 2018-2019 - ENDORSEMENT FOR PUBLIC EXHIBITION.....	96

QUESTIONS WITHOUT NOTICE

Councillors are requested to submit any Questions Without Notice in writing.

(ITEM 123/18) AMENDED PLANNING PROPOSAL - BURWOOD PLACE - 42-50 AND 52-60 RAILWAY PARADE AND WYNNE AVENUE BURWOOD

File No: 18/45385

REPORT BY DEPUTY GENERAL MANAGER LAND, INFRASTRUCTURE & ENVIRONMENT

Summary

Council considered a Planning Proposal (PP) for the Burwood Place site in May 2016, whereupon the Council resolved to submit the PP for a Gateway Determination. Council's resolution was contingent upon the further discussion of several matters, including the partial closure of Wynne Avenue, minimising traffic impacts, minimising impacts on Council's adjacent Library and Community Hub, and the negotiation of appropriate public benefits.

Following detailed discussions and negotiations that have been undertaken to date with Council, the applicant has submitted an Amended PP for additional height and additional floor space upon the site. A new or amended Gateway Determination is required.

Operational Plan Objective

4.4.2 Partner with key stakeholders to deliver major projects

4.5.2 Ensure independence and transparency in decision making on significant developments

Background

Council at its meeting on 24 May 2016 considered a report on the Burwood Place PP. Council resolved:

That the Planning Proposal (PP) for Burwood Place at Nos. 42-50 and 52-60 Railway Parade and Wynne Avenue Burwood be submitted for a Gateway Determination subject to the following:

- *The closure of Wynne Avenue to traffic is of concern given its important role in the road network of the Burwood Town Centre and support will be subject to the final traffic modelling report.*
- *The proponent is requested to revise the scale and mix of development proposed in to be within the Building Height Plane (BHP) and FSR be reduced in line with the BHP.*
- *The proponent is required to comprehensively assess traffic impacts by means of detailed traffic modelling and submit this additional work to Council after coming back from gateway and prior to it going to exhibition.*
- *The proponent be advised of Council's resolution and be provided with a copy of the independent assessment report.*
- *The General Manager be authorised to negotiate a commercial arrangement for Wynne Avenue.*
- *The General Manager be authorised to negotiate a VPA for a Public Benefit Scheme in recognition of its strategic value of this site to the community.*
- *The proponent to minimise the impact on Council's heritage asset (Library & Community Hub), including a suitable separation of the proposed western tower to ensure an appropriate use and future development of Council's site.*

After the Gateway Determination for the Planning Proposal (PP) for Burwood Place was issued by the Department of Planning & Environment (DP&E), Holdmark Property Group proposed to provide to Council, through a Voluntary Planning Agreement (VPA), a monetary contribution and several works in kind, in return for additional floor space to be added to the PP.

A report was presented to the Council Meeting on 27 March 2018, when Council resolved (in part):

1. *That Council endorse in principle the terms of the VPA.*
2. *That Holdmark proceed to amend the Planning Proposal and supporting documents while the VPA is progressed further between the parties.*
3. *That Council note that an independent consultant will be engaged to assess the amended Planning Proposal and supporting documents, which may need to be revised further to address any issues raised.*
4. *That the amended Planning Proposal and supporting documents be submitted for a new or amended Gateway Determination.*

The terms of the draft VPA for the whole of the development are generally that the applicant is to provide to Council:

- A monetary contribution.
- Commercial office space (approx. 4,242 square metres) with associated parking.
- Three basement levels of public parking (approximately 60 spaces per level) at the existing public car park site at the front of Council's Library and Community Hub building.
- A high quality urban park (approx. 2,181 square metres) over the existing public car park site.
- An additional level of approximately 800 square metres floor area on top of Council's Library and Community Hub building.

In return, the applicant will add 9,000 square metres of floor space to the Planning Proposal, for which the DP&E has issued a Gateway Determination.

Council at its meeting on 21 August 2018 considered a report outlining the negotiations which had been undertaken since the March Meeting, the matters agreed upon, and the steps ahead. The broad steps ahead were set out as follows:

- An independent consultant has been engaged to undertake an assessment of the amended PP and supporting documents. Outcomes of this assessment may need to be reported to the Burwood Local Planning Panel (BLPP) prior to being reported to Council.
- The amended PP, if supported by Council, will be forwarded to the Department of Planning and Environment (DP&E) for a new or amended Gateway Determination.
- The airport and aviation safety authorities and the Roads and Maritime Services (RMS), which had commented on the PP, are to be consulted again when a new or amended Gateway Determination is issued.
- The draft site specific DCP for the original PP will be amended for the Amended PP upon issuing of the new or amended Gateway Determination.
- The Amended PP, the draft amended site specific Development Control Plan (DCP) and the draft VPA will be exhibited concurrently in due course

- Outcomes of the public exhibition will be reported to Council.
- The VPA, if endorsed by Council, is expected to be executed, and the site specific DCP is expected to be finalised, prior to the making of the amendment to the Burwood Local Environmental Plan by the DP&E.

This report presents the findings of the independent consultant, Cardno Pty Ltd, engaged to undertake an assessment of the Amended PP.

The Council is requested to determine whether the Amended PP be forwarded to the DP&E for a new/amended Gateway Determination.

Proposal

Subject Site and Existing Development Standards

The subject land is shown on the map below, together with the existing permissible FSR and heights shown.



The land comprises Burwood Plaza and the Telstra buildings. The PP proposes to incorporate Wynne Avenue, providing retail floor space and carparking beneath the road reserve.

Adjoining the subject land to the east is the Burwood Library and Community Hub and its carpark, and to the south are the recently approved developments known as Burwood Grand and Emerald Square.

The subject land is zoned B4 Mixed Use under the BLEP, with a split maximum building height of 60m and 70m, and a split maximum FSR of 4.5:1 and 6:1. A maximum Residential FSR also applies.

Proposed Development Standards

The Amended PP before Council seeks an amendment to the BLEP 2012 to:

- Increase the maximum building height for the subject land from 60 metres and 70 metres to 123 metres and 144 metres.

- Increase the maximum FSR for the subject land from 4.5:1 and 6:1 to 10.54:1.
- Increase the maximum Residential FSR for the subject land from 3:1 and 2:1 to 7.16:1.
- Restrict the maximum FSR for Serviced Apartments to 10% of total GFA across the combined land.

The Amended PP would also seek to introduce a savings provision for the site to allow for a Development Application to be assessed concurrently with the PP.

No change to the zoning of land is proposed.

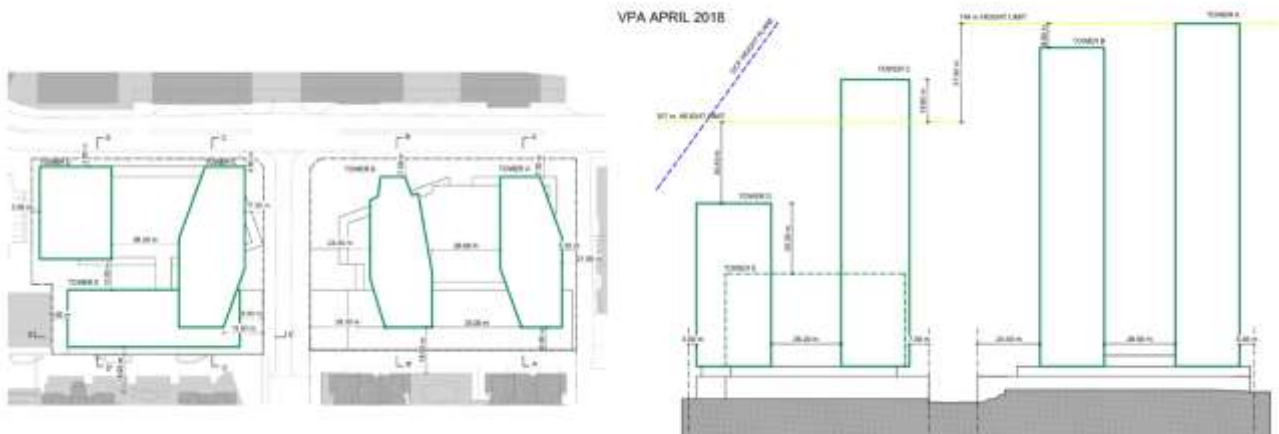
The anticipated building form is shown in the diagram below, with the likely number of storeys indicated in numerals upon each tower. The diagram is looking toward the south-east. The development yield is approximately 1,100 apartments.



Figure 51. Option 2 - Proposed option (with towers ranging from 12 - 42 storeys).

Legend:

- | | |
|---|---|
| Retail | Existing Buildings |
| Commercial | Buildings under construction / DA submitted |
| Residential | |
| Hotel | |



The building form is expected to comprise five towers, which generally graduate in height from

west to east. Retail activities are proposed for the podium levels, as well as some retail on the first basement level. Parking would be accommodated within a number of basement levels.

Significant areas of public domain are to be provided at the street level, as well as the facilitation of through-site links within the site to transfer pedestrians to the Burwood Library and Community Hub, and the existing Hornsey Street pedestrian link.

Assessment of the Planning Proposal

Cardno Assessment

Cardno's complete assessment report is at Attachment 4. The report's findings are based on assessing the additional 9,000 square metres of floor space proposed under the Amended PP, compared to the earlier PP concept. The key findings are summarised below:

- Firm commitment is required by way of a draft VPA which provides for the developer to provide the public benefits envisaged by the PP.
- The additional floor space has not been adequately justified from a planning perspective, as almost all the additional floor space is residential.
- Further clarification is sought in respect to solar access, especially quantifying the number of additional dwellings in the surrounding area that cannot comply with solar access guidelines.
- Further justification for the 25m increase in the height of Building C.
- Traffic modelling should take a longer-term view, up to at least 2036.
- The PP should clearly identify which infrastructure upgrades (esp. traffic signals and traffic improvements) will be undertaken by the Developer to enhance the operational efficiency of the road network.
- The PP should demonstrate parking arrangements in greater details, including the number of vehicles using each ingress and egress point, as well as justifying the 60/40 vehicle split being assumed for vehicle entries.

Cardno's assessment finds that the Amended PP requires amendment and further justification if the planning merit of the proposal is to be supported.

Traffic and Transport Team

Council's Traffic and Transport Team have also reviewed the latest Traffic Impact Assessment.

Council Officers have generally supported a proposal which provides for:

- Development of an underground public carpark at the location of the existing Library Carpark, which connects underground to the Burwood Place carpark.
- Two vehicular ingress points (Railway Parade, Wynne Avenue).
- Three vehicular egress points (Conder Street, Railway Parade, Wynne Avenue). An option for an additional/relocated egress point in Belmore Street may be considered at the Development Application Stage.
- The upgrade of three traffic signals prior to Burwood Place being operational (namely, Conder Street/Railway Parade; Belmore Street/Conder Street; Belmore Street/Wynne Avenue).

Additional information in relation to the increased number of public transport trips which will be generated by the increased density based on existing journey to work data has been requested to determine the impacts on train and bus services.

Summary Position

The key concerns raised by Cardno relate to the planning merit for the additional floor space, solar access impacts, and traffic impacts.

Council Officers are working closely with the applicant to ensure that traffic and solar access issues are adequately addressed. Typically, traffic movement and parking arrangements would be matters handled at the Development Application stage, but Council's position has been that given this proposal would be such a significant development in the Burwood Town Centre, it is important that traffic and parking matters are substantially resolved at the PP stage and do not unduly impact the function of the road network – this includes but is not limited to the projected number of vehicles using each of the proposed ingress and egress points. Council Officers will continue to work with the applicant in resolving all of these traffic matters.

In respect to solar access, it is generally accepted that the development of the subject site – being directly north of the Burwood Grand and Emerald Square developments – will have inevitable impacts on solar access. Again, Council Officers will continue to work with the applicant in ensuring that solar access impacts are minimised.

It is considered that the above matters are able to be resolved through further discussion and revision of the Amended PP. The Amended PP should be considered in light of the public benefits that are expected from the redevelopment scheme. As outlined above, the Amended PP is expected to deliver to the Burwood Community a monetary contribution, commercial office space, an underground public carpark, an additional storey on the Council's Library, and a high quality urban park.

An important next step is facilitating the public exhibition of the Amended PP (together with the associated VPA and site-specific DCP) so that our community may provide their input into the proposal and development concept.

Consultation

The initial PP was submitted in October 2015. The applicant's team has met with Council's Executive Team, Council Officers, and Cardno on a number of occasions since 2015. The meetings have centred on the content of the PP, the negotiation of public benefits through a VPA, details of the site-specific DCP, and the clarification or revision of the redevelopment scheme.

The Amended PP was submitted in June 2018. A preliminary assessment was undertaken by Cardno in early October and a copy of this assessment was provided to the applicant. The applicant responded to Cardno's assessment, as well as attended a meeting on 29 October 2018 with Cardno and Council Officers. The Cardno assessment raised a number of matters to be addressed before further assessment would be undertaken. A separate meeting was also held between the applicant and Council Officers on 6 November 2018 regarding traffic matters.

The applicant submitted additional information on 15 November 2018, being a revised PP, Urban Design Report and Traffic Report. Cardno's comprehensive assessment of the latest PP documents is the subject of this report.

The Gateway Determination would set out formal requirements for public exhibition and community consultation.

Advice of the Burwood Local Planning Panel (BLPP)

In accordance with a Local Planning Panels Direction, issued by the Minister for Planning in February 2018, the Amended PP together with Cardno's report was referred to the BLPP for its consideration and advice on 4 December 2018.

The BLPP recommended:

The Panel is not in a position to provide advice to Council on the suitability or otherwise of the Planning Proposal. The Panel supports the report prepared by Cardno, commissioned by the Council to review the Planning Proposal, and agrees with the recommended amendments and clarifications to the planning proposal in paragraph 3.13.

The Panel is also of the view that the best outcome for the Burwood Town Centre is to have a strategic planning study undertaken of the whole Burwood Town Centre prior to considering planning proposals that significantly increase floor area, traffic and place a greater strain on public transport systems.

Planning or Policy Implications

The above assessment of the Amended PP reveals that the proposed building height and FSR increases would have acceptable impacts on surrounding properties, as well as the Burwood Town Centre generally. The traffic arrangements for the proposed development are closer to reaching a resolution, and the value of community benefits being offered have been agreed to at a high-level.

It is considered appropriate to submit the Amended PP to the State Government for a new or amended Gateway Determination. The DP&E has not yet indicated whether the Gateway Determination, if issued, would take the form of an entirely new Determination, or simply a revision of the earlier Determination.

It is expected that the Gateway Determination would outline requirements for public exhibition, community consultation and State Government agency consultation.

Financial Implications

The cost of engaging Cardno to undertake an assessment of the Amended PP has been covered by the fee paid by the applicant in submitting the PP to Council.

Conclusion

The Amended PP seeks a substantial increase to the current maximum building height and floor space ratio permitted upon the subject land. The increase in floor space by approximately 9,000 square metres from the initial PP is in accordance with discussions and negotiations agreed to by Council. It is recommended that the Amended PP be submitted for a new or amended Gateway Determination such that community consultation may take place. The submission for a Gateway Determination should only proceed following resolution of matters in respect to traffic and parking, solar access, finalisation of the VPA, and finalisation of the site-specific DCP.

Recommendation(s)

1. The Amended Planning Proposal (PP) for Burwood Place at Nos. 42-50 and 52-60 Railway Parade and Wynne Avenue Burwood be submitted for a Gateway Determination only after the associated Voluntary Planning Agreement (VPA) and site-specific Development Control Plan (DCP) have been finalised to the satisfaction of Council.
2. The Amended PP and supporting documents be updated to respond to the matters raised in the Cardno Assessment Report.

3. The Amended PP be publicly exhibited in accordance with the Gateway Determination, together with the associated VPA and site-specific DCP.
4. The outcomes of the public exhibition and consultation processes be reported back to Council for its consideration and determination of the Amended PP.
5. That the applicant be advised of Council's resolution.

Attachments

- 1 [↓](#) Amended Planning Proposal
- 2 [↓](#) Cardno Assessment Report
- 3 Urban Design Analysis will be provided seperately
- 4 Traffic Impact Assessment will be provided seperately

CITY
PLAN
SERVICES



Planning Proposal (Amended) Burwood Place

42-50 and 52-60 Railway Parade,
Burwood

Submitted to Burwood Council
On Behalf of Holdmark Property Group

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October 2018 | 14-197

Report Revision History

Revision	Date Issued	Prepared by	Reviewed by	Verified by
01 Lodged with Council	09/10/15	<i>Anthony Kazacos</i> Associate	<i>Susan E. Francis</i> Executive Director	<i>Susan E. Francis</i> Executive Director
02 Council Resolution	27/10/16	<i>Anthony Kazacos</i> Associate		
03 Amended Gateway Determination	26/06/18	<i>Alice Rubenach</i> Senior Project Planner		
04 Reissued - Amended Gateway Determination	30/10/18	<i>Anthony Kazacos</i> Associate		

This document is preliminary unless approved by a Director of City Plan Strategy & Development.

CERTIFICATION

This report has been authorised by City Plan Strategy & Development P/L, with input from a number of other expert consultants, on behalf of the Client. The accuracy of the information contained herein is to the best of our knowledge not false or misleading. The comments have been based upon information and facts that were correct at the time of writing this report.

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iii

Table of Contents

1. Executive Summary	6
2. Gateway Determination	11
3. Objectives or Intended Outcomes	13
4. Explanation of the provisions	14
5. Justification	15
5.1 Need for a Planning Proposal	15
5.1.1 Is the PP a result of any strategic study or report?	15
5.1.2 Is the Planning Proposal the best means of achieving the objectives or intended outcomes, or is there a better way?	18
5.2 Relationship to Strategic Planning Framework	21
5.2.1 Is the planning proposal consistent with the objectives and actions of the applicable regional, sub-regional or district plan or strategy (including any exhibited draft plans or strategies)?	21
5.2.2 Is the planning proposal consistent with the council's local strategy or other local strategy plan?.....	31
5.2.3 Is the planning proposal consistent with applicable state environmental planning policies?.....	32
5.2.4 Is the planning proposal consistent with the applicable Ministerial directions (s.117 directions)?	35
5.3 Environmental, Social and Economic Impact.....	38
5.3.1 Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected as a result of the proposal?	38
5.3.2 Are there any other likely environmental effects as a result of the planning proposal and how are they proposed to be managed?.....	38
5.3.3 Has the planning proposal adequately addressed any social and economic effects?39	
5.4 State and Commonwealth Interests	42
5.4.1 Is there adequate public infrastructure for the planning proposal?	42
5.4.2 What are the views of state and Commonwealth public authorities consulted in accordance with the Gateway determination?	42
6. Mapping	44
7. Community Consultation	46
8. Project Timeline	47
9. Conclusion	48

Appendix	Document	Prepared by
1	Urban Design Analysis	Architectus and Cox
A	Council Meeting Minutes	Burwood Council
B	Retail Master Plan	Bonnefin and Associates
C	Visual Impact Assessment	Architectus
D	Floorplan Solar Assessment	Architectus
E	Aeronautical Impact Statement	Landrum & Brown Worldwide
F	Traffic Modelling	Road Delay Solutions
G	Strategic Transport Planning Assessment	AECOM
H	Services and Overland Flow	Arcadis
I	Heritage Impact Statement	Tropman & Tropman Architects
J	Contamination Assessment	Douglas Partners
K	Survey	Lockley and Associates
L	Economic Impact Assessment	AEC Group
M	Architectural Drawings	Architectus and Cox
N	Retail Impact Assessment	Location IQ
2	Council Resolution (dated 24 May 2016)	Burwood Council
3	Gateway Determination (2017)	Department of Planning and Environment
4	Part 6 Local Provision - Example wording	City Plan Strategy and Development
5	Aviation Approval	Department of Infrastructure, Regional Development and Cities
6	RMS Correspondence	Roads and Maritime Services
7	Council Resolution (dated 27 March 2018)	Burwood Council

1. Executive Summary

Introduction

This updated Planning Proposal ('PP') is being submitted to Burwood Council on behalf of the proponent Holdmark Property Group.

This PP explains the intended effect of, and justification for, the proposed amendment to the Burwood Local Environmental Plan (BLEP) 2012. The amendment is site specific for Nos. 42-50 and 52-60 Railway Parade, Burwood ('the site').

It has been prepared in accordance with Section 3.33 of the Environmental Planning and Assessment Act 1979 (EP&A Act) and the relevant Department of Planning Guidelines including "A Guide to Preparing Local Environmental Plans and A Guide to Preparing Planning Proposals."

Background

This PP represents the culmination of several years of urban design and strategic planning analysis of the Burwood Town Centre. The PP was originally lodged with Council in September 2015 and received Gateway Determination on the 26th of February 2017 with correction issued on the 2nd of March 2017. It has since been updated to address the conditions of the Gateway Determination and to include an additional 9,000 sqm of Gross Floor Area (GFA) and public benefits such as a new urban park, Council car park and expanded library for the Burwood Town Centre. In so doing, Council agree to seek an amended Gateway Determination.

The table below provides a summary of the PP's key milestones to date.

Table 1: Summary of PP's Milestones

Date	Milestone
28 September 2015	Lodgement of original PP with Council.
24 May 2015	Council resolved to forward the PP to the Department of Planning and Environment for forward a Gateway Determination (GWD) (refer to Appendix 2).
26 February 2017	DPE issue GWD (refer to Appendix 3).
2 March 2017	DPE issue corrected GWD (refer to Appendix 3).
6 March 2018	Department of Infrastructure, Regional Development and Cities issue approval for the proposed height (refer to Appendix 5).
9 March 2018	Response obtained from the Roads and Maritime Services (RMS) outlining no objection to the proposal (refer to Appendix 6).
27 March 2018	Council resolved to request an amended GWD to include additional GFA and to endorse the in principal terms of the Voluntary Planning Agreement (VPA) (refer to Appendix 7).

Since the PP was originally lodged with Burwood Council in September 2015, extensive consultation has been undertaken with Burwood Council, its external consultants and State Agencies such as the Department of Infrastructure, Regional Development and Cities (DIRDC) and also the Roads and Maritime Services (RMS).

Location

This PP enables the viable redevelopment of two large adjacent key sites within the Burwood Town Centre. This Centre is classified as a 'Strategic Centre' in the Eastern City District Plan.

As a 'Strategic Centre', Burwood provides a variety of different high density land uses within walking distance from the Burwood train station. It is one of the few major centres within the

region and services the broader district population of approximately 360,000 people (inner west LGAs).

The site is highly accessible as it located directly opposite the Burwood train station and bus interchange. This accessibility will only be strengthened in the medium to long term with the construction of the Westconnex, the proposed Parramatta Light Rail route and the new Sydney West Metro line. In addition, the Strathfield train interchange is within walking distance of the site.

Growth

As of 2011, according to the Department of Planning and Environment’s (DPE) 2016 population projections, Burwood had a population of approximately 34,200 people. By 2036, this is expected to increase by 23,300 to a total of 57,500 people. In order to accommodate this significant increase in population, DPE’s 2016 dwelling projections anticipate at least an additional 9,050 dwellings by 2036 (362 dwellings per year) are required.

According to the DPE’s Metropolitan Development Program, on average per year, Burwood has 229 dwellings constructed. This is not sufficient in order to accommodate the expected increase in population, as an additional 133 dwelling per year are required.

The Centre is also expected to accommodate additional jobs, in order to provide employment opportunities to the district population, which is expected to significantly increase. This is supported by statistics from Transport for NSW which forecast the number of jobs within the Centre to increase by approximately 3,000 jobs by 2031.

This PP is capable of significantly assisting the Centre in accommodating this growth by providing in the order of approximately 1,100 **apartments** and approximately 3,299 (**direct and indirect**) jobs.

Urban Renewal

Given the site’s locational advantages and the current economic climate, the subject site presents a rare opportunity for a high density, mixed use and master planned development. The concept design for the proposed development has incorporated a range of architectural design techniques which will create an attractive and engaging landmark development, which will reinforce Burwood’s status and role as a Strategic Centre.

This indicative urban renewal concept design includes the following elements and features:

- Active ground floor retail;
- Vibrant streetscapes and engaging public spaces;
- Easy access to transport;
- Commercial floor space, encouraging the establishment of a range of businesses; and
- A range of highly accessible residential apartments, reflecting the needs of the evolving community.

LEP Amendments

In order to achieve the proposed development, amendments to the site’s current planning controls are required. It is proposed to retain the site’s current B4 Mixed Use Zoning, however, make the following amendments:

Table 2: LEP Amendments

Control	Existing	Proposed
Height	60 metres and 70 metres	123 metres and 144 metres
FSR	4.5:1 and 6:1	10.54:1
Maximum residential FSR	2:1 and 3:1	7.16:1

Maximum FSR for Serviced Apartments	0.45:1 and 0.6:1	GFA cannot exceed 10% of total GFA across the combined land
Savings Provision	n/a	Introduce a savings provision for the site to allow for a Development Application to be assessed concurrently with the PP

In order to implement the above controls, the use of a 'Part 6 - Additional local provision' is proposed as the most appropriate mechanism. Example wording of the proposed local provision has been prepared and accompanies this PP.

Public Benefits

This PP produces numerous public benefits to not only the local community but also the greater district. These are briefly outlined below:

- **Employment** - providing jobs closer to existing homes: approximately 48,500 sqm of retail and commercial floor space is proposed (equating to approximately 3,300 direct and indirect jobs). Approximately 1,720 (direct and indirect) additional jobs will also be generated as a result of the development's construction phase. This will allow a variety of different businesses to establish in the local area, providing a range of different employment opportunities for the local community;
- **Housing**: in the order of approximately 1,100 apartments will be provided, of a range of different sizes and layouts, in a high demand and centrally located area of Sydney, in close proximity to public transportation and services;
- **Hotel**: there is currently an undersupply of hotel accommodation within the Burwood Town Centre. This PP has the potential to fill a 'gap' in the market by providing a hotel currently proposed to be approximately 5,600 sqm of GFA.
- **Improved public domain and amenity**: the site's existing buildings are currently ageing and incorporate large continuous blank frontages. The proposal will transform this area of the Burwood Town Centre, with ground floor retail (approximately 10,700 sqm), improved streetscapes and engaging public spaces (approximately 4,100 sqm). This will ultimately be an exceptionally positive contribution to the streetscape and create an attractive place to live, work and/or visit;
- **Sustainable living**: the proposed development is able to incorporate the principles of a Transit Oriented Development by providing a mixture of different high-density land uses within walking distance of public transportation infrastructure. This will encourage alternative modes of transportation such as walking and cycling whilst increasing bus and train patronage;
- **Open Spaces**: the PP will include the provision of providing additional open space and public plazas within and around the subject site;
- **A master-planned approach displaying design excellence**: given the large size of the site, this redevelopment presents a unique opportunity to develop a cohesive concept plan to complement the existing surrounding built form. It includes appropriate building layouts, mixture of different land uses, public open spaces and pedestrian links and thoroughfares;
- **Access and Transport**: this proposal has the potential to improve access and pedestrian links within the Centre. Subject to further discussions and investigations, this may include new public plazas, a commuter car park, bus interchange upgrades and further road improvements surrounding the site;

- **Community Infrastructure:** this PP is capable of providing a 'community heart' for the Centre of Burwood and locality by providing a range of tangible direct public benefits to the local community. Such benefits may include:
 - A monetary contribution to Council;
 - Dedication of commercial office space to Council;
 - A community centre and child care / learning centre;
 - A Performing arts space;
 - Expansion of the Burwood Library;
 - New Council car park;
 - A new public park; and
 - A pedestrian-friendly environment along Wynne Avenue.

This proposal is supported by a Voluntary Planning Agreement (VPA), which outlines the specific details of the public benefits which could be offered. This will ensure valuable public benefits will be directly provided to the local community.

Positive Impact on the Local Economy

The proposed development will result in numerous positive economic benefits to the local Burwood economy. It will provide approximately 15,400 sqm of contemporary and modern commercial floor space, which will assist in attracting large companies and government agencies to the Burwood Town Centre. Approximately 27,500 sqm of retail floor space will also be provided, which will allow a greater range of local businesses to establish including supermarkets, fresh food markets, cinemas and speciality retail stores.

The table below, summaries the direct and indirect economic benefits, projected to be produced from the proposal:

Table 3: Economic Benefits (direct and indirect)

	Proposal
Output (\$M) per annum	\$753.7
Contribution to GDP (\$M) per annum	\$434.1
Income and Salaries to Local Workers (\$M) per annum	\$233.4
New Employment (Full Time)	3,299

As indicated in the above table, the proposed development is projected to provide a significant investment upside for Burwood, injecting an estimated \$753.7 M per annum into the local economy as a result of the development.

The PP will also assist in providing more jobs for local residents, by providing a total of approximately 3,300 full-time jobs (direct and indirect) once the development is complete.

The proposal represents a significant investment into the Burwood economy, which will provide significant economic benefits, not only during the operational phase but also during the development's construction phase, including:

- An injection of an estimated \$617.3 M into local businesses is expected during construction, which will support around \$238 M in Gross Regional Product (GRP); and
- Generate an estimated 1,717 direct and indirect jobs as a result of the construction phase of the development.

A significant amount of housing (in the order of approximately 1,100 apartments) will also be provided as a result of this proposal. This will not only assist in increasing the volume of housing supply in this high demand and centrally located area of Sydney, but it will also assist

in providing residential accommodation for the significant increase in population forecast for Burwood by 2036.

As the existing buildings on the subject site comprise of substantial retail and commercial buildings, increased residential densities are required to cross-subsidise the redevelopment and to ensure a significant amount of additional commercial floor space can be provided.

The proposal is of a sufficient scale to facilitate this urban renewal development and to provide the outlined benefits to the local economy. The strength of the economy is paramount to enable this redevelopment to be achieved, therefore timing of this proposal is critical in order to guarantee the delivery of this project.

Consultant Studies

This PP is accompanied by reports and concept plans prepared by expert consultants to provide a comprehensive analysis of the site's opportunities and constraints.

Careful attention has been given to potential impacts, such as shadowing, traffic, contamination and heritage. Due to the implementation of careful design strategies and techniques these studies have confirmed the capability and appropriateness of the proposal and have not identified any constraints which will result in any detrimental amenity impacts to the surrounding community.

This PP addresses all relevant considerations under the Guidelines and demonstrates that the proposal is consistent with State, Regional and Local planning policies and also the relevant s117 Ministerial Directions.

