



Burwood ^{Inc.1874}

Burwood . Burwood Heights . Croydon . Croydon Park . Enfield . Strathfield

ATTACHMENTS PAPER

Attachments not included in main Agenda

Burwood Council Meeting

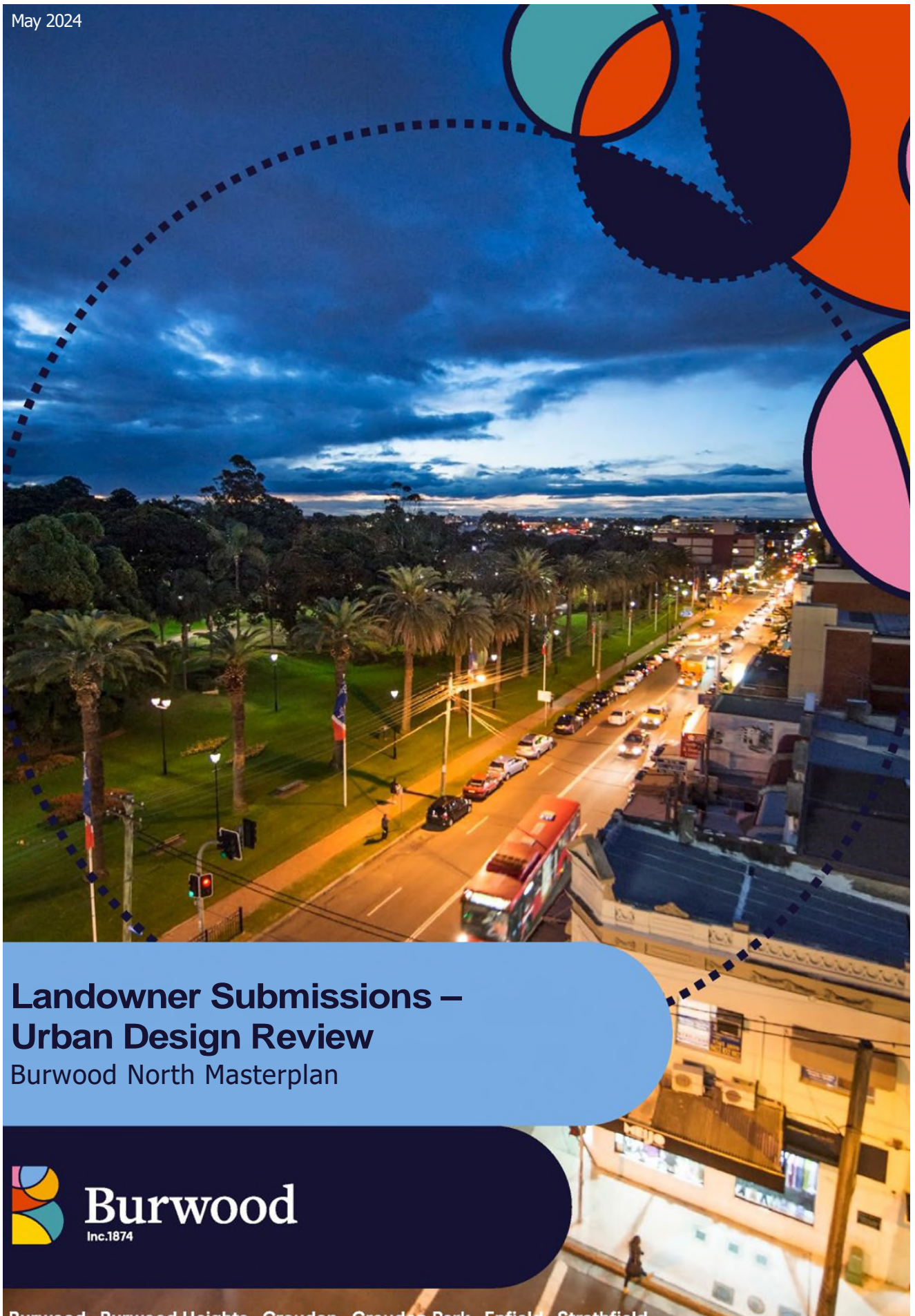
Tuesday 21 May 2024

6:00 PM

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May 2024



Landowner Submissions – Urban Design Review

Burwood North Masterplan



Burwood
Inc.1874

Burwood, Burwood Heights, Croydon, Croydon Park, Enfield, Strathfield

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Introduction

Purpose of this report

The purpose of this report is to undertake an urban design assessment of various land-owner or developer submitted proposals within the Burwood North Precinct Masterplan study area.

Several submissions by landowners requested changes to exhibited planning controls including floor space ratio, building heights, location of through site links, site amalgamation patterns, and location and delivery of open space and DCP controls.

Submissions were assessed with reference to the draft masterplan, NSW Government Policy changes and the quality of the resulting urban design outcome within the precinct.

Recommendations respond to the soundness of justifications of each proposal with the view to informing holistic changes in the draft masterplan.

Yellow shading denotes areas where site specific submissions were received.

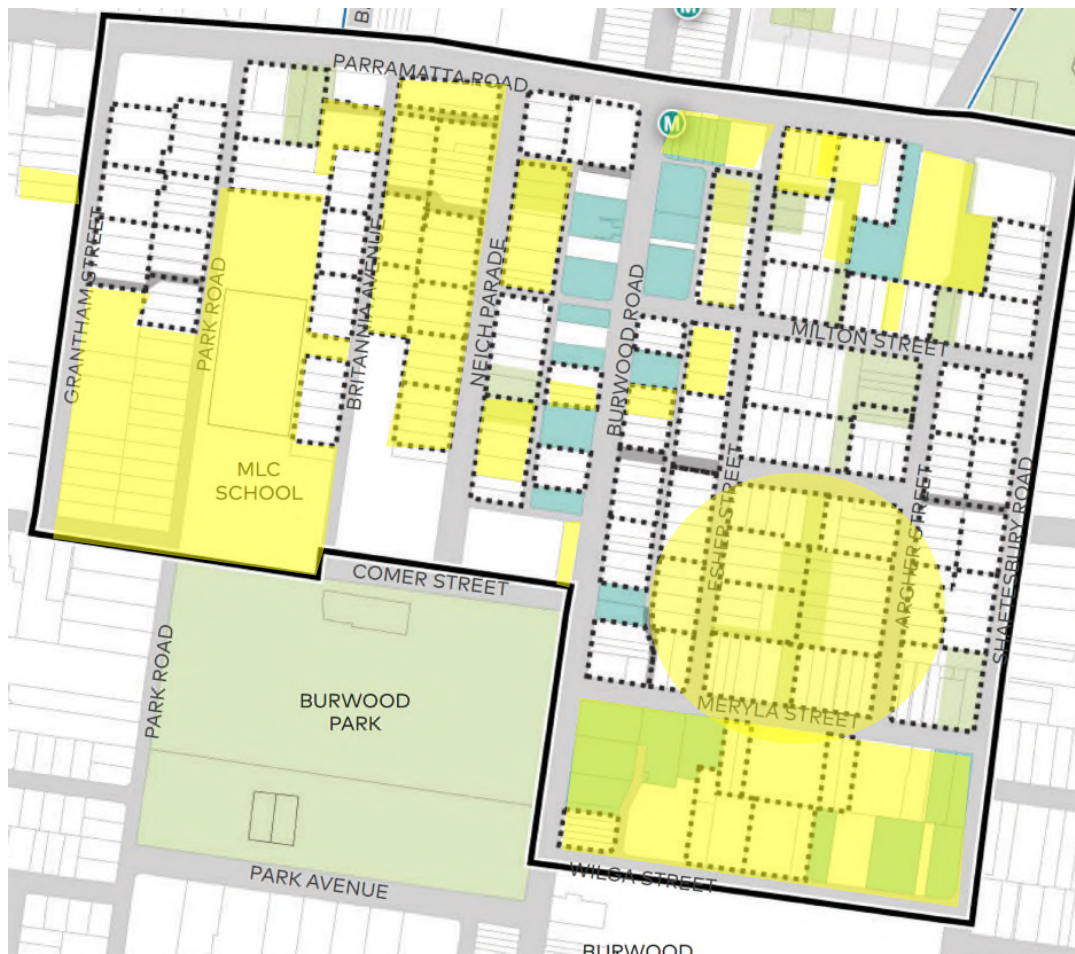


Figure 1 - Map of submissions received



Figure 2 - Block identification map

Overview of amendments to building density (FSR) and building heights (HOB)

Block Reference	Exhibited FSR and HOB	Proposed FSR and HOB	Comments
A1	2.5:1 28m	3:1 0m - 41m	Increase in FSR to align with proposed low to mid-rise SEPP provisions Additional HOB for provision of through site links
A2	2:1 20.5m	3:1 35m	Increase in FSR to align with proposed low to mid-rise SEPP provisions

Block Reference	Exhibited FSR and HOB	Proposed FSR and HOB	Comments
B1	2.5:1 0m & 28m & 50m	4:1 0m & 65m	Increase in FSR and HOB to deliver expanded open space (0m on open space)
B2	2:1 20.5m	3:1 0m, 15m, 28m & 41m	Increase in FSR to align with proposed low to mid-rise SEPP provisions
B3	2:1 20.5m	3:1 28m	Increase in FSR to align with proposed low to mid-rise SEPP provisions
C1	3:1 35m	3:1 0m, 35m	No change from exhibited 0m to through site link
C2	3:1 41m and 50m	3:1 35m and 50m	Reduction in HOB due to site orientation and building massing
C3	2.5:1 28m	3:1 0m, 28m and 35m	Increase in FSR to align with proposed low to mid-rise SEPP provisions
D1	4:1 41m and 65m	4:1 0m, 41m and 65m	No change from exhibited
D2	6:1 0m and 98m	6:1 0m and 98m	No change from exhibited
D3	6:1 0m and 98m	6:1 0m and 98m	No change from exhibited
D4	4:1 35m	4:1 35m	No change from exhibited
D5	4:1 0m and 65m	6:1 0m and 98m	Increase in FSR and HOB to deliver open space
D6	2.5:1 28m	4:1 28m and 65m	Increase in FSR and HOB to encourage

Block Reference	Exhibited FSR and HOB	Proposed FSR and HOB	Comments
			Redevelopment of strata titled units and provide activation across from park.
D7	4:1 15m	4:1 35m	Increase in HOB to align with adjoining MU1 zoned sites on Burwood Road
E1	4:1 35m	6:1 65m	Increase in FSR and HOB for MU1 above metro station
E2	4:1 35m	4:1 35m	No change from exhibited
E3	6:1 0m and 98m	6:1 0m and 98m	No change from exhibited
E4	4:1 15m and 35m	4:1 15m and 35m	No change from exhibited
E5	6:1 65m	6:1 65m	No change from exhibited
E6	4:1 50m	4:1 50m northern part of site 41m southern part of site	Reduction in HOB following urban design review and to minimise impact of overshadowing to open space to the south
F1	2.5:1 10.5m-35m	3:1 10.5-65m (portion of site)	Increase in FSR and HOB to align with proposed low to mid-rise SEPP provisions and realignment of delivery of open space
F2*	2.5:1 35m	3:1 10.5-65m (portion of site)	Increase in FSR and HOB to align with proposed low to mid-rise SEPP provisions and realignment of delivery of open space
F3	2.5:1 0m-28m	3:1 0m-10.5m-50m	Increase in FSR and HOB to align with proposed low to mid-rise SEPP provisions and realignment of delivery of open space
F4	6:1 0m-15m-98m	6:1 0m-15m -118m	Increase in HOB to provide site access and realignment of delivery of open space

Block Reference	Exhibited FSR and HOB	Proposed FSR and HOB	Comments
F5*	6:1 35m	6:1 0m-65m	Increase in HOB to provide site access and realignment of delivery of open space
F6	6:1 82m	6:1 0m-118m	Increase in HOB to provide site access and realignment of delivery of open space
F7	3:1 0m-41m	6:1 0m - 65m	Increase in FSR and HOB to provide site access and realignment of delivery of open space
F8	3:1 0m - 50m	4:1 0m-28m-65m	Increase in FSR and HOB due to realignment of delivery of expanded open space
F9	2.5:1 28m	4:1 0m-28m-65m	Increase in FSR and HOB due to realignment of delivery of expanded open space
F10	3:1 0m-50m	4:1 0m-28m- 65m	Increase in FSR and HOB due to realignment of delivery of expanded open space
G1	3:1 0m-20.5-50m-82m	4:1 0m-10.5m-28m-65m-82m-118m	Increase in FSR and HOB due to realignment of delivery of expanded open space
H1	3:1 0m-41m-50m-65m	4:1 0m-15m-65m-82m	Increase in FSR and HOB due to realignment of delivery of expanded open space
I1	2:1 18m	3:1 28m	Increase in FSR to align with proposed low to mid-rise SEPP provisions
I2	2.5:1 0m-50m	4:1 0m-82m	Increase in FSR and HOB due to realignment of delivery of expanded open space
J1	3:1 30m	4:1 30m-35m	Increase in HOB and FSR to align with MU1 on Burwood Road
J2	2:1	6:1	Increase in HOB and FSR to incentivise redevelopment of strata titled blocks, improve

Block Reference	Exhibited FSR and HOB	Proposed FSR and HOB	Comments
	15m	0m-35m-98m	development outcomes and delivery of open space
J3	3:1 30m	6:1 0m-30m-118m	Increase in HOB and FSR to incentivise redevelopment of strata titled blocks, improve development outcomes and delivery of open space
J4	2:1 15m	3:1 35m	Increase in HOB and FSR to incentivise redevelopment of strata titled blocks and improve development outcomes
J5	3:1 30m	3:1 30m	No change from exhibited version

Summary table of submissions

Block Ref.	Site Address	Recommendation
B1/B2	1A Britannia Ave	Supported with amendments
A & B	MLC School sites - Britannia Ave, Park Rd and Grantham St	Noted
C1, C2, C3 J1, J2, J3	Britannia Avenue and Neich Parade Meryla St and Wilga St	Supported with amendments
C3	17-23 Neich Parade, 25-31A Neich Parade, 12-20 Britannia Avenue, Burwood	Supported with amendments
C3	27 Neich Parade	Not supported
D2	10-22 Neich Parade	Not supported
D5	34-36 Neich Parade	Not supported
D5	38-40 Neich Parade	Supported with amendments
D4 & D7	25 Burwood Road & 35AA Burwood Road	Supported with amendments
E1	336B-344 Parramatta Road and 2 Burwood Road	Supported with amendments
E7	336-336A Parramatta Road (next to Metro site)	Supported
E3	1-15 Esher Street	Not supported
E3	1-15 Esher Street	Not supported
E4	32-34 Burwood Road	Not supported
E5	17-23 Esher St	Not supported
F1 & F4	326 Parramatta Rd & 332-334 Parramatta Rd	Not supported
F1 & F4	320-324 Parramatta Road	Supported with amendments
F3 F6 F7	Parramatta Road, Esher St Shaftesbury (Dan Murphy's site)	Supported with amendments
F9	9 Milton Street	Supported with amendments
H1	Block bounded by New St/ Archer/Meryla/Esher St	Supported with amendments
J4	2 & 4 Meryla Street	Supported with amendments
J2 & J5	22-32 Meryla Street and No.11-15 Wilga St	Supported with amendments
J2	Meryla St	Supported with amendments

Block Ref.	Site Address	Recommendation
J3	21-23 Wilga Street	Supported with amendments
J2 – J5	Meryla Street and Wilga St	Supported with amendments
	Masterplan study area	Not supported
	9 & 9A Grantham St	Not supported (outside study area)

Overview of individual submissions

Block B1/B2 - 1A Britannia Avenue

- Site consists of one 'L' shaped lot approximately 1600sqm site, consisting of townhouses.



Figure 3 - Aerial of subject site in submission (in red).

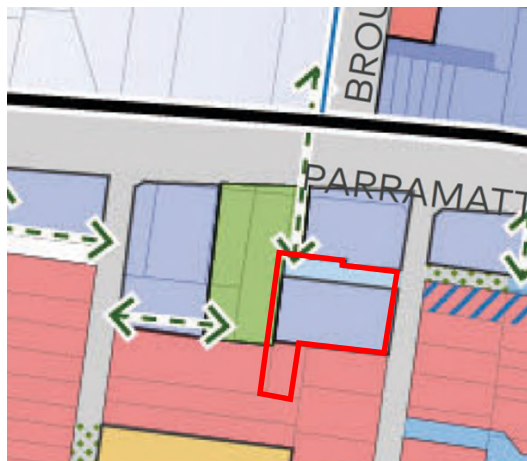


Figure 4 - Land Use Diagram – indicating subject site is split between mixed use and residential use and proposed laneway on northern boundary of subject site.

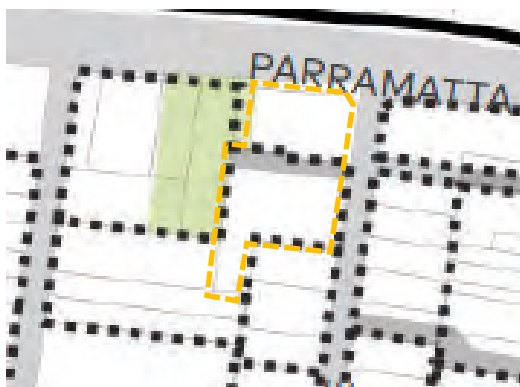


Figure 5 - Exhibited site amalgamation pattern (black dashed line) and suggested site amalgamation pattern to be included with adjoining site at No.374 Parramatta Road.

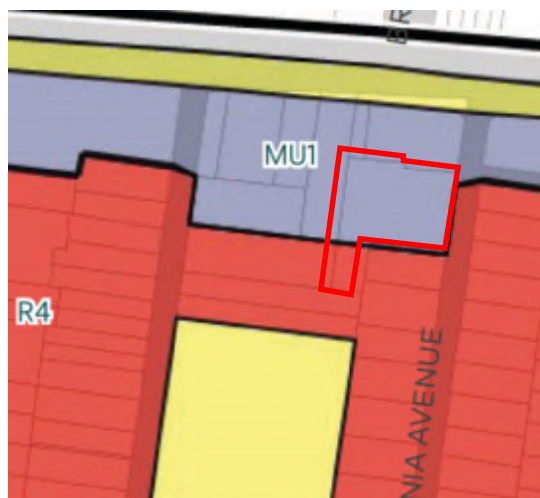


Figure 6 - Proposed LZN diagram in draft masterplan – indicating subject site is split between mixed use and residential use.