Conclusions

This PP sets out a carefully-planned framework designed to achieve the redevelopment of one of the key sites in Burwood. No other currently available site in the centre of Burwood is as large or as strategically well-positioned as the subject site. It provides the opportunity to create an exciting new community heart and meeting place for both local residents and visitors. It is designed to stimulate the local economy and provide much-needed quality housing and employment land uses close to transport, shops and other key amenities.

As outlined in this PP, there can be no doubt that this site, due to Burwood's position in Metropolitan Sydney, its classification as a Strategic Centre' and the site's location adjacent to a major bus and train interchange, has strategic merit and is consistent with the objectives and directions of the Greater Sydney Region Plan and the Eastern City District Plan.

In summary, there is a sound planning basis and strategic merit to support the zoning of the site as promoted by this PP. We therefore request that Council forwards the PP to the Department of Planning and Environment for an amended Gateway Determination.

Key Master Plan Data

A summary of the key data of the proposed development is summarised below:

Table 4: Key Master Plan Data

Site Area	14,363 sqm
Overall FSR	10.54:1
Non-residential FSR	3.37:1
Residential FSR	7.16:1
Non-residential GFA	48,467 sqm
Residential GFA	102,858 sqm
Total GFA	151,325 sqm

2. Gateway Determination

On 26 February 2017 a Gateway Determination (GWD) was issued by the Department of Planning and Environment, for the original Planning Proposal (PP), as submitted to Council on 28 September 2015. An altered Gateway was obtained on 2 March 2017, correcting an error associated with the proposed height (refer to Appendix 3).

The table below provides a comparison of the proposed controls outlined in the original PP and the subject PP.

The amended controls are required to accommodate an additional 9,000 sqm of GFA and public benefits such as a new urban park, Council car park and an expanded library for the Burwood Town Centre.

Table 5: PP Comparison

	Original PP (2015)	Subject PP (2018)
Building Height	107 metres and 144 metres	123 metres and 144 metres
FSR	9.9:1	10.54:1
Max. Residential FSR	6.53:1	7.16:1
Serviced Apartments	GFA cannot exceed 10% of total GFA across the combined land	
Other	Introduce savings provision	

Should Council support the updated PP, it is anticipated it will be subject to the same GWD conditions issued by DPE on 2 March 2015. The table below provides a response to the original GWD conditions.

Table 6: Response to Gateway Determination

Gateway Conditions	Comment
<p>1. Initial consultation regarding the planning proposal is to be undertaken with the following public authorities:</p> <p>Sydney Airport Corporation Limited (SACL), Bankstown Airport Limited (BAL), Civil Aviation Safety Authority (CASA) and Airservices Australia (AsA) in relation to maximum building heights; and</p> <p>Roads and Maritime Services (RMS) in relation to traffic impacts of the proposed density on the site.</p>	<p>The Department of Infrastructure, Regional Development and Cities issued approval for the proposed height of 163.5 metres (AHD) on 6 March 2018 (Appendix 5). An approval was also received for the proposed crane height of 181.5 metres on 23 April 2018.</p> <p>The updated PP does not propose to increase the above heights.</p> <p>The RMS provided a response on the 9 March 2018 (Appendix 6). This response did not raise any objection to the subject PP.</p> <p>The updated PP proposes additional GFA and parking spaces. The RMS will therefore need to be re-notified. We propose that this could be undertaken concurrently with the public exhibition period.</p>
<p>2. Prior to community consultation, the following studies are to be prepared/updated to</p>	

<p>support and amend the planning proposal to address any advice from the above authorities:</p> <p>(a) an Urban Design Analysis to assess the impact of the development on neighbouring sites, in particular overshadowing on Burwood Public School, surrounding heritage items and open/public spaces;</p> <p>(b) an updated Traffic Impact Assessment to address any impacts raised during consultation with RMS on local and wider road network, and outline measures to mitigate these impacts; and</p> <p>(c) an updated Economic Impact Assessment justifying the proposed increase and demand for the proposal, addressing the effect of the development on the Burwood Town Centre and nearby centres, and demonstrating how this uplift will support the District Centre status of Burwood, as outlined in the draft Central District Plan.</p>	<p>(a) The Urban Design Analysis has been updated to address overshadowing refer to pages 80-91 of Appendix 1.</p> <p>(b) The Traffic Impact Assessment has been updated, refer to Appendix F.</p> <p>(c) The Economic Impact Assessment has been updated to address the demand of commercial floors space in relation to Burwood's District Centre status (previous district plan), refer to page 36 of Appendix L.</p> <p>A Retail Impact Assessment has been prepared by Location IQ - which states that the proposal will not impact other retail centres/facilities in the vicinity. Refer to Appendix N.</p>
<p>3. A site specific Development Control Plan (DCP) is to be prepared and exhibited concurrently with the planning proposal.</p>	<p>A draft site specific DCP has been prepared in consultation with Council.</p> <p>It will however require updating prior to public exhibition to reflect the updated PP and development controls.</p>
<p>4. The planning proposal is to be updated for clarification of the following:</p> <p>(a) remove the draft local clause 6.7 and replace with a plain English explanation of the proposal's provisions;</p> <p>(b) demonstrate consistency with the draft Central District Plan, released on 21 November 2016; and</p> <p>(c) include an updated Floor Space Ratio, map reflecting the proposed local provision.</p>	<p>The Planning Proposal report has been updated, including:</p> <p>(a) The example wording has been removed and inserted as Appendix 4. The provisions from the example wording have been inserted into the report.</p> <p>(b) Since the Gateway Determination was issued the draft Central District Plan and 'A Plan for Growing Sydney' have been superseded by the Eastern City District Plan and The Greater Sydney Regional Plan. Consistency with these plans have been demonstrated in Section 5.2 of the Planning Proposal report.</p> <p>(c) The Floor Space Ratio map has been updated to reflect the proposed local provision. Refer to Section 6 of the Planning Proposal report.</p>

3. Objectives or Intended Outcomes

The objective of this PP is to amend the Burwood Local Environmental Plan 2012 to ensure appropriate controls are proposed whilst minimising any adverse impacts to the surrounding environment.

This objective will be achieved through:

- Encouraging a mix of different and compatible land uses such as residential, retail and commercial, in a strategic and appropriate location;
- Demonstrating consistency with the sustainable principles of a Transit Oriented Development;
- Creating a vibrant precinct by promoting and encouraging ground level active street frontages;
- Incorporating two large parcels of land into the development site, to enable a cohesive master planned development of an appropriate size with suitable provisions for easy access;
- Creating a landmark development for the Centre, incorporating the principles of design excellence;
- Providing opportunities to improve and introduce attractive, engaging and creative public domain spaces;
- Providing numerous direct and tangible benefits to the public, which will improve access, transport, the local streetscape and the amenity of the locality;
- Protecting and enhancing the existing surrounding environment by proposing a building envelope and form that will result in minimal to no adverse impacts, and will display world-class architectural design; and
- Stimulating growth of the local economy and offering opportunities for enhanced prosperity.

4. Explanation of the provisions

This PP seeks the following modifications to the provisions of the Burwood Local Environmental Plan (BLEP) 2012: -

Table 7: LEP Amendments

Control	Existing	Proposed
Height	60 metres and 70 metres	123 metres and 144 metres
FSR	4.5:1 and 6:1	10.54:1
Maximum Residential FSR	2:1 and 3:1	7.16:1
Maximum FSR for Serviced Apartments	0.45:1 and 0.6:1	GFA cannot exceed 10% of total GFA across the combined land
Savings Provision	n/a	Introduce a savings provision for the site to allow for a Development Application to be assessed concurrently with the PP

The maximum proposed height of 144 metres equates to 163.5m AHD. Formal support for this height was received from the Department of Infrastructure, Regional Development and Cities on 6 March 2018 (Appendix 5). Support was also received for the proposed crane height of 181.5m AHD on 23 April 2018.

It is proposed to implement these amendments via a 'Part 6 - Additional local provision' amendment. Example wording has been provided at Appendix 4.

We are willing to further discuss with Council and the Department of Planning and Environment, the drafting of the subject PP's proposed LEP amendment to ensure the most appropriate pathway has been selected.

These proposed controls would allow a development with the following statistics:

- Non-residential FSR: 3.37:1 equating to a non-residential GFA of approximately 48,467 sqm; and
- Residential FSR: 7.16:1 equating to a residential GFA of approximately 102,858 sqm;

The proposed amended controls would allow for the delivery of public benefits established in the VPA; namely a new urban park, new public car park, and additions to the library.

A site-specific Development Control Plan will be prepared post Gateway to ensure the public benefits associated with the PP are provided.

5. Justification

5.1 Need for a Planning Proposal

5.1.1 Is the PP a result of any strategic study or report?

This PP has been directly informed by the Greater Sydney Regional Plan - 'A Metropolis of three cities' and the Eastern City District Plan.

Under a previous Metropolitan Strategy, the Burwood Local Government Area was within the Inner West Subregion. The Inner West Subregional Plan, identified Burwood as a 'Major Centre', given its location in close proximity to employment, services and infrastructure.

The Burwood Local Environmental Plan (BLEP) 2012 was prepared to accommodate the growth and the targets outlined within this subregional plan, specifically:

- 4,000 additional jobs by 2031; and
- 7,700 additional dwellings by 2031.

Housing

As outlined in the Urban Design Analysis prepared by Architectus and Cox at Appendix 1, there are only 3 large opportunity sites remaining within the Burwood Town Centre. The subject site is one of these 3 opportunity sites.

This PP is therefore one of the few remaining development opportunities for Council to consider which can significantly and directly contribute to the expected dwelling targets for the LGA, by providing in the order of approximately 1,100 apartments.

This site is highly suitable for accommodating additional housing provisions being located in the Burwood Town Centre, within walking distance to good public transport, including a train line and a high frequency bus route.

In 2016, the Department of Planning and Environment (DPE) released their population and dwelling projections.

As outlined in Table 8, Burwood in 2011, had a population of approximately 34,200 people. This is expected to increase to a total of 57,500 people by 2036, an increase of 23,300 additional people.

Table 8: Burwood Population Projections

	2011	2016	2021	2026	2031	2036	Total Change
Burwood	34,200	38,850	44,900	49,150	53,500	57,500	23,300

Source: NSW Department of Planning and Environment's Population Projections 2016

Table 9 outlines the dwelling projections for the Burwood LGA based on the LGA's forecast population growth. This table indicates that Burwood is expected to accommodate an additional 9,050 dwellings by 2036.

Table 9: Burwood Dwelling Projections

	2011	2016	2021	2026	2031	2036	Total Change
Burwood	12,900	14,750	17,000	18,650	20,300	21,950	9,050

Source: NSW Department of Planning and Environment's Household and Dwelling Projections 2016

To accommodate DPE's dwelling projections, an average of 362 dwellings would be required to be constructed per year over a 25-year period.

It should be noted that the Eastern City District Plan requires 520 dwellings to be constructed per year (by 2021) which represents even further demand for housing in this location.

The table below summarises the dwelling approvals for the Burwood LGA. There has been a significant increase in the number of dwellings being approved within the LGA. On average 335 dwellings are approved per year.

Table 10: Burwood Dwelling Approvals

	09/10	10/11	11/12	12/13	13/14	14/15	15/16	Av.
Burwood	68	469	357	71	768	222	389	335

Source: NSW Department of Planning and Environment's Metropolitan Development Program 2016

DPE's Metropolitan Development Program monitors net dwelling completions for all LGAs with the Sydney Metropolitan Area.

The table below, summaries the dwelling completions for the Burwood LGA. This table indicates that the average number of dwellings constructed per year between 2009/10 and 2015/16 is 229 dwellings.

Table 11: Burwood LGA dwelling completions

	09/10	10/11	11/12	12/13	13/14	14/15	15/16	Av.
Burwood	39	66	251	530	46	56	612	229

Source: NSW Department of Planning and Environment's Metropolitan Development Program (data only available up to June 2016)

Assuming these trends continue, the Burwood LGA will not be able to accommodate DPE's dwelling projections, as an additional 133 dwellings per year are required to achieve the dwelling projections for the LGA. It will also not meet the targets within the District Plan as an additional 291 dwellings would be required per year.

It is evident, there is no direct correlation between development approvals and dwelling completions. The construction of dwellings is highly reliant on market conditions. With the current economic climate slowing down and potentially declining, there will be an increase in cases where development approvals will not result in completion.

Therefore, in order to accommodate this additional growth, a review of the planning controls in key locations is required. It is our understanding that Council is about to commence a comprehensive review of the Centre's planning controls. It is therefore crucial for Council to consider the subject PP now, in parallel with this review, to ensure sufficient and adequately zoned land is available to accommodate the expected increase in population and dwelling projections.

Employment

As previously mentioned, the Burwood Town Centre is a 'Strategic Centre' providing employment and services to the entire broader district area.

Under the previous subregional plans, the Burwood Town Centre was defined as 'Major Centre' and under the Eastern City District Plan it is defined as a 'Strategic Centre'. Both 'Centre' types have separate definitions with separate employment provisions, as outlined below:

- 'Major Centres' are defined as centres consisting of 'major shopping and business centres serving the immediate subregional residential population usually with a full scale shopping mall, Council offices, taller office and residential buildings, central community facilities and a minimum of 8,000 jobs.'

- 'Strategic Centres' are defined within the current Metropolitan Strategy 'as locations that currently or are planned to have least 10,000 jobs. These are priority locations for employment, retail, housing, services and mixed-uses.'

Therefore, based on the above definitions, the Burwood Town Centre, as a 'Strategic Centre', will therefore need to accommodate at least 10,000 jobs.

The Burwood Town Centre as of 2011, as per the Bureau of Transport and Statistics' employment forecast, had 11,513 jobs. This however, due to population growth within the subregional area, is forecast to substantially increase by 2031.

The Table below, indicates that the Burwood Town Centre over the 20-year period (2011 to 2031) is forecast to accommodate an additional 3,011 jobs within the Burwood Town Centre alone.

Table 12: Burwood Town Centre Employment Forecast

Centre	2011	2016	2021	2026	2031
Burwood	11,513	12,079	12,850	13,660	14,524

Source: Bureau of Transport and Statistics, Transport for NSW

The PP can therefore significantly assist the LGA and district area in meeting this expected increase. Any redevelopment could include a significant amount of employment floor space equating to approximately 48,467 sqm. This equates to approximately 3,299 jobs (direct and indirect jobs). An additional 1,717 jobs could also be provided during the construction phase of the development.

This PP will provide modern retail and commercial/community opportunities which will contribute to the generation of employment and economic growth for the local neighbourhood.

The proposed development will strengthen the business precinct of the Town Centre and will enable the availability of more substantially sized retail, commercial and hotel spaces.

The result of which is to add flexibility and diversity to the broadening retail mix and support the viability of the distinctive commercial potential of Burwood which will contribute to meeting employment and growth targets.

Furthermore, the population growth resulting from this PP and revitalisation/redevelopment will contribute further to retail and commercial enhancement.

Built Form and Urban Design

This PP will demonstrate design excellence across a range of diverse architectural responses. The future building will have a diverse design and layout, with large active frontages and a variety of spaces and land uses.

Slender tall towers are proposed, which have the following benefits:

- Reduces the appearance of bulk and reduces the impacts upon the public domain.
- Opportunities for views of sky between buildings.
- Minimising impacts such as view loss and overshadowing.
- Increased residential amenity, as the floor-plates are more likely to achieve good solar access and ventilation requirements.

The future development will provide a built form which enhances the Burwood Town Centre, creating a landmark Gateway entrance, which will be cohesive with the surrounding buildings.

The bulk, scale and location of the buildings will consider local views into, over, through and from within the site. The design will also take into consideration effective architectural approaches to mitigating potential amenity and overshadowing impacts of neighbouring sites which have been extensively examined in the Urban Design Report at Appendix 1.

Transport and Access

Given the site's central and highly accessible location, this PP has the potential to incorporate the principles of a TOD. This future development will prioritise sustainable transport opportunities, including walking and cycling, by maximising access to and connectivity with surrounding areas via the proposed interconnected site links and thoroughfares.

The PP is also capable of improving access by potentially providing community infrastructure such as dedicating a new car park to Council, new through-site pedestrian links and the dedication of land along Railway Parade for a new bus lane.

Benefits to the Community

As outlined previously, numerous direct and tangible public benefits, including improved streetscape/public domain works, improved transport and access infrastructure and the dedication of community infrastructure and affordable housing are proposed as part of any future development. Such benefits can be achieved through a future DA.

Other broader benefits which will flow to the community from a viable re-development of these key sites include improved economic/retail conditions in the area from growth in population, creation of employment opportunities through improved retail, commercial and community activities, improved housing supply/choices and affordability for first home buyers wanting to purchase in the location, more people being able to live and work within close proximity to public transport, and provide a unique retail experience which is distinct from the any other centre within the subregion.

Sustainability

In addition to incorporating the principles of a TOD, which will encourage the use of sustainable forms of transportation, this future redevelopment is also capable of implementing the best practice ESD principles in design and construction.

This will allow for the ongoing sustainable use of buildings to reduce greenhouse gas emissions, reduce potable water use, reduce waste and improve the local ecosystem.

5.1.2 Is the Planning Proposal the best means of achieving the objectives or intended outcomes, or is there a better way?

Since the objectives of this PP are to amend the building height and floor space ratio controls of the site, to permit a viable mixed use development there is no alternative mechanism to achieve this other than a PP to amend the controls within the LEP.

Given the quantum of development proposed on this key and strategic site, it has become apparent that a 'Part 6 - Additional local provision' is the most efficient legislative mechanism in implementing the proposed controls.

This has been confirmed after careful consideration of the all the available legislative mechanisms and has been accepted by Council after extensive consultation.

Other mechanisms such as simple mapping changes do not provide the same level of certainty, in regards to the proposed land use outcomes for the site and the delivery of the associated public benefits, which could be delivered as part of this proposal.

We have been informed that Council is planning to review their planning controls within the Burwood Town Centre. Council have indicated that a holistic approach would be required to take into consideration the evolving nature of the Centre's planning controls. We do not consider this to be a pre-requisite. To the contrary, the subject PP could be the catalyst to the strategic upgrade of the centre from a public benefit perspective.

The proponent is immediately ready to commence this urban renewal project. This PP therefore recommends Council give consideration and allowance for suitable development sites, such as the subject redevelopment, to proceed in parallel with Council's review. This is the approach adopted by similar Councils such as Parramatta, who are currently reviewing their city centre controls whilst welcoming PPs.

As Council is at the beginning of their review it is agreed that a holistic approach should be adopted to ensure that any PP lodged in the interim does not conflict with Council's future direction envisaged for this locality.

It is recommended that Council prepare and adopt a series of objectives and aims prior to engaging in the new LEP process, which can then be applied to any new PPs submitted.

As no such objectives are currently available, the below table has made a series of recommendations which will ensure the Burwood Town Centre will be developed in a consistent and sustainable manner.

Table 13: Consistency with potential objectives for the Burwood Town Centre

Potential Objective	Comment
To enhance the relevance of the Burwood Town Centre as a Strategic Centre as outlined in the Greater Sydney Regional Plan	<p>This PP will reinforce Burwood's status and role as a 'Strategic Centre', by revitalising an ageing built form, providing jobs closer to homes, improving the streetscape and public domain and by providing a landmark development in a highly accessible location.</p> <p>The proposal will allow for a redevelopment consistent with other comparable Strategic Centres such as St Leonards and Chatswood which have recently seen approved and/or constructed, developments of over 160 metres.</p> <p>A summary of these developments has been provided below:</p> <p>1. Chatswood:</p> <p>The Chatswood Interchange development comprises three towers with heights of 161.8m, 151.3m and 106.1m. These heights were provided by Cox, the development's architects, and are well above the proposed height as per the amended PP for Burwood Place.</p> <p>A Part 3A development was also approved at Albert Avenue and Thomas Street, Chatswood incorporating a FSR of 10.44:1.</p> <p>2. St Leonards:</p> <p>St Leonards is currently experiencing a significant level of development activity, with numerous development applications and planning proposals being approved or proposed, including:</p> <ul style="list-style-type: none"> ▪ 1-13 Marshall Avenue, St Leonards - a development application has been approved by the JRPP on 29 June 2016, for a development with a FSR of 10:1 ▪ 472-494 Pacific Highway, St Leonards - a development application was approved on 26 May 2016 with a FSR of up to 12:1 <p>It should also be noted, that within these centres, numerous other planning proposals are being assessed by the relevant Councils, proposing significant uplift, including building heights of up to 47 storeys.</p>

<p>To ensure that any increase in height or FSR allows appropriate levels of sunlight, privacy and broader amenity protection to residential properties surrounding the Centre.</p>	<p>Substantial analysis and careful consideration has been given to understand the potential impacts of the built form on the surrounding environment.</p> <p>This is supported by the Urban Design Analysis at Appendix 1, which indicates that the built form can be achieved without any unreasonable adverse impacts such as visual privacy and solar access.</p>
<p>To increase employment floorspace (and therefore jobs) in the Centre.</p>	<p>The site's existing buildings provide approximately 28,250 sqm of non-residential GFA.</p> <p>The proposed development could provide a minimum of approximately 48,467 sqm of non-residential GFA.</p> <p>This will generate approximately 3,299 direct and indirect full time jobs.</p> <p>This is a significant net increase compared to the site's existing buildings.</p>
<p>To minimise traffic generated for any increased yield with reduced parking close to the train station being encouraged, consistent with strategies for Transport Orientated Development.</p>	<p>Given the site's location, the proposal has the potential to incorporate the principles of a Transit Oriented Development.</p> <p>Subject to discussions with Council, minimal parking will be provided to encourage alternative modes of transportation such as walking, cycling and the use of bus and train infrastructure.</p>
<p>To ensure that any increase in height or FSR of buildings exhibits design excellence.</p>	<p>This proposal has the potential to transform and activate this end of the Centre, with a high quality landmark development. This will be achieved with the implementation of world class design techniques and standards which will display the principles of design excellence.</p>
<p>To create new community facilities and public domain spaces.</p>	<p>The proposed development is capable of providing a mixture of different land uses within the one location, ultimately creating a vibrant and active 'community heart' for the Centre of Burwood, with improved streetscapes and the provision of new high quality public open spaces.</p>
<p>To provide a pedestrian-friendly public domain integrated with contemporary retail offerings.</p>	<p>As outlined in the indicative concept, the PP is capable of providing a wide range of unique retail offerings within the site including restaurants, cafes and fresh-food markets.</p>
<p>To address demand for high-quality housing close to transport and amenities.</p>	<p>The PP is able to deliver new high quality residential apartments in a centrally located position and in close proximity to existing public infrastructure and existing jobs and services.</p>

5.2 Relationship to Strategic Planning Framework

5.2.1 Is the planning proposal consistent with the objectives and actions of the applicable regional, sub-regional or district plan or strategy (including any exhibited draft plans or strategies)?

The Greater Sydney Commission released the Greater Sydney Region Plan in March 2018, which outlines a series of actions to coordinate the growth of Sydney. Of particular note, the Region Plan identifies the following location criteria for urban renewal investigation opportunities:

Table 14: Location Criteria for Urban Renewal

Location Criteria	Comment
<p>Alignment with investment in regional and district infrastructure which acknowledges the catalytic impacts of infrastructure such as Sydney Metro Northwest and Sydney Metro City & Southwest, NorthConnex, WestConnex, CBD and South East Light Rail, Parramatta Light Rail, Northern Beaches Hospital.</p> <p>Other possible future investments such as Western Harbour Tunnel and Beaches Link and Sydney Metro West and opportunities created by enhancements to existing infrastructure such as upgrades to schools, open space including sporting facilities and transport.</p>	<p>There is significant city shaping transport infrastructure investment occurring within the vicinity of the subject site, including: Westconnex, Parramatta to Sydney Metro and the Parramatta Light Rail.</p> <p>Significant increase to public transportation services to and from the Burwood Town Centre (e.g. more train and bus services).</p> <p>Significant investment in new school and upgrades to existing schools, within the vicinity of the site, as outlined in the Department of Education's School Assets Strategic Plan.</p> <p>The proposed development aligns with this new infrastructure.</p>
<p>Accessibility to jobs, noting close to half of Greater Sydney's jobs are generated in strategic centres.</p>	<p>Burwood is a Strategic Centre comprising of 10,297 existing jobs. This is expected to increase as a result of the proposed development, which could accommodate approximately 3,299 jobs.</p> <p>The site is also in the vicinity of several other Strategic Centres and major employment hubs, including the Parramatta and Sydney CBDs, which can both be accessed from the site within under 30 minutes</p>
<p>Accessibility to regional transport, noting that high frequency transport services can create efficient connections to local transport services and expand the catchment area of people who can access regional transport.</p>	<p>The site is within a 400-metre walking catchment of the Burwood train and bus interchange, which provides frequent express services bus and train services to major centres within the Sydney metropolitan area.</p> <p>Significant improvements to public infrastructure within the town centre are expected, with the recently announcement from the NSW Government, that the following additional services will be provided from November 2017 (Source: Sydney Morning Herald, 2017):</p> <p>More than 1500 new weekly train services across the network, including 750 at weekends; and</p> <p>Almost 7000 new weekly bus services on routes servicing the northern beaches, eastern</p>

Location Criteria	Comment
	suburbs, inner west, lower north shore and northern suburbs, Macarthur and the hills districts. The site is therefore in a highly accessible location and aligns with the State government's investment in upgrading existing infrastructure.
Catchment areas within walking distance (up to 10 minutes) of centres with rail, light rail or regional bus transport	The site is directly opposite the Burwood train and bus interchange, which provides direct services to both Parramatta and the Sydney CBD.
Efficient interchanges with a comprehensive walking and cycling network	The proposal will increase permeability within the town centre, by providing opportunities for improves walking and cycling in close proximity to the Burwood bus and train interchange.
Areas of high social housing concentration where there is good access to services, transport and jobs	Not applicable. The Burwood Town Centre does not comprise of high levels of social housing.
Distance from special land uses such as ports and airports.	Not applicable. The site is not near any ports or airports.

The Eastern City District Plan has identified Burwood as a "Strategic Centre" (refer to Figure 1) and provides a series of priorities and actions to guide development and accommodate the expected growth across the district.



Figure 1: Burwood "Strategic Centre", approximate location of subject site highlighted with star.

The recently released Future Transport 2056 includes a vision for the Greater Sydney mass transit and road network. As outlined in the figure below, Burwood has specifically been identified as a major transport hub for the Sydney metropolitan region, given its status as a Strategic Centre.

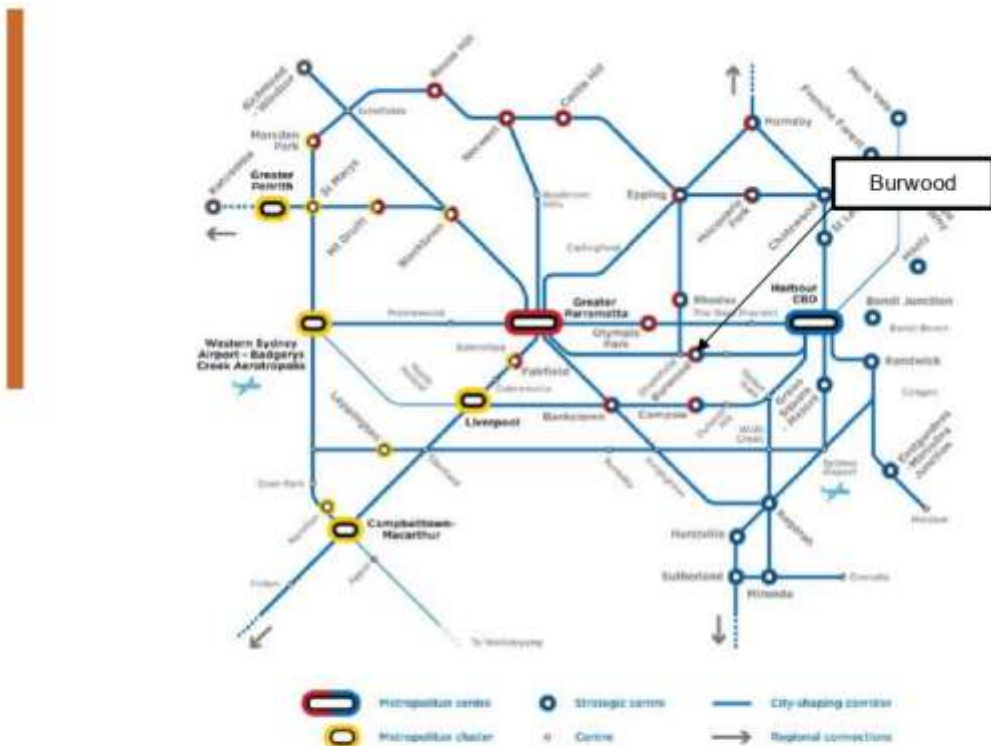


Figure 2: Future Transport 2056 vision for the Greater Sydney mass transit network (Source: Greater Sydney Regional Plan).

This District Plan has been prepared to give effect to the Greater Sydney Region Plan. Consistency with the plan’s planning priorities, objectives and actions is demonstrated in the table below.