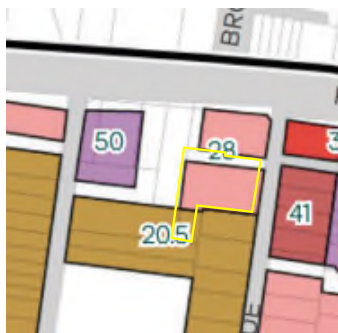


Figure 7 - Proposed HOB diagram in the draft Burwood North Precinct Masterplan with split heights on subject site.

Summary of submission

- Seeks to amend the proposed split zoning on subject site. Lot is 'L' shaped and is proposed to become part MU1 and R4 zoning suggests zoning of MU1 across entire site.
- Seeks increase in height limit to 50m and increase in FSR to 3:1 or above to enable optimum dwelling yield.
- Proposed site amalgamation pattern to 6-10 Park Road would require resolving dual zoning and differing FSR and height to consolidate.
- Only the northern part of the site would be developable with a further constraint of proposed laneway along northern boundary.
- Suggests amending site amalgamation pattern to include 1A Britannia Avenue and No.374 Parramatta Road. Would provide development site potential for 50m HOB and FSR 3:1 while conserving potential for ground level east-west shared path through site laneway.

Table 1. Summary of exhibited and requested controls for No.1A Britannia Avenue

Planning Controls	BLEP 2012	PRCUTS	Exhibited MP	Submission
Land Use Zone (LZN)	R1	R3	MU1 R4	MU1 across site
Building Height (HOB)	8.5m	21m	28m & 20.5m	50m
Floor Space Ratio (FSR)	0.85:1	2.4:1	2.5:1 and 2:1	3:1 or higher
Amalgamation requirement			With 6-10 Park Road	1A Britannia and 374 Parramatta Road

Recommendations

- The proposed removal of the split zoning for this site is supported.
- Recommended that Masterplan be amended
- The proposed amendment to the site amalgamation pattern to include No.1A Britannia Avenue and No. 374 Parramatta Road is supported. Recommended that Masterplan be amended.

- Post-exhibition amendments to the Masterplan should consider an increase in built form. Amalgamation with the property fronting Parramatta Road provides opportunity for better north-south orientation of built form to a greater height, and improved public domain. Recommended that Masterplan be amended to include additional height and density linked directly to the provision of public open space within the site.

Block A & B - MLC School - Britannia Avenue, Park Road and Grantham Street



Figure 8 - Aerial of school sites (from submission)

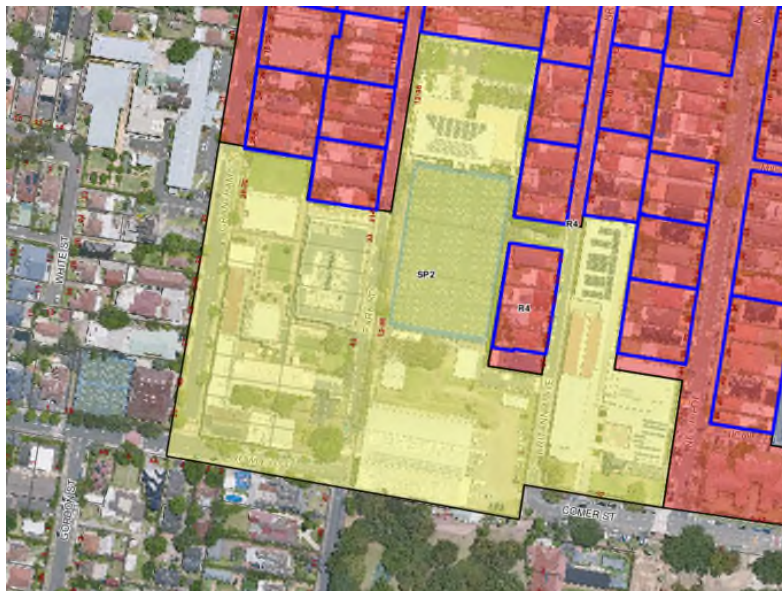


Figure 9 - Proposed SP2 Infrastructure (educational) land use zoning under draft Burwood North Precinct Masterplan.

Summary of submission

- Seeks reassurance that the SP2 land use zoning would be expanded to ensure compatibility with the required land uses and supporting facilities for MLC School as an education establishment.
- Supports the proposed increase to FSR for the MLC School, however request this is reviewed to allow for the school to grow commensurate with the scale of expectant change under the DBNM.
- Supports the removal of a maximum building height threshold on the Site.
- Supports the absence of building setbacks to the MLC School campus.
- Does not support the designation of Park Road as a shared space on Park Road due to the potential to significantly disrupt the current operation of the MLC School, the preference is for Park Road to be a one-way street.
- Supports the one-way traffic flow on Park Street, however request this is revised so that traffic flow is north only toward Parramatta Road.
- Requests the opportunity to engage directly with Burwood Council to discuss their operational requirements in terms of vehicles and access around the Site, in order to inform, the movement strategy for Park Road.
- Requests further guidance should be provided implementation of masterplan in planning controls.

Table 2. Summary of exhibited and requested controls for MLC School

Planning Controls	Burwood LEP	PRCUTS	Exhibited Draft Burwood North Master Plan	Submission from landowners
Land use zone	R2	R3	SP2 – (education establishments)	Supportive of change to LZN
Building height	8.5m	No HOB	No HOB due to SP2 zone	Supportive
Floor Space Ratio	0.55:1	No FSR	2:1	Capacity to go higher if required.
Setbacks			No setbacks along school land	Supportive

Recommendations

- That the Masterplan be amended to remove height and density controls from SP2 Infrastructure.
- Appropriate controls to be explored within the DCP including requirement to incorporate masterplan for school sites.

Blocks C1, C2, C3 - Britannia Avenue/Neich Parade and Blocks J1- J5 Meryla Street/Wilga Street

Summary of submissions

- Seeks an increase in FSR for block between Britannia Avenue and Neich Parade (from 2.5:1 and 3:1 to 3.5:1 and 6:1) to incentivise large amalgamations patterns to create larger developments and minimise smaller multiple developments especially in streets with homes on small land sizes. The setbacks proposed in the Masterplan will affect the development of these properties because of their small land size.
- Suggests relocating proposed cycleway to the boundary of Southern Cross College which will create easier access and better use for future residents and the college. Proposed location is close to the proposed cycleway in Britannia Lane.
- Seeks an increase in FSR for block between Meryla and Wilga Streets (from 2:1 and 3:1 to 6:1 FSR) due to proximity to Westfields and Burwood Park to incentivise redevelopment of older flats.

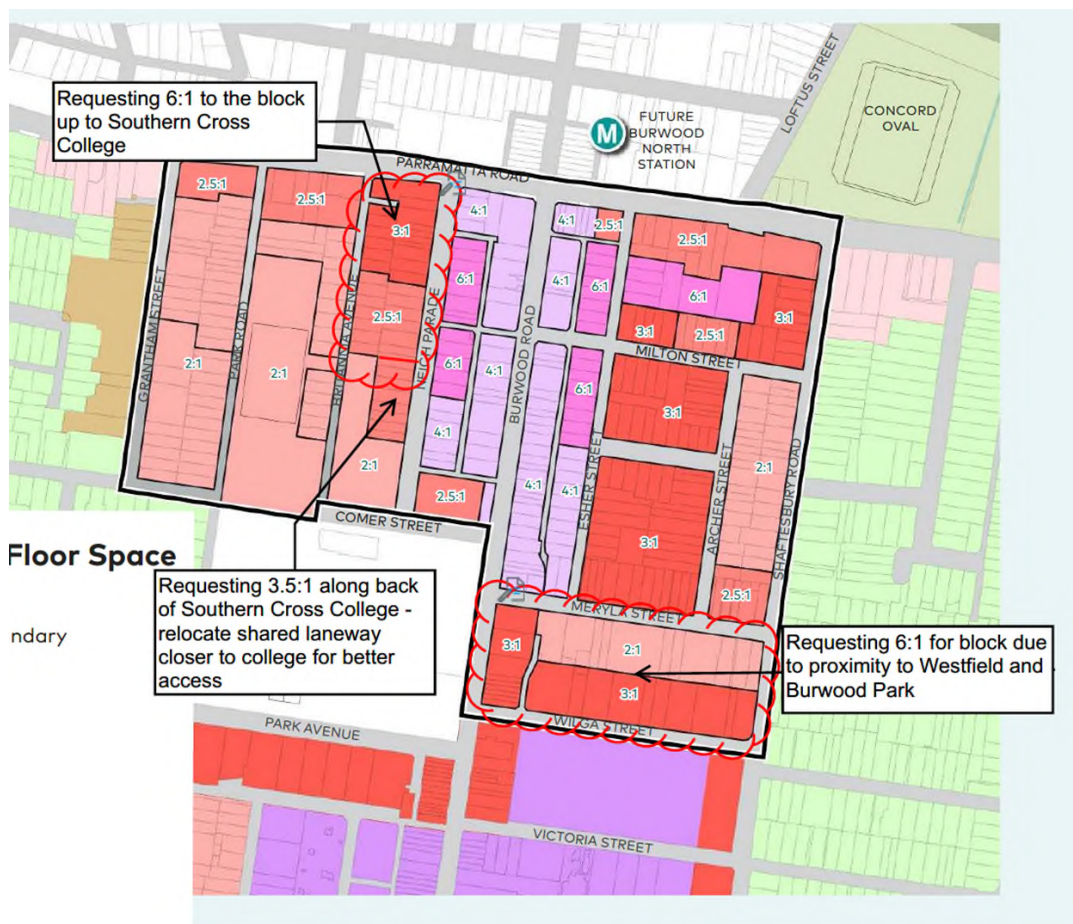


Figure 10 - Requested changes to FSR from submission

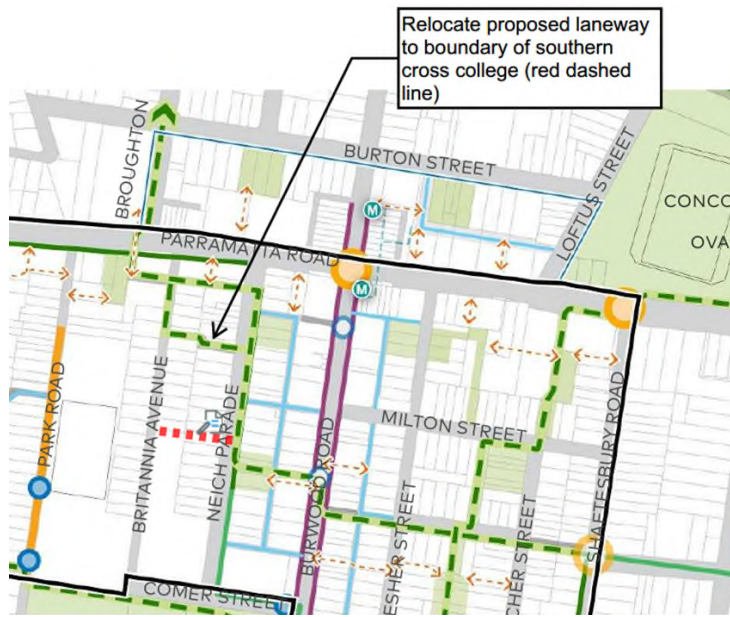


Figure 11 - Requested changes to location of cycleway further down block from submission

Table 3. Summary of exhibited and requested controls for Britannia Avenue/ Neich Parade & Meryla /Wilga Streets

Planning Controls	Burwood LEP	PRCUTS	Exhibited Draft Burwood North Master Plan	Submission from landowners
Land use zone Britannia Ave/ Neich Parade	E3 & R2	B4 and R3	MU1 & R4	No changes requested
Meryla St/Wilga St	MU1	Not within PRCUTS area	MU1	
Building height Britannia Ave/ Neich Parade	15m 8.5m 8.5m 15m	21m 17m	35m 41m/50m 28m 15m	No changes requested but assumed to align with request in FSR
Meryla St/Wilga St	30m	Not within PRCUTS area	30m	
Floor Space Ratio Britannia Ave/ Neich Parade	1.75:1 0.55:1	2.4:1 1.5:1	3:1 2.5:1 2.5:1	6:1 3.5:1
Meryla St/Wilga St	2:1 and 3:1	Not within PRCUTS area	2:1 and 3:1	6:1

Recommendations

- Post-exhibition amendments to explore an increase in the FSR between Britannia Ave and Neich Parade. An increase to the FSR on the lot fronting Parramatta Rd is not supported due to its specific site constraints including narrow lot dimensions, setback requirements and east-west orientation.

- Request to amend setbacks to Parramatta Road is supported, however request for other setback amendments is not supported. The lots fronting Neich Parade are tilted off-north increasing the overshadowing of the street, and the greater depth of these lots allows for the greater setback. Britannia Ave has a very narrow road reserve (9m), necessitating a greater setback for potential tree planting.
- The cycleway is subject to post-exhibition review. Note that the east-side alignment allows for connection between open spaces and services the greater number of proposed dwellings.
- That the Masterplan be amended to increase FSR between Meryla Street and Wilga Street to FSR 6:1 where linked directly to the provision of public open space within the redevelopment of amalgamated lots.

Block C3- 17-23 Neich Parade, 25-31A Neich Parade, 12-20 Britannia Avenue

Two submissions received for Block C3



Figure 12 - Aerial of subject sites of submissions –17-23 Neich Parade, 25-31 Neich Parade and 12-20 Britannia Avenue

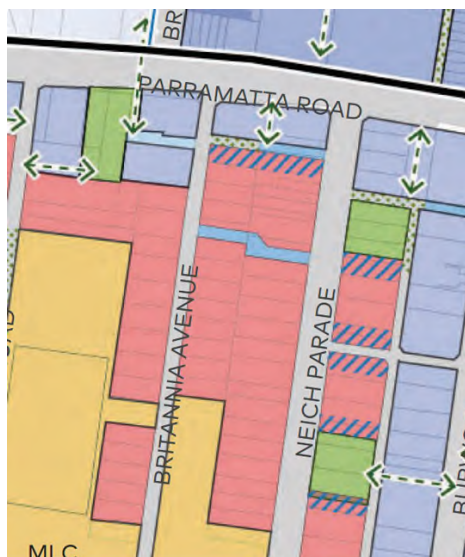


Figure 13 - Land use diagram - residential uses

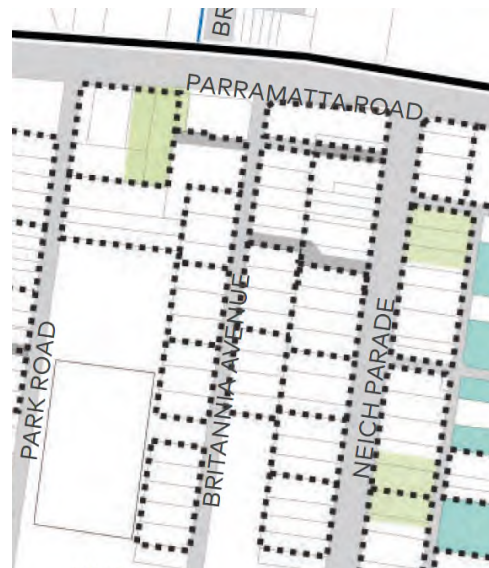


Figure 14 – Exhibited site amalgamation pattern

Summary of submission for 3 sites 17-23 Neich Parade, 25-31 Neich Parade and 12-20 Britannia Avenue

- Seeks increase in FSR by 20% due to development feasibility and the rising cost of development. Current site value as homes is worth more than proposed development sites under FSR of 2.5:1. Seeks increase in FSR to incentivise redevelopment of land.
- Transition of height between eastern side and western side of Neich Parade is unbalanced. Seeks increase in height for sites ranging from 35m to 50m to create capacity for improved solar access.

Table 4. Summary of exhibited and requested controls for 3 sites 17-23 Neich Parade, 25-31 Neich Parade and 12-20 Britannia Avenue

Planning Controls	Burwood LEP	PRCUTS	Exhibited Draft Burwood North Master Plan	Submission from landowners
Land use zone	R2	R3	R4	No change requested
Building height	8.5m	17m	28 m (8 storeys)	50m (15 storeys) for Site 1 35m (10 storeys) for Site 2 and Site 3
Floor Space Ratio	0.55:1	1.5:1	2.5:1	3:1
Affordable Housing			5%	Increase to 10%

Summary of submission for 27 Neich Parade

- Seeks greater FSR and HOB as proposed controls would result in lower property values than sites on eastern side of Neich Parade with proposed FSR of 6:1 and HOB of 98m.

Table 5. Summary of exhibited and requested controls for 27 Neich Parade

Planning Controls	Burwood LEP	PRCUTS	Exhibited Draft Burwood North Master Plan	Submission from landowners
Land use zone	R2	R3	R4	No change requested
Building height	8.5m	17m	28 m (8 storeys)	98m
Floor Space Ratio	0.55:1	1.5:1	2.5:1	6:1

Recommendations

- Post-exhibition amendments to explore an increase in the FSR up to 3:1 between Britannia Ave and Neich Parade.
- Post-exhibition amendments to explore an increase in height to 35m (10 storeys) to sites fronting Neich Pde to allow development on wider lots. Height to remain consistent with the exhibited Masterplan at 28m (8 storeys) on Britannia Ave where narrower north-south orientated sites allow for more efficient site planning.

Block D2 - 10-22 Neich Parade

- Masterplan identifies this as a key site to deliver approximately 1,335m² of open space at the northern end of the Site.



Figure 15 - Aerial of subject site of submission – 10-22 Neich Parade.