Table 15: Consistency with the Eastern City District Plan

Planning Priority	Greater Region objective	Sydney Plan	Action	Comment	Consistent
Priority E1: Planning for a city supported by infrastructure	Objective 2: Infrastructure aligns with forecast growth – growth infrastructure compact Objective 4: Infrastructure use is optimised	2: Infrastructure aligns with forecast growth – growth infrastructure compact	Action 3: Align forecast growth with infrastructure. Action 6: Maximise the utility of existing infrastructure assets, and consider strategies to influence behaviour changes, to reduce the demand for new infrastructure, including supporting the development of adaptive and flexible regulations to allow decentralised utilities.	The proposed development incorporates the principles of a Transit Oriented Development. It proposes a high-density mixed-use development, directly opposite the Burwood bus and train interchange, providing direct services to the major centres, such as the Sydney and Parramatta CBDs.	Yes
Priority E3: Providing services and social infrastructure to meet peoples changing needs	Objective 6: Services and infrastructure meet communities' changing needs	7: Communities are healthy, resilient and socially connected. Objective 8: Greater Sydney's communities are culturally rich with	Action 8: Deliver social infrastructure to reflect the needs of the community now and in the future Action 9: Optimise the use of available public land for social infrastructure	The indicative concept provides new social infrastructure such as new public domain areas, through site links and improved streetscapes. The PP also proposes a mixed-use development, incorporating non-residential floorspace (such as retail, commercial and a hotel). This will provide additional employment, reinforcing Burwood's status as a Strategic Centre.	Yes
Priority E4: Fostering healthy, creative, culturally rich and socially connected communities	Objective 7: Communities are healthy, resilient and socially connected. Objective 8: Greater Sydney's communities are culturally rich with	7: Communities are healthy, resilient and socially connected. Objective 8: Greater Sydney's communities are culturally rich with	Action 10: Deliver healthy, safe and inclusive places for people of all ages and abilities that support active, resilient and socially connected communities. Action 14: Facilitate opportunities for creative	The subject site is within walking distance of train and also bus services. The proposed development will also provide additional community infrastructure such as community space, improved parking and traffic conditions, parks, and pedestrian and cycling links. This will improve the overall amenity of the area and will provide opportunities for people to walk and cycle which promotes social cohesion and community connectivity. Overall the proposal supports strong, healthy and well-connected communities.	Yes

Amended Planning Proposal

Table 15. Consistency with the Eastern City District Plan

Planning Priority	Greater Region objective	Sydney Plan	Action	Comment	Consistent
	diverse neighbourhoods. Objective 9 Greater Sydney celebrates the arts and supports creative industries and innovation.		and artistic expression and participation, wherever feasible with a minimum regulatory burden Action 15: Strengthen social connections within and between communities through better understanding of the nature of social networks and supporting infrastructure in local places.	The proposed development will also incorporate public art, within the public domain, encouraging creative and artistic expression within the town centre.	
Planning Priority E5: Providing housing supply, choice and affordability, with access to jobs, services and public transport	Objective 10: Greater housing supply. Objective 11: Housing is more diverse and affordable.		Action 16: Prepare local or district housing strategies that address the following: Action 17: Prepare Affordable Rental Housing Target Schemes following development implementation arrangements.	Burwood has been identified in strategic policy, as being within a suitable location for increased housing. The site is located in a unique position, in close proximity to existing infrastructure such as the train and bus interchange. Providing additional housing in this location will therefore support Burwood's roles as a Strategic Centre. The PP also has the opportunity to provide an appropriate mix and number of dwellings which will contribute to affordable housing in the locality.	Yes
Planning Priority E6: Creating and renewing great places and local centres, and	Objective 12: Great places that bring people together.		Action 20: Identify, conserve and enhance environmental heritage.	The proposal is sympathetic to surrounding heritage items. Refer to Section 6.3 for further detail.	Yes

Amended Planning Proposal

Table 15. Consistency with the Eastern City District Plan

Planning Priority	Greater Region objective	Sydney Plan	Action	Comment	Consistent
respecting the District's heritage	Objective 13: Environmental heritage is identified, conserved and enhanced.	13: Action 21: Use place-based planning to support the role of centres as a focus for connected neighbourhoods. Action 22: Use flexible and innovative approaches to revitalise high streets in decline.	Action 21: Use place-based planning to support the role of centres as a focus for connected neighbourhoods. Action 22: Use flexible and innovative approaches to revitalise high streets in decline.	The PP encourages urban renewal of a key strategic site within the town centre, which creates an opportunity for place-based planning. The PP has the potential to revitalise Railway Parade, Wynne Avenue and Clarendon Place, by providing a modern mixed-use development, new public domain areas, land dedication for road widening and active street frontages.	Consistent
Planning Priority E10: Delivering integrated land use and transport planning and a 30-minute city	Objective 14: A Metropolitan of Three Cities – integrated land use and transport creates walkable and 30-minute cities	14: A Action 33: Integrate land use and transport plans to deliver the 30-minute city. Action 36: Plan for urban development, new centres, better places and employment uses that are integrated with, and optimise opportunities of, the public value and use of Sydney Metro City & South West, CBD and South East Light Rail, and Westconnex as well as other city shaping projects.	Action 33: Integrate land use and transport plans to deliver the 30-minute city. Action 36: Plan for urban development, new centres, better places and employment uses that are integrated with, and optimise opportunities of, the public value and use of Sydney Metro City & South West, CBD and South East Light Rail, and Westconnex as well as other city shaping projects.	The site is located within 30-minutes of existing and future employment opportunities, within the Burwood Town Centre, and other major centres such as the Sydney and Parramatta CBDs, which can be accessed via the Burwood train and bus interchange.	Yes
Planning Priority E11: Growing investment, business opportunities	Objective 22: Investment and business activity in centres	22: Action 38: Provide access to jobs, goods and services in centres by: Action 41: Co-locate health, education, social and	Action 38: Provide access to jobs, goods and services in centres by: Action 41: Co-locate health, education, social and	The proposal provides for a net increase of employment when compared to existing buildings. The provision of non-residential floorspace will provide an opportunity to incorporate health, education, social and community facilities within the future development.	Yes

Table 15: Consistency with the Eastern City District Plan

Planning Priority	Greater Region objective	Sydney Plan	Action	Comment	Consistent
and jobs in strategic centres			community facilities in strategic centres along the economic corridor. Action 43: Review the current planning controls and create capacity to achieve the job targets for each of the District's strategic centres. Action 45: Encourage opportunities for new smart work hubs		
			Action 46: Strengthen Burwood through approaches: a. protect capacity for job targets and a diverse mix of uses to strengthen and reinforce the economic role of the centre. b. considers development initiatives that encourage the development of large floorplate mixed-use buildings. c. improves connections across the centre including permeability of the rail line	a. Consistent - the District Plan outlines a 2036 higher target of 14,000 jobs for the Burwood LGA. The proposed development will assist meeting this target by providing approximately 1,832 jobs. b. Consistent - the proposed buildings could include large non-residential floorplates. c. Consistent - the proposal includes a range of different land uses, including residential, retail and commercial. The District Plan outlines that 2,600 residential dwellings must be provided with the Burwood LGA between 2016-2021. This PP will assist meeting this target by providing in the order of approximately 1,100 dwellings.	Yes


Table 15: Consistency with the Eastern City District Plan

Planning Priority	Greater Region objective	Sydney Plan	Action	Comment	Consistent
		<p>d. expands the function and type of land uses in the centre</p> <p>e. investigates opportunities to improve and diversify night-time economy offerings</p> <p>f. promote place making initiatives to improve the quality of public spaces</p>	<p>d. Consistent - the proposal could include a variety of different land uses including residential, commercial, retail and floorspace for a hotel.</p> <p>e. Consistent - the proposal includes space for retail uses such as restaurants and cafes, which could be open at night and on weekends.</p> <p>f. Consistent - the proposal includes a range of different high density uses and new public domain areas, adjacent to the Bunwood train and bus interchange. The proposed development will be a new landmark for the town centre, attracting visitors from other parts of Sydney.</p>		

The Department of Planning and Environment have released new assessment criteria for assessing PPs, in order to justify and determine if the PP has strategic planning merit.

In this respect, as outlined in the below summary table, there can be no doubt that this site, due to its position in Metropolitan Sydney, its classification as a 'Strategic Centre' and its location adjacent to a major bus and train interchange, has strategic merit and is consistent with the objectives and directions of the Greater Sydney Regional Plan.

Table 16: DPE's Assessment Criteria

Does the proposal have strategic merit? Is it:	
<p>Consistent with the relevant regional plan outside of the Greater Sydney Region, the relevant district plan within the Greater Sydney Region, or corridor/precinct plans applying to the site, including any draft regional, district or corridor/precinct plans released for public comment;</p>	<p>District Plan Table 15 outlines consistency with the Eastern City District Plan.</p> <p>Priority Precinct The Department of Planning and Environment (DPE) is currently investigating the 400-800 metre walking catchment around the Burwood train station to accommodate additional housing and employment growth whilst identifying key infrastructure upgrades within the town centre to support urban renewal (refer to figure below).</p> <p>The subject site is expected to be included within the priority precinct, given it is a large key site within approximately 50 metres of the train station.</p> <p>At the time of preparing this PP, no further information was available on this priority precinct.</p>  <p>Figure 3: Burwood Priority Precinct, approximate location of subject site highlighted with star</p> <p>There are no other corridor/precinct strategies applicable to the site.</p>
<p>Consistent with the relevant local council strategy that has been endorsed by the Department, or</p>	<p>There are no local council strategies, that we are aware of, that have been endorsed by DPE.</p>
<p>Responding to a change in circumstances, such as the investment in new infrastructure or changing</p>	<p>Infrastructure</p>

<p>demographic trends what have not been recognised by existing planning controls.</p>	<p>There is significant infrastructure investment occurring within the vicinity of the subject site, including the construction of the Westconnex and the Parramatta Light Rail.</p> <p>This PP has the potential to maximise the usage of this new infrastructure, in addition to existing infrastructure such as the Burwood train and bus interchange, directly opposite the site.</p> <p>As outlined previously in this report, this PP also responds to changing demographics.</p> <p>Local Environmental Plans</p> <p>The preparation of the Burwood Local Environmental Plan (Burwood Town Centre) (BTCLEP) 2010 commenced in 2006 by the Burwood Town Centre Planning Panel. It was prepared in order to cater for the growth as outlined in a previous Metropolitan Strategy. This LEP was gazetted in 2010.</p> <p>In 2012 this LEP was translated into the Standard Instrument and amalgamated into the Burwood Local Environmental Plan 2012 (BLEP).</p> <p>Therefore, the BTCLEP (which was amalgamated into the BLEP in 2012) is nearly 12 years old when its preparation commenced and approximately 8 years old from the date of initial gazettal.</p> <p>Changing Demographics</p> <p>The Greater Sydney Regional Plan, the District Plans and the 2016 population and dwelling projections were released after the gazettal of the BTCLEP.</p> <p>In order to accommodate this significant increase in population, DPE's dwelling projections anticipate Burwood will need to accommodate at least an additional 7,400 dwellings by 2031 (370 dwellings per year).</p> <p>According to the DPE's MDP, on average per year, Burwood has 229 dwellings constructed. This is not sufficient in order to accommodate the expected increase in population, as an additional 133 dwelling per year are required.</p> <p>The Centre is also expected to accommodate additional jobs, in order to provide employment opportunities to the district population, which is expected to significantly increase. This is supported by statistics from the BTS which forecast the number of jobs within the Centre to increase by approximately 3,000 jobs by 2031.</p> <p>As the planning controls applicable to the Town Centre are more than 5 years old, a review of planning controls is therefore required in order to ensure the Town Centre and the LGA can accommodate the forecast growth.</p> <p>This PP is capable of significantly assisting the Centre in accommodating this growth by providing in the order of approximately 1,100 apartments and approximately 3,299 (direct and indirect) jobs.</p>
<p>Does the proposal have site-specific merit, having regard to the following:</p>	
<p>The natural environment (including known significant values, resources or hazards),</p>	<p>The PP is located within an existing urban environment and is not subject to environmental constraints.</p>
<p>The existing uses, approved uses, and likely future uses of</p>	<p>There is a significant amount of development occurring surrounding the subject site.</p>

<p>land in the vicinity of the proposal; and</p>	<p>As outlined in the Urban Design Report at Appendix 1:</p> <ul style="list-style-type: none"> - All single dwellings south of the proposed development received 3 hours or more sunlight between 9am - 3pm during the winter solstice; and - 70% of apartment south of the proposed development receive 2 hours or more sunlight between 9am-3pm during the winter solstice, similar to a complying scheme. <p>The PP has taken into consideration its surrounding context. It will not adversely impact any surrounding development (existing or proposed), rather it has the potential to act as a catalyst to promote additional urban renewal development.</p> <p>Careful consideration has also been given to the use of Council's land, to the west of the site. As part of the public benefits which accompany this PP, this land could be transformed into a new urban park (with public parking underground). As outlined in the Urban Design Report, appropriate setbacks and pedestrian connections will be provided, to activate the park whilst enhancing connectivity and accessibility.</p>
<p>The services and infrastructure that are or will be available to meet the demands arising from the proposal and any proposed financial arrangements for infrastructure provision.</p>	<p>As outlined in the Urban Design Report at Appendix 1, there is sufficient infrastructure available to accommodate the proposed development.</p> <p>This PP also proposes a range of community, social and transport infrastructure upgrades. If these upgrades are implemented it has the potential to not only accommodate the development but also improve the amenity and traffic conditions within the town centre.</p> <p>This is further discussed in the Urban Design Report at Appendix 1.</p>

5.2.2 Is the planning proposal consistent with the council's local strategy or other local strategy plan?

Burwood 2030 aims to ensure the diversity and prosperity of Burwood is embraced and celebrated into the future. It is the community's 20-year plan which will provide a blueprint for Council's activities and set clear directions for the future of Burwood. The plan outlines the community's vision and aspirations for the area into the future. The community, council, state and federal governments and other organisations all have responsibilities to implement and deliver on the strategies outlined in this plan and the success of the plan will rely on collaborative partnerships between the community and these organisations.

Table 17: Consistency with Burwood 2030

Strategic Goal	Comment
<p>1.1 A safe community for residents, workers and visitors</p>	<p>The proposal will provide an attractive built form, vibrant streetscapes and unique public spaces, with the use of high quality building materials and creative architectural designs.</p> <p>It will also ensure any future built form will assist in providing a safe and community friendly environment.</p>
<p>1.5 A sense of community pride</p>	<p>The site currently consists of ageing buildings. The development will promote urban renewal whilst not detracting from the heritage significance of the area. This will be a positive contribution to the streetscape,</p>

	ultimately improving the local amenity and make the area an attractive place for people to live, work and/or visit.
3.1 Maintain and enhance open green spaces and streetscapes	The proposal will improve the surrounding streetscape with the incorporation of active street frontages and creative and inviting public domain spaces.
3.3 Educate the community on sustainable practices	This development has the potential to include the latest ecological sustainable design principles. This will ultimately result in a development with a minimal ecological footprint and will encourage and lead the way for other similar developments to take place.
4.1 Effective traffic management and adequate parking provision	This development will include the principles of Transit Oriented Development, encouraging occupants to use public transportation options. The development will however include sufficient parking to accommodate and satisfy Council's requirements.
4.4 Encourage active and healthy lives	The PP encourages alternative modes of transportation such as public transportation, walking and cycling, which promote healthy, active and sustainable lifestyles.
4.5 Vibrant and clean streetscape	The proposal will include a high quality architectural design with aesthetically appealing buildings. This will improve the current area, with an attractive built form and active streetscape.
5.1 Support and manage Burwood's major centre status	The proposed development will reinforce Burwood's role as a 'Strategic Centre', with the incorporation of mixed use buildings, providing a range of different land uses such as residential, retail and commercial. This will strengthen the function of the town centre, making it an attractive location to live, work and visit.
5.2 Support small business	The redevelopment of the site will include a range of commercial and retail spaces, encouraging a variety of businesses to establish within the Burwood Town Centre.

5.2.3 Is the planning proposal consistent with applicable state environmental planning policies?

Table 18: Consistency with SEPPs

SEPP Title	Consistency	Comment
1. Development Standards Consistent	N/A	Not applicable
14. Coastal Wetlands	N/A	Not applicable
19. Bushland in Urban Areas	N/A	Not applicable
21. Caravan Parks	N/A	Not applicable
26. Littoral Rainforests	N/A	Not applicable
30. Intensive Agriculture	N/A	Not applicable

33. Hazardous and Offensive Development Complex	N/A	Not applicable
36. Manufactured Home Estates	N/A	Not applicable
44. Koala Habitat Protection	N/A	Not applicable
47. Moore Park Showground	N/A	Not applicable
50. Canal Estate Development	N/A	Not applicable
52. Farm Dams, Drought Relief and Other Works	N/A	Not applicable
55. Remediation of Land	Yes	The PP will not contain provisions that will contradict or would hinder the application of this SEPP. A contamination report has been prepared and accompanies this PP. The report concludes that the site can be made suitable for the proposed development once certain recommendations have been implemented.
62. Sustainable Aquaculture	N/A	Not applicable
64. Advertising and Signage	N/A	Not applicable
65. Design Quality of Residential Flat Development	Yes	The PP will achieve consistency with the SEPP through application of design excellence provisions. The Urban Design Analysis investigates the implications for realising the design quality principles in the SEPP and demonstrates an appropriate concept built form on the site. Any future DA to be submitted to Council for this site will demonstrate the development satisfies the requirements of this SEPP.
70. Affordable Housing (Revised Schemes)	Yes	The PP has the opportunity to provide an appropriate mix and number of dwellings which will contribute to affordable housing in the locality.
71. Coastal Protection	N/A	Not applicable
SEPP (Kurnell Peninsula) 1989	N/A	Not applicable
SEPP (Mining, Petroleum Production and Extractive Industries) 2007	N/A	Not applicable

SEPP (Miscellaneous Consent Provisions) 2007	N/A	Not applicable
SEPP (Penrith Lakes Scheme) 1989	N/A	Not applicable
SEPP (State and Regional Development) 2011	N/A	Not applicable
SEPP (Building Sustainability Index: BASIX) 2004	Yes	The PP will not contain provisions that will contradict or would hinder application of this SEPP.
SEPP (Housing for Seniors or People with a Disability) 2004	N/A	Not applicable
SEPP (Sydney Region Growth Centres) 2006	N/A	Not applicable
SEPP (Infrastructure) 2007	N/A	Not applicable
SEPP (Kosciuszko National Park-Alpine Resorts) 2007	N/A	Not applicable
SEPP (Sydney Drinking Water Catchment) 2011	N/A	Not applicable
SEPP (Three Ports) 2013	N/A	Not applicable
SEPP (Urban Renewal) 2010	N/A	Not applicable
SEPP (Exempt and Complying Development Codes) 2008	N/A	Not applicable
SEPP (Rural Lands) 2008	N/A	Not applicable
SEPP (Western Sydney Employment Area) 2009	N/A	Not applicable
SEPP (Western Sydney Parklands) 2009	N/A	Not applicable
SEPP (Affordable Rental Housing) 2009	Yes	The PP has the opportunity to provide an appropriate mix and number of dwellings which will contribute to affordable housing in the locality.

SEPP (Integration and Repeals) 2016	N/A	Not applicable
SEPP (State Significant Precincts) 2005	N/A	Not applicable

5.2.4 Is the planning proposal consistent with the applicable Ministerial directions (s.117 directions)?

It is considered that the PP is consistent with the relevant Directions issued under Section 117(2) of the Act by the Minister to Councils, as demonstrated in the assessment of the following:

Table 19: Consistency with S117 Ministerial Directions

Direction Title	Consistency	Comment
Employment and Resources		
1.1 Business and Industrial Zones	Yes	<p>The site's existing buildings provide approximately 28,250 sqm of non-residential GFA.</p> <p>The PP provides a net increase in employment floor space by providing a minimum of 48,467 sqm of non-residential GFA.</p> <p>The PP promotes population and employment growth in this highly connected and accessible location, which offers numerous retail and employment services and opportunities.</p> <p>It will also allow residents to live in close proximity to existing employment. This will allow people to use public transport to access jobs without the need of travelling large distances.</p> <p>An Economic Impact Assessment (Appendix L) has been prepared which supports and provides justification for the proposed LEP amendments.</p>
1.2 Rural Zones	N/A	Not applicable
1.3 Mining, Petroleum Production and Extractive Industries	N/A	Not applicable
1.4 Oyster Aquaculture	N/A	Not applicable
1.5 Rural Lands	N/A	Not applicable
Environment and Heritage		
2.1 Environment Protection Zones	N/A	Not applicable
2.2 Coastal Protection	N/A	Not applicable
2.3 Heritage Conservation	Yes	<p>A Heritage Assessment/ Heritage Impact Statement has been prepared by Tropman & Tropman Architects and accompanies this PP. The subject site is not a heritage item, however several heritage items are located in the vicinity.</p>

		<p>The impact of the towers will be reduced by the slender tower forms, with the towers appearing as a backdrop to the town centre.</p> <p>The report concludes that the impact on the heritage listed items will be minimal and will not detract further from the heritage significance of the listed items.</p>
2.4 Recreation Vehicle Areas	N/A	Not applicable
2.5 Application of E2 and E3 Zones and Environmental Overlays in Far North Coast LEPs	N/A	Not applicable
Housing, Infrastructure and Urban Development		
3.1 Residential zones	Yes	<p>The PP encourages a variety and choice of housing types, whilst making efficient use of existing infrastructure and services. The subject site is located within a high density mixed use area. The PP will encourage urban renewal within this established suburb by providing an appropriate built form whilst minimising the impact of the development on the environment.</p> <p>The introduction of extra dwellings on the site satisfies the criteria of the Greater Sydney Regional Plan and the District Plans, which include increased housing targets for the LGA. This approach provides a suitable yield of residential density of the subject site by providing housing choice in an appropriate location, supporting the growth of the Burwood Town Centre, and utilising existing infrastructure for renewal of the urban development of the precinct.</p>
3.2 Caravan Parks and Manufactured Home Estates	N/A	Not applicable
3.3 Home Occupations	N/A	Not applicable
3.4 Integrating land use and transport	Yes	The PP will enable a mixed use development in close proximity to jobs and services. This will ultimately encourage alternative modes of transport such as walking, cycling and the use of public transport.
3.5 Development Near Licensed Aerodromes	Yes	<p>An Aeronautical Assessment has been prepared and accompanies this PP (Appendix E).</p> <p>The Department of Infrastructure, Regional Development and Cities provided approval for the proposed maximum height limit on 6 March 2018 (Appendix 5).</p>
3.6 Shooting Ranges	N/A	Not applicable
Hazard and Risk		

Amended Planning Proposal

4.1 Acid sulphate soils	N/A	A contamination report has been prepared and accompanies this PP. The site is located on Class 5 Acid sulphate soils and is not within 500 metres of any Class 1, 2, 3 or 4 land. Based on published 1:25,000 Acid Sulfate Soil Risk mapping data (1994-1998), the site is not located in an area with a probability of acid sulphate soil occurrence. Accordingly, Direction 4.1 is not applicable.
4.2 Mine Subsidence and Unstable Land	N/A	Not applicable
4.3 Flood Prone Land	N/A	The site is not located within an identified flood prone area. Accordingly, Direction 4.3 is not applicable.
4.4 Planning for Bushfire Protection	N/A	The site is not located within a Bushfire prone area. Accordingly, Direction 4.4 is not applicable.
Regional Planning		
5.1 Implementation of Regional Strategies	N/A	Not Applicable. No regional strategies apply to the subject site.
5.2 Sydney Drinking Water Catchments	N/A	Not applicable
5.3 Farmland of State and Regional Significance on the NSW Far North Coast	N/A	Not applicable
5.4 Commercial and Retail Development along the Pacific Highway, North Coast	N/A	Not applicable
5.5 Development in the vicinity of Ellalong, Paxton and Millfield (Cessnock LGA)	N/A	Not applicable
5.6 Sydney to Canberra Corridor	N/A	Not applicable
5.7 Central Coast	N/A	Not applicable
5.8 Second Sydney Airport: Badgerys Creek	N/A	Not applicable. As with Direction 3.5, an Aeronautical Assessment has been prepared which confirms that the site is suitable from an aviation perspective.
5.9 North West Rail Link Corridor Strategy	N/A	Not applicable
5.10 Implementation of Regional Plans	N/A	Not applicable
Local Plan Making		
6.1 Approval and Referral Requirements	Yes	The PP will be consistent with this Ministerial Direction.

6.2 Reserving Land for Public Purposes	Yes	The PP will be consistent with this Ministerial Direction.
6.3 Site Specific Provisions	Yes	The PP will be consistent with this Ministerial Direction.
Metropolitan Planning		
7.1 Implementation of the Metropolitan Plan for Sydney	Yes	Refer to Section 5.2 of the PP for detail.
7.2 Implementation of Greater Macarthur Land Release Investigation	N/A	Not applicable

5.3 Environmental, Social and Economic Impact

5.3.1 Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected as a result of the proposal?

The proposed development is located within an existing urban environment and does not apply to land that has been identified as containing critical habitat or threatened species, population or ecological communities, or their habitats

5.3.2 Are there any other likely environmental effects as a result of the planning proposal and how are they proposed to be managed?

In order to determine the suitability of the site for the subject development, the PP is supported by the following studies and assessments:

- Aeronautical Impact Assessment by Landrum & Brown Worldwide;
- Retail Masterplan by Bonnefin Property;
- Preliminary Contamination Investigation by Douglas Partners;
- Floorplan Solar Assessment by Architectus;
- Strategic Transport Planning Assessment by Aecom;
- Heritage Impact Assessment by Tropman & Tropman Architects;
- Stormwater - Service and Overland Flow by Arcadis;
- Visual Impact Assessment by Architectus;
- Traffic Modelling by Road Delay Solutions;
- Economic Assessment by AEC Group;
- Retail Impact Assessment by Location IQ.

A summary of the main findings from these assessments has been provided within the Urban Design Analysis by Architectus and Cox Architecture at Appendix 1.

These reports and assessment confirm the site's suitability and site-specific merit to accommodate the proposed development.

5.3.3 Has the planning proposal adequately addressed any social and economic effects?

The proposed development contributes to the continued social and economic growth of the area by increasing choice, convenience and amenity of retail development in the area.

The proposed concept plan allows for approximately 48,467 sqm of retail and commercial floorspace, equating to approximately 1,832 direct full time jobs. This has been informed by detailed retail and economic investigations including:

- Retail Masterplan by Bonnefin Property;
- Economic Assessment by AEC Group; and
- Retail Impact Assessment by Location IQ.

Positive Impact on the Local Economy

The proposed development will result in numerous positive economic benefits to the local Burwood economy. It will provide approximately 15,429 sqm of contemporary commercial floor space, 27,502 sqm of retail floor space and a 5,536 sqm hotel. This will provide a substantial amount of jobs to local residents and will also encourage a greater variety of businesses to establish within the town centre such as supermarkets, fresh food markets, cinemas and speciality retail stores.

The proposed development is capable of providing a significant investment for Burwood, injecting \$753.7 M as result of direct and indirect impacts of the development.

The PP will also assist in providing more jobs for local residents, by providing a total of approximately 1,832 direct full-time jobs once the development is complete. An additional 1,467 (approximate) full time jobs will also be created as a result of indirect impacts.

The proposal represents a significant investment for the Burwood economy, which will provide significant economic benefits not only during the operational phase but also during the development's construction phase, including:

- Direct injection of an estimated \$617.3 M into local businesses during construction, which will support around \$238 M in Gross Value Added (GVA) (direct and indirect impacts);
- Generate an approximately 1,717 direct and indirect jobs as a result of the construction phase of the development;

A significant amount of housing (in the order of approximately 1,100 apartments) will also be provided as a result of this development. This will not only assist in increasing the volume of housing supply in this high demand and centrally located area of Sydney, but it will also assist in providing residential accommodation for the significant population increase projected for Burwood.

Potential Social and Economic Benefits:

This PP is capable of providing a diverse range of public benefits, which will ultimately provide a range of positive social and economic effects to the locality and broader subregional community. Specifically, this will include the following:

- **Employment** - the development includes a significant amount of commercial and retail floor space (approximately 48,467 sqm equating to approximately 3,299 indirect and direct jobs) in the heart of the Burwood Town Centre, where existing residential apartments are currently located.
- This will specifically include:
 - Replacing the existing shopping centre with a new high quality shopping destination, offering the broader subregional population with a range of retail services including supermarkets, cinemas and homewares retail shops. As outlined in the Retail Impact Assessment at Appendix N, the proposed retail will significantly improve the range of retail facilities available to residents

without impacting on the ongoing viability of any existing or future retail uses within the trade area.

- Commercial office floor space (approximately 15,429 sqm) - given the site's central location, the development provides an opportunity to create a new office hub for the district. The proposal will reflect the needs of the local commercial market, by offering open planned modern office spaces. This has the potential to attract a range of high profile businesses to the Burwood Local Government Area. As outlined in the Economic Impact Assessment at Appendix L, the proposed commercial floorspace represents a positive addition to the Burwood Town Centre, which will not negatively impact the dynamics of the Inner West Office market.
- Hotel - there is a currently a lack of supply in hotel accommodation within the Burwood Town Centre. This PP is able to provide a hotel facility with approximately 5,536 sqm of floorspace.

The proposed retail and office floor space is capable of attracting both small start-up companies and large established enterprises and government departments to the centre, boosting the local economy whilst providing a range of different employment opportunities for the local community.

The redevelopment will also increase employment opportunities during the construction phase of the development, generating approximately 1,717 jobs (indirect and direct full time jobs).

- **Housing:** this proposal will provide in the order of approximately 1,100 apartments which will contribute to district and local housing targets for the area. The dwelling types and sizes will respond to the needs of the local community and provide a mix of forms to provide ageing in place, affordable housing, and adaptable and accessible housing. It will also provide opportunities for first home buyers, young families and the downsizing elderly, providing a range of housing options in a high demand and centrally located area of Sydney, in close proximity to public transportation and services.
- **Improved streetscape:** this PP benefits the greater locality by providing public domain improvements located both within and around the site which will improve the overall social cohesion of the centre and community.

The proposal will also allow for the site's existing ageing buildings to be redesigned reinvigorating the presentation of the streetscape. More notably, the redevelopment of the ground floor benefits the local community by creating a positive sense of delineation between the public and private domains to provide an active and engaging space for pedestrians.

- **Sustainable living:** the proposed development is able to incorporate the principles of a Transit Oriented Development. A cluster of high density land uses is proposed in this centrally located area. This will enable people to work and live within the one area, reducing the need for people to travel large distances.

This will assist in implementing the principles of 'place making' which is a form of co-location. It not only involves the co-location of services in a multipurpose development but involves greater integration of a variety of people attracting uses.

This will ultimately encourage alternative modes of transportation such as walking and cycling whilst increasing bus and train patronage.

- **A master-planned approach:** given the large size of the site, this redevelopment presents an infrequent opportunity to develop a concept plan cohesive with the existing surrounding built form. It includes appropriate building layouts, mixture of different land uses, public open space and pedestrian links and thoroughfares.

As a result, the proponent is welcoming the opportunity to work with Council and the community to ensure this development incorporates and satisfies the needs of the

community, by providing adequate public and community infrastructure to improve the overall amenity of the centre.

Given the site's high-profile location, the development will also demonstrate the principles of design excellence by providing a high quality landmark and design outcome for the Burwood Town Centre.

The development has also taken into consideration the high level of development activity expected to take place within the Centre in the medium to long term. Several development sites are located in the vicinity of the proposal. Due to careful design technique and appropriate architectural strategies, the proposal will not restrict or limit the potential redevelopment of any neighbouring sites. As outlined in previous sections of this PP, specific consideration has been taken into account to ensure the proposal does not shadow any neighbouring sites and sufficient traffic arrangements are in place for the Centre to develop in a sustainable and non-restrictive manner.

- **Access and Transport:** this proposal has the potential to improve access and pedestrian links within the Centre. Subject to further discussions and investigations, this may include a commuter car park, and dedication for an additional bus lane along Railway Parade and further road improvements surrounding the site. This will significantly improve access and transport for not only the proposed development but also the existing Burwood community.
- **Community Infrastructure:** the needs of a community change over time. It is therefore important to plan for services and facilities which have the potential to more efficiently address and cater for the increasingly diverse needs of the local community.

This PP, given the size of the subject site, is capable of providing a 'community hub', incorporating a variety of quality 'place making' community buildings and facilities.

A 'community hub' is a hive of related activities and services required to meet the day-to-day needs of the local community. This is an important contributor to the sense of a community experienced by residents and occupants.

As previously mentioned this development is capable of significantly improving the local area with a range of different public benefits. Additionally, the below, subject to further discussions with Council and the community, may also be proposed: A monetary contribution to Council;

- A monetary contribution to Council;
- Dedication of commercial office space to Council;
- A community centre and child care / learning centre;
- A Performing arts space;
- Expansion of the Burwood Library;
- New Council car park;
- A new public park; and
- A pedestrian-friendly environment along Wynne Avenue.

The Economic Impact Assessment prepared by AEC Group, outlines that the proposed public benefits will provide Burwood's growing community with better access and opportunities for outdoor recreation and to foster social connections. This will contribute to strengthening Burwood's vitality and importance as a strategic centre.

The proposal is supported by a Voluntary Planning Agreement (VPA), which outlines the specific details of the public benefits which could be offered. This will ensure valuable public benefits will be directly provided to the local community.

Accordingly, it is considered that this PP will have a dramatic positive effect on the local economy and community.

5.4 State and Commonwealth Interests

5.4.1 Is there adequate public infrastructure for the planning proposal?

As outlined in the Urban Design Analysis by Architectus and Cox Architecture at Appendix 1 and the Preliminary Civil Investigations at Appendix H, the existing public infrastructure available surrounding the site is capable of accommodating the demand generated by this PP.

Several key infrastructure projects are currently under construction or are currently being assessed. These projects will further strengthen the site's accessibility and connectivity with the entire Sydney Metropolitan Region.

Infrastructure Improvements

The redevelopment of this site has the potential to improve the traffic conditions of the immediate locality. Several improvements to the access and transport infrastructure are also capable of being provided as a result of this PP. These specifically could include:

- Commuter car park: as part of the redevelopment, provide a commuter car park for commuters to park and ride, encouraging sustainable forms of travel and increasing train patronage;
- Bus interchange upgrade on Railway Parade;
- Railway Parade conversion to main street environment on the southern side with an additional bus lane and dedicated 5 metre footpath;
- Additional upgrade of east-west lane on southern edge of the site; and
- East-west through-link on Murrays Arcade alignment.

5.4.2 What are the views of state and Commonwealth public authorities consulted in accordance with the Gateway determination?

Initial consultation has been undertaken in accordance with the Gateway Determination for the original PP.

Should the PP proceed, it is anticipated that the GWD will be accompanied by similar conditions.

The table below summarises the responses received from these agencies to date.

Table 20. Response from Government Agencies

Gateway	Response
Initial consultation regarding the planning proposal is to be undertaken with the following public authorities:	
- Sydney Airport Corporation Limited (SACL), Bankstown Airport Limited (BAL), Civil Aviation Safety Authority (CASA) and Airservices Australia (AsA) in relation to maximum building heights; and	The Department of Infrastructure, Regional Development and Cities issued approval for the proposed height of 163.5 metres (AHD) on 6 March 2018 (Appendix 5). An approval was also received for the proposed crane height of 181.5 metres on 23 April 2018. The updated PP does not propose to increase the above heights. We therefore do not believe any additional consultation is required.
- Roads and Maritime Services (RMS) in relation to traffic impacts of the proposed density on the site.	The RMS provided a response on the 9 March 2018 (Appendix 6). This response did not raise any objection to the subject PP. The updated PP proposes additional GFA. The RMS will therefore need to be re-notified. We



	propose that this could be undertaken concurrently with the public exhibition period.
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It is anticipated that consultation with the following public authorities will also be undertaken concurrently, with the community consultation period:

- Office of Environment and Heritage;
- Transport for NSW;
- Sydney Trains;
- Sydney Water;
- Energy Australia;
- Ministry for Health; and
- Department of Education.

6. Mapping

The following amendments are proposed to the Burwood Local Environmental Plan 2012.

Table 21: Existing and Proposed Controls

Control	Existing	Proposed
Height	60 metres and 70 metres	123 metres and 144 metres
FSR	4.5:1 and 6:1	10.54:1
Maximum Residential FSR	2:1 and 3:1	7.16:1
Maximum FSR for Serviced Apartments	0.45:1 and 0.6:1	GFA cannot exceed 10% of total GFA across the combined land
Savings Provision	n/a	Introduce a savings provision for the site to allow for a Development Application to be assessed concurrently with the PP

In order to implement the above controls, the use of a 'Part 6 - Additional local provision' is the preferred mechanism. Example wording has been provided at Appendix 4, which refers to the following mapping amendments.

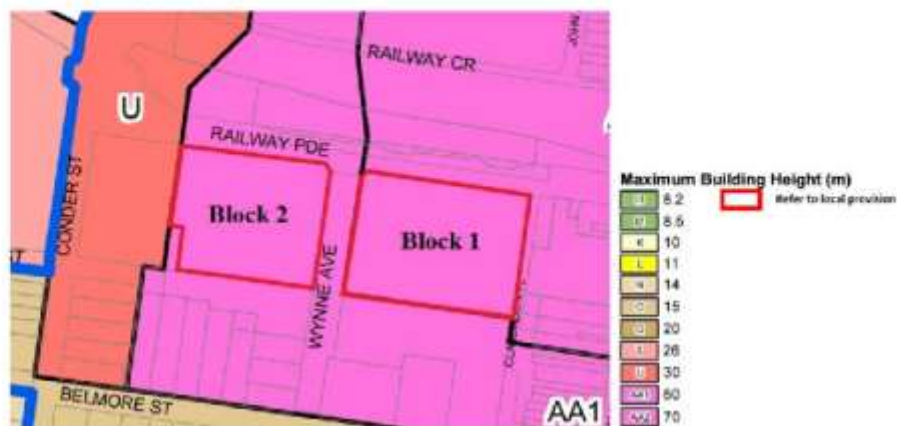


Figure 4: Proposed Maximum Building Height Map (subject site highlighted with red boundary)



Figure 5: Proposed FSR Map (subject site highlighted with black boundary)

7. Community Consultation

It is anticipated that this PP will be made publicly available for a minimum of 28 days, to ensure all matters and concerns the Council or the community may have, are adequately and thoroughly addressed.

The community will be notified of the commencement of the exhibition period via a notice in a local newspaper and via a notice on Burwood Council's website. The written notice will: -

- Give a brief description of the objectives or intended outcomes of the PP;
- Indicate the land affected by the PP;
- State where and when the PP can be inspected;
- Give the name and address of the RPA for the receipt of any submissions; and
- Indicate the last date for submissions.

During the exhibition period, the following material will be made available for inspection: -

- The PP, in the form approved for community consultation by the Secretary of Planning and Environment;
- The Gateway determination; and
- Any studies relied upon by the PP.

8. Project Timeline

The timeframe for the completion of the PP will depend on the complexity of the matters, the nature of any additional information that may be required and the need for agency and community consultation. The following details are indicative only and may be amended at Gateway to provide the necessary level of confidence that the PP will be finalised within a reasonable time.

Table 22: Indicative project timeline

Step	Indicative Timeframe
Anticipated commencement date	Date of Gateway determination
Anticipated timeframe for the completion of required technical information	Not applicable. Technical analysis have already been commissioned to support the PP.
Timeframe for government agency consultation (pre and post exhibition as required by the Gateway determination)	<p>Anticipated timeframe is to run concurrently with the public exhibition period.</p> <p>Initial consultation has already been undertaken with the following agencies in accordance with the original Gateway Determination:</p> <ul style="list-style-type: none"> ▪ Roads and Maritime Services; and ▪ Department of Infrastructure, Regional Development and Cities (Aviation Authorities). <p>Additional consultation is expected with the following agencies:</p> <ul style="list-style-type: none"> ▪ Office of Environment and Heritage; ▪ Sydney Trains; ▪ Transport for NSW; ▪ Sydney Water; ▪ Energy Australia; ▪ Ministry for Health; and ▪ Department of Education.
Commencement and completion dates for public exhibition period.	Dates are dependent on the date of the Gateway determination. The proponent is willing to undertake extensive consultation with both the Council and the community to ensure all matters and concerns are adequately addressed in an appropriate timeframe.
Dates for public hearing (if required)	Not applicable at this stage.
Timeframe for consideration of submissions	To be determined by Council.
Timeframe for the consideration of proposal post exhibition	To be determined by Council
Date of submission to the Department to finalise the LEP	Not known,
Anticipated date RPA will make the plan (if delegated)	
Anticipated date RPA will forward to the Department for notification	

9. Conclusion

Statutory Planning Issues

This Planning Proposal has been prepared in accordance with Section 3.33 of the Environmental Planning and Assessment Act 1979 (the EP&A Act) and the relevant guidelines prepared by the NSW Department of Planning and Environment including 'A Guide to Preparing Local Environmental Plans' and 'A Guide to Preparing Planning Proposals'.

It sets out the justification for the proposed rezoning of the subject site at 42-50 and 52-60 Railway Parade, Burwood to allow for a high density mixed use development. The current B4 Zoning currently permits mixed uses, however to enable a viable urban renewal development the following amendments are proposed:

Table 23: Summary of Amendments

Control	Existing	Proposed
Height	60 metres and 70 metres	123 metres and 144 metres.
FSR	4.5:1 and 6.1	10.54:1
Maximum Residential FSR	2.1 and 3.1	7.16:1
Maximum FSR for Serviced Apartments	0.45:1 and 0.6:1	GFA cannot exceed 10% of total GFA across the combined land
Savings Provision	n/a	Introduce a savings provision for the site to allow for a Development Application to be assessed concurrently with the PP

It is proposed to implement these amendments with the introduction of a 'Part 6 - Additional local provision' for the site.

We are however willing to discuss the proposed LEP amendment with both Council and the Department of Planning and Environment to ensure the most appropriate LEP mechanism has been selected to implement the proposed amendments.

The concept design prepared and accompanying this PP, has been informed by a range of specialist investigations. These studies have outlined that the subject site is capable of accommodating the proposed development without posing any adverse impacts to the surrounding environment.

Positive Impact on the Local Economy

The proposed development will result in numerous positive economic benefits to the local Burwood economy. The table below, summaries the direct and indirect economic benefits which could be produced from the proposal.

Table 24: Economic Benefits

	Proposal
Output (\$M) per annum	\$753.7
Contribution to GDP (\$M) per annum	\$434.1
Income and Salaries to Local Workers (\$M) per annum	\$233.4
New Employment (Full Time)	3,299

As the existing buildings on the subject site comprise of substantial retail and commercial buildings, increased residential densities are required to cross-subsidise the redevelopment and to ensure a significant amount of additional commercial floor space can be provided.

The proposal is of a sufficient scale to facilitate this urban renewal development and to provide the outlined benefits to the local economy. The strength of the economy is paramount to enable this redevelopment to be achieved, therefore timing of this proposal is critical in order to guarantee the delivery of this project.

Public Benefits

The Planning Proposal is capable of providing the following benefits to the community:

- Provide high quality residential accommodation in a high demand area of Sydney close to transport, shops and other amenities (in the order of approximately 1,100 apartments);
- Provide a variety of jobs closer to existing homes (approximately 3,299 direct and indirect jobs), and 1,720 indirect and direct jobs during the development's construction phase);
- The proposal will act as a catalyst for urban renewal in this established suburb;
- Provide a landmark development for Burwood, demonstrating world-class design excellence;
- Creating a vibrant, engaging and active streetscape through the provision of improved public spaces and active street frontages; and
- Encouraging sustainable development by incorporating the principles of a Transit Orientated Development.

The PP is also accompanied by a VPA which details a range of other public benefits including a new council car park, public park, monetary contribution and the dedication of commercial office space to Council. These works have the potential to create a vital and vibrant community hub within the Centre.

Summation

The proposal has been demonstrated as being the best means of achieving the objectives and intended outcomes. The PP is considered suitable and appropriate as it:

- Is consistent with the principles of Council's community strategic policies;
- Is consistent with the Greater Sydney Regional Plan and the Eastern City District Plan;
- Is consistent and complies with the strategic planning test outlined in DPE's 'A Guide to preparing planning proposals';
- Is consistent with the relevant Ministerial Directions under Section 117 of the Act; and
- Does not pose any adverse environmental or social impacts to the surrounding community.

This PP sets out a carefully-planned framework designed to achieve the redevelopment of one of the key sites in Burwood. It provides the opportunity to create an exciting new community heart and meeting place for both local residents and visitors. It is designed to stimulate the local economy and provide much-needed quality housing close to transport, shops and other key amenities.

In summary, there is a sound planning basis and strategic merit to support the zoning of the site as promoted by this PP. We therefore request that Council forwards the PP to the Department of Planning and Environment for an amended Gateway Determination.

Amended Planning Proposal
Burwood Place
42-50 and 52-60 Railway
Parade and Wynne Avenue,
Burwood

Pre Gateway Independent
Urban Design and Traffic
Assessment



Prepared for: Burwood Council

November 2018



Cardno Assessment Report

Burwood Place Amended PP_ Independent Urban Design & Traffic Assessment

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0.01	02/09/2018	Draft Assessment Report	Deborah Sutherland & Ali Raza	<i>D. Sutherland</i>		
0.02	02/10/2018	Final Assessment Report	Deborah Sutherland & Ali Raza	<i>D. Sutherland</i>		
0.03	19/11/2018	Revised Plans Assessment	Deborah Sutherland & Ali Raza	<i>D. Sutherland</i>		

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Contents

1.	Introduction	4
2.	Current Gateway Approval	4
3.	Key amendments proposed to original PP	5
3.2	Master Plan layout comparisons	6
3.3	Amended Building Heights	10
3.4	Key Assessment of Issues	11
3.5	Review of and Commentary on Urban Design	12
3.6	Visual impact of the Amended PP	14
3.8	DCP Building Height Plane control	18
3.9	Overshadowing impacts of the Amended PP	18
3.10	Heritage impact of the Amended PP	20
3.11	Key Urban Design Assessment findings	20
3.13	Review of Amended PP Traffic Reports and Transport Impact Assessment	21
3.13.1	Overview	21
3.13.2	TIA – Original PP	21
3.13.3	Review of RMS Comments	22
3.13.4	Burwood Town Centre – SIDRA Network Performance Results	22
3.13.5	Performance Results for Individual Intersections	23
3.13.6	Future Year Modelling	23
3.13.7	Trip Generation Assessment	23
3.13.8	Future Upgrades	23
3.13.9	Parking Arrangements and Internal Circulation	24
3.13.10	Access and Egress Arrangements	24
3.13.11	Proposed Access from Railway Parade	25
3.13.12	Burwood Station	25
3.14	Key Findings	26
3.15	Recommended amendments and clarifications to Amended PP	27

1. Introduction

Cardno has been commissioned by Burwood Council to prepare an independent urban design and traffic assessment of the Amended Planning Proposal PP_2016_BURWO_005_01 by Holdmark Property Group for the Burwood Place development.

Specifically, Council have engaged Cardno to undertake urban design and traffic review of the relevant documents submitted as the Amended PP, including an assessment of the following:

- Identify/summarise the key amendments since the earlier PP.
- Assess the urban design merit/implications of the Amended PP.
- Assess the visual impact of the Amended PP.
- Assess the shadowing impact of the Amended PP.
- Assess the heritage impact of the Amended PP.
- Assess the traffic impact of the Amended PP.
- Make a recommendation whether the Amended PP should be supported by Council.
- Make a recommendation whether there are any mitigation measures that could be pursued by Council to improve the scheme.

Amended PP documents to be reviewed represent a further redesign submitted to Council on 16 November 2018 following a meeting with Cardno and Council officers on Monday 12 November 2018. The setbacks, building massing, maximum number of dwellings from 1,300 to 1,100 and access arrangements have been revised in the current Indicative Master Plan. The additional height and FSR are proposed in order to would allow for the delivery of public benefits established in the VPA, namely a new urban park, new public car park, and additions to the library. Documents reviewed are:

Urban Design Analysis	Architectus and Cox
Visual Impact Assessment	Architectus
Solar Assessment	Architectus
Traffic Modelling	Road Delay Solutions
Strategic Transport Planning Assessment	AECOM
Architectural Plans	Architectus & Cox
Heritage Impact Statement	Tropman & Tropman Architects

2. Current Gateway Approval

From the Department of Planning & Environment website we understand that on 2 March 2017 **Gateway approval was issued** by the Acting Director, Sydney Region East, Department of Planning & Environment for the following proposed LEP amendments:

- > a 144m maximum height
- > 93,972sqm residential floorspace
- > 48,410sqm non-residential floorspace
- > Maximum FSR of 9:1
- > Maximum residential FSR of 6.53:1

3. Key amendments proposed to original PP

The amended controls requested in the Amended PP are required to accommodate an additional 8,943sqm of GFA to facilitate the provision of public benefits such as a new urban park, Council car park and an expanded library for the Burwood Town Centre, monetary contribution and the dedication of commercial office space to Council under a VPA.

We have not cited the draft VPA but point out that the PP report also suggests possible contribution towards traffic and transport improvements which would serve to minimise impact and support the accommodation of the additional development. These are suggested on page 42 of the current PP report by City Plan and include:

- > Commuter car park: as part of the redevelopment, provide a commuter car park for commuters to park and ride, encouraging sustainable forms of travel and increasing train patronage;
- > Bus interchange upgrade on Railway Parade;
- > Railway Parade conversion to main street environment on the southern side with an additional bus lane and dedicated 5 metre footpath;
- > Additional upgrade of east-west lane on southern edge of the site; and
- > East-west through-link on Murrays Arcade alignment.

Cardno are unaware if any of these are included in the latest draft VPA but would support these measures.

The primary changes to the PP now sought relate to the area of the Site fronting Railway Parade, adjacent to the Council car park and library and to the Building height envelopes for Buildings B and C. In the Latest Indicative Master Plan supporting the Amended PP, Tower Block D is to increase in height from 107m to 123m and is to contain three levels of non-residential podium with tower above containing 22 storeys of residential apartments (including upper penthouse and plant). The key differences between the original and Amended PP in this area of the Site are the additional height on Tower block D and the reduced setbacks to boundaries with Railway Parade and the adjacent Council car park and library. The separation between Towers D and C has been increased by 4.7m from the November 2017 scheme.

We understand from the Amended PP report by City Plan that since the PP was originally lodged with Burwood Council in September 2015, extensive consultation has been undertaken with Burwood Council, its external consultants and State Agencies such as the Department of Infrastructure, Regional Development and Cities (DIRDC) and also the Roads and Maritime Services (RMS). The design changes to the PP Master Plan are reproduced below.

Table 3-1 Summary Comparison Gateway and Amended PP

Development element	Original 'Gateway' PP	Amended PP
Site area	14,382 sqm	14,363 sqm
Total FSR	9.9:1	10.54:1
Total GFA	142,382sqm	151,325 sqm
Combined retail, commercial and hotel FSR	48,410sqm – 3.36:1	48,467 sqm – 3.37:1
Residential GFA and FSR	93,972sqm - 6.53:1	102,858sqm - 7.16:1
Serviced apartments GFA and FSR		GFA cannot exceed 10% of total GFA across the combined land = 1.05:1 (treated as non-residential in FSR calculations provided in Amended PP report)
Total dwelling estimates	1,044	1,100
Hotel GFA and FSR	4,841sqm	5,600 sqm of GFA.
Setbacks	<i>To Railway Pde:</i> The development provides a 3m bus parking lane along Railway Parade and a 5m footpath suitable for outdoor dining. 3 levels of podium setback 8m from front boundary. Tower D set back approx another 2m.	<i>To Railway Pde:</i> Three levels of podium setback 6m from boundary. Tower D above setback 3m from Railway Pde boundary. <i>To Council car park and library site:</i> Three levels of podium setback 6m from boundary. Tower D above setback 3m. Tower D above setback 3m from boundary.

Development element	Original 'Gateway' PP	Amended PP
	To Council car park and library site: 3 levels of podium setback 12m from boundary. Tower D approx 9m from boundary.	
Building Heights	Tower D 107 metres and 144 metres	Tower D 123 metres and 144 metres
Public open space	4,097m ²	4,100m ²
Savings Provision		Introduce a savings provision for the site to allow for a Development Application to be assessed concurrently with the PP

3.2 Master Plan layout comparisons

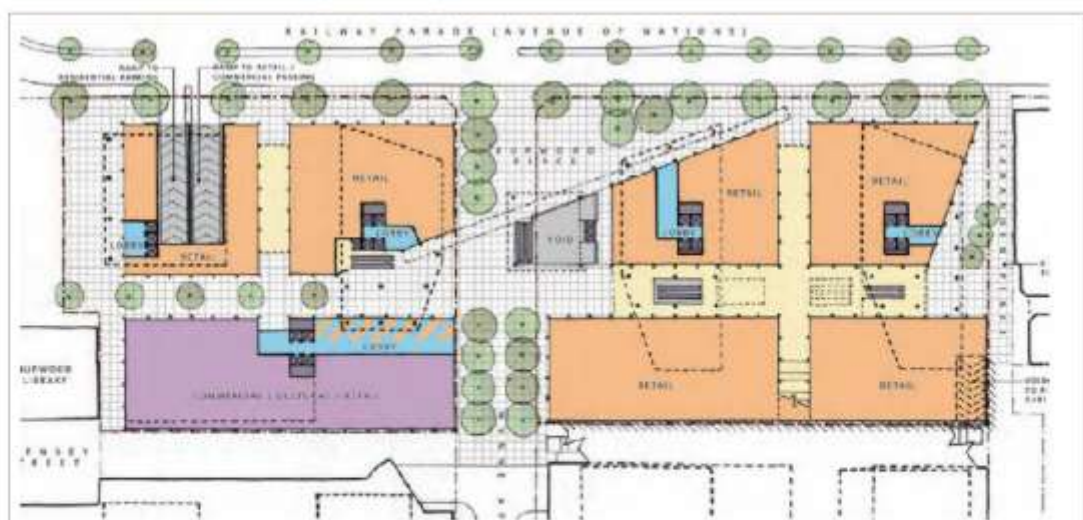


Figure 3-2 Original Gateway PP layout Sept 2016

Note: Podium setback 6m & Tower D 9m from podium Railway Pde and podium setback 12m & Tower D 10 to Council land with 27m separation between C & D.





Figure 3-3 Original Gateway PP Tower D perspectives

Note: Tower element setback from podium and wider public domain fronting both Railway Pde and the Council land.

Since the Gateway approval the Amended PP report states that the Proponent has discussed other layout and building form options with Council. These are reproduced below.

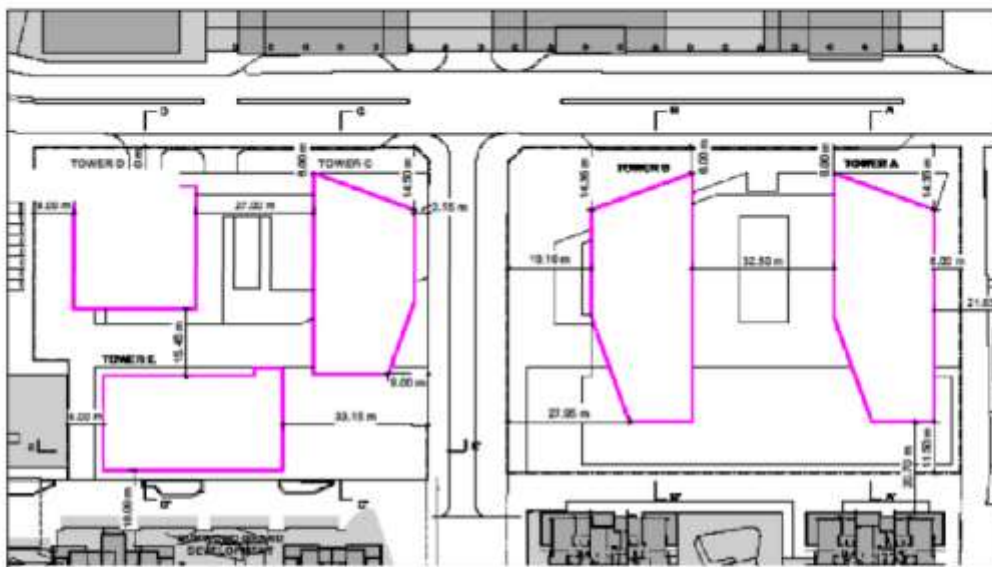


Figure 3-4 PP Master Plan layout October 2017

Note: Tower D setback more approx. 8m from Railway Pde, 9m to Council car park and 8m to library and 27m separation between Tower D & C.

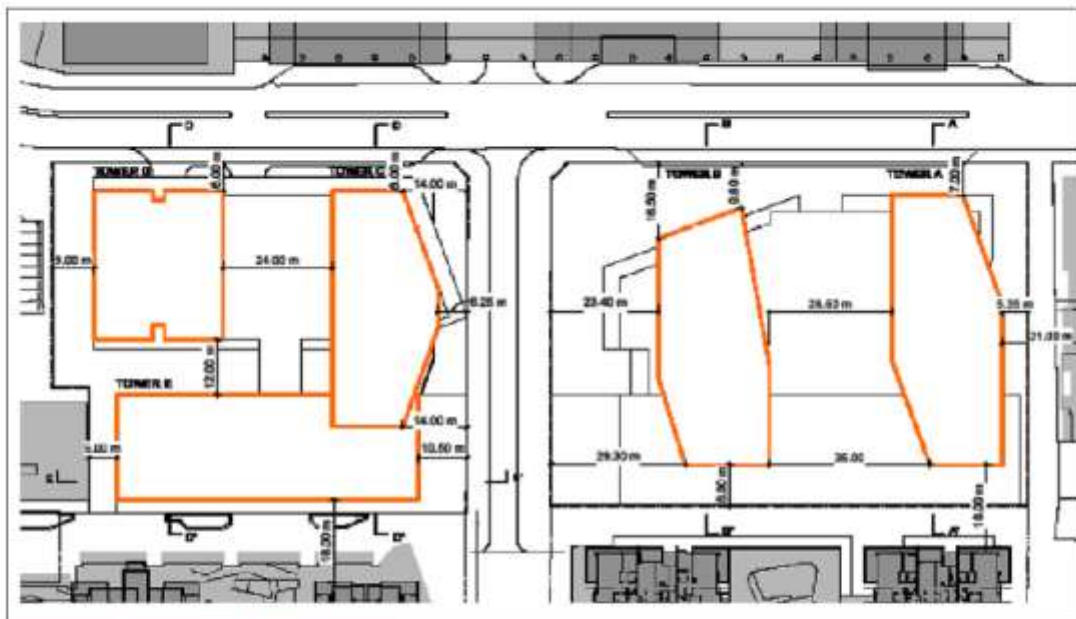


Figure 3-5 November 2017 Master Plan layout

Note: Tower D 6m setback to Railway Pde and 9m to Council car park with the 3 level podium set back a further 3m and 24m separation between Tower D & C.

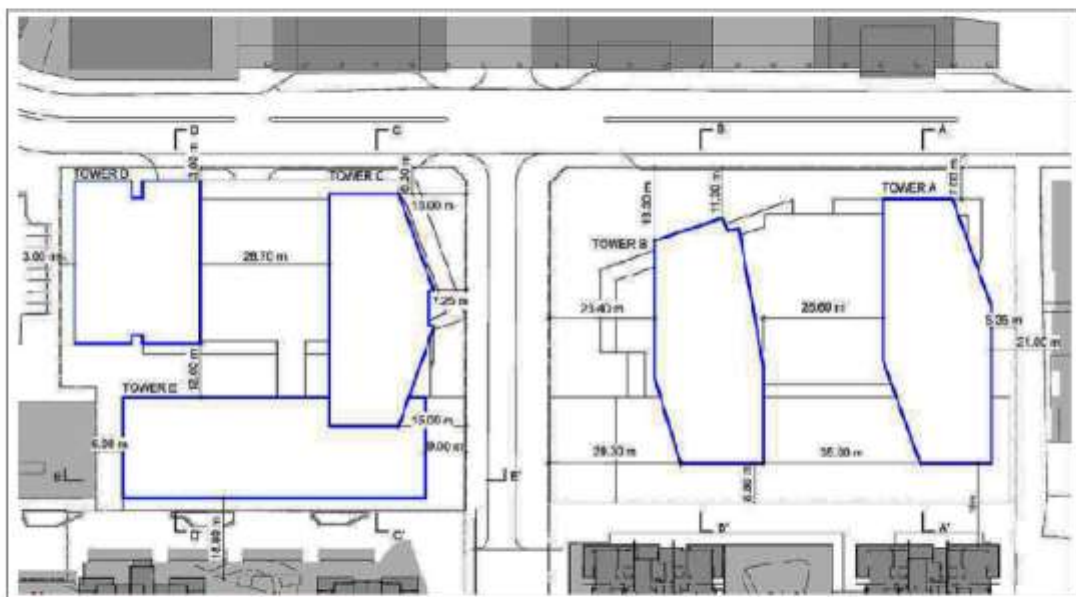


Figure 3-6 April 2018 Master Plan layout

Note: Tower D 3m setback to Railway Pde and 3m to Council car park and 6m to library and 28.7m separation between Tower D & C.