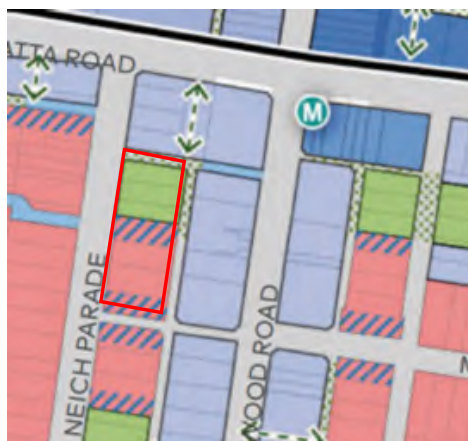


Figure 16 - The land use diagram suggests residential uses with retail uses on ground levels facing into the open space and along Milton St.

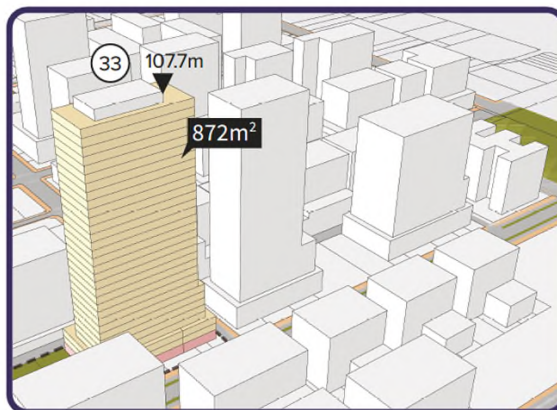


Figure 17 - Modelling provided in submission – of proposed increase in built form

Summary of submission

- Provides site modelling that seeks an increase in FSR from 6:1 to 7.1:1 and HOB to 33 storeys (108m).
- The tower floorplate of 750sqm GBA is also a limiting factor in meeting the true FSR for the development of the site. A gross floorplate of 875m² is preferred as the maximum GBA control in line with best practice.
- The height control in meters should be revised to reflect the true potential development outcome and increase floor-to-floor height standards.
- Adjust podium height controls to reflect the true height of up to 3-4 storeys, between 10.9m - 14.1m as a minimum.
- Concerned with providing residential uses on ground floor – recommends allowing additional non-residential uses to be introduced where the site fronts onto Neich Parade that will align with the Masterplan vision for active travel and the metropolitan character of the area.
- A 2m secondary setback is recommended along the northern edge.

Table 6 - Summary of exhibited and requested controls for 10-22 Neich Parade

Planning Controls	Burwood LEP	PRCUTS	Exhibited Draft Burwood North Master Plan	Submission from landowners
Land use zone	R2	R3	R4	No change requested
Building height	8.5m	32m	98m (30 storeys)	108m (33 storeys)
Floor Space Ratio	0.55:1	4:1	6:1	7.1:1
Tower floor plate	-	-	Maximum 750sqm GBA	Increase to max. 875 sqm GBA
Secondary Setback	-	-	3m	2m
Non-residential uses	-	-	Along northern side of building to activate public space	Entire ground floor

Recommendations

- FSR to be maintained as exhibited, 6:1 FSR with HOB at 98m (30 storeys), to be consistent with surrounding landholdings and potential built form and development outcomes.
- Post-exhibition amendments will consider an increase the minimum floor plate above 8 storeys to 850sqm GBA. This may facilitate greater design flexibility within the built form envelopes derived from the above HOB and FSR.

Block D5 - 34-36 Neich Parade and 38-40 Neich Parade

Two submissions prepared on behalf of individual owners of No.34 and No.36 Neich Parade, and 38-40 Neich Parade.



Figure 18 - Aerial of subject sites of submissions Nos. 34-36 Neich Parade and No.38-40 Neich Parade

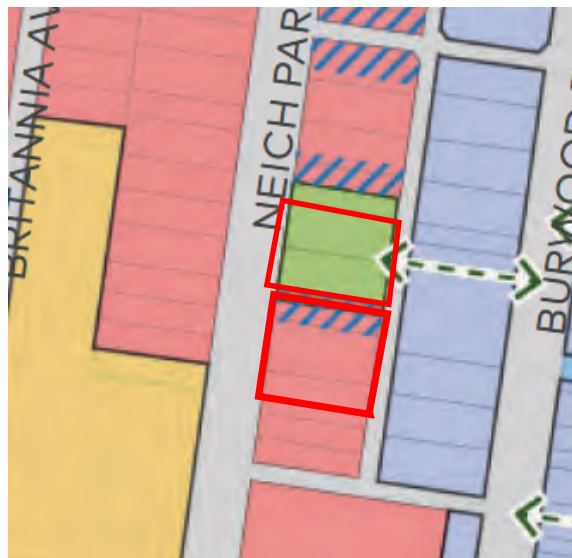


Figure 19 - Land use diagram suggests residential uses with ground floor retail and delivery of open space as part of site amalgamation of Nos. 34-44 Neich Parade.

Summary of Submission for 34-36 Neich Parade

- Seeks removal of open space requirement and increase in HOB and FSR to 65m and 4:1 across both lots.
- Identification of site for open space is unreasonable and would sterilise the land from future development in line with surrounding area.
- The quality of the proposed open space to be provided will be low and will not meet the solar access objectives in the masterplan. Contests the need for additional open space so close to Burwood Park and the capacity of Burwood Park.
- Proposed rezoning and requirement to provide open space is restrictive and significantly devalues the land with no details on council's acquisition.

Table 7. Summary of exhibited and requested controls for 34 and 36 Neich Parade

Planning Controls	Burwood LEP	PRCUTS	Exhibited Draft Burwood North Master Plan	Submission from landowners
Land use zone	R2	R3	R4	No change requested
Building height	8.5m	17m	65m and 0m for portion identified for open space	65m on both lots
Floor Space Ratio	0.55:1	1.5:1	4:1	4:1

Open space	-	-	Provision of open space	Remove open space OR plan for acquisition of sites.
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Recommendations

- Request to remove open space requirement is not supported. Amalgamation of 34-36 Neich Pde with adjacent lots is a requirement of the Master Plan to ensure development rights are pooled across sites and the provision of public open space is delivered in line with the increased resident and worker population.
- Post-exhibition amendments to consider an increase up to FSR 6:1 and HOB to 98m to be consistent with similar development sites linked directly to the provision of Public Open Space.

Summary of Submission for 38-40 Neich Parade

- Seeks an increase in HOB and FSR for the site to 98m and 6:1.
- Considers no justification for lower HOB and FSR compared to adjoining sites due to location and high level of accessibility to transport, services and open space.
- Sites should increase in height and density towards Burwood Park and create a gateway into precinct.

Table 8. Summary of exhibited and requested controls for 38-40 Neich Parade

Planning Controls	Burwood LEP	PRCUTS	Exhibited Draft Burwood North Master Plan	Submission from landowners
Land use zone	R2		R4	No change requested
Building height	8.5m		65m and 0m for portion identified for open space	98m
Floor Space Ratio	0.55:1		4:1	6:1

Recommendations

- Amalgamation of 38-40 Neich Pde with adjacent lots is a requirement of the Masterplan to ensure development rights are pooled across sites and the provision of public open space is delivered in line with the increased resident and worker population.
- Post-exhibition amendments to consider an increase up to FSR 6:1 and HOB to 98m to be consistent with similar development sites linked directly to the provision of public open space.

Block D4 and D7 - 25 Burwood Road and 35AA Burwood Road

This submission was made on behalf of some of the landowners of two sites being Nos.25-25A Burwood Road and No.35AA Burwood Road.



Figure 20 - Aerial of subject site beings No. 25-25A Burwood Road and No.35AA Burwood Road.

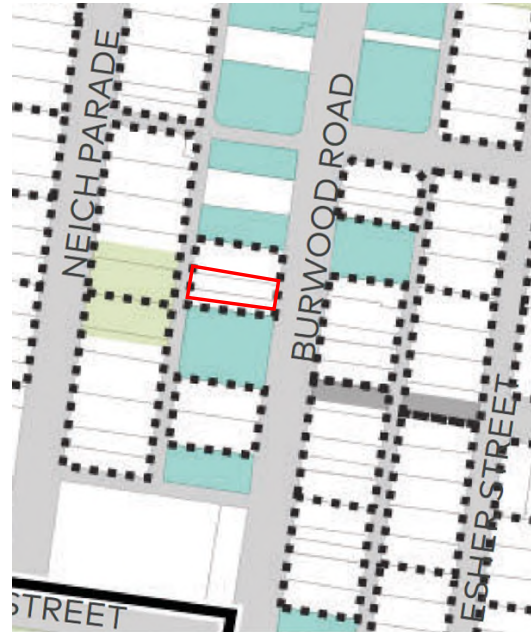


Figure 21 - Pedestrian through-site link and cycleway

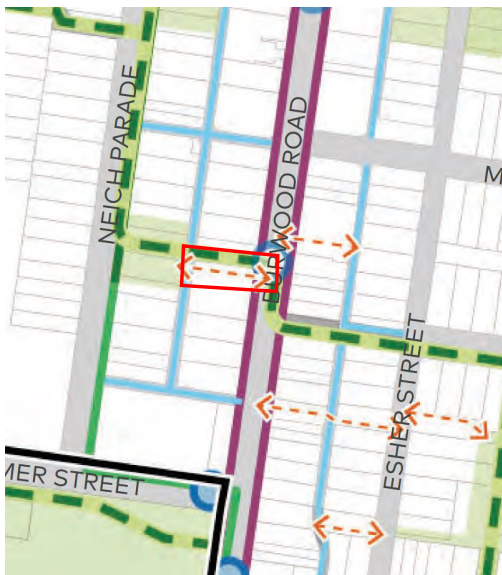


Figure 22 - Site amalgamation pattern

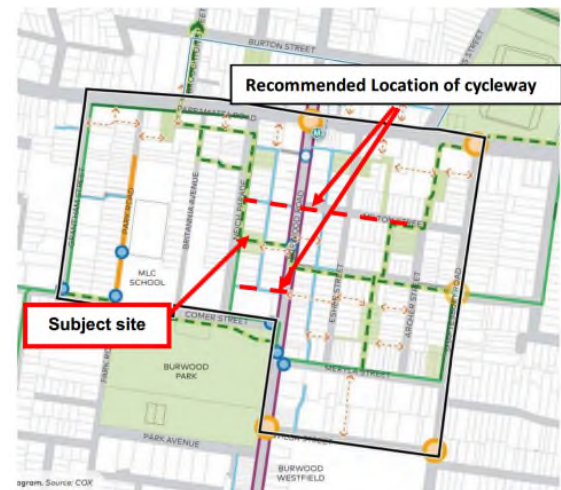


Figure 23 - Suggested location in submission

Summary of submission for 25-25A Burwood Road

- No objection in principle to the provision of a pedestrian link (subject to site amalgamation with 21 Burwood Road) through the site at the ground floor level adjoining commercial space creating activation of the pedestrian link.
- Concerned proposed cycleway is unnecessary burden on site. Suggests relocation of cycleway (see diagram) relocation of cycleway along Milton Street and Nicoll Lane.
- 25-25A Burwood Road should not be burdened by a pedestrian link over site if site amalgamation is not achieved.
- No density bonus provided for the provision of pedestrian link / public benefit. Adjoining lot 21 Burwood contains 9 strata lots. Suggests FSR bonus provision within the Burwood LEP that as a minimum corresponds to the floor area dedicated to the pedestrian link at the ground floor of any future development of an amalgamated site.

Table 9. Summary of exhibited and requested controls for No.25-25A Burwood Road

Planning Controls	Burwood LEP	PRCUTS	Exhibited Draft Burwood North Master Plan	Submission from landowners
Land use zone	MU1	MU1	MU1	No change requested
Building height	30m	32m	35m	37.5m
Floor Space Ratio	3:1 (2.7:1 max residential)	4:1	4:1	Seeking FSR bonus for provision of pedestrian link
Additional requirements	-	-	Pedestrian through-site link and cycleway	No pedestrian link requirement if no site amalgamation is achieved. No cycleway requirement

Recommendations for 25-25A Burwood Rd

- Supports suggestion to review location of cycleway and the through-site link should be pedestrian only, at ground level.
- The site benefits from the increased amenity and desirability of the significant amount of open space (provided by others) adjacent to the west edge of the site. A through-site link potentially provides access to this amenity from dwellings within the site as well as their address to Burwood Road. It is considered that the proposed controls allow for feasible development and no further bonuses are required to deliver the through-site link.

No. 35AA Burwood Road, Burwood

Located on the corner of Burwood Road and Comer Street and consists of a recent development of 5 storey mixed-use building with roof terrace with a height greater than 18m. The site adjoins a strata titled property (54 lots) older style low-rise residential flat building at No. 3-13 Comer Street.

Draft masterplan proposes reduction in height from 30m to 18m and increase in FSR from 3:1 to 4:1.



Source: Google Maps

Figure 24 –Photos of subject site from submission

Summary of submission

- Mismatched density and height controls of 4:1 FSR and 18m HOB.
- Proposes 35m HOB should be applied to the site for consistency with the building height on Burwood Road to allow for future redevelopment and potential additions to existing building.

Table 10. Summary of exhibited and requested controls for 35AA Burwood Road

Planning Controls	Burwood LEP	PRCUTS	Exhibited Draft Burwood North Master Plan	Submission from landowners
Land use zone	MU1	MU1	MU1	No change requested
Building height	30m	32m	18m	35m
Floor Space Ratio	3:1 (2.7:1 max residential)	4:1	4:1	No change requested

Recommendation

- Post-exhibition amendments to consider an increase to 35m HOB to be consistent with adjacent HOB along Burwood Road.

Block E1 - 336B-344 Parramatta Road and 2 Burwood Road



Figure 25 - Aerial image of the subject site (outlined in blue).



Figure 26 - Land Use diagram indicating commercial use

Site location:

- This submission was made on behalf of landowners of 336B-344 Parramatta Road and 2 Burwood Road being NSW Transport (Sydney Metro).
- The subject site is located on the corner of Parramatta Road and Burwood Road (identified in Figures 25 and 26) and is the site for the Burwood North Metro Station entrance on the southern side of Parramatta Road which links via an underground pedestrian tunnel to the station located on the northern side of Parramatta Road.

Summary of submission:

- The draft Masterplan proposes a 0m primary setbacks along all frontages and with a 3m and 6m upper level setback to Parramatta Road and Esher Lane respectively.
- Concern is raised with respect to the shared lane in Esher Lane as this will impede vehicular access to site.
- It is recommended to continue to collaborate with Sydney Metro to determine the appropriate built form typology and controls applying to the station site. Refer to Figure 27 for Stage 3 CSSI built form envelopes for the Sydney Metro West Burwood North precinct.

Recommendations

- Post-exhibition amendments to consider an increase up to FSR 6:1 and HOB to 65m similar to adjoining site.

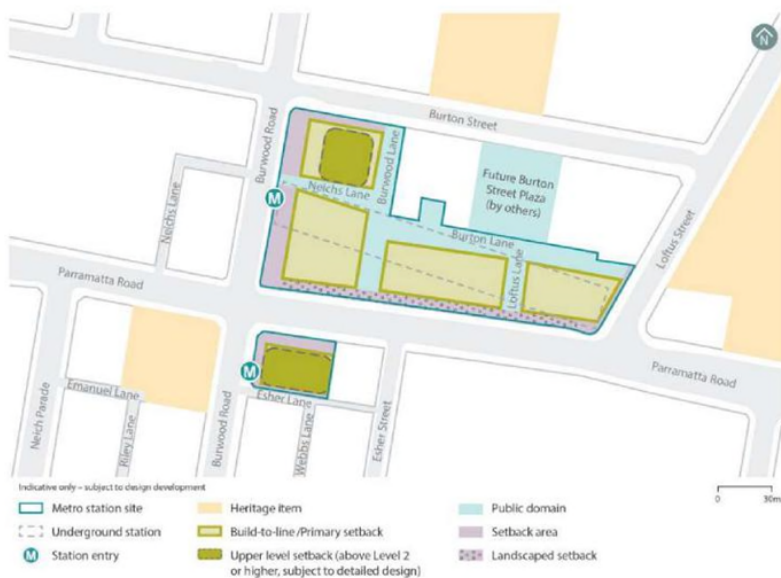
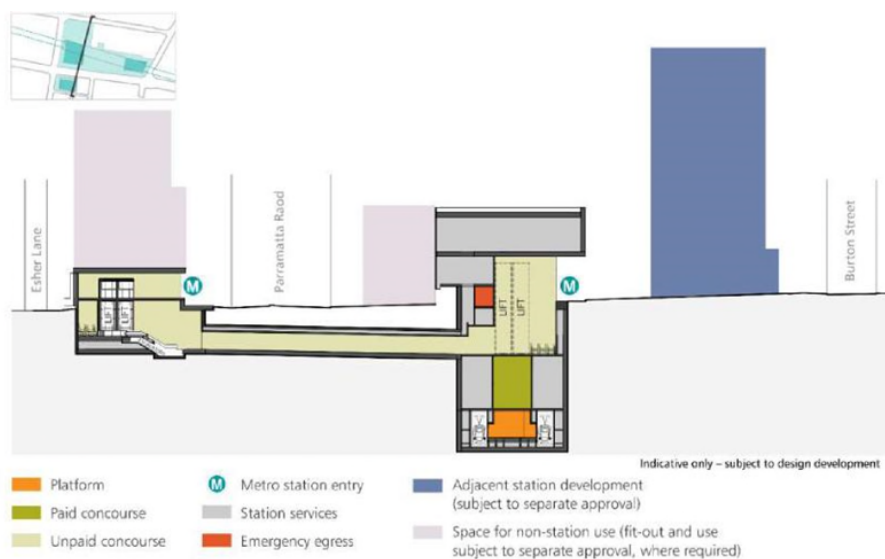


Figure 27 - Indicative Burwood North precinct layout and built form envelope approved under Stage 3 CSSI for Sydney Metro West Rail infrastructure, stations, precincts and operations (SSI-22765520)

Block E7 - 336-336A Parramatta Road

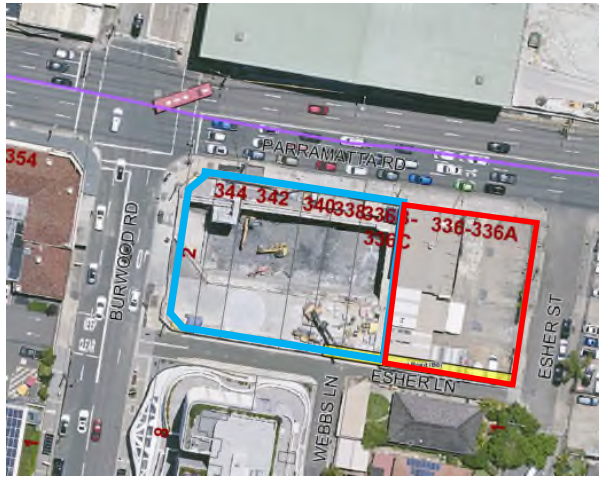


Figure 28 - Aerial image of the subject site Nos.336-336A Parramatta Road (outlined in red).