Figure 3-8 April 2018 Amended PP perspective of Tower D looking down Railway Pde from roundabout



Figure 3-7 April 2018 Amended PP close up view of interfaces with Railway Pde streetscape and Council carpark (proposed park)

Note: Hard edge , enclosing interface with both Railway Pde and Council carpark

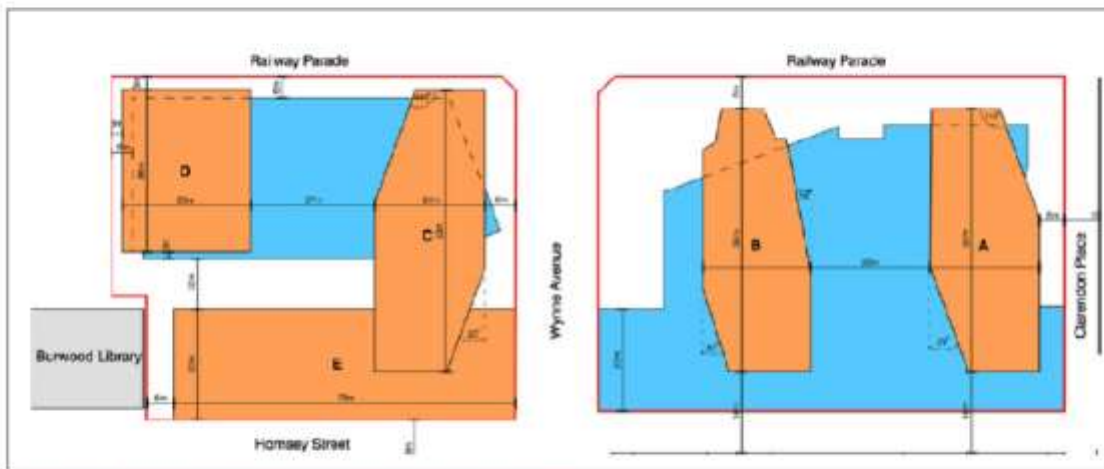


Figure 3-9 November 2018 Master Plan layout (current Amended PP)

Following the November meeting with Cardno and Council the Master Plan layout was amended to include a 6m setback of the three levels of podium of Building D from both Railway Pde and the Council carpark with the tower set back 3m, linked to the ground via a colonnade. This will result in a more open presentation of the development in the Railway Pde streetscape and better address the proposed park on the Council land adjacent at ground level.



Figure 3-10 View of current building form from the Council car park

3.3 Amended Building Heights



Figure 3-11 November 2016 Gateway PP MP building heights



Figure 3-12 Amended PP Nov 2018 building heights

Table 3-2 Gateway and Amended PP Master Plan building heights comparisons

	Nov 2016 'Gateway' PP	June 2018 Amended PP
Proposed height (storeys)		
Building A	3 storey podium and 42 and 38 storey towers	4-5 storey podium and 42 and 38 storey towers
Building B	3 and 4 storey podium and 38 and 35 storey towers	4 storey podium and 39 and 36 storey towers
Building C	3 storey podium and 30 and 28 storey towers	3 storey podium and 36 and 34 storey towers
Building D	3 storey podium and 20 storey tower	3 storey podium and 20 storey tower
Building E	3 storey podium and 15 storey tower	3 storey podium and 12 storey tower
Proposed height (m) above ground		
Building A	14m podium and 122.5 and 139.9m towers Total = 136.5 to 153.9m	18m podium and 115.6 and 144m towers Total = 133.6 to 162m ADDITIONAL 8.1m
Building B	14m and 16m podium and 127.5m and 113.2m towers Total = 129.2 to 141.5m	18m and 21m podium and 123m and 121.5m towers Total = 135m REDUCTION 6.5m
Building C	14m podium and 102.7m and 91.5m towers Total = 105.5 to 116.7m	14m podium and 123m and 112.8m towers Total = 142.5m ADDITIONAL 25.8m
Building D	14m podium and 71.7m tower Total = 85.7m	18m podium and 71.7m tower Total = 89.7m ADDITIONAL 4m
Building E	14m podium and 62.4m commercial tower Total = 76.4m	14m podium and 12 storey commercial tower, 52m 24.4m REDUCTION

On 2 March 2017 Gateway **approval for a 144m maximum height was issued** by the Acting Director, Sydney Region East, Department of Planning & Environment

As illustrated on Figures 2.8 and 2.9 and Table 2-1 above, various changes to building footprints and heights are proposed. We understand that the Department of Infrastructure, Regional Development and Cities issued approval for the proposed height of 163.5 metres (AHD) on 6 March 2018 with regard to airport height limits and issued an approval for a proposed crane height of 181.5 metres on 23 April 2018.

The potential impact of these changes in heights are discussed below.

3.4 Key Assessment of Issues

As with the original PP key issues to be address in terms of urban design impacts of the redevelopment of the Site as proposed in the Amended PP Indicative Master and specifically relating to proposed Towers C and D are potential impacts on:

- > Amenity of surrounding streetscape public domain, including proposed park on adjacent Council land;
- > The visual environment of the immediate and broader town centre and beyond;
- > The heritage value of the numerous heritage items in the vicinity of the Site;
- > The solar access of surrounding public spaces and private residential developments;
- > Consistency of the indicative development master plan with the SEPP 65 Apartment Design guide

3.5 Review of and Commentary on Urban Design

The Urban Design Analysis (UDA) was prepared by Architectus and Cox. The primary aim of the analysis is to identify appropriate urban design principles for the site and prepare a master plan and indicative concept plan which demonstrates the site's development potential and most appropriate built form and public domain.

Cardno's comments on the analysis following relate to those sections of the amended Urban Design Report that differ from the originally submitted 'Gateway' PP. Principally, this relates to the justifications for the additional height and amended siting of the indicative Tower D and relationships to the now suggested parkland with carparking under and the heritage listed library on the adjacent Council land:

1. Strategic context – 'Strategic Centre'

We agree that Burwood has been identified as a Strategic Centre in the Plan for Growing Sydney. However, it is stressed in that Plan that the principle objective of these centres is to provide strong employment base by the provision of commercial, retail and community uses. Housing is only supported if it is 'in the right locations', presumably so it does not erode the economic base of these centres. Cardno were of the opinion that the limited additional commercial floorspace did not provide the strategic justification for the quantum of additional FSR. We note that there is no significant non-residential floorspace (90sqm) proposed in the Amended PP. The additional FSR and building height is taken up with additional 2-300 apartments. **The Amended PP now proposes 68% residential uses on the Site or 78% if it is assumed that the Proponent will utilise the additional 10% FSR for serviced apartments. This is compared to the existing 33% cap on residential in the zone.**

We again stress that we do not believe Burwood Town Centre is considered by the state government district plan or has the physical capacity to grow to the size of Chatswood, North Sydney, St Leonards or Parramatta as suggested in the Amended PP Urban design Report.

We acknowledge that Burwood was recently identified as a 'Planned Precinct' by the state government. However, planning for this is only in the preliminary stages and no community consultation has occurred at this stage. It is therefore premature to rely on any outcomes of that body of work still to be done.

2. Strategic context – housing supply

Cardno is once again concerned with the additional quantum of residential development proposed in the amended PP. Based on Dept of planning targets for the Burwood LGA and town centre, coupled with the planned development already zoned over 6,000 dwellings in the Burwood section of the Parramatta Corridor the approximately 1,100 additional dwellings proposed on the Site in the amended PP will result in an oversupply when known approvals and developments under construction and potential within existing zoned areas is taken into account. If the 1,100 apartments foreshadowed in the PP materialise in addition to these, the Town Centre is likely to have supply exceeding demand noting that there are other redevelopment sites available in the Town Centre and there is an estimated demand for only some 3,000 extra apartments in the Town Centre over the next 20 years. We note that the Urban Design Report agrees that there is already capacity for an additional 6,200 apartments in the Town Centre under the existing LEP controls (page 36 UDR).

3. Town Centre context – Tower C 'Middle Ring' site

The area of the Site proposed to contain Towers C and D is identified in Council's DCP as within the 'Middle Ring' of the Town Centre. This is intended as a transitional element of the town centre between the commercial core and the surrounding lower density residential development areas. We note that the Amended PP Master Plan now proposes to add six storeys to Building C making it 25m taller with a total height of 141m. This is considered an excessive leap in height within the 'Middle Ring' of the town centre which will increase potential overshadowing of neighbouring apartments and low density residential development.

4. Public benefits from additional FSR

We understand from the PP documents that the driving force for this request for additional height and FSR is to enable the provision of additional public benefit by way of a Planning Agreement with Council. It is foreshadowed that the Proponent may consider the provision of a new public park with basement car park on the adjacent Council owned land. No actual details of such agreement is supplied in the PP. In our view, all of the benefits listed for discussion in the Amended PP should be resolved and agreed, and comprise part of the PP with at least a draft VPA, before the PP is advanced.

5. Local context – streetscape impacts

We agree with the Urban design principle contained in the "Urban Design Principles for the development of the site" on page 48 of the UDR which calls for Built forms with:

"A street wall height of 3-4 storeys will provide for an urban, but pedestrian building scale and allow sun / daylight access into the laneways."

This design principle has been reinstated in the latest master plan with three storeys of the podium of Building D being setback 6m from the boundary with Railway Pde and Council car park (future park) with the tower above being cantilevered out above to only be setback 3m from the same boundaries. As illustrated in the Amended PP perspectives this will result in a more open edge to the streetscape and Council land, and provide greater area for pedestrians along the street front of the development.



Figure 3-13 Current PP Building D viewed from Council car park in Railway Pde

Tower set back from all podium levels on both boundaries to open up the streetscape to provide ample public space at the front of this major development



Figure 3-14 April 2018 Amended PP Building D viewed from Roundabout in Railway Pde

Only one level of podium setback 6m with upper podium levels and tower cantilevered over top with setback of 3m from both boundaries. This would result in the closing in of the streetscape, does not in our view adequately address the street or future park and could result in unacceptable climatic conditions such as wind tunnel effect and overshadowing. 3m street and park setbacks do not provide opportunities for effective landscaping given that this will be a high pedestrian traffic area.

6. SEPP 65 Apartment Design Guide

Tower Separations proposed would comply with the minimum separation distance (24 m between habitable rooms/balconies) applicable for buildings over 25 m or nine storeys and above. However due to tower orientations directly facing each other, there would be inadequate visual privacy between towers.

Vehicle entries - should be located on secondary streets or new lanes – vehicular entries have now been split across the site which will result in a better traffic outcome on Railway PDE which is already very congested at peak times during the day.

Deep Soil areas - Minimum 6 m depth, deep soil zone landscaping is required for at least 7% of the site area. On sites greater than 1,500 m², 15% deep soil zone should be provided. Basement & podium setbacks should allow for deep soil zones and tree growth. Opportunities for actual deep soil based on the Amended PP Master Plan are almost nil. This could result in problems with stormwater management which is a known issue in this area of the town centre.

Solar access –The proposed building forms would perform very well with the layout, orientation and built form resulting in 81.7% of apartments on the Site achieving the minimum 2 hour sun access during the winter solstice.

However, the Amended PP building forms will continue to significantly reduce the solar access of neighbouring apartments as detailed below from details provided in the Urban Design Report:

Table 3-3 Solar access impacts on surrounding developments

Neighbouring development	Existing - apartments receiving greater than 2 hours sun during winter solstice	Original PP - apartments receiving greater than 2 hours sun during winter solstice	Current PP - apartments receiving greater than 2 hours sun during winter solstice
B1 Square & Burwood Grand	74%	72.1% (approx 70 apartments receive less than 2 hours)	57% (214 apartments receive less than 2 hours)
Emerald Square	72% or 66% with Burwood Central	39% without Burwood Central	42% without Burwood Central, 36% with Burwood Central) (134 apartments receive less than 2 hours)

Clearly, the proposed building forms do not comply with the ADG with respect to impact on surrounding developments:

"Living rooms and private open spaces of at least 70% of apartments in a building receive a minimum of 2 hours direct sunlight between 9 am and 3 pm at mid-winter in the Sydney Metropolitan Area".

The PP report states that the ADG allows a 20% reduction in solar access for new developments from existing/approved development. We are unaware as to where in the ADG this is stated. However, the comparison would reasonably have to be between existing and proposed, not 'complying' and proposed. Therefore we do not accept that the ADG is strictly satisfied in this instance for the Emerald Square development which would see a 36% reduction in ADG solar access compliant apartments compared to the existing situation. However, it is understood the Burwood Central will further impact that development to result in 66% of apartments being ADG solar access compliant, or a 30% reduction in compliant apartments. This still represents 10% less ADG compliant apartments in that development than recommended.

The PP claims that all single houses south of the proposed development receive 3 hours or more sunlight between 9am-3pm during the winter solstice.

3.6 Visual impact of the Amended PP

Cardno have reviewed the Visual Impact Assessment (VIA) prepared by Architectus submitted in support of the Amended PP and make the following observations:

While the regional views to the Amended building forms will remain similar to the Gateway PP Master Plan forms, the local and immediate context views will be more impacted by the taller bulkier building forms now proposed. This is illustrated by the comparison of the photomontages from the Gateway PP and subject Amended PP Visual Impact Assessments below.

Comments made by Cardno in reviewing the Gateway PP Visual Impact Assessment remain valid and the taller bulkier building forms will only be more visible from all vantage points identified in the Visual Impact Assessment:

- > The VIA concludes that the development will have a moderate impact on key suburban views as it will change the character of the views. Currently there is a low to medium density backdrop and this will become a tower backdrop similar but taller and bulkier than the Gateway PP scheme,
- > There will be a medium impact in terms of the view of the heritage corner of Belmore Road and Burwood Road with a low visual absorption capacity because of the low density and scale of the heritage buildings – meaning the towers will take up a large proportion of the view,
- > Looking south on Gloucester Avenue the proposal contrasts in character and bulk to the low density residential development along Gloucester Avenue yet the VIA concludes there is a low impact,
- > The impact from the Burwood station forecourt is assessed to be 'moderate' yet the image in the VIA suggests the development will totally dominate the view and change it significantly,
- > Cardno query a 'moderate' assignment of the impact on the heritage listed Masonic Temple simply because it does not obstruct the building. It cannot be reasonably concluded that the Temple could in any way effectively screen the bulk, scale and height of the proposed development close to it, and
- > The significant increase in height of Building C from the Gateway scheme will result in additional building bulk and scale in the surrounding visual context as illustrated in the VIA images reproduced below.



Figure 3-15 Gateway Burwood Park view



Figure 3-16 Amended PP Burwood Park view
Taller, bulkier building forms more visible



Figure 3-17 Gateway PP building forms viewed from corner
Parramatta Rd and Neich Pde



Figure 3-18 Amended PP building forms viewed from corner
Parramatta Rd and Neich Pde
Taller, bulkier building forms more visible



Figure 3-19 Gateway PP building forms viewed from corner of
Nicholson St and The Boulevard



Figure 3-20 Amended PP building forms viewed from corner of
Nicholson St and The Boulevard



Figure 3-21 Gateway PP building forms viewed from Shaftesbury Rd overpass bridge



Figure 3-22 Amended PP building forms viewed from Shaftesbury Rd overpass bridge
Taller, bulkier building forms more visible



Figure 3-23 Gateway PP building forms viewed from corner of Gladstone and Park Rd



Figure 3-24 Amended PP building forms viewed from corner of Gladstone and Park Rd
Taller, bulkier building forms more visible



Figure 3-25 Gateway PP building forms viewed from Icton St



Figure 3-26 Amended PP building forms viewed from Icton St
Taller, bulkier building forms more visible no longer stepping down

towards the town centre edge

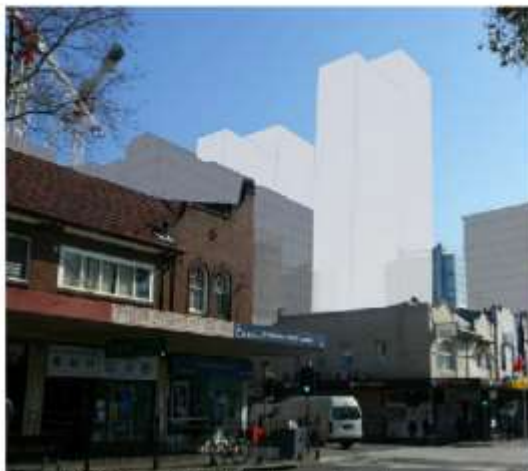


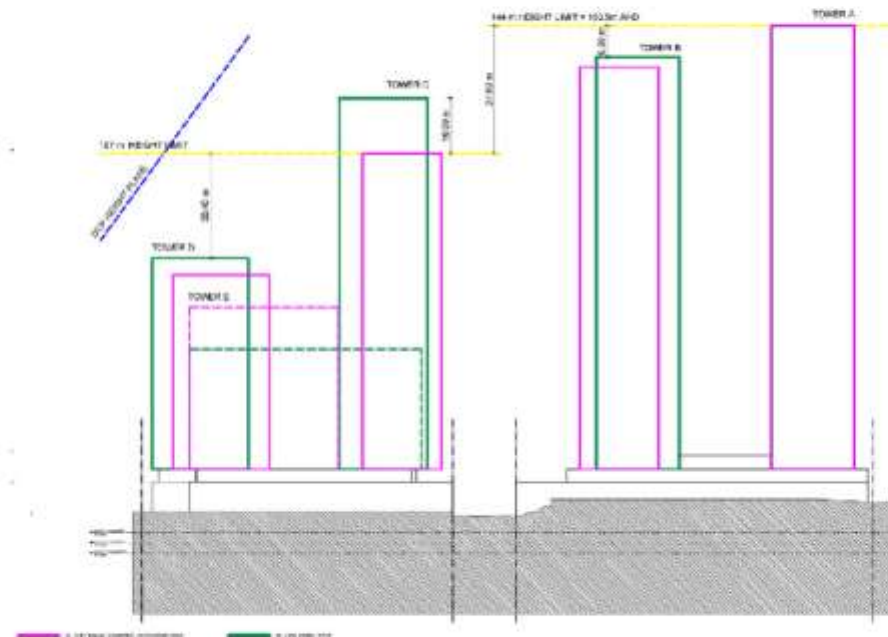
Figure 3-27 Gateway PP building forms viewed from corner Belmore & Burwood Rds. (heritage item)



Figure 3-28 Amended PP building forms viewed from corner Belmore & Burwood Rds. Taller, bulkier buildings clearly visible in streetscape

3.7 DCP Building Height Plane control

The proposed amended building envelopes do not punctuate the DCP western building height plane control as illustrated in the urban design report diagram reproduced below. That diagram, which provides a comparison of the Gateway indicative building envelopes and the current amended PP scheme does illustrate also that the building forms are no longer step down towards the town centre edge as was previously the case. The pink indicates the Gateway MP and the green the current Amended PP building forms.



3.8 Overshadowing impacts of the Amended PP

The Amended PP Shadow analyses contain a number of inconsistencies that require clarification. PP Attachment D - *Floorplans solar assessment* states the following regarding ADG compliance for solar access to apartments:

- **Without any new development** the existing Emerald Square development achieves 72% solar access and Burwood Grand 74%.
- **With Burwood Central** Emerald Square achieves 66% and Burwood Grand remains at 74%.
- **Complying development on Burwood Place site using maximum current controls** Emerald Square achieves 42% and Burwood Grand remains at 53%.
- **With 2016 Planning Proposal** Emerald Square - 39% (without Burwood Central) and Burwood Grand - 59%.
- **With Amended PP** Emerald Square achieves 36% solar access and Burwood Grand 57%, Burwood Place 82.4%.

Architectus then argues that on a precinct basis the amended Burwood Place, Emerald Square and Burwood Grand have a combined solar access of 71% of the total 1,772 apartments that receive 2 hours or more of sunlight between 9am and 3pm midwinter.

Shadow diagrams

We do not agree with the statement in the PP report on page 41 that:

"specific consideration has been taken into account to ensure the proposal does not shadow any neighbouring sites".

The submitted shadow diagrams clearly indicate additional overshadowing above an LEP height compliant development.

Specifically:

At 9am midwinter: Additional height on Tower D will result in longer shadows reaching into the lower density residential area to the south

At noon and 1pm midwinter: Some reduction in shadowing to the south will occur as a result of reduction in height of Building E, however, some additional shadow will be cast onto properties by Building D.



Figure 3-29 Original PP 9am shadows



Figure 3-30 Current PP 9am shadows



Figure 3-31 Original PP 12 noon shadows



Figure 3-32 Current PP 12 noon shadows



Figure 3-33 Original PP 1pm shadows



Figure 3-34 Current PP 1pm shadows



Figure 3-35 Original PP 1pm shadows



Figure 3-36 Current PP 1pm shadows

Cardno comment:

Cardno requested details of the number of additional dwellings with reduced solar access (less than 2 hours). Those details were provided by the Proponent and reproduced in Table 2-3 above.

Winter Solstice Wynne Avenue and Wynne Plaza:*Key Findings:*

- > During the winter solstice, approximately 50% of Wynne Avenue receives a minimum 2 hours of direct sunlight.
- > During the spring and autumn equinox, Wynne Avenue plaza receives a minimum 2 hours of direct sunlight.
- > The proposal's tower orientation, separation and slender tower proportions mean that sunlight access is appropriately addressed with optimal sunlight during lunchtime.

Cardno comment: This is considered acceptable.

3.9 Heritage impact of the Amended PP

We have reviewed the Addendum Heritage Impact Statement by Tropman and Tropman architects who again conclude that all heritage impacts are acceptable given the current planning controls for the town centre will already result in impacts.

As is evident from the photomontages in the Amended PP Visual Impact Assessment, the proposed building forms and layout of the Amended Master Plan will again change the context of many heritage items in the vicinity. In our view, these impacts will be exacerbated by the taller but more bulky building forms than the Gateway PP. Many in our view will again be significantly impacted. Given the impact of the Gateway PP building forms the additional impact of the Amended PP will be marginal.

3.10 Key Urban Design Assessment findings

On the basis of our assessment of the relevant Amended PP documents, in our view the proposed changes to the Indicative Master Plan building forms and layout require significant amendment. Specifically:

- > The additional 8,943sqm of Floorspace has not been adequately justified from a strategic planning or local context, particularly as the vast majority of the additional floorspace is for residential use;
- > Assurance that the additional floorspace will enable the Proponent to provide a new public park with carpark under on the adjacent Council land is not supported by any firm commitment in a draft Planning Agreement;
- > Increases in height and footprints of the Building forms, with the exception of Building E will add to the visual scale and bulk in the surrounding and local context. Of particular note is the 25m increases in height of Building C to now be 141m in height, which sits in the area of the town centre identified in Council's DCP as 'Middle Ring', not 'Commercial Core';
- > The proposed increases in building envelope heights from the original Gateway PP on the Department of Planning & Environment website will increase overshadowing and result in reduced solar access to more dwellings in the adjacent residential apartments;
- > The additional height and bulk will exacerbate the already significant visual impacts on local heritage items;
- > The revised building layout of Building D, with its three level 'colonnade' to both Railway Pde and the Council carpark to contain the future park is supported. We consider this arrangement of building elements will serve to better address and allow light and air into the street at ground level and better address both the street front and future park.

3.11 Review of Amended PP Traffic Reports and Transport Impact Assessment

3.11.1 Overview

Cardno traffic and transport specialists have reviewed the Amended PP Traffic Impact Assessment (TIA) Report, prepared by Road Delay Solutions (RDS).

We have reviewed the Amended TIA in the light of the resubmitted *Burwood Town Centre - Traffic and Transport Opportunities and Constraints*, prepared by AECOM which found the following road network constraints in the Burwood Town Centre:

- > *Limited crossing opportunities over the rail line limit north-south permeability, with Burwood Road and Shaftesbury providing the only connections within the Town Centre.*
- > *Limited north-south and east-west through connections in the precinct, with several staggered intersections present.*
- > *Issues with the operational efficiency of key intersections as a result of the increased volumes of vehicles.*
- > *High traffic volumes along Parramatta Road and throughout the Town Centre.*
- > *Extended queues are present throughout the Town Centre during weekday peak periods for several intersections along Burwood Road and Shaftesbury Road.*
- > *Pedestrian-vehicle conflicts present a challenge, particularly around the Burwood Station.*

3.11.2 TIA – Original PP

As part of the original PP, a TIA report, prepared by RDS, was submitted to the Council in October 2016. As per that report the original PP comprised a mixed use development including the following:

- Residential Apartments;
- Hotel Styled Serviced Apartments;
- Retail Area inclusive of Supermarket; and
- Commercial Floor Space.

The proposed land use for the amended PP is consistent with the original PP with minor changes in the development extent. Table 3-4 highlights the proposed changes in the amended PP.

Table 3-4 Proposed Amendments in Planning Proposal

Development Feature	Original PP	Amended PP	Difference
Residential Apartments	1,044	1,100	+56
Hotel Styled Serviced Apartments	100	100	0
Retail	28,477 m ² GFA	27,502 m ² GFA	-975 m ²
Commercial Floor Space	15,092 m ²	15,429 m ²	+337 m ²
Resultant FSR	9.9:1	10.54:1	+0.64:1

Source: *Traffic Impact Assessment Report (RDS, 2016)* and *Traffic Impact Assessment Report (RDS, 2018)*

Additionally, the amended PP includes the offer of the following public benefits for the Burwood Town Centre:

- New Public Park on existing Burwood Library parking area;
- Council Car Park under New Public Park; and
- Expanded Burwood Library.

Cardno Assessment Report

3.11.3 Review of RMS Comments

Based on the following reasons, Cardno agrees with the RMS view (letter no. SYD17/00627 dated 9th March 2018) that the NETANAL software has some limitations to be used as a mesoscopic model:

- Not widely used.
- Difficult to validate.
- Difficult to peer review.

Considering the following key points, Cardno supports RMS advice to give consideration for the proposal to be incorporated into the DPE's cumulative transport study for the Burwood priority precinct (wider study):

- The current study includes NETANAL modelling for only one future year (2026), whereas the wider study will assess town centre road network beyond 2026 as well.
- The wider study is expected provide more holistic results based on overall expected growth within Burwood.
- The wider study is expected to propose immediate, midterm and ultimate mitigation measures for the road infrastructure based on traffic demand in the study area. This study will also help council to establish the extent of mitigation of measures associated with the proposed development traffic.
- The wider study is also expected to identify the funding mechanism and proportion for different developments including the proposed development of Burwood Place.
- The wider study is also expected to use widely used modelling packages which will produce more robust results.

3.11.4 Burwood Town Centre – SIDRA Network Performance Results

Based on the results taken from the provided SIDRA files, **Table 3-5** summaries SIDRA Network performance results of Burwood Town Centre.

Table 3-5 Burwood Town Centre – SIDRA Network Performance

Performance Parameters	2026 - Scenarios								
	Do Nothing			S94			With Burwood Place		
	AM	PM	WE	AM	PM	WE	AM	PM	WE
Level of Service	E	E	E	E	F	F	F	F	E
Degree of Saturation	1.152	1.258	1.303	1.499	1.453	1.465	1.501	1.453	1.382
Average Delay	37.8	38.0	31.7	29.2	58.2	44.3	45.8	65.0	37.4

Source: Traffic Impact Assessment Report (RDS, 2018)

The network performance results summarised in Table 9 (page 93) of the TIA do not match with the actual SIDRA network summary results presented in Figures (50, 52,54,62,64,66,77,79 and 81) of the TIA nor the provided modelling files. Refer table from page 94 of the TIA below:

	SIDRA NETWORK AND ROUTE PERFORMANCE															
	2018 Existing			2018 Burwood Place			2018 S94			2018 With Burwood Place			2026 Full Development			
	AM	PM	WE	AM	PM	WE	AM	PM	WE	AM	PM	WE	AM	PM	WE	
NETWORK PERFORMANCE - BURWOOD TOWN CENTRE ROAD NETWORK																
LOS	D	D	D	D	D	D	D	D	D	D	D	D	F	F	F	D
AVG DELAY	19	17.5	14.2	1.6	3.5	1.9	1.6	1.6	1.9	2.7	21.7	27.3	25.1	22.5	26.3	26.3
DS	0.899	1.004	0.891	0.641	0.707	0.5	1.163	0.676	0.911	0.994	0.627	0.96	1.335	0.966	0.874	0.874
ROAD NETWORK PERFORMANCE - BURWOOD TOWN CENTRE ROAD NETWORK																
LOS	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E
AVG DELAY	18.8	19.4	11	30.7	18.1	25.5	1.53	15.7	24.9	14.5	12.4	25.6	25.4	26.9	23.9	23.9
DS	0.991	0.921	0.891	0.67	0.67	0.5	0.621	0.66	0.911	0.921	0.56	0.99	1.1	0.899	0.874	0.874
ROAD NETWORK PERFORMANCE - BURWOOD TOWN CENTRE ROAD NETWORK																
LOS	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E
AVG DELAY	11.6	0.4	11	12	12.7	22.4	12.6	7.7	22	11.1	17.4	20.1	26.3	27.3	22.4	22.4
DS	0.779	0.762	0.891	0.67	0.67	0.422	1.142	0.676	0.799	0.92	0.662	0.762	0.894	0.766	0.874	0.874

As stated in the TIA, " This assessment has concluded that, once the proposed infrastructure outlined in Council's Section 94 Contributions Plan has been implemented, any impacts of traffic generation, both vehicular and pedestrian, is benign on the town centre's road network".

While the TIA states that based on the assumptions adopted and modelling outputs, minimal impact to the overall network is anticipated as a result of the proposed development, it confirm that the network is operating beyond its practical capacity and that current operational issues will continue to deteriorate (even if a number of upgrades are delivered by 2026).

It is also noted from **Table 3-5** that the LoS and other parameters have improved in the 2026 with Burwood Place scenario as compared to the S94 scenario. Which is unlikely to happen, considering the increase in traffic.

It is noted that the modelling files provided for the 2026 Scenario (with Burwood Place Development) were last processed on:

- AM Peak: 22nd November 2017.
- PM Peak: 14th May 2018.
- WE Peak: 22nd November 2017.

Considering the above, it appears that the modelling was not updated since those dates to include the revised access arrangements and updated turning counts.

3.11.5 Performance Results for Individual Intersections

RDS has summarised the key performance indicators for individual intersections in Table 10 of the TIA. As per the provided results, all intersections are operating (individually) at LoS D or better in 2026 full development scenario except the following:

- Wentworth Road, Railway Parade and Morwick Street (172.2 sec, PM Peak)

There is no information provided in the TIA regarding intersection turning count outputs from mesoscopic models that were used in the SIDRA modelling. Also, due to limited time for the peer review, Cardno has not reviewed the modelling files for individual intersections.

3.11.6 Future Year Modelling

Usually, for the development of this scale, modelling is carried out to assess the traffic impacts up to 10 – 15 years from the expected completion date of the development. **Considering the proposed development will be completed by 2024, the modelling should have been done for at least future year 2036 but the current study only includes model up to year 2026.**

To assess the performance of town centre's road network with the proposed development traffic and background traffic growth and to assess required upgrades / mitigation measures beyond future year 2026, Council should give consideration to incorporate this proposal into DPE's wider study for the priority precinct.

3.11.7 Trip Generation Assessment

As per the TIA (page 121), "*Burwood Plaza currently generates some 840 vehicle trips per hour during the one (1) hour morning and evening commuter peak periods. With the proposed mixed use development the subsequent, calculated, vehicle generation is 1,624vph during the morning AM peak and 1,531vph during the PM.*"

It is not clear from the TIA (Table 6, page 84) if the 840 vehicle trips per hour are estimated based on traffic surveys or trip generation rates applied to the current land use. Additionally, it is unclear if a reduction of 840 trips per hour was applied in order to account for the demolition of the existing structure. That is, the TIA should clearly state how many trips are generated by the development in addition to those currently generated.

3.11.8 Future Upgrades

Based on the information provided in the TIA, **Table 5** summarises the upgrade assumptions made for the following 2026 scenarios:

- With Section 94 Infrastructure Upgrades; and
- Burwood Place Development Model.

As stated in the TIA, "*it was necessary to consider a number of treatments, including several from the Section 94 Infrastructure Plan, which will meet the amenity and capacity objectives associated with the Plaza development.*"

It is evident from the above statement and **Table 3-6** that there is no clear information about the assumed upgrades which are required specifically due to the proposed development of Burwood Place.

The proponent should provide clear information for upgrades related to the proposed development and timeframe for implementation. Additionally, Council should consider carefully whether the proposal should be permitted to progress to DA stage without a clear funding commitment or works in kind agreement in place.

Table 3-6 Upgrade Assumption for 2026 Models (S94 and Burwood Place Development)

2026 – S94 Model Upgrades	2026 – Burwood Place Model Upgrades
<ul style="list-style-type: none"> • Future signalised right turn movement from Burwood Road, southbound, into Belmore Street, westbound, (2016-2018). • Upgrade to the signalised intersection at Burwood Road and Railway Parade, (2016-2018). • New traffic signals at the intersection of Railway Parade and Conder Street, (2016-2018). • Widening of Railway Parade east of Burwood Road (2024-2027). • New mid-block traffic signals in Wynne Avenue (2012-2015). • New traffic signals at Belmore Street and Wynne Avenue (2012-2015). • New traffic signals at Belmore Street and Conder Street (2012-2015). • Widening of Railway Parade adjacent to Burwood Place (after 2035). • Streetscape upgrades in Belmore Street, Conder Street, Wynne Avenue (2012 - after 2020). • Shared zones in Conder Street and Clarendon Place (2016-2018). 	<ul style="list-style-type: none"> • Widening of existing signalised foot crossings along Burwood Road between Wilga Street and Belmore Street to 5m. • General retention of the current traffic signal operations at the Burwood Road intersections with Railway Parade (including retention of the right turn movement for all vehicles southbound turning into Railway Parade) and Belmore Street. • The introduction of a 'scramble' phase pedestrian crossing at the Burwood Road intersection with Railway Parade. • Introduction of a partial closure of Wynne Avenue to accommodate a single trafficable lane in each direction, some 25m south of Railway Parade for a distance of approximately 30m. • The introduction of site specific access from Railway Parade and Wynne Avenue. • The introduction of an exit only onto Conder Street from Burwood Place and Council's library car parks. • Widening of Shaftesbury Road to provide two (2) through lanes in each direction at the Wilga Street intersection. • The introduction of traffic signal control at the intersections of: <ul style="list-style-type: none"> ○ Railway Parade and Conder Street; ○ Belmore Street and Wynne Avenue; ○ Belmore Street and Conder Street; ○ Burwood Road and Victoria Street East; and ○ Shaftesbury Road and George Street.

3.11.9 Parking Arrangements and Internal Circulation

As stated in the TIA, *"The layout and internal machinations of the car park provisions and access locations are yet to be finalised, subject to the preparation of architectural drawings for DA application"*.

The proponent should provide a comprehensive parking arrangement and internal circulation plan including architectural drawings describing the complete movement of vehicles from access points to different basement levels and egress points. The plan should also consider provisions for pedestrian to safely access elevators / stairs. The council should carry out a detailed assessment of the proposed parking arrangements at the DA stage.

3.11.10 Access and Egress Arrangements

It has been noted from the provided information that the following access points were supported by the Council:

- 2 x Ingress points (Railway Parade, Wynne Avenue)
- 3 x Egress points (Conder Street, Railway Parade, Wynne Avenue)

It is stated in the TIA that:

- "Railway Parade servicing a maximum of 60% of development traffic, being general retail and Council Library Car Parking,
- Wynne Avenue servicing the remaining 40% of development traffic, being residential, commercial and up to 10% of general retail, and
- Egress onto Conder Street from both the Council Car Park and Basement B1."

There is no information provided in the TIA describing estimated traffic turning movements at each of the access points (inbound and outbound). The TIA also states that "the preliminary allocation of traffic generation by access location have been determined from the various origins of the current vehicle movements". The proponent should provide more specific justification for adopting such allocation. It is unclear if the parking supply accessible via each of the access points will be limited to a certain quantum in order to comply with the percentages summarised in the TIA.

It is evident that the access and egress arrangements to / from the basement car park are yet to be finalised which means that traffic assignment assumptions are subject to change. This has a potential to impact on the individual intersection performance, overall network operations and proposed upgrades.

3.11.11 Proposed Access from Railway Parade

As per the TIA, a modification of the central median in Railway Parade is proposed to allow for a single lane right turn movement from Railway Parade to the proposed development. It is also stated in the TIA that *the final configuration, traffic composition and location will be determined during the DA design stage in consultation with Council and any key stakeholders.*

Considering the assumed 60% trips to and from Railway Parade access and current on-street parking (2P) on Railway Parade and proximity of the proposed development site to Railway Parade / Conder Street intersection, consideration should be given to the following for final configuration plan:

- Parking removal will be required on Railway Parade between Railway Parade / Conder Street and Railway Parade / Wynne Avenue intersections.
- Road marking to create a dedicated short right-turn lane to access the proposed development.
- Ensure that westbound vehicles on Railway Parade are not impacted by the vehicles turning right to access the proposed development (e.g. if a barrier is to be located near the entrance, this could result in queues extending to the main carriageway);
- Ensure that eastbound vehicles on Railway Parade are not impacted by the right turn queue extending past the dedicated pocket. This should be documented by traffic modelling outputs.

3.11.12 Burwood Station

There is limited capacity for the train services and station to accommodate a significant increase in passenger demand of 1,435 persons. This will be exacerbated by future demand growth (excluding the development). The applicant will need to include an assessment of this issue and potential measures to address it. **The assumption that Burwood Station will be upgraded by the State Government relies on a media release from 10 years ago. It needs to be confirmed whether this upgrade is still supported and funded by TNSW.**

3.12 Key Findings regarding traffic and transport impacts

The key findings of this peer review are as follows:

- a) While the TIA states that based on the assumptions adopted and modelling outputs, minimal impact to the overall network is anticipated as a result of the proposed development, it confirms that the network is operating beyond its practical capacity and that current operational issues will continue to deteriorate (even if a number of upgrades are delivered by 2026).
- b) There is limited information on the proposed mitigation measures associated with the development, and it is hard to distinguish such from the road infrastructure upgrades included in the current S94 Plan. Notwithstanding our earlier comment (a), it is difficult to establish a nexus between the planning proposal and associated mitigation works, which could lead to a funding gap.
- c) It is not clear from the TIA (Table 6, page 84) that the trip generation from the existing developments has been considered to determine the expected resultant increase in the traffic due to the proposed Burwood Place development. Also, the TIA does not present any details of the existing land use and trip generation. The TIA should clearly state how many trips are generated by the development in addition to those currently generated.
- d) Considering the scale of the proposed development and expected completion year (2024), the modelling should consider a longer term scenario than 2026. Cardno suggests 2036 as a minimum.
- e) In line with RMS comments, the proponent should utilise traffic models prepared by DPE as part of their wider study for Burwood Priority Precinct. This would ensure an holistic assessment of impacts on the transport network and capture the cumulative impacts of other major development forecast for Burwood town centre.
- f) It is noted from the TIA that access and egress arrangements to/from the basement car park and overall parking provision are yet to be finalised which means that the traffic assignment assumptions are subject to change. This has a potential to impact on the individual intersection performance, overall network operations and proposed upgrades.
- g) No clear information has been provided regarding internal circulation of vehicles in the basement parking areas. More detail is required regarding the management of access to, and circulation within, the public and private parking areas, considering that the Burwood Library public parking is now incorporated in the planning proposal.

3.13 Recommended amendments and clarifications to Amended PP

On the basis of our assessment of the relevant Amended PP documents, in our view the proposed changes to the Indicative Master Plan building forms and layout require significant amendment and the Amended PP further clarifications. Specifically:

1. Firm commitment is required by way of Draft Planning Agreement which provides for the developer to build the additional 8,943sqm of GFA in exchange for the provision of public benefits such as a new urban park, Council car park and an expanded library as suggested in the Amended PP.
2. The addition of 8,943sqm of Floorspace has not been adequately justified from a strategic planning or local context, particularly as almost all (over 99.4%) of the additional floorspace is for residential use;
3. Clarification, in a simple tabular form, should be provided of the number of additional dwellings in the surrounding area that will not comply with the ADG solar access guidelines as a result of the building layout and heights of the Amended PP compared to the Gateway approved PP building envelopes.
4. Further justification for the 25m increase in height and bulk of Building C is required. This is on the basis that this part of the PP site is located in the 'Middle Ring' not 'Commercial Core' area of the town centre in Council's DCP;
5. Given the significant scale of the development and the complexity of the access locations within the Town Centre it is recommended that traffic modelling be undertaken up to at least 2036.
6. The proponent should provide clear information for Section 94 upgrades relied on to support the proposed development, including timeframe for implementation. Additionally, Council should consider carefully whether the proposal should be permitted to progress to DA stage without a clear funding commitment or works in kind agreement in place. It has been noted from the Amended TIA that no additional upgrades have been proposed to enhance operational efficiency of town centre's road network. The proponent should assess different upgrade options to bring the performance of town centre's road network at a satisfactory level.
7. Ideally the Proponent should provide a comprehensive parking arrangement and internal circulation plan including architectural drawings describing the complete movement of vehicles from access points to different basement levels and egress points. The purpose of this is to prove the access arrangements for the Indicative Master Plan can work without significant detrimental impacts on the surrounding road network.
8. Clarification is required regarding the reasoning behind the assumptions used in the traffic report relating to the split of traffic across individual entries. Considering the assumed 60% trips to and from Railway Parade access, 2P on-street parking on Railway Parade and proximity of the proposed development site to Railway Parade / Conder Street intersection, consideration should be given to the following for final configuration plan:
 - No on-street parking on Railway Parade between Railway Parade / Conder Street and Railway Parade / Wynne Avenue intersections.
 - Road marking to create a dedicated short right-turn lane to access the proposed development.
 - Ensure that the through vehicles keep moving on Railway Parade without getting blocked by the vehicles turning right to access the proposed development.
9. An assessment of the total daily and peak hour public transport (bus and rail) trips generated by the proposal and an assessment of the adequacy of the current bus and rail infrastructure to meet the likely future demand of the proposal should be undertaken.
10. Clarification is required that the trip generation from the existing developments has been considered to determine the expected resultant increase in the traffic due to the proposed Burwood Place development. Also, the TIA does not present any details of the existing land use and trip generation. The TIA should clearly state how many trips are generated by the development in addition to those currently generated.
11. In line with RMS comments, the Proponent should utilise traffic models prepared by DPE as part of their wider study for Burwood Priority Precinct. This would ensure an holistic assessment of impacts on the transport network and capture the cumulative impacts of other major development forecast for Burwood town centre.
12. A traffic assessment of the additional potential access points as identified in the Road Solutions Report should be undertaken and its impact on the surrounding road network.

About Cardno

Cardno is a professional infrastructure and environmental services company, with expertise in the development and improvement of physical and social infrastructure for communities around the world. Cardno's team includes leading professionals who plan, design, manage and deliver sustainable projects and community programs. Cardno is an international company listed on the Australian Securities Exchange [ASX:CDD].

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(ITEM 124/18) INTEGRATED PLANNING AND REPORTING - RESOURCING STRATEGY

File No: 18/24467

REPORT BY DEPUTY GENERAL CORPORATE, GOVERNANCE & COMMUNITY

Summary

The NSW State Government's Integrated Planning and Reporting framework requires that all councils develop a Resourcing Strategy to support and achieve the objectives identified in the Community Strategic Plan. The Resourcing Strategy includes Council's Long Term Financial Plan, Asset Management Plan and Workforce Plan, and is a critical link to translate strategic objectives into actions.

Operational Plan Objective

2.3.2. Develop, review and monitor a Resourcing Strategy including a Workforce Plan, Asset Management Plan and Long Term Financial Plan

Background

Council conducted an extensive community wide consultation from November 2017 to March 2018 as part of the review of the Burwood2030 Community Strategic Plan. The feedback obtained from the consultation was included in the revised Plan which was adopted by Council at its Meeting on 26 June 2018.

In order to achieve the Community's long term aspirations and needs, as identified in the Burwood2030 Plan, Council needs to assess its current and forecasted capacity and resources (in particular, money, people and assets) to carry them out. Burwood Council's Draft Resourcing Strategy consists of three components:

- Long Term Financial Plan
- Asset Management Strategy
- Workforce Plan

While the Long Term Financial Plan and Asset Management Plan cover a period of 10 years, between 2018-2019 and 2027-2028, the Workforce Plan addresses the needs of Council's Delivery Program 2018-2022.

The Long Term Financial Plan reflects Council's capacity to deliver the strategies, programs and works identified in the Burwood2030 Community Strategic Plan and in the Delivery Program 2018-2022. The Long Term Financial Plan includes:

- Projected income and expenditure
- Balance sheet and cash flow statement
- Planning assumptions used to develop the Plan
- Financial modeling for different scenarios e.g. optimistic/conservative

Methods of Monitoring Financial Performance

The Long Term Financial Plan is underpinned by the Financial Management Policy, which outlines Council's guiding principles in the preparation of its Long Term Financial Plan and its ongoing financial sustainability.

Asset Management Strategy

With the Asset Management Strategy, Council undertakes an assessment and plans for all assets

under its ownership, and for any new asset solutions proposed in the Burwood2030 Community Strategic Plan and in the Delivery Program.

The Asset Management Strategy includes an overarching Asset Management Policy identifying all built assets under Council's control and risk management strategies for them.

Workforce Plan

The Workforce Plan addresses the human resourcing requirements of Council's Delivery Program 2018-2022. The Workforce Plan ensures Burwood Council has the people and the capacity to continue its strategic direction and deliver services in an efficient and effective manner. The Workforce Plan includes:

- Analysis of current workforce
- Forecast of future workforce requirements
- Strategies to address gaps or needs
- Methods of monitoring

Proposal

That Council adopts the Draft Resourcing Strategy with its three components (Long Term Financial Plan, Asset Management Plan, Workforce Plan).

Consultation

The Resourcing Strategy consists of operational plans which do not require community consultation.

Planning or Policy Implications

The Resourcing Strategy represents the necessary support for Council's 20 Year Community Strategic Plan and its related four year Delivery Program and annual Operational Plans. From an operational perspective, the Draft Resourcing Strategy is based on a current and realistic understanding of Council's capacity to deliver the targets identified for the next four to ten years.

Should Burwood Council's financial, staffing and/or capital resources change over the next 10 years, Council will be required to analyse its Delivery Program and its Resourcing Strategy and, if necessary, review the priorities and the allocation of funds.

Financial Implications

No financial implications related to the documents.

Conclusion

Burwood Council must have a long term Resourcing Strategy for the provision of resources required to implement the strategies established by the Community Strategic Plan that are the responsibilities of Council. As requested by the Integrated Planning and Reporting framework, Burwood Council's Resourcing Strategy includes a Long Term Financial Plan (10 years), an Asset Management Plan (10 years) and a Workforce Plan (four years).

Recommendation(s)

That Council adopts the Draft Resourcing Strategy with its three components - Long Term Financial Plan, Asset Management Plan and Workforce Plan.

Attachments

Resource Strategy will be provided separately.

(ITEM 125/18) LOAN BORROWING PROGRAMME FOR 2018-19 FINANCIAL YEAR

File No: 18/44301

REPORT BY CHIEF FINANCE OFFICER

Summary

To seek Council's approval of the interest rate to be charged for the 2018-2019 Loan Borrowing Programme of \$1 million to continue to address Council's infrastructure backlog.

Background

In June 2018, Council endorsed the 2018-19 Operational Plan and Budget in which there was an allocation to borrow \$1 million in 2018-19 Financial Year to further address Council's infrastructure backlog and to seek offers from financial institutions to fund the loan borrowing.

The Office of Local Government has issued NSW Treasury Corporation (TCorp) with the responsibility to assess all Local Government Loan applications through the "Loan Borrowing Return" Councils are required to complete on a yearly basis. Council has submitted the return for \$1 million to TCorp.

In addition Council is now able to approach TCorp requesting borrowing facilities as Burwood has been deemed "fit for the future", following the decision by the NSW Government to abandon the agenda of Council amalgamations.

Current Position

Council's application to borrow during the 2018-2019 financial year has recently been approved by TCorp.

Council has sought expressions of interest from Council's bank, the Commonwealth Bank of Australia, and TCorp to fund the \$1 million loan, in accordance with the Local Government Minister's Borrowing Order. Borrowings are secured over Council's revenue stream in accordance with Section 623 of the *Local Government Act 1993* and Clause 229 of the *Local Government (General) Regulation 2005*.

The offers Council received are indicative interest rates based on an interest and principal quarterly repayments over a 10 year term, as follows:

- Commonwealth Bank of Australia – indicative interest rate 4.20%. Interest and principal repayment - \$122,982.19 per year
- TCorp – indicative interest rate 3.33%. Interest and principal repayment - \$117,984.24 per year

Please note: these rates are indicative and may change at time of accepting the offer.

If the indicative interest rate substantial differs (more than 0.5%) at the time of acceptance a further report will be tabled to Council informing of the revised interest rate.

Proposal

It is proposed to accept TCorp's indicative offer of interest rate of 3.33% to fund Council's loan borrowing for the 2018-2019 financial year.

Consultation

Loan borrowings were included as part of the 2018-2019 Operational Plan and Draft Budget that was publicly exhibited. No objections were received during the exhibition period against the proposed borrowing of \$1 million to address Council's infrastructure backlog.

Financial Implications

An allowance has been factored into the 2018-2019 budget for the repayment of Principal and Interest repayments.

Conclusion

Given Council's intention to continue to address its infrastructure backlog, a loan borrowing will contribute to accelerating the program of renewal and maintenance.

Recommendation(s)

1. That Council accept the indicative interest rate of 3.33% from TCorp to fund Council's \$1 million 2018-2019 Infrastructure Loan Borrowing Programme.
2. That Council delegate to the General Manager the authority to accept a revised interest rate from TCorp up to a maximum difference of 0.5%, and report back to Council the revised interest rate accepted.

Attachments

There are no attachments for this report.

(ITEM 126/18) REVISED DELIVERY PROGRAM 2018-2021 AND REVISED BUDGET 2018-2019 - ENDORSEMENT FOR PUBLIC EXHIBITION

File No: 18/43319

REPORT BY DEPUTY GENERAL MANAGER CORPORATE, GOVERNANCE & COMMUNITY

Summary

The *Local Government Act 1993* (the Act), requires all NSW Councils to produce a four year Delivery Program and an Annual Operational Plan detailing the principal activities to be undertaken by the Council to implement the strategies established by the Burwood2030 Community Strategic Plan.

As part of its extensive Community Strategic Plan consultation process, in November 2017 Council sought preliminary community feedback for a special variation, and funding scenarios were modelled on a possible three-year increase of 2% above rate peg.

Following further assessment and the development of Council's Asset Management Plan and Long Term Financial Plan, it is now recommended that Council models its potential special variation application scenario on a 2% increase above rate peg for four years, instead of three.

For these reasons, the Delivery Program 2018-2021 and Budget 2018-2022 have been revised to include a specific section on "Funding our Future" and to reflect the revised proposed funding scenarios.

The documents will once again be placed on public exhibition, and further consultation will be undertaken prior to a report being presented back to Council at its February meeting for a final decision in relation to a potential application to IPART.

Background

Burwood Council's revised Delivery Program 2018-2021 and related revised Budget 2018-2022 were produced in accordance with Section 404-406 of the Act.

Delivery Program

The revised Delivery Program covers the period 1 July 2018 to 30 June 2021, and details the principal activities Council will undertake to achieve the objectives of the Community Strategic Plan, within the resources available under the Resourcing Strategy. The Delivery Program also provides an instrument of public accountability and the basis for measuring the performance of Council.

Special Rate Variation

Council sought preliminary community feedback for a special variation in November 2017 as part of its extensive Community Strategic Plan consultation.

The purpose of seeking a special rate variation is to reduce Council's infrastructure backlog from \$20 million with the additional funding received through a special rate variation to be injected into the capital works budget for road and drainage maintenance and renewal.

Following the consultation, the Delivery Program 2018-2021 and Budget 2018-2022 were exhibited to the public between May and June 2018 with three proposed funding options for a three year period commencing 2019-2020:

- Option 1: Increase by the rate peg
- Option 2: 1% increase each year for three years

- Option 3: 2% increase each year for three years

Following further assessment and the development of Council's Asset Management Plan and Long Term Financial Plan, it is now recommended that Council models its potential special variation application scenario over a four year period, instead of three, in order to more effectively tackle the infrastructure backlog.

Therefore, in accordance with Section 508A of the *Local Government Act 1993*, Council has developed two rating options, which will be presented to the community between December 2018 and January 2019, as follows:

MAINTAIN SERVICE (Option 1)	Maintain current service levels and priority infrastructure. Rates will increase progressively each year over seven years at a lower rate than option 3. Council's capital works program may be compromised.
IMPROVE SERVICE (Option 2)	Improved service levels, new capital projects, upgrading and maintenance of existing infrastructure. This is supported by a special variation each year over four years commencing 2019-2020.

For each option, Council has calculated the average impact the increase will have on residents and businesses. See below, divided in the seven rating categories:

MAINTAIN (Rate Peg Option)	2018-19 \$	2019-20 (2.7%) \$	2020-21 (2.5%) \$	2021-22 (2.5%) \$	2022-23 (2.5%) \$	Additional payment (\$) at the end of 4 years (60.6% compounded increase)
Business A	3,011	3,092	3,170	3,249	3,330	319
Business B	13,397	13,758	14,102	14,455	14,816	1,420
Business C	12,881	13,229	13,559	13,898	14,246	1,365
Business D	45,881	47,120	48,298	49,505	50,743	4,862
Mixed Development	2,042	2,097	2,149	2,203	2,258	216
Residential	1,358	1,395	1,430	1,466	1,502	144
Town Centre - Minor	3,481	3,575	3,664	3,756	3,850	369
Town Centre - Residential	1,256	1,290	1,322	1,355	1,389	133

IMPROVE (SRV Option)	2018-19 \$	2019-20 (4.7%) \$	2020-21 (4.5%) \$	2021-22 (4.5%) \$	2022-23 (4.5%) \$	Additional payment (\$) at the end of 4 years (65.9% compounded increase)
Business A	3,011	3,153	3,295	3,443	3,598	587
Business B	13,397	14,026	14,657	15,317	16,006	2,610
Business C	12,881	13,486	14,093	14,727	15,390	2,509
Business D	45,881	48,037	50,199	52,458	54,819	8,938
Mixed Development	2,042	2,138	2,234	2,335	2,440	398
Residential						

IMPROVE (SRV Option)	2018-19 \$	2019-20 (4.7%) \$	2020-21 (4.5%) \$	2021-22 (4.5%) \$	2022-23 (4.5%) \$	Additional payment (\$) at the end of 4 years (65.9% compounded increase)
	1,358	1,422	1,486	1,553	1,623	265
Town Centre - Minor	3,481	3,645	3,809	3,980	4,159	678
Town Centre - Residential	1,256	1,315	1,374	1,436	1,501	245

Impact on ratepayers

Council has ensured that the proposed special variation has a minimal impact to ratepayers. The rate increase would cost ratepayers no more than \$50 extra per year based on the 'improved services' option.

Furthermore, Council implemented an incremental increase to the Pensioner Rebate Scheme commencing 2018-2019. In order to minimise the impact of a special rate variation, Council has introduced an additional pensioner rebate. The rebate scheme is as follows:

	2018-19 (current)	2019-20	2020-21	2021-22 and beyond
Increase in Rebate	\$50	\$75	\$125	\$125

Proposal

That Council endorses the Revised Delivery Program 2018-2021 and the Revised Budget 2018-2022, and instructs staff to place the documents on public exhibition until 16 January 2019.

Consultation

The activities and projects identified in the revised Delivery Program 2018-2021 have been derived from the priorities set by the community during the preparation of Burwood's revised 20 year Community Strategic Plan, Burwood2030.

Between November 2017 and March 2018, Council reviewed the Community Strategic Plan adopted in 2010, to ensure the strategic objectives set in the Plan are still current and relevant.

As part of the consultation, Council sought feedback from residents on a potential SRV through the residents phone survey and online survey, media release and information on Council's website and social media channels. The phone survey indicated that 75 per cent of residents were at least 'somewhat supportive' of an SRV and 81 per cent of residents interviewed were unaware that an SRV was currently in place at the time of the survey.

The Delivery Program 2018-2021 and Budget 2018-2022 were placed on public exhibition between May and June 2018 with three proposed funding models from the community. Council received no submissions regarding the special variation.

Upon endorsement from Council, the Delivery Program will be placed on public exhibition until 16 January 2019.

The document will be made available to the public at:

- Council's website: www.burwood.nsw.gov.au
- Customer Service Centre: Suite 1, Level 2, 1-17 Elsie Street, Burwood
- Library & Community Hub: 2 Conder Street, Burwood

In addition, a community engagement program is going to be implemented to ensure the community is aware of the two special rate variation options.

The program, taking into account the consultation previously undertaken, will nevertheless include a wide range of engagement tools:

- an online survey
- an information flyer
- a letter from the Mayor to key stakeholders
- notices in the local newspapers
- special sections on Council's website and social media.

During the period of public exhibition, Council will advise members of the public that submissions may be made to the Council, in writing, at any time during this period. Upon the expiry of the public exhibition period, Council will consider any public submissions received, prior to adopting the documents at its Council meeting scheduled to be held at the first meeting in 2019.

Planning or Policy Implications

The Delivery Program, together with the related Operational Plan and Budgets, is to be considered the key accountability mechanism for Burwood Council, with each Council required to implement the identified priorities within their term and regularly report its performance against those priorities back to the community.

Council will be reviewing the Delivery Program each year, prior to preparing the Operational Plan, to ensure it is still moving in the right direction. As with any long term plan, major circumstances need to be considered that might affect the prioritisation of activities and services, such as changes in legislation, a significant failure of infrastructure, a major flood etc.

It is important to note that where a Council wants to significantly change its Delivery Program, it must re-exhibit the document for public comment. A 'significant change' might include deleting proposed programs or activities changing the actions Council proposes to achieve a particular strategy.

Financial Implications

The resourcing of the revised Delivery Program 2018-21 is detailed in the revised Budget 2018-2022.

In order to seek feedback from the community on the documents, Council will advertise the public exhibition through its website, press releases and advertisements in the local papers. The advertising costs will be met within the allocated Integrated Planning budget.

Conclusion

The revised Delivery Program reflects the strategic targets identified by the community as priorities for Burwood Council, following the development and adoption of Burwood's revised 20 year Community Strategic Plan. The Budget details the necessary financial resources, and their allocation, required to deliver the services and activities identified as priorities.

As required by the Office of Local Government, the revised Delivery Program 2018-2021 and Budget 2018-2022 include the scenarios considered by Council in relation to a possible Special Rate Variation to be lodged with the IPART in February 2019.

Recommendation(s)

1. That Council endorse the revised Delivery Program 2018-2021 and revised Budget 2018-2022 and place the documents on public exhibition between 28 November 2018 and 16 January 2019.
2. That Notice of the public exhibition be published in relevant local newspapers inviting public submissions, and copies of the revised Delivery Program 2018-2021 and revised Budget 2018-2022, be made available at Council's Customer Service Centre, Burwood Library and on Council's website.
3. That following the public exhibition period, a report, including all submissions received, be reported to Council for consideration and the adoption of the revised Delivery Program 2018-21, and revised Budget 2018-22, at the Council Meeting of 5 February 2019.

Attachments

- 1 [↓](#) Revised Delivery Program 2018-2021 and revised Budget 2018-2022

Sustainable Family
Green Heritage Modern
Clean

REVISÉD
BURW2030D
**DELIVERY
PROGRAM**
2018-2021

Safe Vibrant Multicultural
Creative
SHOPPING Inclusive

Delivered by  **Burwood Council**
heritage • progress • pride

Contents

Foreword	1
Our Councillors	2
<i>Burwood2030</i> : The framework	3
Implementing the vision	4
Community and lifestyle	5
Leadership and innovation	8
Healthy and sustainable environment	11
Planning and infrastructure	14
Vibrant city and lifestyle	16
Budget	18
Funding our Future	19
Budget Forecast 2018-2022	22

Acknowledgements

The Delivery Program has been prepared in accordance with the NSW State Government's Integrated Planning and Reporting framework requirements.

The Program addresses all the strategic goals identified by the community during the *Burwood2030* Community Strategic Plan consultation program.

We acknowledge and thank all stakeholders for their contribution.



Foreword

Message from the Mayor



Cr John Faker
Mayor of Burwood

It is with pleasure that I present the Burwood Council Delivery Program 2018-2021 to our community.

Our mission is to create a quality lifestyle for our residents whilst striving for excellence in the delivery of our services.

It is an exciting time for Burwood with the implementation of our newly revised Community Strategic Plan following extensive consultation with our community in 2017 and 2018.

In the coming years, we will be undertaking an exciting range of capital projects including beautification works in Burwood CBD and our town centres, upgrades to Enfield Aquatic Centre, and major enhancements to our local parks in addition to a comprehensive capital works program aimed at renewing and maintaining our local infrastructure.

The Operational Plan serves as the blueprint for our actions this financial year, ensuring that we achieve the vision and objectives identified by our community on time, on budget and to a high standard.