Figure 29 - Indicating proposed open space to the south of the subject site.

Site location:

- This submission was made on behalf of landowners of Nos.336-336A Parramatta Road, Burwood. The subject site is located on the corner of Parramatta Road and Esher Street close to the intersection of Burwood Road (identified in Figure 28 in red outline above).
- The site adjoins the Metro station entrance site at 336B Parramatta Road, on the corner of Burwood Road and Parramatta Road (outlined in blue). The subject site consists of single storey commercial building and handstand area for motorcycle sales. A portion of the site is identified under BLEP for dedication for road widening along Esher Lane (identified in yellow).
- Under the draft masterplan, this site and the adjoining Metro Station site have been identified in the land use diagram in Figure 66 of the draft Masterplan, for commercial use. The site is located to the north of proposed open space on Esher Street. The draft HOB and FSR for this site reflect the solar access needs of the proposed open space to the south of Esher Lane. The setbacks diagrams (Figure 73 and 74) of the draft Masterplan indicate a pedestrian through-site link from Esher Lane to Parramatta Road on the subject site, however this is not reflected in the any other diagrams.

Summary of submission:

- Seeks an increase in building height from the exhibited 28m (approximately 8 storeys to 65m (approximately 20 storeys) and 2.5:1 FSR to 6:1 FSR, and to amend the proposed land use from fully commercial to allow mixed use (residential shop-top housing).
- Provides a commercial office market appraisal that suggests exclusive commercial office space is experiencing decreasing demand and high vacancy rates in Burwood when compared to high demand for housing across Sydney.

- Suggests allowing this site to have mixed use development and requiring other sites across the precinct to provide a minimum 10% non-residential component would:
 - contribute towards housing supply
 - make re-development becomes feasible since residential and tourist accommodation will outprice office space on the upper levels where distant views can be enjoyed
 - result in a more equitable impact on residual land values across multiple sites
 - spread the employment activity across multiple sites and improves street activation

- A mixed-use development on the subject site is more aligned to the LSPS's vision for the future role of Burwood as a "complete mixed-use centre rather than a more concentrated commercial centre". A mixed-use development with ground and first floor non-residential is consistent with the proposed MU1 – Mixed Use zone for this site under the draft Masterplan.

- Demonstrates through site massing, that their proposed building envelope accommodates a taller slender tower with a 4 storey podium and 20 storey tower, with little or no impact to the surrounding residential fabric with the following benefits:
 - Equal distribution of economically viable commercial space throughout the precinct in the best locations and activation of the podium streetscape
 - Road widening to Esher Lane to facilitate the servicing and public domain for the future area.
 - Provision of a through site link as per the MP.
 - Provision of basement access for the metro site which has a basement which has compromised amenity.
 - Provision of a retail activated public domain that reinforces the metro public domain.
 - Provision of much needed residential yield adjoining a metro station in line with recent State Government initiatives to maximise yield selected metro precincts.
 - Reinforces and compliments the massing as set out in the master plan.

- Suggests that discussions have commenced with the Sydney Metro team regarding the concept of providing shared vehicular access and parking arrangements for the adjacent metro site on this subject site.

Table 11. Summary of exhibited and requested controls for Nos.336-336A Parramatta Road, Burwood.

Planning Controls	BLEP 2012	PRCUTS	Exhibited MP	Submission from owners
Land Use Zone (LZN)	E3 – Productivity Support	B4 – Mixed Use	MU1 – Mixed Use Identified for commercial use (Land Use Diagram Fig.66)	Allow mixed use with commercial 10% of GFA at ground level and L1 with shop top housing above
Building Height (HOB)	15m	32m	28m	65m (20 storeys)
Floor Space Ratio (FSR)	1.75:1	4:1	2.5:1	6:1

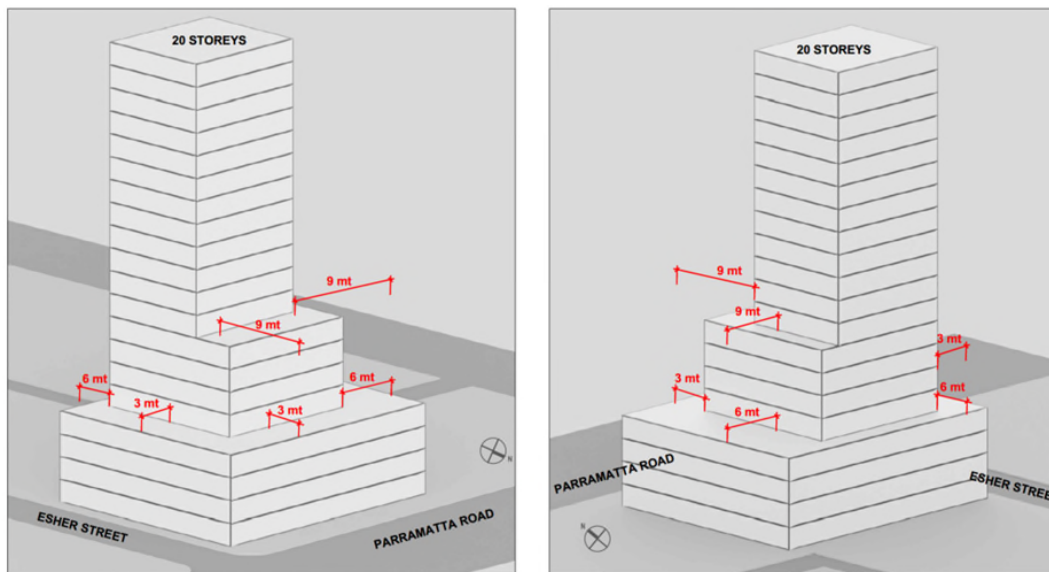


Figure 30 - Extract from submission - Proposed envelope conceptual site massing for Nos.336-336A Parramatta Road (Source: Tony Owen).

Comments

- Constrained site adjoining metro station site.
- Draft Masterplan proposes lower HOB and FSR than PRCUTS.

Recommendations

- Post-exhibition amendments to consider an increase up to FSR 6:1 and HOB to 65m.

Block E3 - 1-15 Esher Street

Two independent proposals were received for this site.

Site location:



Figure 31. Aerial image of the subject site Nos.1-15 Esher St (outlined in red).

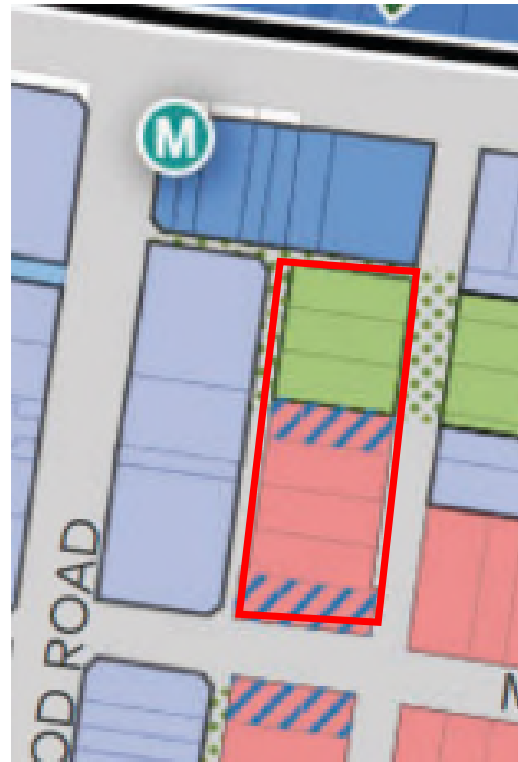


Figure 32. Exhibited land uses - proposed open space (indicated in green), and ground floor retail (blue hatch)

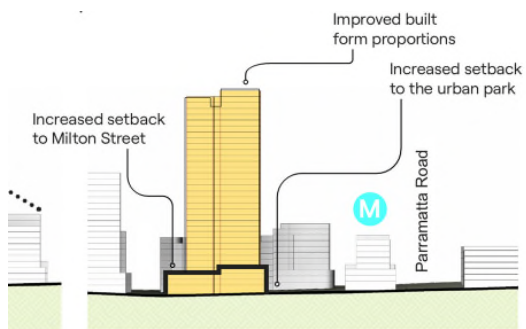
Site location:

- The subject site is located at 1-15 Esher Street, bounded by Esher St, Esher Lane, Webbs Lane and Milton Street and consists of 8 lots with residential dwellings.
- Under the draft Masterplan, this site is identified as a key site for the delivery of proposed open space, with remaining residential land use and ground floor retail use along Milton Street and edge of proposed open space for activation.
- The proposed FSR and HOB reflect the redistribution of GFA from the proposed open space to the developable portion of the site.

Proposal A

Summary of Submission

- Seeks an increase in building height from the exhibited 98m (approximately 30 storey tower) to 112m (approximately 34 storeys) and modifications to setbacks and podiums. No increase in FSR has been requested.
- Provides built form testing of three options to demonstrate that preferred option of increasing height to 112m (34 storeys) with a slightly larger proposed open space of 1,300 sqm. Provides preliminary testing for an option to increase to 40 storeys.
- To enable redevelopment of the key site, submission suggests that draft MP requirement for solar access to public open spaces should not apply to this site as detailed built form testing confirms less than 5% of the proposed open space may achieve 2 hours of sunlight between 9am and 3pm during mid winter. Solar access diagrams are provided to demonstrate this and how a taller slender building will result in faster moving shadows.
- Building separation to western site interface is compromised due to nil setback on existing adjacent properties along western side of Webbs Lane. The existing development includes habitable windows overlooking the subject site. Future development may compromise the outlook of existing east facing units.
- The distribution of buildings heights under draft MP does not reflect the identified opportunities or take into account the topography of the precinct. Allocation of maximum building heights near the metro would strengthen the urban form profile (justification for greater height).
- Suggests the draft MP fails to provide strong principles to guide the delivery of harmonious streetscape proportions along Milton St and Esher St. The distribution of heights delivers a fragmented street wall profile and undesirable built form proportions.
- The proposal seeks:
 - Increased setback from 0m to 3m to increase the size of the public open space with improved solar access.
 - Increased tower height to improve building form and emphasis above the Metro Station entry to announce the location of the public transport node.
 - Increased northern podium setback ensures some improved outlook and daylight access to the adjacent property to the west located at No.10-12 Burwood Road
 - Consolidated tower footprint to enable reduced building heights at the southern end of the site (from 3m to 11m on secondary setback) allows for improved outlook to the adjacent development at No. 18-22 Burwood Road.
 - Stepped podium heights and tower profile to promote slender tower proportions.



Esher Street Elevation

Figure 33 - Extract from submission 1-15 Esher St (Proposal A) – Built form testing explores increased podium and tower setbacks with massing transferred to the upper tower levels. (Source: GYDE)

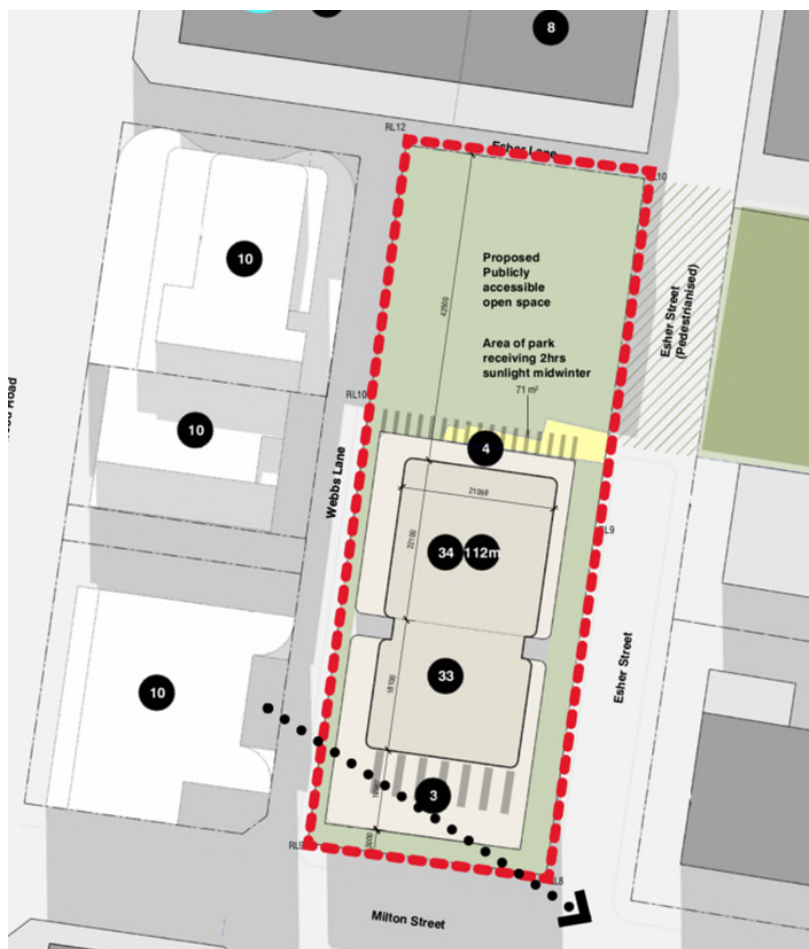


Figure 34 - Extract from submission 1-15 Esher St (Proposal A) – Built form testing explores increased podium and tower setbacks with massing transferred to the upper tower levels. (Source: GYDE)

Table 12. Summary of exhibited and requested controls for Nos.1-15 Esher Street – Proposal A (JVUrban/Develotek)

Planning Controls	BLEP 2012	PRCUTS	Exhibited MP	Submission from owners (option 2)
Land Use Zone (LZN)	R2 – Low Density Residential	R3 – Medium Density Residential	R4 – High Density Residential	No change requested
Building Height (HOB)	8.5m	32m	98m on part site 0m for open space	112 m (34 storeys)
Floor Space Ratio (FSR)	0.55:1	4:1	6:1	No change requested
Setbacks (primary) Secondary			Esher St 4m Milton St 3m Webbs Lane 2m Open Space 0m Esher St 2m Milton St 3m Webbs Lane 4m Open Space 3m	Esher St 4m Milton St 3m Webbs Lane 2m Open Space 3m Esher St 2m Milton St 11m Webbs Lane 4m Open Space 3m

Proposal B

Issues raised in submission:

- This submission seeks an increase in building height from the exhibited 98m (approximately 30 storey tower) to 127m (approximately 39 storeys) and modifications to setbacks and podiums. No increase in FSR has been requested.
- Provides built form testing of three options:
 - *Scenario 1.* Built form as per draft masterplan. The residential built form footprints and heights as illustrated in the Building Heights Diagram is unable to achieve the desired FSR of 6:1. The Building Heights Diagram shows three heights mapped across the site (0m, 28-30m and 98m). This achieves an FSR of 4.94:1.
 - *Scenario 2.* Increase height to 37 storeys. An additional 9 storeys and 27m (37 storeys total and 125m) would be required (including an additional rooftop plant level) to achieve an FSR of 6:1.
 - *Scenario 3.* There is a discrepancy between the Building heights diagram and the Proposed Height of Buildings diagram in the Masterplan. The Building Heights diagram has a finer grain approach with the southern portion of the building mass with an 8 storey component. The Height of Buildings Diagram does not reflect this 8 storey portion. Modelling was undertaken to understand the opportunities of having a larger tower footprint that was setback only 6m off the Milton Street boundary. The desired FSR of 6:1 was easily achieved.
- Scenario 2 is outcome is preferable over extending the tower footprint, as it results in greater building separation to the south, reduced over shadowing and a slenderer and efficient building footprint which is able to achieve greater solar amenity and cross ventilation for future apartments.