I look forward to working with my fellow Councillors, the staff and the community to ensure that our Council remains a leader in providing services to the community.

Cr John Faker
Mayor of Burwood

Message from the General Manager



Bruce Macdonnell
General Manager

The Delivery Program sets Council's priorities over the next three years, outlined under the five themes that guide our Community Strategic Plan:

- Community and lifestyle
- Leadership and innovation
- Healthy and sustainable environment
- Planning and infrastructure
- Vibrant city and villages

These priorities will be resourced by our Ten Year Financial Plan, our Asset Management Plan and our Workforce Plan.

The plans originated from the *Burwood2030* process are designed to cascade so that high level objectives – such as the goals identified in the Community Strategic Plan – are translated into specific actions.

In particular supporting the Delivery Program is an annual Plan, which details the individual project and activities that will be undertaken each year to achieve the commitments made in the Delivery Program.

Our Delivery Program is based on a realistic understanding of our capacity to deliver the targets identified for the next three years. This Program is a further step in our twenty year journey to achieve all the aspirations and needs expressed by our community.

Bruce Macdonnell
General Manager

Our Councillors



Cr John Faker
Mayor of Burwood

The current Council was elected in September 2017.

The Councillors have been elected to represent the local community and deliver its long term vision for Burwood:

A well connected, innovative, sustainable and safe community that embraces and celebrates its diversity



Cr Lesley Furneaux-Cook
Deputy Mayor



Cr Ernest Chan
Councillor



Cr Heather Crichton
Councillor



Cr Joseph Del Duca
Councillor



Cr Raj Dixit
Councillor



Cr George Mannah
Councillor

Burwood2030: The Framework

In accordance with the Integrated Planning and Reporting Framework introduced by the NSW State Government, Burwood Council has developed its 20 year Community Strategic Plan, Burwood2030. The Plan represents what the community identified as their needs and aspirations for the long-term future of Burwood, and it also outlines the strategies to achieve these goals.

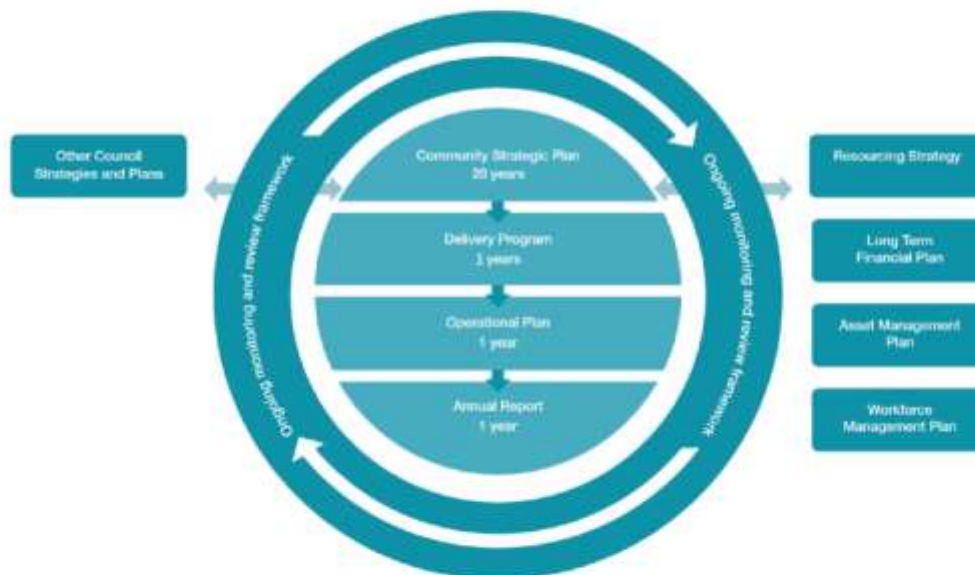
Cascading from the 20 year Community Strategic Plan is the Delivery Program listing the actions Council has identified as necessary to achieve the community's priorities.

The previous Delivery Program 2013-2017 was extended for the 2017-2018 due to pending council mergers, therefore this Program will cover a three year period.

The Delivery Program is then supported by an annual Operational Plan, which details Council's budget and identified the specific initiatives that are able to be funded each year.

These plans and priorities cannot be implemented without sufficient resources, such as assets, people, and money. That is why Burwood Council is developing a Resourcing Strategy, comprising our Ten Year Financial Plan, Asset Management Plan and Workforce Plan in conjunction with the Community Strategic Plan. A snapshot of the current strategy and our position has been attached to the Program.

The components of the new Integrated Planning and Reporting framework are explained in the diagram below:



Implementing the vision

Understanding the Delivery Program

The Delivery Program is divided into five themes identified in the Community Strategic Plan (CSP):

- Community and lifestyle
- Leadership and innovation
- Healthy and sustainable environment
- Planning and infrastructure
- Vibrant city and villages

Each theme has series of numbered strategic goals and objectives which link directly to the CSP to ensure that Council is delivering services in line with the community's vision.

The Operational Achievements will be delivered as part of the Operational Plan.

Responsibilities have been allocated to each of the objectives for implementation between 2018-2021.

Reporting on the outcomes

The objectives outlined in the Delivery Program and Operational Plan will be assessed and reported on a half-yearly basis.

Progress reports will be provided to the Council and the public.

Council's Annual Report will include annual achievements made in line with the Community Strategic Plan.

Endorsing the Program

The Delivery Program was placed on public exhibition from 23 May 2018 until 20 June 2018 and members of the community were invited to provide their feedback.



Community and lifestyle

	<i>Responsibilities</i>	<i>Delivery Program Objectives</i>	<i>Operational Plan Achievements</i>
1.1	High quality facilities, services and initiatives to meet the diverse needs of the community		
1.1.1	Provide a diverse range of strategies and initiatives that meet the needs of the community		
1.1.1.1	Community Services	Provide services to meet the current and future needs of diverse members in the community	Monitor, review and develop programs to assist diverse groups in the community such as seniors, youth, families and children, people living with a disability and people on low income
1.1.1.2	Community Services	Provide financial assistance for community projects and actively seek funding from other sources	Administer a grants program and actively promote other funding opportunities available to community groups
1.1.2	Provide library services that engage the community in lifelong learning and provide recreational and social opportunities in accessible and people-friendly environments and spaces		
1.1.2.1	Facilities & Venues	Provide a range of information and services to meet the needs of new and existing members	Identify and implement resources, information services and programs
1.1.2.2	Facilities & Venues	Provide resources to reflect the needs and interests of the multicultural community	Increase number of language resources available based on the demands and needs of the community
1.1.2.3	Facilities & Venues	Establish key partnerships with agencies and services providers	Deliver services, resources and initiatives in conjunction with agencies and service providers
1.1.3	Provide active and passive recreational and sporting activities that contribute to health and wellbeing		
1.1.3.1	Facilities & Venues	Enhance facilities at the Enfield Aquatic Centre to optimise use	Undertake Stage 2 of the Enfield Aquatic Centre Master Plan
1.1.3.2	Facilities & Venues	Offer programs at the Enfield Aquatic Centre based on the needs of residents and patrons	Improve the design of Learn to Swim and other programs and actively promote to the community
1.1.3.3	Facilities & Venues	Provide a safe and healthy environment for patrons	Undertake continual testing of water quality, safety audits and staff training to ensure a healthy and safe environment in accordance with NSW health standards
1.1.3.4	Urban Design & Landscape	Enhance parks and open spaces to promote recreational activities	Implement master plans for major parks and upgrade existing parks and reserves according to usage type
1.1.3.5	Community Services	Promote an active and healthy lifestyle	Offer programs and activities that promote active and passive recreation in partnership with local organisations and groups
1.1.4	Provide initiatives and facilities that encourage community participation and promote a healthy and harmonious lifestyle		
1.1.4.1	Facilities & Venues	Provide a range of venues and facilities for residents and community groups to meet their diverse needs	Offer a range of facilities for hire that accommodate the various types of use required by the community
1.1.4.2	Parks	Provide space for sporting and recreational activities	Offer parks for hire and identify green and open spaces that can be used for passive and active use by the community
1.1.4.3	Community Services	Promote an inclusive and harmonious lifestyle in the community	Provide programs and activities that encourage active community participation

1.2	A well informed, supported and engaged community		
1.2.1	Inform the community of Council's activities, facilities and services using accessible communication		
1.2.1.1	Community Engagement	Provide regular information in a range of formats to ensure that it is accessible to all members of the community	Deliver ongoing communication through appropriate methods based on the target audience
1.2.1.2	Community Engagement	Ensure language is easy to understand for all members of the community	Identify and utilise the appropriate language to use for communication of information based on the audience
1.2.2.	Modernise and enhance access to information on services		
1.2.2.1	Information & Communications Technology	Ensure all information is available in a digital and accessible format	Identify and implement new digital technology and social platforms to improve access to information
1.2.2.2	Information & Communications Technology	Increase Council's digital presence	Develop a modern website with improved accessibility and digitised services
1.2.3.	Enhance communication and community engagement through innovative solutions		
1.2.3.1	Community Engagement	Engage with, and increase Council presence with its digital community	Monitor and identify emerging technology and communication tools to enhance engagement
1.2.3.2	Community Engagement	Establish regular interaction and communication with the community through targeted methods	Identify local communities and provide relevant information through appropriate communication methods
1.2.3.3	Community Engagement	Promote informal discussions between Council and the community	Engage with residents and the digital community through face to face interactions and social media
1.2.4	Foster a sense of community pride		
1.2.4.1	Community Engagement	Provide leadership on the community's vision and values	Develop a visual identity and vision for Burwood in line with community aspirations
1.3	A safe community for residents, works and visitors		
1.3.1	Work with key partners and the community to minimise crime and enhance community safety		
1.3.1.1	Regulatory Services	Maintain and enhance CCTV capabilities	Ensure CCTV technology is up to date and utilised in key areas around Burwood as needed
1.3.1.2	Community Services	Work in partnership with NSW Police to support crime prevention and increase community safety	Deliver and support safety campaigns to target specific crimes and raise awareness in the community
1.3.1.3	Community Services, Regulatory Services	Liaise closely with NSW Police and other stakeholders to identify crime activity and trends	Regularly meet with NSW Police and other stakeholders and implement strategies to address crime activities and trends
1.3.2	Support and implement programs that aim to reduce anti-social behaviour		
1.3.2.1	Community Services, Regulatory Services	Implement strategies to reduce illegal dumping, vandalism, graffiti and abandoned trolleys	Deliver campaigns and provide initiatives to target illegal dumping, vandalism, graffiti and abandoned trolleys
1.3.2.2	Urban Design & Landscape	Deter anti-social behaviour through design	Implement place activation and design solutions that beautify the area and deter anti-social behaviour
1.3.2.3	Urban Design & Landscape, Civic Events	Encourage and promote a safe night time culture	Enhance street lighting, increase visibility and promote activities in and around town centres at night
1.4	A proud and inclusive community that celebrates diversity		
1.4.1	Celebrate the achievements of the local community		
1.4.1.1	Community Engagement	Share the achievements of the local community and its members	Publish information on local achievements through appropriate methods of communication
1.4.1.2	Community Engagement	Encourage and award achievements within the community	Provide initiatives such as awards and incentives to promote achievements and encourage community participation

1.4.2 Engage with Culturally and Linguistically Diverse communities			
1.4.2.1	Community Engagement	Ensure information is accessible to CALD community members	Provide translation support and information in relevant languages where appropriate
1.4.2.2	Information & Communications Technology	Harness the digital environment to provide information to CALD groups	Identify and implement technology which will assist in providing information to CALD communities
1.4.2.3	Community Services	Develop key relationships with CALD service providers	Identify and support CALD service providers that offer services within the community
1.4.2.4	Community Services	Provide opportunities for CALD communities to share and celebrate their cultures	Host and support inclusive activities and initiatives to improve communication between different cultural groups and between cultural groups and council
1.4.3 Coordinate, facilitate and support inclusive cultural events and initiatives to celebrate community, diversity and cultural heritage			
1.4.3.1	Community Services, Civic Events	Provide a program of inclusive community events which celebrate diversity	Engage with different cultural groups and encourage participation in events and services
1.4.3.2	Civic Events	Seek to support events and activities within the area that celebrate diversity	Provide support or sponsorship to cultural events and activities within the community
1.4.4 Promote and celebrate the area's heritage and Indigenous history			
1.4.4.1	Community Services, Heritage Services	Preserve and maintain the area's heritage and history	Support initiatives which celebrate the area's history and heritage
1.4.4.2	Community Services	Preserve and promote the local Indigenous history and identify existing cultures	Develop a strategy to acknowledge and celebrate the local Indigenous history and community
1.4.4.3	Civic Events	Remember and reflect on Australia's history in local context	Host events and services which promote awareness of Australian history such as Australia Day and Anzac Day and history of a local significance
1.4.5 Promote volunteering opportunities and local participation			
1.4.5.1	Community Services	Work with agencies to support volunteering and partner with culturally specific organisations to provide opportunities for volunteers of CALD background	Form strategic partnerships and support local volunteering initiatives
1.4.5.2	Organisation Development	Provide volunteering opportunities and participation within Council	Seek volunteering opportunities for Council projects, initiatives and events where possible
1.4.5.3	Community Services	Support the capacity of the local community to develop projects, events and activities	Provide skills development and project mentoring for individuals and groups

Leadership and innovation

	<i>Responsibilities</i>	<i>Delivery Program Objectives</i>	<i>Operational Plan Achievements</i>
2.1	Community confidence in Council's decision making		
2.1.1	Provide opportunities for discussions and report decisions back to the community		
2.1.1.1	Community Engagement	Consult and engage with the community on issues that impact the local community	Conduct workshops, special meetings and forums when necessary
2.1.1.2	Community Engagement	Provide an opportunity for the community to provide input and feedback on major decisions	Undertake community consultations in line with the Community Engagement Strategy
2.1.1.3	Governance	Report outcomes of Council decisions and resolutions	Provide information to the community on outcomes of Council decisions and resolutions in a timely manner
2.1.2	Inform the community on key regional projects and plans		
2.1.2.1	Community Engagement	Inform the community on key infrastructure projects which effect the local community	Provide information on major infrastructure projects that impact the local area and community
2.1.2.2	Governance	Provide community education on Council policies and regulations and other legislation which affects the community	Distribute relevant information in a format that is easy to understand to ensure the community are aware of any changes to policies, regulations or legislation
2.1.3	Ensure transparency and accountability in decision making		
2.1.3.1	Executive Services	Audit and evaluate projects and report outcomes to the community where possible	Provide transparent auditing processes and ensure reports are made available to the community where appropriate
2.1.3.2	Governance	Provide information in a transparent manner	Ensure all public information is accessible and made available in a timely manner
2.1.3.3	Finance & Procurement	Provide efficient and transparent procurement and purchasing	Maintain a transparent process when engaging with contractors, suppliers and businesses
2.2	Strong partnerships to benefit the community		
2.2.1	Maintain dialogue between neighbouring councils to share resources and improve provision of services		
2.2.1.1	Executive Team	Participate in regional associations and seek opportunities to work with neighbouring councils	Participate in inter-agencies and networks within the region and deliver initiatives through established Memorandums of Understanding
2.2.2	Develop strategic partnerships that will benefit the area and community		
2.2.2.1	Executive Team	Maintain and establish relationships with State and Federal agencies, service providers and not for profits	Seek funding opportunities and work with State and Federal agencies on initiatives that will benefit the community
2.2.2.2			Participate in regional alliances and local inter-agencies
2.3	Ensure financial sustainability and organisational effectiveness		
2.3.1	Identify and maintain additional revenue sources to ensure financial sustainability		
2.3.1.1	Finance & Procurement	Maintain an investment strategy and policy	Implement appropriate strategies and report outcomes to Council
2.3.1.2	Property Services	Investigate opportunities to expand revenue from commercial operations, property portfolio and other income generating assets	Manage Council's property portfolio to ensure best value returns and to ensure properties are developed, renewed and maintained for the benefit of the community

ITEM NUMBER 126/18 - ATTACHMENT 1

Revised Delivery Program 2018-2021 and revised Budget 2018-2022

2.3.1.3	Finance & Procurement	Seek additional sources of income to improve financial sustainability such as discounted loans, financial grants and special variations	Identify the community's capacity and willingness for additional sources of income and implement where appropriate or required
2.3.2	Ensure the organisation is well led, staff can carry out their roles efficiently and effectively in line with the community's vision		
2.3.2.1	Executive Team	Deliver services and initiatives to the community in line with Council's Community Strategic Plan and supporting documentation	Develop, review and monitor a Resourcing Strategy including a Workforce Plan, Asset Management Plan and Long Term Financial Plan
2.3.2.2	Organisational Development	Ensure corporate values and objectives align with the community's vision	Develop, review and monitor a Corporate Plan
2.3.2.3	Organisational Development	Provide structured procedures and processes to ensure organisational effectiveness	Identify and implement frameworks that will improve organisational efficiency and business excellence
2.4	Efficient and innovative customer focused services		
2.4.1	Provide a 'one stop shop' for customers		
2.4.1.1	Property Services, Customer Service	Optimise the experiences of visitors to Council	Implement a service centre at the new Council Administration offices
2.4.1.2	Customer Service	Identify ways to provide enhanced customer service at key facilities	Identify and implement the use of concierges and undertake customer service training with relevant staff
2.4.1.3	Customer Service	Maintain high quality customer service for all points of contact	Ensure customers are attended to in line with service standards
2.4.2	Modernise and digitise relevant services to meet the needs of the community		
2.4.2.1	Information & Communications Technology	Allow customers to 'do business with council' entirely online	Digitise all forms, applications, requests and payment methods where possible
2.4.2.2	Customer Service, Information & Communications Technology	Explore new online communication tools	Identify and implement technology that will enhance and improve customer experience
2.4.3	Provide opportunity for ongoing community feedback to ensure best practice		
2.4.3.1	Customer Service	Allow customers to provide immediate feedback on their experience	Implement customer feedback mechanisms at Council facilities to receive immediate feedback on customer experience
2.4.3.2	Customer Service	Monitor and measure Council's customer service	Conduct initiatives to support and improve the training of Council staff in customer service
2.4.3.3	Customer Service, Community Engagement	Improve overall customer satisfaction	Conduct regular surveys to gauge customer experience
2.5	Leaders in the Local Government sector		
2.5.1	Provide strong leadership and advocacy on behalf of the community		
2.5.1.1	Governance	Support the roles of the elected body to ensure Councillors can govern efficiently and effectively on behalf of the community	Conduct regular training and induction sessions to support Councillors
2.5.1.2			Provide information and resources and encourage professional development

2.5.2	Monitor and review Council's performance against other councils		
2.5.2.1	Customer Service, Community Engagement	Review Council's services and functions to gauge residents' satisfaction and benchmark performance against other councils	Participate in benchmarking activities and analyse results to improve Council's performance (in areas such as financial sustainability, customer services, and other service provisions)
2.5.3	Strive for business excellence through innovation		
2.5.3.1	Executive Team	Implement technology which will increase efficiencies and productivity	Undertake an assessment of available technology to identify solutions that will streamline business processes
2.5.4	Anticipate emerging trends and changes that will impact the area		
2.5.4.1	Executive Team	Proactively monitor external strategies, technology and solutions that have the potential to impact Burwood	Seek opportunities to be involved in pilot programs and other initiatives aimed at assessing customer needs



10 | Burwood2030 Delivery Program

Healthy and sustainable environment

	<i>Responsibilities</i>	<i>Delivery Program Objectives</i>	<i>Operational Plan Achievements</i>
3.1	Maintain and enhance green and open spaces		
3.1.1	Ensure strong planning controls to protect and encourage open and green spaces		
3.1.1.1	Strategic Planning	Ensure planning policies enhance and protect open and green space where appropriate	Develop specific plans of management for public spaces
3.1.1.2			Provide strategic planning input into future development proposal where possible
3.1.1.3			Ensure State and District Plan strategies are included into relevant Council planning policies
3.1.1.4			Identify opportunities to increase canopy coverage within the area
3.1.2	Pursue partnerships and opportunities to create new open spaces		
3.1.2.1	Strategic Planning	Negotiate with developers for additional space upon redevelopment of sites	Quantify and report on additional open space provided as part of redevelopment
3.1.3	Ensure regular cleaning and maintenance of local areas to prevent damage to the environment		
3.1.3.1	Works & Operations	Monitor and maintain local streets to mitigate risk to the environment	Provide regular street sweeping and maintenance services
3.1.3.2	Works & Operations	Maintain the stormwater drainage network	Regularly maintain and clean the stormwater drainage network and clear blocked pits
3.1.3.3	Parks	Remove priority weeds from public spaces	Implement a priority weed removal program in line with the Biosecurity Act 2015 (NSW)
3.1.3.4	Works & Operations	Maintain trees and vegetation to ensure that they are attractive and safe	Trees and vegetation are maintained as required to avoid damage or risk and new vegetation is planted where possible
3.1.4	Ensure all public parks and open spaces are accessible, maintained and well managed to meet the current and future needs of the community		
3.1.4.1	Parks	Regularly maintain parks, playgrounds, sportsfields, gardens and open spaces	Undertake scheduled maintenance programs to meet community needs
3.1.4.2	Landscape & Urban Design	Ensure sustainable materials are used for park amenities and facilities	Maintain and upgrade existing park amenities to ensure longevity and sustainability
3.1.4.3	Parks	Provide support for the establishment of sensory and community gardens	Identify opportunities to implement sensory or community gardens in existing parks, reserves and open spaces
3.1.4.4	Landscape & Urban Design	Ensure parks are accessible and offer inclusive activities	Ensure parks can be accessed by people living with a disability or impairment and that playgrounds are inclusive and accessible
3.2	Provide sustainable waste management practices		
3.2.1	Promote existing recycling services		
3.2.1.1	Environmental Services	Provide education and information about Council's recycling services	Use Council communication to inform the community on existing services
3.2.1.2	Environmental Services	Ensure residents adhere to sustainable recycling practices	Conduct bin audits and encourage residents to recycle correctly
3.2.2	Identify emerging waste management solutions		
3.2.2.1	Environmental Services	Actively seek and identify new processes and technology	Implement waste management solutions that will benefit the community

3.2.3	Establish clear targets for recycling and reducing waste to landfill		
3.2.3.1	Environmental Services	Ensure a community wide increase in recycling and reduction in landfill	Continue to report targets to the community
3.3	Educate the community on sustainable practices		
3.3.1	Provide initiatives to encourage more sustainable practices in the community and around home		
3.3.1.1	Environmental Services	Deliver educational programs to the community, networks and businesses that encourage sustainable practices	Provide an annual calendar of initiatives on environmentally sustainable practices
3.3.1.2	Environmental Services	Participate in regional sustainability programs	Work with neighbouring councils and agencies to deliver sustainability programs to the community
3.3.1.3	Environmental Services	Encourage the community to follow sustainable practices	Award residents, streets, businesses or areas that follow sustainable recycling practices
3.3.2	Promote public transport and more active forms of transport such as cycling and walking		
3.3.2.1	Environmental Services	Promote public transport, cycling and walking to residents going to work and those who work in Burwood	Undertake campaigns and initiatives that encourage the use of alternative transport
3.3.3	Encourage the community to take pride in the cleanliness and maintenance of the area		
3.3.3.1	Environmental Services	Promote a clean environment through urban architecture and landscaping	Identify opportunities to provide recycling and other waste collection terminals across town centres
3.3.3.2	Environmental Services	Raise awareness in the community on littering	Undertake campaigns to reduce littering in town centres
3.4	Leadership in environmental sustainability		
3.4.1	Invest in green and renewable technology		
3.4.1.1	Environmental Services	Implement green and renewable energy initiatives across Council facilities	Audit existing facilities and upgrade where appropriate
3.4.2	Promote greater use of more efficient green technologies and alternative energy sources		
3.4.2.1	Environmental Services	Support and promote Federal and State Government initiatives in the rollout of green technologies and alternative energy sources	Actively advertise State and Federal initiatives through Council's established communication channels
3.4.3	Ensure planning promotes environmentally sustainable development to reduce impacts on the environment		
3.4.3.1	Strategic Planning	Work with developers to promote sustainable developments	Provide strategic planning input into developments where possible to encourage vertical gardens and green spaces within the Burwood CBD
3.4.3.2	Building & Development, Regulatory Services	Ensure developers follow sustainable practices during construction	Carry out a regular program of inspections of development sites to ensure compliance with safe and sustainable practices (such as sediment control and removal of materials)
3.5	Encourage and contribute to public health and welfare		
3.5.1	Provide services and encourage the community to take pride in the area to ensure public health		
3.5.1.1	Environmental Services	Reduce spread of foodborne, waterborne and transferrable diseases	Undertake regular inspections of cooling towers and water systems, food premises and health, beauty and cosmetic premises to take action against risk
3.5.1.2	Environmental Services	Minimise urban related pollution such as air, water and noise pollution	Investigate air, water and noise pollution complaints

3.5.1.3	Environmental Services	Educate business owners on public health to ensure compliance with food regulations	An annual calendar of initiatives on public health including information in relevant community languages
3.5.1.4	Environmental Services	Educate the community on public health matters	Undertake and participate in relevant campaigns to raise awareness and engage the community
3.5.2	Provide services and support to encourage responsible animal ownership practices and ensure that animals are well cared for in a safe community		
3.5.2.1	Regulatory Services, Environmental Services	Educate residents on companion animals	Provide information and relevant campaigns to raise awareness in the community
3.5.2.2	Urban Design & Landscape	Establish pet friendly environments for animal owners	Consider pet friendly facilities when undertaken any new plans of management for parks, reserves and open spaces
3.5.2.3	Regulatory Services, Environmental Services	Provide regulatory support to ensure a safe environment for animals and residents	Undertake compliance inspections for dangerous or displaced animals



Planning and infrastructure

	<i>Responsibilities</i>	<i>Delivery Program Objectives</i>	<i>Operational Plan Achievements</i>
4.1	Implement regional traffic and parking strategies		
4.1.1	Ensure strategies accommodate population growth		
4.1.1.1	Traffic & Transport	Design traffic facilities which improve traffic flow and alleviate congestion	Investigate traffic hot spots and implement solutions such as pedestrian refuges, roundabouts or traffic calming devices
4.1.1.2	Strategic Planning	Encourage opportunities for additional public parking spaces within developments	Negotiate with developers for additional public parking within developments in the Burwood CBD where possible
4.1.1.3	Building & Development	Ensure developments provide sufficient parking and off-street parking in line with Council policies	Investigate parking provisions during assessments of development applications
4.1.1.4	Community Services	Consider social impacts of population growth	Investigate the social impact and quality of life of high density living
4.1.2	Implement strategies to promote alternative transport use		
4.1.2.4	Traffic & Transport	Investigate opportunities for bus priority lanes to improve public transport efficiency	Work with RMS and Transport NSW to identify locations for improved bus access
4.1.2.4	Traffic & Transport	Seek funding opportunities for cycling facilities and cycleways	Identify and apply for grants where possible and implement facilities which promote cycling (such as bicycle parking stations)
4.1.3	Work with key stakeholders to ensure an integrated transport plan		
4.1.3.1	Traffic & Transport	Work with RMS, STA, NSW Police and major stakeholders to continue to develop new parking initiatives	Conduct regular meetings with key stakeholders and report outcomes to the community
4.1.3.2	Traffic & Transport	Participate in regional projects to ensure an integrated transport network	Work with key agencies to ensure regional transport projects have a positive impact on the local community
4.1.3.3	Traffic & Transport	Consider pedestrians and cyclists as key stakeholders in traffic management planning	Ensure pedestrians and cyclists are consulted during traffic management planning
4.1.4	Enhance road and pedestrian safety		
4.1.4.1	Traffic & Transport	Educate residents on safe practices to reduce road incidents and fatalities	Undertake safety campaigns and run targeted programs and initiatives to promote safety around schools and town centres, pedestrian and cycling safety.
4.1.4.2	Traffic & Transport	Implement traffic facilities which will enhance road and pedestrian safety	Identify blind spots and hot spots and implement solutions to take action against potential incidents
4.2	Provide connected and accessible infrastructure		
4.2.1	Improve the accessibility of Burwood CBD		
4.2.1.1	Traffic & Transport	Improve pedestrian flow within the Burwood CBD	Investigate opportunities to limit motorist access to certain areas within the Burwood CBD
4.2.1.2	Traffic & Transport	Identify parking solutions that will alleviate traffic congestion	Review parking strategy within the Burwood CBD and investigate parking initiatives to alleviate traffic congestion

4.2.1.3	Traffic & Transport	Improve access and connection between the Burwood CBD and residential areas, facilities and open spaces and linkage to neighbouring areas	Implement strategies and initiatives to enhance connectivity within the area
4.2.2	Provide quality local infrastructure that caters to population growth		
4.2.2.1	Works & Operations	Regularly maintain and upgrade local roads, footpaths, kerbs and gutters	Provide an extensive capital works program to regularly maintain and renew local infrastructure
4.2.2.2	Works & Operations	Continue to monitor the condition of infrastructure across the area	Undertake infrastructure audits in order to determine the condition of local infrastructure
4.2.3	Ensure all Council infrastructure is safe and accessible		
4.2.3.1	Works & Operations	Ensure infrastructure design aids accessibility	Identify and incorporate prams and wheelchair access ramps and other facilities to improve accessibility
4.3	Burwood's existing heritage integrated with high quality urban design		
4.3.1	Encourage architectural integrity and aesthetically appealing buildings		
4.3.1.1	Building & Development	Planning policies to enhance and promote architectural integrity and aesthetically appealing buildings	Ensure that design is assessed as part of the development application process
4.3.2	Maintain and preserve heritage through relevant planning strategies		
4.3.2.1	Strategic Planning	Ensure integrity in planning to preserve heritage	Ensure that all development applications relating to heritage items or heritage conservation include a heritage assessment
4.3.2.2			Provide information and education relating to heritage as it applies to development
4.4	Participate in regional planning and infrastructure projects to ensure the best outcomes for the community		
4.4.1	Provide advocacy on regional and metropolitan projects on behalf of the community		
4.4.1.1	Strategic Planning, Traffic & Transport, Urban Design & Landscape	Ensure that the community's interest are taken into consideration on regional and metropolitan projects	Provide strategic and planning input into major regional infrastructure strategies and projects
4.4.2	Partner with key stakeholders to deliver major projects		
4.4.2.1	Strategic Planning, Traffic & Transport, Urban Design & Landscape	Work with State and Federal Governments and developers to ensure major infrastructure projects benefit the community	Actively participate in the planning process of regional and metropolitan infrastructure projects and advocate for the area's needs
4.5	Ensure customer focused processes for development services		
4.5.1	Ensure support and provide efficient assessment of developments		
4.5.1.1	Building & Development	Provide support and information on development processes	Develop and provide information on development application processes and services in an accessible and easy to understand format
4.5.1.2	Building & Development	Ensure streamlined and timely processes for development services	Assess development applications in a timely manner
4.5.2	Ensure independence and transparency in decision making on significant developments		
4.5.2.1	Governance	Facilitate and coordinate the Independent Hearing and Assessment Panel	Report decisions made by the Independent Hearing and Assessment Panel to the community

Vibrant city and villages

	<i>Responsibilities</i>	<i>Delivery Program Objectives</i>	<i>Operational Plan Achievements</i>
5.1	Maximise Burwood's regional and strategic status within inner western Sydney		
5.1.1	Stimulate the local economy and activate the Burwood CBD		
5.1.1.1	Community Engagement	Plan and facilities economic development strategies that stimulate the economy and attract businesses	Review and monitor Economic Strategies and policies
5.1.1.2	Civic Events	Attract large scale festivals, events and initiatives to the Burwood CBD	Apply for grants and sponsorships, and seek participation in regional, metropolitan and nation-wide initiatives
5.1.1.3	Community Engagement, Civic Events, Urban Design & Landscape	Promote Burwood CBD as a destination for food and culture	Promote and enhance the retail and dining experience in Burwood through initiatives which attract visitors
5.1.2	Encourage mixed use buildings: commercial and residential to maximise Burwood CBD		
5.1.2.1	Strategic Planning	Enhance and promote mix use buildings to ensure the Burwood CBD maintains its regional status	Review planning provisions for development controls and encourage mix use development where possible
5.1.3	Build links and partnerships with educational institutions for the development of diverse local skills		
5.1.3.1	Organisation Development	Promote and support local learning institutions to encourage residents to enter the local workforce	Provide and support opportunities for employment, placements, traineeships and volunteering where appropriate
5.1.4	Provide facilities to businesses, services and institutions for corporate events		
5.1.4.1	Facilities & Venues	Provide venues for businesses and services to conduct corporate events such as expos, conferences and seminars	Offer a range of facilities for hire that accommodate the various types of use required by businesses, services and institutions
5.2	Support and engage with local services and businesses		
5.2.1	???		
5.2.1.1	Community Engagement	Promote the services of local businesses to boost the local economy	Develop communication material that promotes local services and businesses to the community
5.2.2	Develop programs to strengthen and sustain local businesses		
5.2.2.1	Community Engagement	Facilitate educational and advisory initiatives that encourage good economic practices	Support State agencies in delivering business services to the community
5.2.2.2	Community Engagement	Engage with local business organisations and chambers	Maintain ongoing dialogue and identify opportunities to support initiatives or deliver joint projects
5.2.3	Encourage participation of local businesses in community events		
5.2.3.1	Civic Events	Invite local businesses to participate in Council's civic events	Provide regular notice to businesses of Council's upcoming events and provide opportunities for involvement

5.3	Enhance and foster the local identity		
5.3.1	Promote opportunities for public art and culture		
5.3.1.1	Community Services, Civic Events, Urban Design & Landscape	Encourage authorised public art and live performances and activations within the Burwood CBD	Implement public art and street music programs to enhance the culture within the Burwood CBD
5.3.2	Maintain an attractive Burwood CBD		
5.3.2.1	Civic Events	Regularly decorate the Burwood CBD	Develop and implement seasonal banner and decoration programs
5.3.2.2	Urban Design & Landscape	Enhance the aesthetics of the Burwood CBD through architecture and landscaping	Implement a CBD and Strathfield town centre master plan
5.3.2.3	Regulatory Services	Ensure the Burwood CBD and town centres are clean and presentable	Deliver a Safe & Clean program to monitor the CBD and town centres
5.3.3	Support innovation which will enhance local identity and culture		
5.3.3.1	Executive Team	Ensure the Burwood CBD is a modern and innovative centre	Identify and implement emerging technology that will enhance the CBD and attract visitors
5.3.4	Provide civic events which foster a sense of pride in the community		
5.3.4.1	Civic Events	Deliver a range of civic events which attract visitors to the area	Facilitate and coordinate major events that celebrate the area
5.4	Activate village precincts and preserve the distinct characters of surrounding residential areas		
5.4.1	Update and maintain the aesthetics of town centres and villages		
5.4.1.1	Urban Design & Landscape	Enhance the aesthetics of village town centres including Croydon, Croydon Park and Enfield	Develop master plans for village town centres
5.4.2	Promote and recognise local history through urban design		
5.4.2.1	Urban Design & Landscape	Interpret the local history and character of the area through art and design	Identify local history and implement art and design that creates a sense of pride in the area



BUDGET

Funding our future

The conversation so far

Between November 2017 and March 2018, Council reviewed the Community Strategic Plan adopted in 2010, to ensure the strategic objectives set in the Plan are still current and relevant.

As part of the consultation, Council sought feedback from residents on a potential SRV through the residents phone survey and online survey, media release and information on Council's website and social media channels. The phone survey indicated that 75 per cent of residents were at least 'somewhat supportive' of an SRV and 81 per cent of residents interviewed were unaware that a previous SRV was currently in place at the time of the survey.

The Delivery Program 2018-2021 and Budget 2018-2022 were placed on public exhibition between May and June 2018 with three proposed funding models from the community. Council received no submissions regarding the special variation.

- Option 1: Increase by the rate peg
- Option 2: 1% increase each year for three years
- Option 3: 2% increase each year for three years

It is now recommended that Council applies to IPART for a special variation under Option 3 with an additional fourth year in order to improve the infrastructure backlog.

How we've improved

Over the past few years, we have concentrated on making Burwood Council stronger, more efficient and more strategic.

This has been achieved through a number of ways:

- Implemented an organisation restructure in September 2018
- Instigated a large number of service reviews making our Council more efficient and generating savings
- Sale of assets to inject liquidity
- Introduced a Risk and Audit function
- Review of major project
- Revision of Community Strategic Plan and Long Term Financial Plan

These achievements were following the NSW Treasury's report on Local Government sustainability which identified Burwood as one of only five councils in NSW with a financial positive outlook.

In saying this, despite maximising efficiencies to better align service delivery with community expectations, these actions are not enough to continue to address Council's infrastructure backlog without compromising services.

As a result, Council is proposing a special rate variation above the permissible rate peg, starting 2019-20.

What is a SRV?

Rate pegging was introduced by the NSW Government in 1977 to limit the amount by which councils can increase its rate revenue from one year to the next.

Currently, council rates are determined by the Independent Pricing and Regulatory Tribunal (IPART), which sets a 'rate peg', however it does not take into consideration rising costs and residents' demand for increased services.

As a result, councils are able to apply for an SRV under s 508A of the Local Government Act 1993.

Why do we need an SRV?

Our major source of revenue has been limited in growth because of rate pegging. Despite consecutive years of returning to surplus, the community's increasing demand for services and the rising costs associated with providing them will mean that Council will not be able to address the backlog in infrastructure.

Without an SRV, Council will only be able to upgrade roads, footpaths, kerbs and gutters that are considered a high priority and not reduce the infrastructure backlog. As a result, other important Council services may likely be compromised long term in order to fund infrastructure upgrades.

Our infrastructure

Maintaining local roads and drains is a high priority for Council. In fact, last year alone we upgraded 8,300 lineal metres of roads and 600 lineal metres of pipes across the area.

An SRV will provide Council an additional \$1.992 million income which will be injected into road and kerb and gutter renewal in order to reduce the \$20 million infrastructure backlog.

What are the options?

Council will apply for a compounded increase under s 508A of the Local Government Act 1993. Two funding options have been put forward: maintain service and improve service. Council is currently undertaking consultation with the community in order to inform them on the various options available. A decision will be made in the first Council Meeting of 2019.

MAINTAIN SERVICE (Option 1)	Current service levels would be maintained in the short term, but later decline. Rates increase only by approved 'rate peg' amount. Council's capital works program may be compromised and priority will be given to essential infrastructure projects.
IMPROVE SERVICE (Option 2)	Improved service levels, new capital projects, upgrading and maintaining of existing infrastructure. Rates will increase progressively each year over three years.

What is the percentage increase in rates per year?

	2019-2020	2020-2021	2021-2022	2022-2023	Additional income
MAINTAIN SERVICE	2.7% (rate peg)	2.5% (rate peg)	2.5% (rate peg)	2.5% (rate peg)	N/A
IMPROVE SERVICE	4.7%	4.5%	4.5%	4.5%	\$1.992m

Note: All scenarios include the rate peg adjustment by IPART estimated at 2.5%

Impact on ratepayers

Council has ensured that the proposed special variation has a minimal impact to ratepayers. The rate increase would cost less than \$4 per week by the final year for 66 per cent of ratepayers.

Furthermore, Council implemented an incremental increase to the Pensioner Rebate Scheme commencing 2018-19. In order to minimise the impact of an SRV, Council has introduced an additional pensioner rebate. The rebate scheme is as follows:

Additional Council Pensioner Rebate

	2018-2019	2019-2020	2020-2021	2021-22 and beyond
Rebate each year	\$50	\$75	\$125	\$125

ITEM NUMBER 126/18 - ATTACHMENT 1

Revised Delivery Program 2018-2021 and revised Budget 2018-2022

How will this affect you?

MAINTAIN SERVICE	2018-2019	2019-2020	2020-2021	2021-2022	2022-23	Additional Payment at the end of 4 years
Business A	\$3,011	\$3,092	\$3,170	\$3,249	\$3,330	\$319
Business B	\$13,397	\$13,758	\$14,102	\$14,455	\$14,816	\$1,420
Business C	\$12,881	\$13,229	\$13,559	\$13,898	\$14,246	\$1,365
Business D	\$45,881	\$47,120	\$48,298	\$49,505	\$50,743	\$4,862
Mixed Development	\$2,042	\$2,097	\$2,149	\$2,203	\$2,258	\$216
Residential	\$1,358	\$1,395	\$1,430	\$1,466	\$1,502	\$144
Town Centre - Minor	\$3,481	\$3,575	\$3,664	\$3,756	\$3,850	\$369
Town Centre - Residential	\$1,256	\$1,290	\$1,322	\$1,355	\$1,389	\$133
IMPROVE SERVICE	2018-2019	2019-2020	2020-2021	2021-2022	2022-23	Additional Payment at the end of 4 years
Business A	\$3,011	\$3,153	\$3,295	\$3,443	\$3,598	\$587
Business B	\$13,397	\$14,026	\$14,657	\$15,317	\$16,006	\$2,610
Business C	\$12,881	\$13,486	\$14,093	\$14,727	\$15,390	\$2,509
Business D	\$45,881	\$48,037	\$50,199	\$52,458	\$54,819	\$8,938
Mixed Development	\$2,042	\$2,138	\$2,234	\$2,335	\$2,440	\$398
Residential	\$1,358	\$1,422	\$1,486	\$1,553	\$1,623	\$265
Town Centre - Minor	\$3,481	\$3,645	\$3,809	\$3,980	\$4,159	\$678
Town Centre - Residential	\$1,256	\$1,315	\$1,374	\$1,436	\$1,501	\$245

Note: All scenarios include the rate peg adjustment by IPART estimated at 2.5% (2.7% for 2019-20)

Option 1: Maintain Rate Peg Increase

Forward Estimates of Income & Expenditure

\$	Budget 2018-19	Budget 2019-20	Budget 2020-21	Budget 2021-22
Operating Income				
Rates & Annual Charges	27,641,284	28,766,776	29,984,440	31,038,261
User Charges & Fees	10,361,515	10,758,553	11,173,575	11,496,247
Interest & Investment Revenue	1,300,000	1,421,500	1,547,500	1,728,500
Other Revenue	4,646,813	4,808,149	4,904,312	5,002,399
Operating Grants & Contributions	3,286,542	3,362,203	3,447,258	3,534,696
Capital Grants & Contributions	4,530,000	4,595,000	4,655,000	4,691,570
Total Operating Income	51,766,154	53,712,181	55,712,085	57,491,673

Operating Expenditure				
Employment Costs	20,651,120	21,206,830	21,812,444	22,508,575
Borrowing Costs	346,640	341,171	315,467	288,384
Materials & Contracts	10,730,579	10,843,365	11,282,855	11,506,755
Depreciation	7,175,000	7,246,750	7,319,218	7,392,410
Other Expenses	9,670,207	9,893,873	10,383,719	10,702,631
Total Operating Expenditure	48,573,546	49,531,989	51,113,703	52,398,755
Operating Result	3,192,608	4,180,192	4,598,382	5,092,918
Net Operating Result before Capital Items	(1,337,392)	(414,808)	(56,618)	401,348

Funding Statement

Operating Result	3,192,608	4,180,192	4,598,382	5,092,918
Add Back Non Cash Items				
Depreciation	7,175,000	7,246,750	7,319,218	7,392,410
Total Non Cash Items	7,175,000	7,246,750	7,319,218	7,392,410
Adjusted Operating Result	10,367,608	11,426,942	11,917,600	12,485,328

Source of Capital Funds

Sale of Assets	700,000	950,000	960,000	970,000
Loan Funds	1,000,000	-	-	-
Transferred From Section 94	2,400,000	2,150,000	2,200,000	900,000
Transferred From Reserves	2,895,000	2,215,000	1,905,000	2,425,000
Funds Available	17,362,608	16,741,942	16,982,600	16,780,328

Less Funds Utilised

Acquisition of Assets	11,903,000	10,976,250	11,007,950	10,669,500
Loan Principal Repayment	633,015	705,061	737,741	701,696
Transfer to Section 94	4,030,000	4,095,000	4,155,000	4,191,570
Transfer to Reserves	740,000	915,000	1,025,000	1,160,000
Net Movement in Working Capital	56,593	50,631	56,909	57,562

ITEM NUMBER 126/18 - ATTACHMENT 1

Revised Delivery Program 2018-2021 and revised Budget 2018-2022

Income Statement

\$	Budget 2018-19	Budget 2019-20	Budget 2020-21	Budget 2021-22
Income from Continuing Operations				
Rates & Annual Charges	27,641,284	28,766,775	29,984,441	31,038,261
User Charges & Fees	10,361,515	10,758,553	11,173,575	11,496,247
Interest & Investment Revenue	1,300,000	1,421,500	1,547,500	1,728,500
Other Revenues	4,646,813	4,808,149	4,904,312	5,002,398
Grants & Contributions provided for Operating Purposes	3,286,542	3,362,203	3,447,258	3,534,696
Grants & Contributions provided for Capital Purposes	4,530,000	4,595,000	4,655,000	4,691,570
Total Income From Continuing Operations	51,766,154	53,712,180	55,712,086	57,491,672
Expenses From Continuing Operations				
Employee Benefits & On-Costs	20,651,120	21,206,830	21,812,444	22,508,575
Borrowing Costs	346,640	341,171	315,467	288,384
Materials & Contracts	10,730,579	10,843,365	11,282,856	11,506,755
Depreciation & Amortisation	7,175,000	7,246,750	7,319,218	7,392,410
Other Expenses	9,670,207	9,893,872	10,383,718	10,702,632
Total Expenses From Continuing Operations	48,573,546	49,531,988	51,113,703	52,398,756
Operating Result from Continuing Operations	3,192,608	4,180,192	4,598,383	5,092,916
Net Operating Result before Capital Items	(1,337,392)	(414,808)	(56,617)	401,346
Depreciation Contra	7,175,000	7,246,750	7,319,218	7,392,410
Disposal of Assets	700,000	950,000	960,000	970,000
Operating Funds Available	6,537,608	7,781,942	8,222,601	8,763,756

ITEM NUMBER 126/18 - ATTACHMENT 1

Revised Delivery Program 2018-2021 and revised Budget 2018-2022

Balance Sheet

\$	Budget 2018-19	Budget 2019-20	Budget 2020-21	Budget 2021-22
Assets				
<i>Current Assets</i>				
Cash & Cash Equivalents	6,696,736	9,076,005	12,478,419	15,543,842
Investments	39,750,000	39,750,000	39,750,000	39,750,000
Receivables	2,907,791	3,001,371	3,105,557	3,135,982
Other	357,684	363,583	379,877	389,394
Non-current assets classified as "held for sale"	-	-	-	-
Total Current Assets	49,712,211	52,190,959	55,713,853	58,819,218
<i>Non-Current Assets</i>				
Receivables	-	-	-	-
Infrastructure, Property, Plant & Equipment	384,221,894	387,001,394	389,730,127	392,037,217
Investment Property	3,600,000	3,600,000	3,600,000	3,600,000
Other	-	-	-	-
Total Non-Current Assets	387,821,894	390,601,394	393,330,127	395,637,217
Total Assets	437,534,105	442,792,353	449,043,980	454,456,435
Liabilities				
<i>Current Liabilities</i>				
Payables	8,808,750	8,410,975	8,573,675	8,671,629
Income Received in advance	830,401	861,295	889,579	912,859
Borrowings	705,061	737,741	701,697	661,315
Provisions	6,595,883	6,595,883	6,595,883	6,595,883
Total Current Liabilities	16,940,095	16,605,894	16,760,834	16,841,686
<i>Non-Current Liabilities</i>				
Payables	-	-	-	-
Borrowings	6,142,386	5,404,644	4,702,948	4,041,633
Provisions	202,117	202,117	202,117	202,117
Total Non-Current Liabilities	6,344,503	5,606,761	4,905,065	4,243,750
Total Liabilities	23,284,598	22,212,656	21,665,899	21,085,436
Net Assets	414,249,507	420,579,697	427,378,081	433,370,999
Equity				
Accumulated Surplus	213,210,507	219,540,697	226,339,081	232,331,999
Revaluation Reserves	201,039,000	201,039,000	201,039,000	201,039,000
Total Equity	414,249,507	420,579,697	427,378,081	433,370,999

Cash Flow Statement

\$	Budget 2018-19	Budget 2019-20	Budget 2020-21	Budget 2021-22
Cash Flows from Operating Activities				
<i>Receipts</i>				
Rates & Annual Charges	27,619,388	28,740,601	29,956,123	31,013,754
User Charges & Fees	10,364,308	10,747,357	11,161,871	11,487,148
Interest & Investment Revenue Received	1,290,678	1,402,390	1,523,953	1,707,898
Grants & Contributions	10,346,422	10,109,589	10,298,002	9,151,930
Other	4,775,396	4,799,558	4,896,235	5,023,798
	54,396,192	55,799,495	57,836,184	58,384,528
<i>Payments</i>				
Employee Benefits & On-Costs	20,611,502	21,665,814	21,812,444	22,508,575
Materials & Contracts	10,925,015	10,786,102	11,134,405	11,416,373
Borrowing Costs	344,982	343,126	317,512	290,328
Other	9,670,207	9,893,872	10,383,718	10,702,632
	41,551,706	42,688,914	43,648,079	44,917,908
Net Cash provided (or used in) Operating Activities	12,844,486	13,110,581	14,188,105	13,466,620
Cash Flows from Investing Activities				
<i>Receipts</i>				
Sale of Infrastructure, Property, Plant & Equipment	700,000	950,000	960,000	970,000
<i>Payments</i>				
Purchase of Infrastructure, Property, Plant & Equipment	11,903,000	10,976,250	11,007,950	10,669,500
Net Cash provided (or used in) Investing Activities	(11,203,000)	(10,026,250)	(10,047,950)	(9,699,500)
Cash Flows from Financing Activities				
<i>Receipts</i>				
Proceeds from Borrowings & Advances	1,000,000	-	-	-
<i>Payments</i>				
Repayment of Borrowings & Advances	632,807	705,061	737,741	701,697
Net Cash Flow provided (used in) Financing Activities	367,193	(705,061)	(737,741)	(701,697)
Net Increase / (Decrease) in Cash & Cash Equivalents	2,008,679	2,379,270	3,402,414	3,065,423
Cash at the Beginning of the Reporting Year	44,438,055	46,446,734	48,826,004	52,228,418
Cash & Cash Equivalents - End of the Year	46,446,734	48,826,004	52,228,418	55,293,841

Option 2: Improve 2% Above Rate Peg

Forward Estimates of Income & Expenditure

\$	Budget 2018-19	Budget 2019-20	Budget 2020-21	Budget 2021-22	Budget 2022-23
Operating Income					
Rates & Annual Charges	27,641,284	29,206,903	30,904,231	32,479,707	34,205,464
User Charges & Fees	10,361,515	10,758,553	11,173,575	11,496,247	11,828,294
Interest & Investment Revenue	1,300,000	1,421,500	1,547,500	1,728,500	1,879,500
Other Revenue	4,646,813	4,808,149	4,904,312	5,002,399	5,102,447
Operating Grants & Contributions	3,286,542	3,362,203	3,447,258	3,534,696	3,628,836
Capital Grants & Contributions	4,530,000	4,595,000	4,655,000	4,691,570	4,733,486
Total Operating Income	51,766,154	54,152,308	56,631,876	58,933,119	61,378,027
Operating Expenditure					
Employment Costs	20,651,120	21,206,830	21,742,444	22,508,575	23,227,308
Borrowing Costs	346,640	341,171	315,467	288,384	265,816
Materials & Contracts	10,730,579	10,843,365	11,352,855	11,506,755	11,714,719
Depreciation	7,175,000	7,246,750	7,319,218	7,392,410	7,466,334
Other Expenses	9,670,207	9,893,873	10,383,719	10,702,631	11,001,336
Total Operating Expenditure	48,573,546	49,531,989	51,113,703	52,398,755	53,675,513
Operating Result	3,192,608	4,620,319	5,518,173	6,534,364	7,702,514
Net Operating Result before Capital Items	(1,337,392)	25,319	863,173	1,842,794	2,969,028
Funding Statement					
Operating Result	3,192,608	4,620,319	5,518,173	6,534,364	7,702,514
Add Back Non Cash Items					
Depreciation	7,175,000	7,246,750	7,319,218	7,392,410	7,466,334
Total Non Cash Items	7,175,000	7,246,750	7,319,218	7,392,410	7,466,334
Adjusted Operating Result	10,367,608	11,867,069	12,837,391	13,926,774	15,168,848
Source of Capital Funds					
Sale of Assets	700,000	950,000	960,000	970,000	985,000
Loan Funds	1,000,000	-	-	-	-
Transferred From Section 94	2,400,000	2,150,000	2,200,000	900,000	800,000
Transferred From Reserves	2,895,000	2,215,000	1,905,000	2,425,000	980,000
Funds Available	17,362,608	17,182,069	17,902,391	18,221,774	17,933,848
Less Funds Utilised					
Acquisition of Assets	11,903,000	11,414,250	11,923,950	12,104,500	11,714,165
Loan Principal Repayment	633,015	705,061	737,741	701,696	661,315
Transfer to Section 94	4,030,000	4,095,000	4,155,000	4,191,570	4,233,486
Transfer to Reserves	740,000	915,000	1,025,000	1,160,000	1,256,530
Net Movement in Working Capital	56,593	52,758	60,700	64,008	68,352

ITEM NUMBER 126/18 - ATTACHMENT 1

Revised Delivery Program 2018-2021 and revised Budget 2018-2022

Income Statement

\$	Budget 2018-19	Budget 2019-20	Budget 2020-21	Budget 2021-22	Budget 2022-23
Income from Continuing Operations					
Rates & Annual Charges	27,641,284	29,206,902	30,904,231	32,479,707	34,205,463
User Charges & Fees	10,361,515	10,758,553	11,173,575	11,496,247	11,828,294
Interest & Investment Revenue	1,300,000	1,421,500	1,547,500	1,728,500	1,879,500
Other Revenues	4,646,813	4,808,149	4,904,312	5,002,398	5,102,446
Grants & Contributions provided for Operating Purposes	3,286,542	3,362,203	3,447,258	3,534,696	3,628,836
Grants & Contributions provided for Capital Purposes	6,930,000	6,745,000	6,855,000	5,591,570	5,533,486
Total Income From Continuing Operations	54,166,154	56,302,307	58,831,876	59,833,119	62,178,025
Expenses From Continuing Operations					
Employee Benefits & On-Costs	20,651,120	21,206,830	21,812,444	22,508,575	23,227,307
Borrowing Costs	345,999	341,172	315,468	288,384	265,817
Materials & Contracts	10,730,579	10,843,365	11,282,856	11,506,755	11,714,719
Depreciation & Amortisation	7,175,000	7,246,750	7,319,218	7,392,410	7,466,334
Other Expenses	9,670,207	9,893,872	10,383,718	10,702,632	11,001,336
Total Expenses From Continuing Operations	48,572,905	49,531,989	51,113,703	52,398,755	53,675,512
Operating Result from Continuing Operations	5,593,249	6,770,318	7,718,173	7,434,364	8,502,512
Net Operating Result before Capital Items	(1,336,751)	25,318	863,173	1,842,794	2,969,027
Depreciation Contra	7,175,000	7,246,750	7,319,218	7,392,410	7,466,334
Disposal of Assets	700,000	950,000	960,000	970,000	970,000
Operating Funds Available	6,538,249	8,222,068	9,142,391	10,205,204	11,405,361

ITEM NUMBER 126/18 - ATTACHMENT 1

Revised Delivery Program 2018-2021 and revised Budget 2018-2022

Balance Sheet

\$	Budget 2018-19	Budget 2019-20	Budget 2020-21	Budget 2021-22	Budget 2022-23
Assets					
<i>Current Assets</i>					
Cash & Cash Equivalents	6,660,759	9,066,667	12,460,435	15,518,765	20,091,134
Investments	39,750,000	39,750,000	39,750,000	39,750,000	39,750,000
Receivables	2,917,258	3,012,837	3,129,458	3,173,422	3,286,090
Other	353,926	363,583	379,877	389,394	398,277
Non-current assets classified as "held for sale"	-	-	-	-	-
Total Current Assets	49,681,943	52,193,086	55,719,770	58,831,581	63,525,501
<i>Non-Current Assets</i>					
Receivables	-	-	-	-	-
Infrastructure, Property, Plant & Equipment	384,221,894	387,439,394	391,084,126	394,826,217	398,089,048
Investment Property	3,600,000	3,600,000	3,600,000	3,600,000	3,600,000
Other	-	-	-	-	-
Total Non-Current Assets	387,821,894	391,039,394	394,684,126	398,426,217	401,689,048
Total Assets	437,503,837	443,232,480	450,403,896	457,257,798	465,214,549
Liabilities					
<i>Current Liabilities</i>					
Payables	8,808,750	8,410,975	8,573,675	8,671,629	8,763,276
Income Received in advance	830,401	861,295	889,579	912,859	936,767
Borrowings	705,061	737,741	701,697	661,315	623,739
Provisions	6,595,883	6,595,883	6,595,883	6,595,883	6,595,883
Total Current Liabilities	16,940,095	16,605,894	16,760,834	16,841,686	16,919,665
<i>Non-Current Liabilities</i>					
Payables	-	-	-	-	-
Borrowings	6,142,386	5,404,644	4,702,948	4,041,633	3,417,894
Provisions	202,117	202,117	202,117	202,117	202,117
Total Non-Current Liabilities	6,344,503	5,606,761	4,905,065	4,243,750	3,620,011
Total Liabilities	23,284,598	22,212,655	21,665,898	21,085,436	20,539,675
Net Assets	414,219,239	421,019,825	428,737,998	436,172,362	444,674,874
Equity					
Accumulated Surplus	213,210,507	219,980,825	227,698,998	235,133,362	243,635,874
Revaluation Reserves	201,039,000	201,039,000	201,039,000	201,039,000	201,039,000
Total Equity	414,249,507	421,019,825	428,737,998	436,172,362	444,674,874

Cash Flow Statement

	Budget 2018-19	Budget 2019-20	Budget 2020-21	Budget 2021-22	Budget 2022-23
Cash Flows from Operating Activities					
<i>Receipts</i>					
Rates & Annual Charges	27,619,388	29,170,492	30,864,759	32,443,068	34,165,330
User Charges & Fees	10,364,308	10,747,357	11,161,871	11,487,148	11,818,930
Interest & Investment Revenue Received	1,290,678	1,401,160	1,522,672	1,706,490	1,847,288
Grants & Contributions	10,346,422	10,109,589	10,298,002	9,151,930	9,161,535
Other	4,775,396	4,799,558	4,896,235	5,023,798	5,096,183
Total Receipts	54,396,192	56,228,157	58,743,538	59,812,435	62,089,265
<i>Payments</i>					
Employee Benefits & On-Costs	20,611,502	21,665,814	21,812,444	22,508,575	23,227,307
Materials & Contracts	10,925,015	10,786,102	11,134,405	11,416,373	11,630,124
Borrowing Costs	344,982	343,126	317,512	290,328	267,649
Other	9,670,207	9,893,872	10,383,718	10,702,632	11,001,336
Total Payments	41,551,706	42,688,914	43,648,079	44,917,908	46,126,416
Net Cash provided (or used in) Operating Activities	12,844,486	13,539,243	15,095,459	14,894,527	15,962,849
Cash Flows from Investing Activities					
<i>Receipts</i>					
Sale of Infrastructure, Property, Plant & Equipment	700,000	950,000	960,000	970,000	985,000
<i>Payments</i>					
Purchase of Infrastructure, Property, Plant & Equipment	11,903,000	11,414,250	11,923,950	12,104,500	11,714,165
Net Cash provided (or used in) Investing Activities	(11,203,000)	(10,464,250)	(10,963,950)	(11,134,500)	(10,729,165)
Cash Flows from Financing Activities					
<i>Receipts</i>					
Proceeds from Borrowings & Advances	1,000,000	-	-	-	-
<i>Payments</i>					
Repayment of Borrowings & Advances	632,807	705,061	737,741	701,697	661,315
Net Cash Flow provided (used in) Financing Activities	367,193	(705,061)	(737,741)	(701,697)	(661,315)
Net Increase/(Decrease) in Cash & Cash Equivalents	2,008,679	2,369,932	3,393,768	3,058,330	4,572,369
Cash at the Beginning of the Reporting Year	44,438,055	46,446,734	48,816,666	52,210,434	55,268,764
Cash & Cash Equivalents - End of the Year	46,446,734	48,816,666	52,210,434	55,268,764	59,841,133

END OF PLAN

**If you have a comment or a question about the
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