Figure 35 - Comparison of Tower form Scenario 1 (30 storeys MP), Scenario 2 (37 storeys) vs Scenario 3 (30 storeys with extended tower footprint)

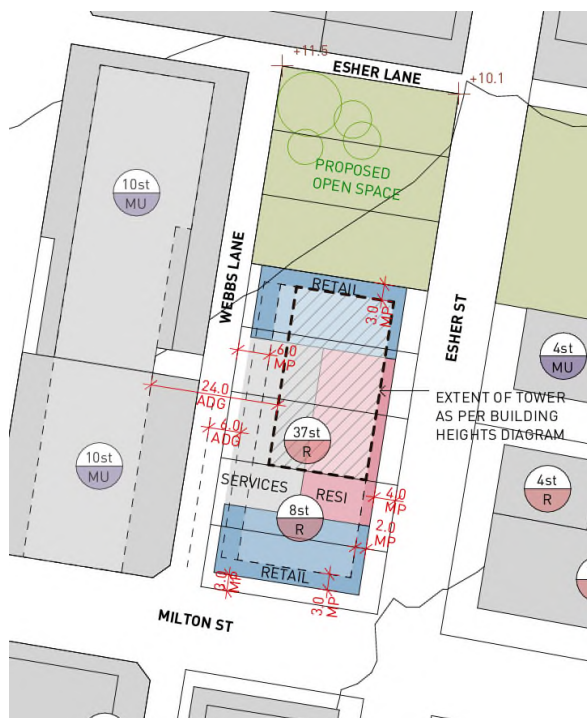


Figure 36 - Extract from submission 1-15 Esher St (Proposal B) – Built form testing Scenario 2 - 37 Storeys (Source: Smith and Tzannes)

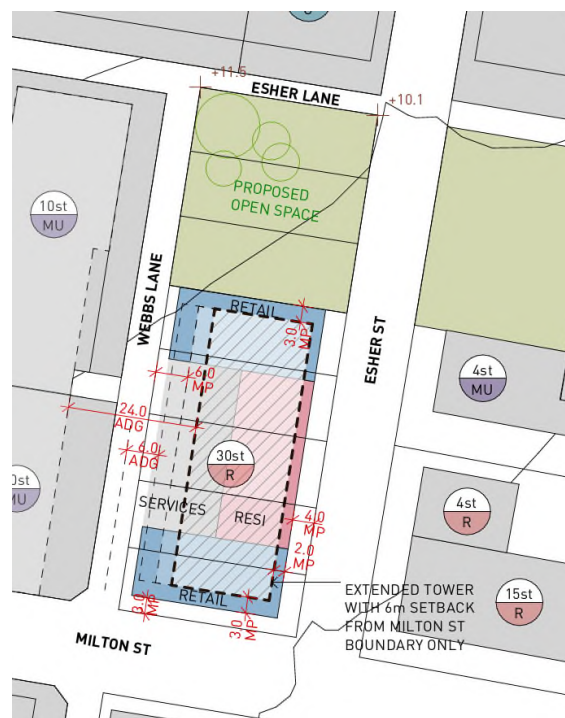


Figure 37 - Extract from submission 1-15 Esher St (Proposal B) – Built form testing Scenario 3 – 30 storeys Upper tower footprint extended to the south (Source: Smith and Tzannes)

Table 13. Summary of exhibited and requested controls for Nos.1-15 Esher Street – Proposal B

Planning Controls	BLEP 2012	PRCUTS	Exhibited MP	Submission from owners (Scenario 2)	Scenario 3
Land Use Zone (LZN)	R2 – Low Density Residential	R3 – Medium Density Residential	R4 – High Density Residential	No change requested	No change requested
Building Height (HOB)	8.5m	32m	98m on part site 0m for open space	127 m (39 storeys)	Consistent with MP
Floor Space Ratio (FSR)	0.55:1	4:1	6:1	No change requested	Consistent with MP
Setbacks / building footprint				Consistent with MP setbacks	Upper level tower footprint extended with 6m setback from Milton St Boundary only

Recommendations for Block E3

- FSR to be maintained as exhibited, 6:1 FSR with HOB at 98m (30 storeys), to be consistent with surrounding landholdings and potential built form and development outcomes.
- Post-exhibition amendments will consider an increase the minimum floor plate above 8 storeys to 850sqm GBA. This may facilitate greater design flexibility within the built form envelopes derived from the above HOB and FSR.
- Any setback from the proposed public space should be from its boundary and not reduce the area of required public space.
- Minimum setbacks to Milton Street to be maintained (noting increase to maximum tower GBA).

Block E4 - 32-34 Burwood Road

Submission prepared on behalf of owners of Nos.32-34 Burwood Road

This site has an active DA consent for a change of use for Level No's 1 & 2 of a 9 storey Mixed Use Development (DC No. 39/2017 issued on 26/02/20) from a 20 room boarding house to a total of 10 residential apartments and adjustments to car parking arrangements (DA 60/2022 issues 23/3/23).

A modification is under assessment for the conversion of boarding house units on Levels 1 and 2 and increase from 10 to 12 residential apartments, change to floor to floor heights, minor amendments to the basement levels, additional car parking.



Figure 38 - Aerial of subject site of submission – Nos 32-34 Burwood Road.

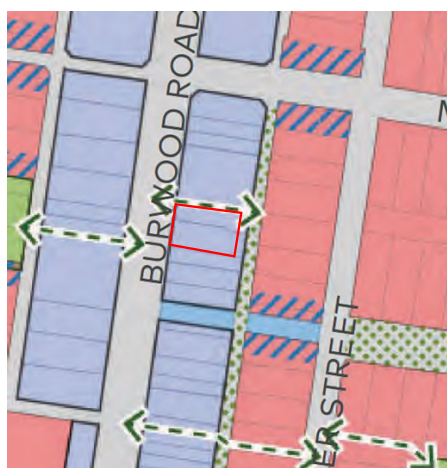


Figure 39 - Land use diagram with through site link

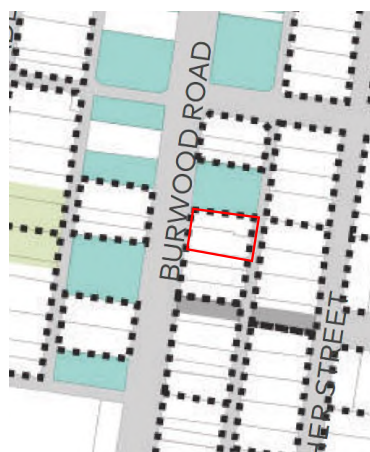


Figure 40 - Site amalgamation pattern

Summary of Submissions

- Minimum lot size requirement of 1,500sqm is considered excessive due to small lot sizes and unrealistic price expectations from landowners. Previous lot site was 500sqm. Masterplan would not be delivered in its entirety. Recommends minimum lot size of 800sqm.
- Proposed through site link at the northern boundary of No.32 Burwood Road is unnecessary and serves little purpose between Burwood Road and Webbs Lane. The proposed through site link along No. 40 Burwood Road already provides a pedestrian link for properties to the east of Burwood Road. Notes there is only one link proposed along the western side of Burwood Road.
- Proposed building height at 32-34 Burwood Road of 35m does not align with the proposed FSR of 4:1. Recommends increase to 37.5m to accommodate FSR.

Table 14. Summary of exhibited and requested controls for 32-34 Burwood Road

Planning Controls	Burwood LEP	PRCUTS	Exhibited Draft Burwood North Master Plan	Submission from landowners
Land use zone	MU1	MU1	MU1	No change requested
Building height	30m		35m	37.5m
Floor Space Ratio	3:1 (2.7:1 max residential)		4:1	No change requested

Recommendations

- Requested amendments are not supported.
- The minimum lot size of 1,500 sqm for the delivery of medium/high density apartment buildings should be maintained. It ensures better urban design outcomes than result from the current control, where each small development site requires separate residential and commercial lobbies; inefficient basement parking and obtrusive driveway access; garbage storage and access; services infrastructure and fire control equipment/panels; etc. The intent of the Masterplan is to reduce the impact of the above items on streetscapes and promote the activation of laneways.
- The through-site link at ground level is designed to increase connectivity to the laneways where possible.
- The HOB of 35m is to maintain the current character of Burwood Rd, and achieving the 4:1 FSR within this height is facilitated by the minimum 1,500 sqm lot size and subsequent reduction of the duplication of building elements.

Block E5 - 17-23 Esher Street



Figure 41 - Aerial image of the subject site Nos.17-23 Esher St (outlined in red).

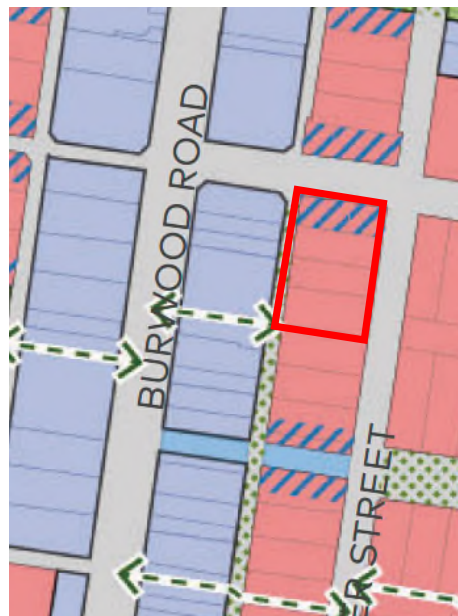


Figure 42. Extract from draft Masterplan Land Use Diagram indicating the subject site (in red) and ground floor retail (blue hatching)

Site location:

- This submission relates to the site at Nos.17-23 Esher Street. The subject site consists of 4 lots and is located on southern corner of Esher Street and Milton St with rear boundary along Webbs Lane (identified in Figure 39 in red outline).
- The site is the subject of a Planning Proposal with a proposal requesting rezoning to B4 Mixed Use, increased in HOB to 32m (10 storeys) and increase in the maximum FSR to 4:1. The Planning Proposal was assessed and reported to the BLPP Meeting on 9 July 2019, which recommended that the Proposal not proceed for gateway determination for the following reasons:
 - The proposal is premature and does not meet the criteria of PRCUTS out of sequence checklist.
 - There are numerous studies underway which will determine the desired future character of this area.
 - The Panel is not yet satisfied that the proposal meets the site specific merit test.
- The applicant requested the Planning Proposal be 'put on hold' to await preparation of the draft masterplan.
- Under the draft masterplan, this site has been identified as a proposed amalgamation site for residential use with ground floor retail for activation along Milton Street.

Summary of submission

- This submission seeks an increase in building height from the exhibited 65m (approximately 20 storey tower) to 76m (approximately 23 storeys) and an increase in FSR from 6:1 to 7.2:1. FSR 6:1 is considered too low to create a viable development for the site based on the other site controls and proposed height does not align with the pattern of development set out in the Masterplan.
- The built form testing demonstrates a mismatch of controls with proposed HOB and FSR for site. Modelling demonstrates the proposed FSR of 6:1 and HOB of 65m do not match. A fully compliant scheme with FSR of 6:1 could be achieved in a HOB of 58.1m and therefore resultant HOB is inconsistent with the vision and height strategy under draft masterplan.
- Demonstrates that a 3.2m floor to floor height scenario would result in 59.7m at 18 storeys and still be inconsistent with height (whilst still achieving 6:1 FSR). Proposes a higher FSR to achieve the 65m HOB.
- Demonstrates under proposed controls, that the tower has a very small footplate of 600sqm GBA. A taller building is necessary to compensate for small floorplate and deliver a viable tower development and encourage the principles of stepping down from height, as the adjacent sites to the north are taller. Testing of built form indicates an increase to 23 storeys with additional setbacks would result in no greater impact on overshadowing of adjoining properties.
- Seeking additional residential GFA by providing additional public benefit with a through-site link connecting with adjacent link along Burwood Road, and additional retail space on ground floor thereby unlocking permeability and connectivity within the precinct.
- Proposal is considered to provide the following public benefits:
 - Proposed new activated through-site link connecting Burwood Road to Esher St
 - Additional ground floor retail and non-residential uses (addition 665sqm) to support street activation.
 - More housing within walkable distance to high capacity public transport

Table 15. Summary of exhibited and requested controls for Nos.17-23 Esher Street

Planning Controls	BLEP 2012	PRCUTS	Exhibited MP	Submission from owners (Scenario 2)
Land Use Zone (LZN)	R2 – Low Density Residential	R3 – Medium Density Residential	R4 – High Density Residential	No change requested
Building Height (HOB)	8.5m	32m	65m (20 storeys)	76m (23 storeys)
Floor Space Ratio (FSR)	0.55:1	4:1	6:1	7.2:1
Through-site link			None indicated in MP	Provided on southern boundary

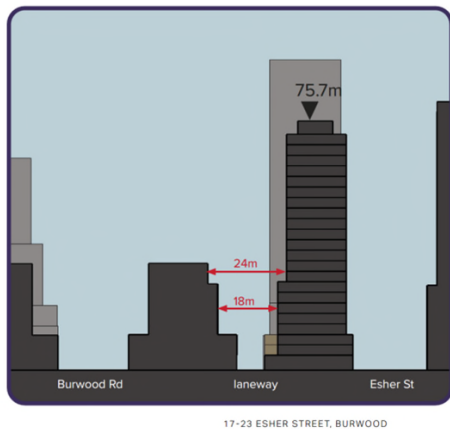


Figure 43 - Massing elevation from submission



Figure 44 - Proposed through site link from submission

RECOMMENDED BUILDING ENVELOPE FOR THE SITE REFLECTING AN FSR OF 7.2:1 AND HEIGHT LIMIT OF 23 STOREYS (76.0M)

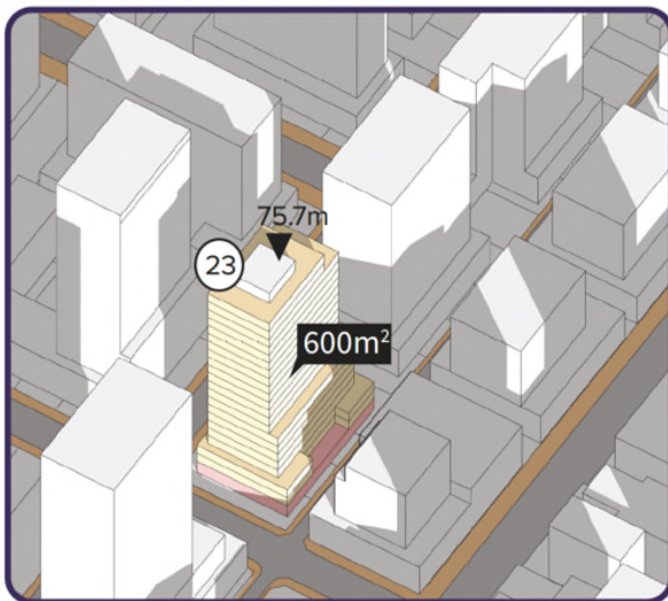


Figure 45 - Extract from submission 17-23 Esher Street – Proposal to increase to 23 storeys (Source: Hatch)

Recommendations

- FSR to be maintained as exhibited - 6:1 FSR with HOB at 98m (30 storeys), to be consistent with surrounding landholdings and potential built form and development outcomes.
- Post exhibition amendments should consider the provision of another form of public benefit should be provided on the site to warrant the currently proposed density.
- The east-west through-site link is not required. The through-site links in the Masterplan between Burwood Road and Webbs Lane are to promote connectivity between the Burwood Road retail strip and activated laneways to the rear of the retail.

Blocks F1 - 326 & 332-334 Parramatta Road



Figure 46 - Aerial image of the subject site Nos.326 & 332-334 Parramatta Road (outlined in red)

Site location:

- The subject site consists of 4 lots (with site area of approximately 1,850sqm) and is located on the corner of Parramatta Road and Esher Street. The site contains a gym and vehicles sales and vehicle repair station.
- Under the draft masterplan, the proposed site amalgamation pattern indicates the sites to be amalgamated and delivery of proposed open space and pedestrian through site access on the eastern boundary along No.326 Parramatta Road.



Figure 47. Extract from draft Masterplan Land Use Diagram indicating the subject site (in red) and site amalgamation requirement, and proposed open space including through site link.



Figure 48. Extract from draft Masterplan Site Amalgamation Pattern

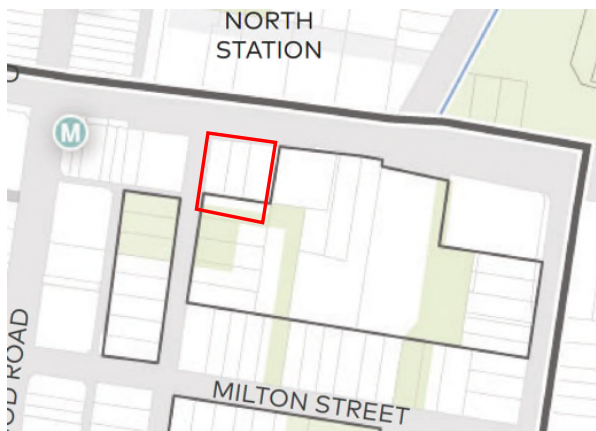


Figure 49. Key Sites Diagram

Summary of submission

- Seeking review of exhibited FSR from 2.5:1 to 4:1 or 6:1 to compensate for land identified for pedestrian access, cycleway and provision of open space.
- Considers the request to be consistent with recent State Government announcement intending to increase heights and densities of properties near the Metro Station.

Table 16. Summary of exhibited and requested controls for Nos.326-334 Parramatta Road

Planning Controls	BLEP 2012	PRCUTS	Exhibited MP	Submission from owners
Land Use Zone (LZN)	E3 R2	B4	MU1	<i>No change requested</i>
Building Height (HOB)	8.5m	B4 21m R3 24m	28m and 0m (on proposed open space)	Not specified but assume in line with requested FSR
Floor Space Ratio (FSR)	E3 – 1.75:1 R2 – 0.55:1	B4 2.4:1 R3 2.1:1	2.5:1	4:1 or 6:1

Recommendations

- Post-exhibition amendments to explore an increase in the FSR to a minimum FSR 3:1. Increase in built form in this location may be appropriate to encourage orderly economic development.
- Increases to FSRs above 3:1 are not consistent with surrounding proposals within the Masterplan, considering the site constraints and the potential overshadowing of open space to the south.

Blocks F1 & F4 - 320 Parramatta Road



Figure 50 - Aerial image of the subject site Nos.320 Parramatta Road (outlined in red)

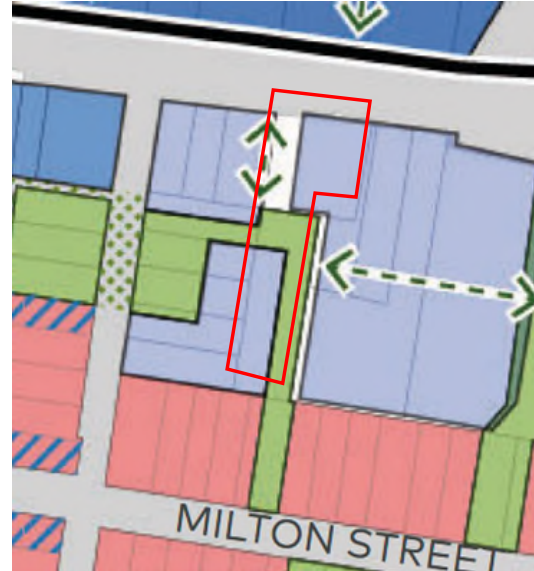


Figure 51 - Extract from draft Masterplan Land Use Diagram indicating the subject site (in red) proposed open space

Site location:

- This submission relates to the site at Nos.320 Parramatta Road. The subject site consists of 2 lots and is located near the corner of Parramatta Road and Esher Street.
- Under the draft masterplan, the proposed site amalgamation pattern indicates No.326 Parramatta Road to be amalgamated with the corner lots and for the delivery of proposed open space and pedestrian through site access on the eastern boundary along No.326 Parramatta Road. Nos. 320-324 Parramatta Road is included with adjoining lots at No.318 Parramatta Road and Nos.6-12 Esher Street for the delivery of open space.

Issues raised in submission

- Concerned with potential amalgamation patterns in masterplan, prefers minimum site area of 1500sqm as the only control. Site patterns would limit ability to deliver open space. Suggests relocation of site link.
- Suggests that No 320 Parramatta Road should be FSR of 6:1 across entire lot not small portion of 2.5:1
- Suggests heights and FSRs along Parramatta Road frontage should be increased as they are not feasible.



Figure 52 - Extract from submission –indicating split FSR.

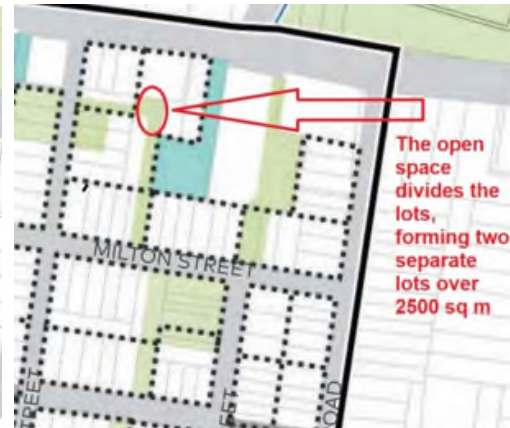


Figure 53 - Extract from submission – site amalgamation pattern

Table 17. Summary of exhibited and requested controls for Nos.320 Parramatta Road

Planning Controls	BLEP 2012	PRCUTS	Exhibited MP	Submission from owners
Land Use Zone (LZN)	E3 and R2	B4 and R3	MU1	<i>No change requested</i>
Building Height (HOB)	15m	B4 21m R3 24m	0m (open space) 10.5m and 98m	Not specified but assume in line with requested FSR
Floor Space Ratio (FSR)	E3 – 1.75:1 R2 – 0.55:1	B4 2.4:1 R3 2.1:1	2.5:1 and 6:1	Expand 6:1 across entire lot

Recommendation

- A significant portion of 320-324 Parramatta Rd is too narrow to facilitate dense development (20m wide) and isolated from a street address. Vehicle access from Parramatta Road to the property will be restricted. The exhibited masterplan amalgamation pattern provides outcomes such as an efficient north-south orientated residential tower compliant with site setbacks and building separation controls to adjoining development.
- The amalgamation allows for provision of open space and the laneways and links required for pedestrian movement and servicing of the block.
- Post-exhibition amendments to explore an increase in the FSR to a minimum FSR 3:1 consistent with NSW Government housing reform, with the HOB increased accordingly. The rest of the amalgamated site should remain at FSR 6:1, as exhibited.

Blocks F3/F6/F7 - 302-312 Parramatta Road



Figure 54 - Aerial image of the subject site Nos.320-314 Parramatta Road (outlined in red)



Figure 55. Extract from draft Masterplan land use diagram indicating the subject site (in red) and proposed open space and through site access.

Site location:

- The subject site is located near the corner of Parramatta Road and Shaftesbury Road (identified in Figure 54 by red outline). The site is approximately 5,500sqm and contains a Dan Murphy's retail premises.
- Under the draft masterplan, the subject site is identified for mixed use development and includes the delivery of proposed open space connecting Parramatta Road to Milton Street and an east-west pedestrian through site access to adjoining sites. The site is identified within a key site amalgamation pattern within the block bounded by Parramatta Road, Shaftesbury Road, Milton Street and Esher Street.

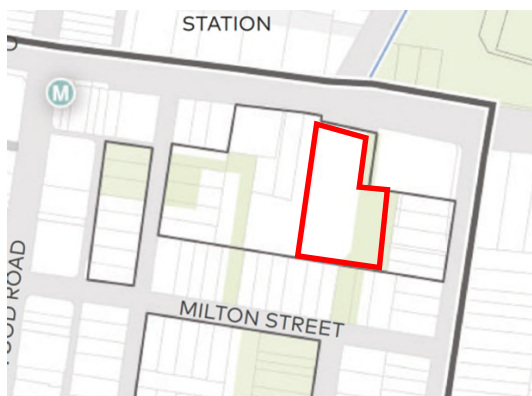


Figure 56 - Extract from draft Masterplan Key Sites diagram indicating the subject site (in red) and proposed key site in black outline.

Summary of submission

- Concerned with accessibility and connectivity through the site, including the location of the through-site links on subject site and future connection to road crossing and access to Concord Oval.
- Draft Masterplan assumes that existing mid-block strata development (at No.316 Parramatta Road) will remain in the short to mid-term. There are opportunities to improve east-west connectivity should these sites be redeveloped in the future.
- Issues relating to land tenure and leaseholds will need to be considered in addition to the extent of land ownership boundaries.
- Proposes alternate built form modelling to accommodate the public domain opportunities whilst also catering for the needs of their existing tenant.
- Seeks to increase FSR on the eastern side of subject site from 3:1 to 6:1 to follow the cadastral boundary. Provides site modelling to demonstrate requested FSR of 6:1 can be accommodated on the site within the building envelopes recommended by the draft Masterplan.
- Seeks increase in FSR part of site facing Parramatta Road from proposed 2.5:1 to 4:1 with building heights ranging from 13 to 11 storeys in the street block which includes the subject site
- Considers the three storey street wall with secondary heights of 8-10 storeys inadequate to facilitate redevelopment in the short to mid-term. The proposed height along Parramatta Road is insufficient and does not match the potential to improve pedestrian amenity and protect land uses from heavy traffic noise.
- Suggests the development controls on the north of Parramatta Road focuses too much on the west of the railway station instead of creating intensity around the future station entries and should be reviewed.
- Seeks increase maximum floorplate size from 750sqm to 1000sqm GBA to allow greater flexibility on sites with good orientation where solar access can be optimised and will be consistent with other high-density environments. The modelling undertaken for Canada Bay Council in the Stage 1 PRCUTS planning proposal, for example, assumed a maximum floorplate size of 1,000sqm. City of Sydney for example, floorplate size of 750sqm (GFA) is imposed via the development control plan (DCP).



Figure 57 - Extract from submission – built form testing subject site (in red)



Figure 58 - Extract from MP – heights massing (subject site in red)



Figure 59 - Extract from draft Masterplan – FSR - subject site outlined in blue.



Figure 60 – Proposed FSR from submission with subject site outlined in blue.



Figure 61 - Block diagram from submission

Maximum tower floorplate assumption

Table 18. Summary of exhibited and requested controls for Nos. 302-312 Parramatta Road, Burwood

Planning Controls	BLEP 2012	PRCUTS	Exhibited MP	Submission
Land Use Zone (LZN)	E3	B4	MU1	No change requested
Building Height (HOB)	15m	B4 21m	28m along Parramatta Rd 82m	12 storeys 25 storeys
Floor Space Ratio (FSR)	1.75:1	B4 2.4:1	2.5:1 along Parramatta Road and 3:1 and 6:1	4:1 along Parramatta Rd and 6:1
Maximum floorplate area			750sqm GBA	1,000sqm GFA

Recommendations

- Suggestions made in relation to built form and development controls on the northern side of Parramatta Road and Burwood North Metro station are noted, however are located within Canada Bay LGA.
- Comments in relation to accommodating long term lease arrangements on the site are not part of the consideration of the draft Masterplan. The draft Masterplan is Council's long term vision for the precinct. The staging and timing of future developments is the responsibility of landowner and developers.
- Post-exhibition amendments to explore an increase in the FSR to a minimum FSR 3:1 in line with the proposed amendments to the Low to Mid Rise SEPP with the HOB increased accordingly. The FSR of 6:1 at the rear of the site is to extend to the east boundary (and across the adjacent lots to Shaftsbury Road).
- Post-exhibition amendments will consider an increase in the minimum floor plate above 8 storeys to 850sqm GBA. This may facilitate greater design flexibility within the built form envelopes derived from the above HOB and FSR.
- The Masterplan assumes that the strata titled site at No. 316 Parramatta Road will remain as it is for some time. Building setback and laneway controls are to be in place to allow future development of the site.
- Post-exhibition amendments will consider an adjustment to the amalgamation pattern to include one of the lots fronting Shaftsbury Road allowing access to the site.

Block F9 - 9 Milton Street



Figure 62 - Aerial image of the subject site Nos.9 Milton St (outlined in red)



Figure 63 - Extract from draft Masterplan land use diagram indicating the subject site (in red)

Site location:

- This submission relates to the site at No. 9 Milton St on the northern side of Milton Street. The subject site is located mid-block between Esher Street and Shaftesbury Road.
- Under the draft masterplan, the subject site is identified for residential use and forms part of a potential site amalgamation of 6 lots along Milton Street.

Summary of submission

- Suggests the proposed height is lower than adjoining sites due to location of site north of the proposed open space.
- Lower height has resulted in a devaluation of property value. Seeks same height as adjoining from 28m to 50m (15 storeys). There will still be a minimum of 2 hours sunlight on the park given this height.

Table 19. Summary of exhibited and requested controls for No.9 Milton St Burwood

Planning Controls	BLEP 2012	PRCUTS	Exhibited MP	Submission
Land Use Zone (LZN)	R2	R3	MU1	<i>No change requested</i>
Building Height (HOB)	15m	24m	28m	50m
Floor Space Ratio (FSR)	1.75:1	2.1:1	2.5:1	Not stated but implied to be same as adjoining at 3:1

Recommendations

- Post exhibition amendments to consider increasing the FSR of the amalgamated site to FSR 4:1, to be consistent with anticipated development outcomes on adjoining sites.
- Height to be increased to 65m (20 storeys) for part of the site, with part at 28m (8 storeys) to limit overshadowing of open space to the south.

Block H1 – Meryla Street, Archer Street, New Street and Esher Street

Two submissions made on behalf of 15 landowners (including a petition) in area referred to as “Meryla Corridor”. (Boundary of area is not specified in submission however landowners are located within circle below).

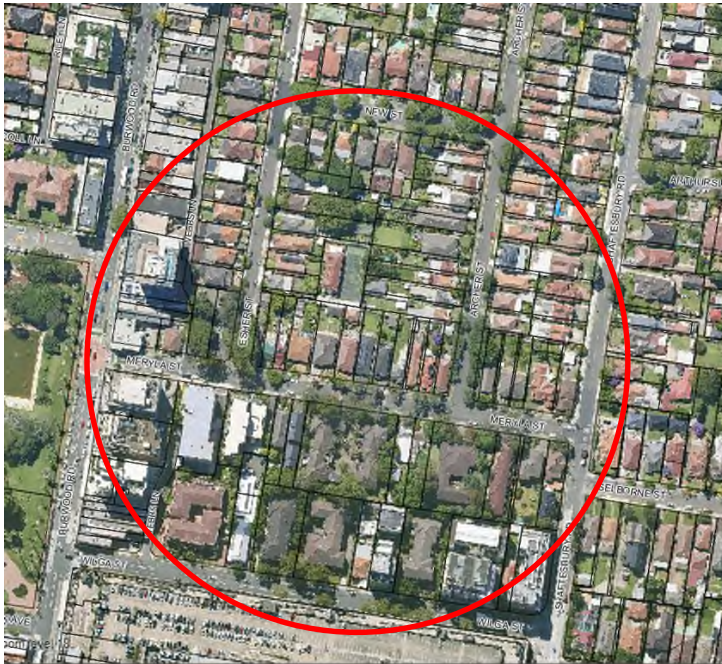


Figure 64 - Aerial of subject site bounded by New Street, Archer Street, Meryla Street and Esher Street (in red outline).



Figure 65 - Land Use Diagram, as exhibited in draft Masterplan bounded by New Street, Archer Street, Meryla Street and Esher Street (in red outline).

Summary of Submission

- Objects to the proposed controls under draft masterplan for the area. Considers proposal to be an inequitable distribution of FSR and HOB due to open space requirement on some sites.
- Proposed 3:1 FSR is insufficient to promote redevelopment of land due to existing house values and proximity to Burwood North Metro Station.
- Seeking an increase in FSR to 4.5:1 for following reasons:
 - The “Meryla Corridor” is suitably located to become an extension of the Burwood Town Centre which is a 4.5 FSR
 - Provides example of proposed built form scale for Planning Proposal for Nos.166-204 Parramatta Rd, Croydon which is larger in scale and further away from Metro Station.
 - Concerned developers will use an opportunity to buy properties at 3:1 FSR but then have Council increase the density considerably, resulting in home owners missing out on the uplift.
 - Proposed FSR provides no economic benefit/ incentive to redevelop due to increase in house prices and land value.
- Seeking to remove proposed open space requirement in this area for following reasons:
 - Sites identified with open space requirement are devalued.
 - Open space should be relocated on more constrained land. Sites identified for park are not flood constrained and the high risk flooding areas on the western side of block are identified for future high density development.
 - The need for a park in this location is not demonstrated, as the site has access to open space within 200m with minimum size of 1500sqm. Proposed park on Milton street will be located 130m from the subject site and Burwood Park is located 160m.’
 - Considers the proposed 0.41 Ha linear park will make little impact to alleviate current pressure on Burwood Park. Proposed linear park is unreasonable and unnecessary as it fails to meet linear park criteria in draft masterplan – and should be relocated to more constrained sites.
- Considers proposed site amalgamations are over ambitious and unachievable. Suggests site amalgamation sizes be reduced from 1,500sqm to 1,000sqm.

Table 20. Summary of exhibited and requested controls for Meryla St and Wilga St Burwood

Planning Controls	Burwood LEP	PRCUTS	Exhibited Draft Burwood North Master Plan	Submission from landowners
Land use zone	R2	R3	R4	No change requested
Building height	8.5m	24m	0m to 65m	22 storeys
Floor Space Ratio	2:1/ 3:1	2.1:1	3:1	4.5:1
Additional requirements				Removal of open space requirement Reduction of 1500m minimum lot size of site amalgamation patterns

Recommendation

- The provision of open space is required across the Burwood North Precinct where resident and worker populations will increase significantly under the masterplan. Post exhibition amendments to site amalgamation patterns and proposed built form on this block are to be reviewed to ensure all sites contribute to the required open space (noting the increased amenity and value open space provides).
- Post exhibition amendments to consider increasing the FSR of the amalgamated site to FSR 4:1, to be consistent with anticipated development outcomes on adjoining sites, while allowing adequate provision of open space. HOBs are proposed to be increased accordingly.
- The amalgamation pattern is designed to promote the north-south orientation of residential towers, promoting adequate solar access to residences, and limiting overshadowing of open space.

Block J1-J5 - Meryla Street, Shaftesbury Road, Wilga Street, Burwood Road

5 submissions in relation to Block J1-J5

- A. No. 2-4 Meryla St
- B. Nos. 22-32 Meryla St & Nos. 11-15 Wilga St
- C. Nos.21-23 Wilga Street
- D. Meryla St (entire street)
- E. Meryla St and Wilga St (entire block)



Figure 66 - Aerial image of the subject site Nos.320-326 Parramatta Road (outlined in red)

Site location:

- Five (5) submissions received in relation to the block bounded by Meryla Street, Shaftesbury Road, Wilga Street and Burwood Road.
- This block is outside of PRCUTS frame area, but was included in the Burwood North Precinct study area to investigate the potential transition between Burwood Town Centre and Burwood North Precinct.
- Majority of the lots in this block are strata titled with a mix of recent development and older buildings.

Block J2 - Submission A - Nos.2-4 Meryla St Burwood.

The subject site is located on the corner of Meryla St and Shaftesbury Road and consists of two lots with three dwelling homes (**Site A** in Figure 66 above).

A DA was lodged on 03 February 2023 for a 5 storey residential flat building containing 39 apartments and 51 car spaces (DA2023/5). The applicant requested the DA be put on hold to await the outcome of the draft Masterplan.

Summary of submission

- Due to inclusion in the Burwood Town Centre, this block is subject to the Building Height Plane controls contained in Burwood LEP. Suggests this control is no longer relevant sites on Meryla Street due to Burwood North Masterplan and proposed built form on northern side of Meryla Street.
- Seeks an increase in FSR for subject site from 2:1 to 3:1 and HOB between 8-10 storeys. Provides built form testing and alternative scheme for northern and southern sides of Meryla Street that proposes:
 - The redistribution of FSR to the northern and southern sides of Meryla Street to reduce the FSR on the northern side of Meryla Street, between Archer St and Esher Street from 3:1 to 2.5:1; and
 - Increase the FSR the southern side of Meryla Street, between Shaftesbury Road and Burwood Road, with sites between having a FSR of 2.5:1 and 3:1 (refer to diagram below).
- Concerned with the extent of overshadowing on their site from the proposed building envelopes on northern side of Meryla Street. Provides built form testing and an alternative scheme that:
 - Suggests the rotation of buildings to the northern side of Meryla Street to have a north-south axis to reduce the extent of overshadowing providing additional opportunities to extend the open space along the northern side of Meryla Street for an improved streetscape amenity and appearance;
 - Requires a stepped setback to the upper levels above five (5) storeys to improve solar access to Meryla Street and sites along the southern side of Meryla Street,
- Suggests the Masterplan should maintain the predominant and established street setback of 3 metres along Shaftesbury Road, between Wilga Street to the south and Meryla Street to the north and not increase the setback to 6m as indicated on the draft Masterplan.



Figure 11
FSR Re-distribution along the northern and southern sides of Meryla Street (Comparative Analysis) Source: URBAN POSSIBLE.

Figure 67 - Extract from submission – proposed FSR



Figure 12
Height and building re-orientation (Comparative Analysis). Source: URBAN POSSIBLE.

Figure 68 - Extract from submission – proposed HOB and building configuration on northern side of Meryla Street



Figure 21
Street Setbacks – Shaftesbury Road and Wilga Street, Source: COX & URBAN POSSIBLE.

Figure 69 - Extract from submission – proposed setbacks

Table 21. Summary of exhibited and requested controls for No.2-4 Meryla St Burwood

Planning Controls	BLEP 2012	PRCUTS	Exhibited MP	Submission
Land Use Zone (LZN)	MU1	N/A	MU1	No change requested
Building Height (HOB)	15m	N/A	15m	8-10 Storeys (33m)
Floor Space Ratio (FSR)	2:1	N/A	2:1	3:1
Setback requirement			6m to Shaftesbury Rd 3m to Meryla St	3m to Shaftesbury and Meryla St

Block J2 and J3

Submission B Nos. 22-32 Meryla Street and Nos.11-15 Wilga Street Burwood.

This submission was made on behalf of some of the landowners at 22-32 Meryla Street and 11-15 Wilga Street. The subject site consists of strata titled residential flat buildings. (identified as **site B** in Figure 66 above)

- Existing transition area next to Burwood Town Centre with low FSR of 2:1 and 3:1 with little redevelopment along street.
- 22-32 Meryla Street and 11-15 Wilga Street – 2 and 3 storey walk up apartments ageing buildings

Summary of submission

- Masterplan does not provide sufficient opportunity for redevelopment of the sites between Meryla Street and Wilga Street
- All 16 strata owners in 22-32 Meryla Street are in favour of renewal. Site is 3000sqm in size, current 2:1 FSR is too low for renewal.
- Requesting 4.5:1 FSR, as 3:1 FSR is not viable for renewal of strata titled blocks.
- Greater FSR and HOB would be feasible on this block as it forms transition are from Burwood North to higher density Burwood Town Centre. Overshadowing would fall on Westfield roof-top car park, and site is in good location to public transport and services.
- Owners have financial cost of land tax and council rate payments because of the current MU1 land use zone with Burwood Town Centre, but without redevelopment opportunities due to low FSR.

Table 22. Summary of exhibited and requested controls for No.22-32 Meryla St and 11-15 Wilga St Burwood

Planning Controls	Burwood LEP	Exhibited Draft Burwood North Master Plan	Submission from landowners
Land use zone	MU1 (within Burwood Town Centre boundary)	MU1	No change requested
Building height 22-32 Meryla St 11-15 Wilga St	15m 30m	15m 30m	Not stated but implied to fit requested FSR (20 storeys/ 65m?)
Floor Space Ratio	2:1 3:1	2:1 3:1	4.5:1 4.5:1
Additional requirements			

Block J3

Submission C Nos.21-23 Wilga St

This submission was made by developers in relation to 21-23 Wilga Street.

- The subject site consists of strata titled residential flat buildings. Existing transition area next to Burwood Town Centre with low FSR of 2:1 and 3:1 with little redevelopment along street.

Summary of submission

- Current controls unfeasible for redevelopment along Wilga Street due to strata titled units. FSR is not enough incentive to acquire and redevelop the site. Uplift on this block is appropriate as it is well located and redevelopment would fit the vision for Burwood Town Centre and Burwood North.

- Suggests FSR of 6:1.

Submission D

Summary of submission

- Seeks increase in building heights up to 20 storeys, similar to neighbouring sites in Masterplan area and FSR ranging from 6:1 down to 4.5:1 across the block (see Figure 70 below).
- Whole block is suitable due to location and can accommodate an increased height and density to ensure that built form, streetscape character and activation of the precinct responds to desired future character of the precinct and ensures short and long term sustainable growth of the Burwood Town Centre.
- Increased built form would have no adverse impact on the site to Westfield Burwood to the south
- Suggesting a 6m secondary setback and relocating green link through block.



Figure 70 - Extract from submission proposed FSR



Figure 71 - Extract from submission proposed setbacks

Table 23. Summary of exhibited and requested controls for Meryla St and Wilga St Burwood

Planning Controls	Burwood LEP	Exhibited Draft Burwood North Master Plan	Submission from landowners
Land use zone	MU1 (within Burwood Town Centre boundary)	MU1	No change requested
Building height	15m / 30m	15m / 30m	Up to 20 storeys
Floor Space Ratio	2:1/ 3:1	2:1/3:1	From 3:1 to 6:1
Additional requirements			Secondary setbacks to be 6m

Submission E – Meryla Street

Submission summary

- Suggests increase in height to 8-12 storeys or higher along Meryla Street on both sides, then tapering down in and then up in heights approaching Parramatta Road interface.
- Balance of buildings heights between Victoria Place and on the northern side of Westfield Burwood.
- Higher density in Meryla Street would encourage renewal of the sites.

Recommendations for Block J2 and J3

- 2-4 Meryla Street
 - Post exhibition amendments to consider increasing the FSR of the amalgamated site at No.2-4 Meryla Street to FSR 3:1, and HOB to be increased to 10 storeys to be in line with adjacent increases in density.
 - The higher building densities to the north of Meryla Street relate to the public open space required to be provided on these sites.
 - The built form of towers on sites north of Meryla Street are to be orientated north-south, with controls to be introduced to limit east-west width.
 - A primary building setback to both sides of Meryla Street of 4m (up to 4 storey) with a secondary setback of a further 2m (above 4 storey) are to be introduced to improve solar access.
 - Post exhibition amendments to the amalgamation plans with adjacent site (No.6-8 Meryla Street), which would improve the development outcome for the sites and allow for a more viable building footprint with adequate street setbacks and building separation.
- 22-32 Meryla Street
 - Post-exhibition amendments to consider an increase up to FSR 6:1 and HOB to 98m to be consistent with similar development sites linked directly to the provision of public open space.

- 11-15 Wilga Street
 - FSR (3:1) and HOB (30m) to be maintained due to the restrictive width of the site, and to be consistent with recent development on both neighbouring sites.
- 21-23 Wilga Street
 - Post-exhibition amendments to consider an increase up to FSR 6:1 and HOB to 118m to be consistent with similar development sites linked directly to the provision of public open space.

An alternative Masterplan Scheme

- Submission received proposing an alternative masterplan scheme for Burwood North study area indicating that the proposed controls developed by Council were not viable in the current market.

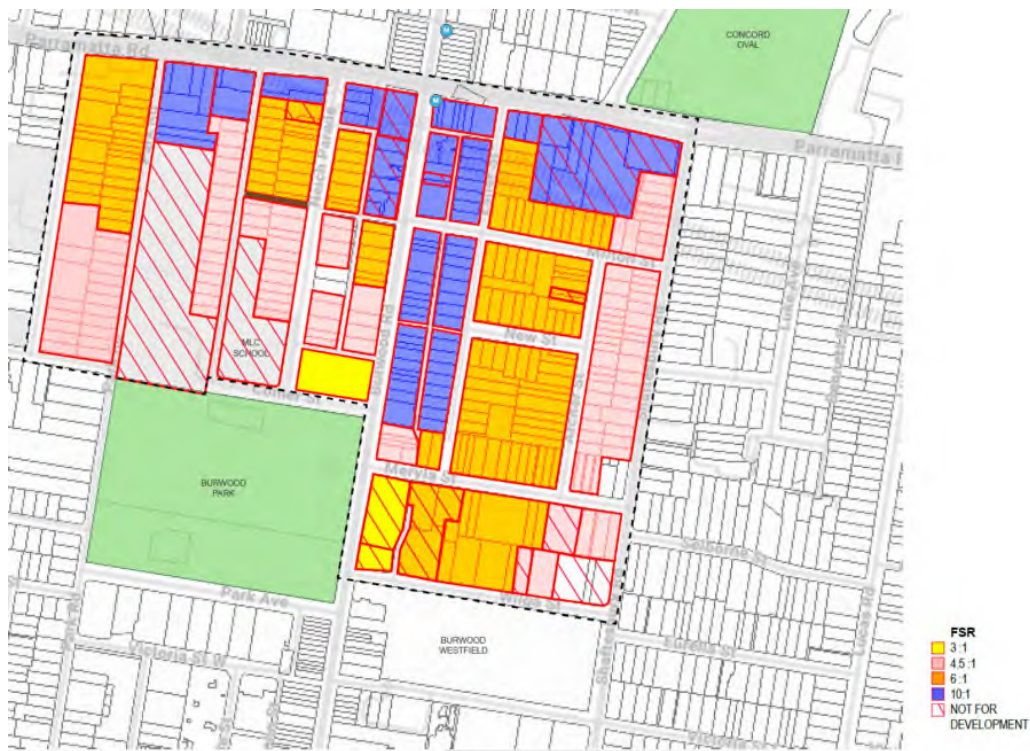


Figure 72 - Extract from submission – Proposed FSR



Figure 73 - Extract from submission – proposed open space



Figure 74 - Extract from submission – proposed massing.

Recommendation

- The proposed scheme is not supported, however post-exhibition amendments will consider an adjustment to the built form controls across the precinct as detailed in previous recommendations above.

Nos 9 & 9A Grantham Street



Summary of submission

Site specific request to up-zone site to similar built form on eastern side of Grantham Street.

Recommendation

This site is located outside of the study area. Owners advised to consider proponent led planning proposal.

May 2024

Burwood North Precinct Masterplan



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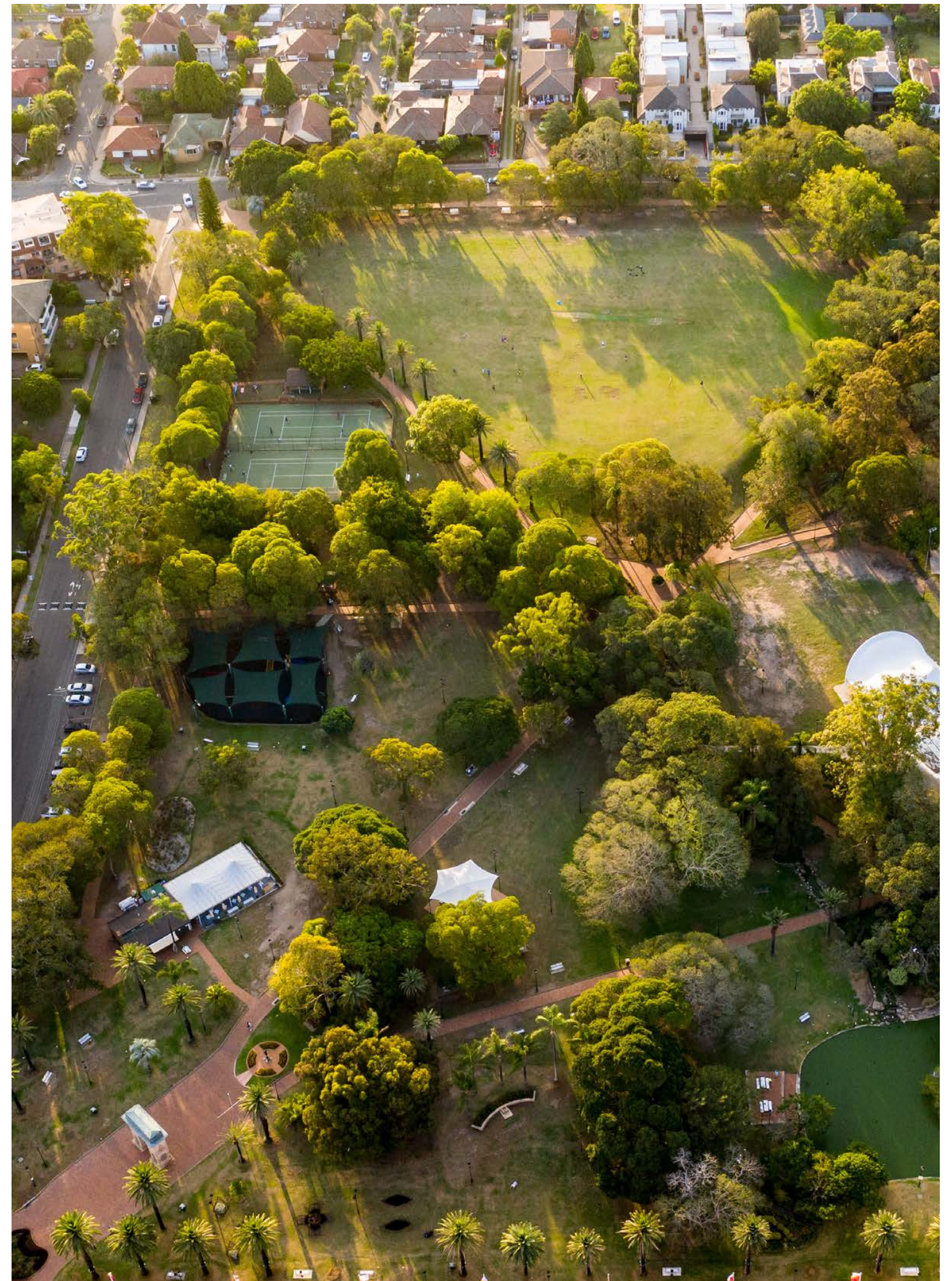


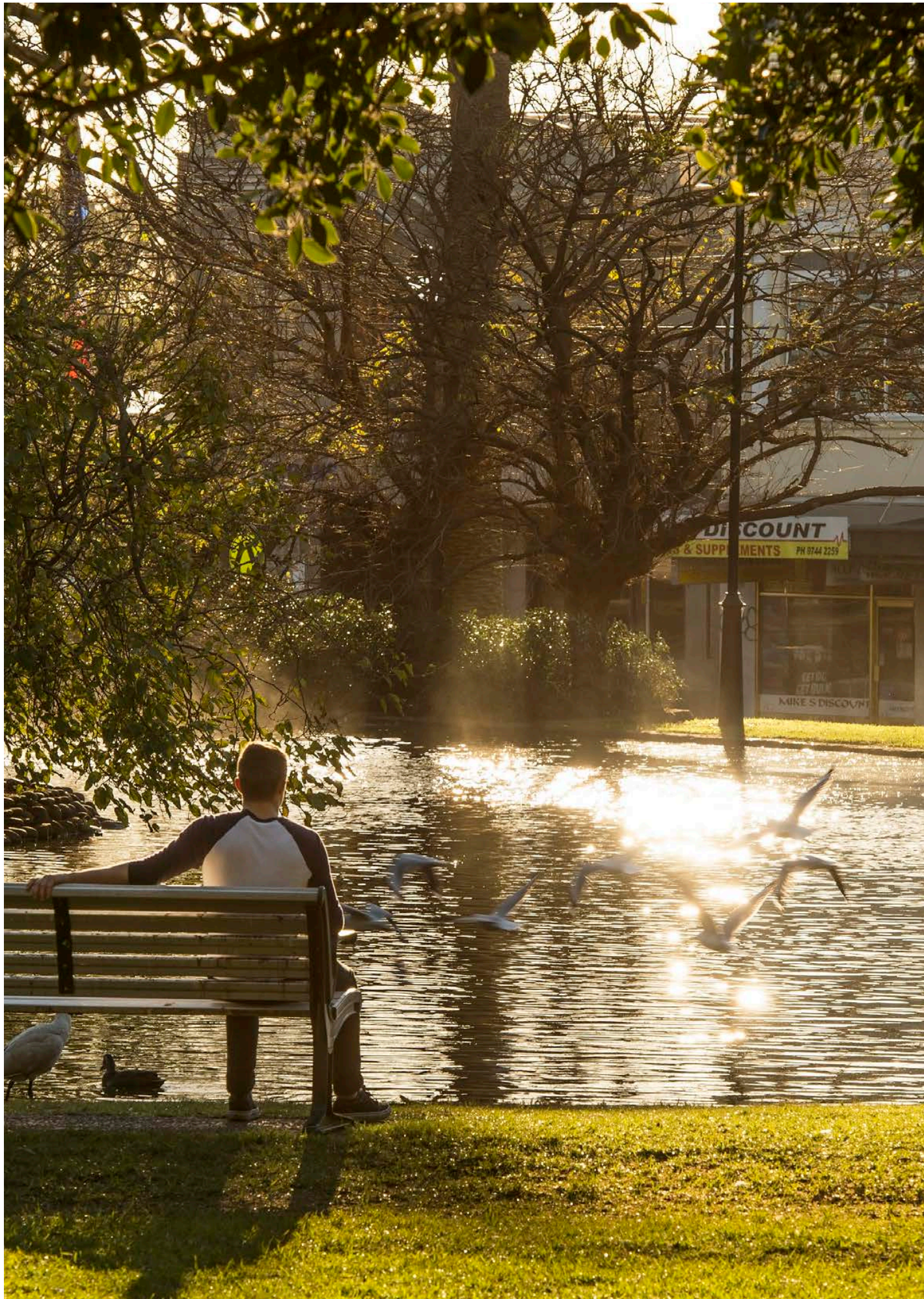
Acknowledgement of Country

Burwood Council acknowledges the Wangal Clan of the Eora Nation, the traditional custodians of the area. We pay our respects to their elders past, present and emerging. We acknowledge and respect their cultural heritage, beliefs and ongoing relationship with the land.

Terms and Abbreviations

ADG	Apartment Design Guide
BRT	Bus Rapid Transit
CBD	Central Business District
CPTED	Crime Prevention Through Environmental Design
DCP	Development Control Plan
DPE	Department of Planning and Environment
FSR	Floor Space Ratio
GCC	Greater Cities Commission
GFA	Gross Floor Area
LEP	Local Environment Plan
LGA	Local Government Area
PRCUTS	Parramatta Road Corridor Urban Transformation Strategy
PV	Photovoltaic
SMW	Sydney Metro West
TfNSW	Transport for New South Wales
WSUD	Water Sensitive Urban Design





Our Vision

The vision for Burwood North has been prepared, distilled and refined in a participatory manner with key outcomes from the visioning charrette, community, landowner and First Nations stakeholders.

The vision aims to set the desired future character, ambitions and objectives for Burwood North in a language that means something to everyone.

Burwood North is a benchmark of **sustainable urban renewal** and **design excellence**.

The community of Burwood North is **inclusive and liveable, embracing diversity and change**.

The economy of Burwood North is **vibrant and dynamic**; attracting activity through the day and night with its unique offering of cultural, food and employment destinations.

The streets of Burwood North are **people-oriented, connected and green**; a network of high amenity public places that are underpinned by the unique ecology and history of place and connection with Country.

Burwood North is the gateway to Burwood that is **regional in outlook and local in amenity**. It is a highly accessible, thriving urban centre offering an authentic experience of urban life and community.

Executive Summary

A Plan for Burwood North

In November 2016, Urban Growth NSW released the Parramatta Road Corridor Urban Transformation Strategy (PRCUTS) which aimed to renew Parramatta Road and adjacent communities through investment in homes, jobs and transport, open spaces and public amenity. The Burwood Precinct was identified in PRCUTS as a renewal precinct and includes the land within the Burwood and Canada Bay LGAs.

The Burwood LGA portion of the Burwood Precinct, known as the Burwood North Precinct is situated at the northern edge of the Burwood LGA, along the Parramatta Road Corridor.

Sydney Metro West Project

In 2021, the NSW Government approved the construction of the Sydney Metro West, a new rail link operating between Hunter Street, in the Sydney CBD and Westmead. Anticipated to open in 2032, Sydney Metro West will deliver a station at Burwood North with access to the Sydney and Parramatta CBD and The Bays Precinct within 10 minutes. This significant investment in infrastructure will support the future growth of Burwood, as a Strategic Centre, and provides an opportunity for the Burwood North Precinct to be highly connected and accessible, making it a place where people will want to live, work and visit.

The Burwood North Precinct Masterplan builds on the work already undertaken as part of the PRCUTS and seeks to capture the opportunity afforded by the delivery of the Sydney Metro West.

It provides us with the opportunity to deliver a new vision for the Precinct, one that results in the creation of a liveable, vibrant, sustainable and well planned place that delivers community benefit, supports the delivery of investment and jobs and is a vibrant place for our existing and future communities.

Well planned urban renewal will assist in reinforcing Burwood's existing qualities. Its streets will be pedestrian friendly, lively places in the day and night, contributing to a sense of safety, attractiveness and inclusiveness. Higher density living and jobs growth will be well located around the future Metro Station and Burwood Road.

The Burwood North Precinct Masterplan (Masterplan)

The Masterplan provides a framework that articulates a clear vision to ensure that the Burwood North Precinct becomes a liveable, vibrant place for people. The Masterplan will guide the future urban renewal of the Precinct to deliver a people focused place, offering high amenity, liveability and sustainability.

The masterplan aims to:

- Develop design principles that respond to the Vision and Top Priorities for the precinct, and that underpin the design of the masterplan.
- Define the urban structure for the Burwood North Precinct that creates a defined place, and that is responsive to the established development patterns of the Burwood Town Centre, adjoining transitions and sensitive interfaces.

- Establish planning controls including land use zones, floor space ratios (FSR), building heights, setbacks and heritage.
- Define a high quality and functional open space network that delivers new and connected open spaces
- Define land uses to support housing choice, job creation and a vibrant and liveable precinct
- Support a people-oriented movement network that is permeable and that responds to local road network constraints
- Manage flood impacts through the design of open space and the street network

The proposals contained within this Masterplan report are recommendations for achieving the desired high quality renewal outcomes within the Burwood North Precinct. The Masterplan does not enact the proposed changes – this will be done via a Planning Proposal, which will be prepared following the public exhibition of the Masterplan.

Implementation of the strategy

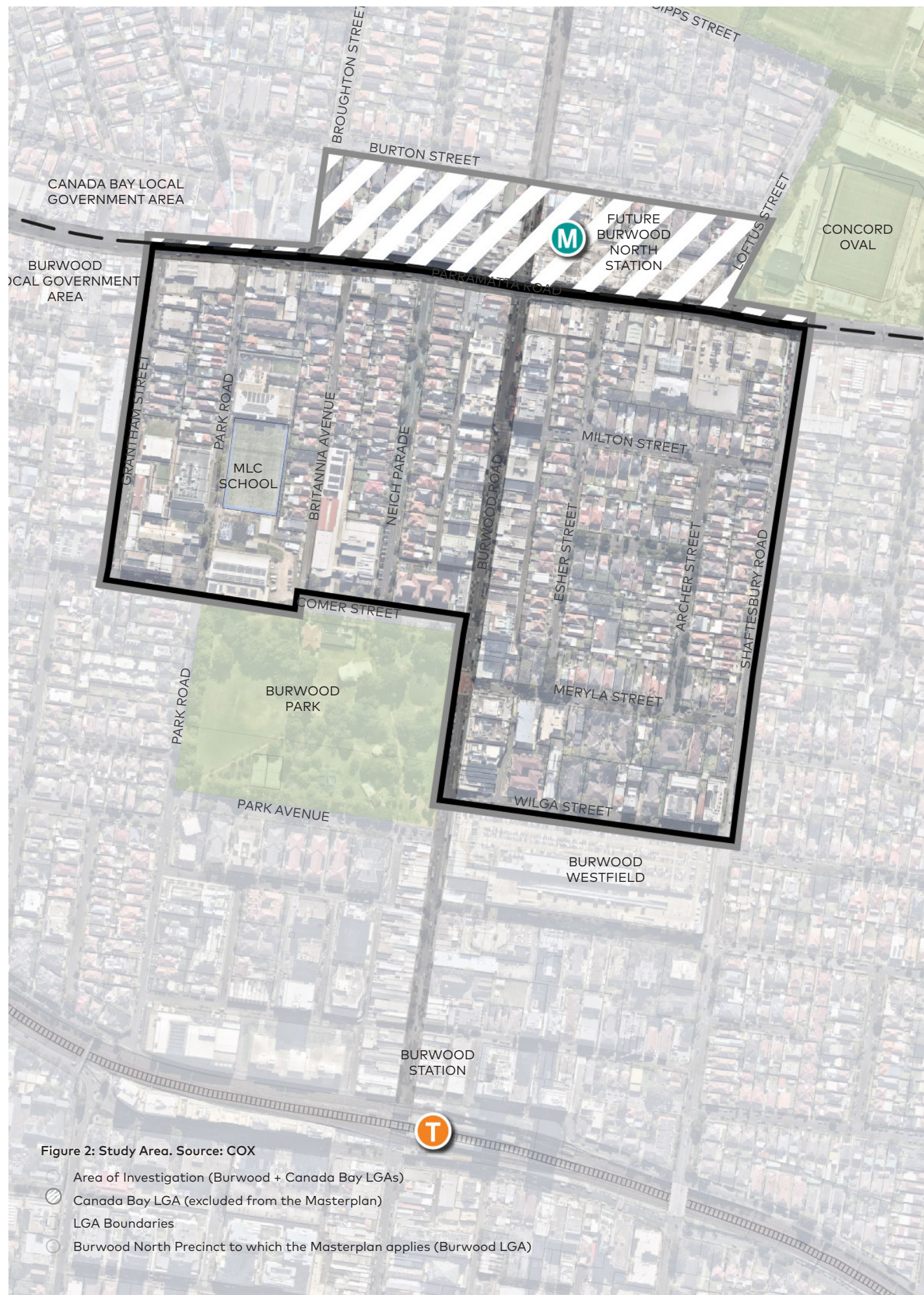
A draft Implementation Strategy is contained within the Masterplan. This provides an indication of the proposed changes to the:

- Land use zones
- Floor Space Ratios
- Height of Buildings

It also identifies key sites within the precinct and proposed site amalgamation requirements.

Figure 1: Vision for Burwood Road. Source: Scharp





Introduction

The Burwood North Precinct

The Burwood North Precinct is on the traditional Country of the Wangal Aboriginal people of the Darug Nations. The Precinct is located to the north of the established Burwood Town Centre and railway station, and is strategically located straddling Parramatta Road at the central point between the Sydney CBD (12km east) and Parramatta CBD (13km west).

The Burwood North Precinct extends to Parramatta Road to the north, Shaftesbury Road to the east, Wilga Street and Comer Street to the south and Grantham Street to the west as indicated in Figure 2.

The area of investigation extends north across Parramatta Road. This part of the Precinct, bound by Burton Street to the north, Loftus Street to the east and Broughton Street to the west is within Canada Bay LGA and does not form part of the Masterplan, but has been considered in the context of investigations as part of the preparation of the Masterplan.

Burwood North is a highly urban precinct centred around the main north-south spine of Burwood Road.

Burwood North contains both large commercial and mixed use frontages and some fine grain retail on Burwood Road. Land fronting Parramatta Road comprises urban services uses, including car sales yards and car servicing centres, service stations and other vehicular related uses, the Burwood bus depot and retail and commercial uses.

The residential areas within Burwood North are comprised primarily of low and medium density residential development of various age and architectural styles. More recent high density development in the area has resulted in poor interface outcomes between the high and low density development.

Burwood North currently does not have areas of open space, however Burwood Park is a major open space immediately adjoining the Precinct's southern boundary. Concord Oval, which is within the Canada Bay LGA is to the north-east of the Precinct boundary on the northern side of Parramatta Road and forms part of the broader open space connection.



Figure 3: Parramatta and Burwood Road. Source: COX

Parramatta Road Corridor Urban Transformation Strategy

The Parramatta Road Corridor Urban Transformation Strategy (PRCUTS) is the NSW Government's 30-year plan setting out how the Parramatta Road Corridor will grow and bring new life to local communities living and working along the Corridor. The Parramatta Road Corridor traverses 20 kilometres from Granville in the west to Camperdown in the east. The corridor includes land adjoining Parramatta Road, which have been identified as Precincts.

The Burwood-Concord Precinct is located immediately north of the existing Burwood Town Centre and Rail Station. The Precinct spans both sides of Parramatta Road to the north and south, with Burwood Road as the central spine. It is bounded to the north by Crane Street, and Meryla Street and Comer Street to the south. Shaftesbury Road, Loftus Street and the Concord Oval/Cintra Park complex bound the Precinct to the east, whilst Park Road and Broughton Street mark the Precinct's western boundary.

PRCUTS proposed the following Vision for the Burwood-Concord Precinct:

Burwood Precinct will be a commercial gateway to Burwood Town Centre based around the enlivened spine of Burwood Road building upon existing amenity for new residents.

Supporting PRCUTS, the Parramatta Road Corridor Planning and Design Guidelines were developed to inform land use change and promote design quality throughout the Corridor as envisaged by the Strategy.

The purpose of the Guidelines is to:

- Describe the priorities and principles that will ensure future development achieves high design quality and design excellence.
- Guide the rapidly changing character of the Corridor whilst ensuring that future development responds to the distinct character of areas

The Guidelines were prepared to guide the preparation of future Masterplans and Planning Proposals and included recommended land uses, building heights and densities.

PRCUTS proposed that the vision would be realised by:

- Using design features to unify both sides of Parramatta Road
- Ensuring the viability of shops and commercial uses along Parramatta Road
- Celebrating Burwood's heritage and multiculturalism and preserving heritage buildings
- Integrating new development with existing areas, especially with Burwood Town Centre
- Improving public transport connections for people living north of Parramatta Road
- Protecting Burwood Park from new development, where possible, working with landowners to amalgamate sites in a way that supports better transformation outcomes
- Dealing with narrow, unattractive streets.

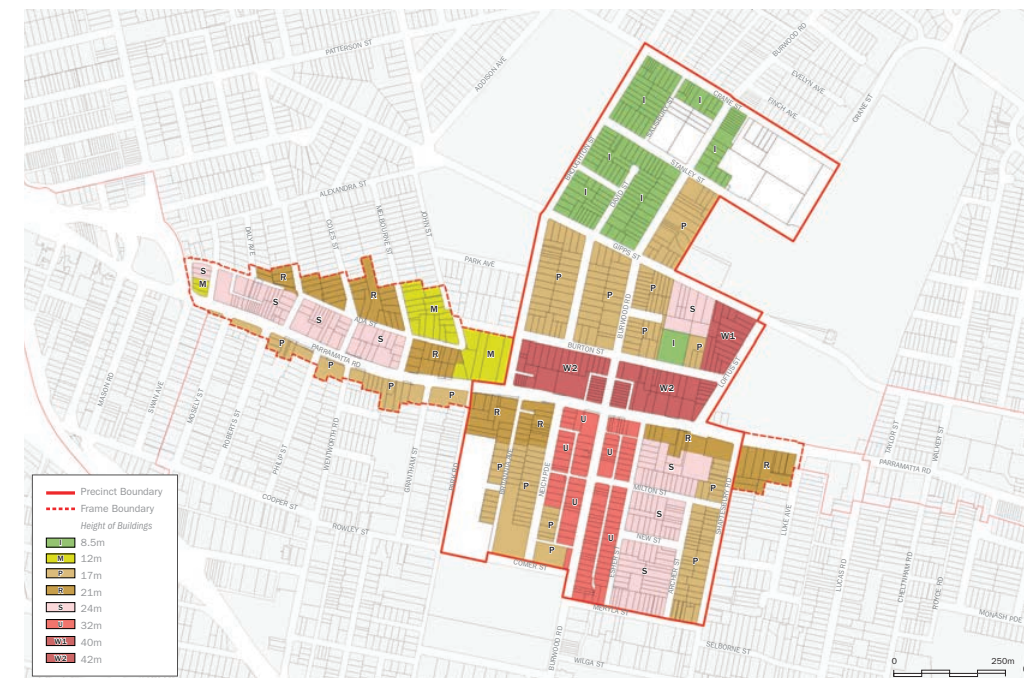


Figure 4: Parramatta Road Corridor Urban Transformation Planning and Design Guidelines Burwood Precinct Recommended Building Heights. Source: NSW Government

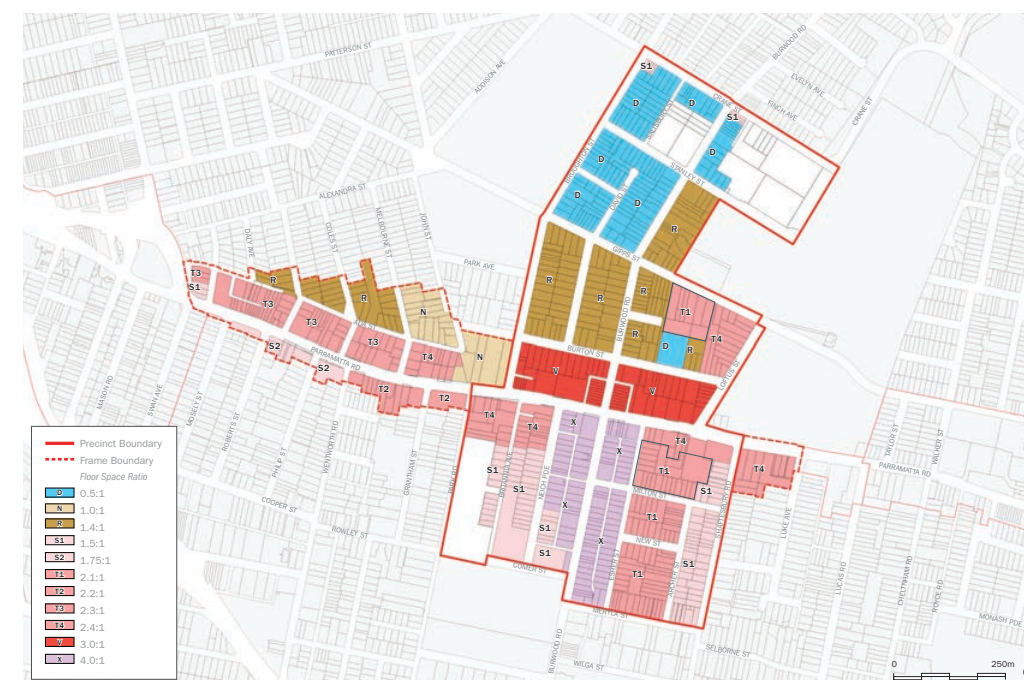


Figure 5: Parramatta Road Corridor Urban Transformation Planning and Design Guidelines Burwood Recommended Densities. Source: NSW Government



Figure 6: Parramatta Road Corridor Urban Transformation Planning and Design Guidelines Burwood Precinct Structure Plan. Source: NSW Government

Burwood North Planning Pathway

Parramatta Road Corridor Urban Transformation Strategy (2016)



- **PRCUTS Supporting Evidence Base (2016)**
- Geotechnical Assessment Strategy
- Drainage and Flood Management Strategy
- Economic Analysis and Feasibility Report
- ESD Due Diligence Report and Sustainability
- Feasibility Testing
- Infrastructure and Servicing Strategy
- Landscape and Public Domain Analysis Report
- Preliminary Contamination Assessment
- Community Facilities - Updated Needs Assessment
- Aboriginal Design Principles Report
- Visioning Charrettes Outcome Report
- Community Summary Report



Burwood North Masterplan (2023)



Burwood North Planning Proposal

Amendment to Burwood Local Environmental Plan

Amendment to Burwood Development Control Plan

Burwood Affordable Housing Policy and Contributions Scheme

Amendment to Burwood Development Contributions Plan

Sydney Metro West

The NSW Government is delivering Sydney Metro West – a new underground metro railway which will double rail capacity between Parramatta and the Sydney CBD, link new communities to rail services and support employment growth and housing supply.

Anticipated to open in 2032, Sydney Metro West will deliver a station at Burwood North and will enhance public transport connectivity in Burwood North and provide connections to the Sydney CBD and Parramatta in 10 minutes respectively, making the Burwood North Precinct one of the most connected and accessible precincts in Sydney.

Sydney Metro West presents a significant opportunity that will support the further growth of the existing strategic centre at Burwood, and help to further strengthen connections between the precinct and existing and emerging industry and employment hubs and communities both in the east and west of the city. It also provides an opportunity to increase the residential capacity of the Burwood North Precinct.



Figure 7: Future Burwood North Station. Source: Sydney Metro



Figure 8: Sydney Metro West. Source: Sydney Metro

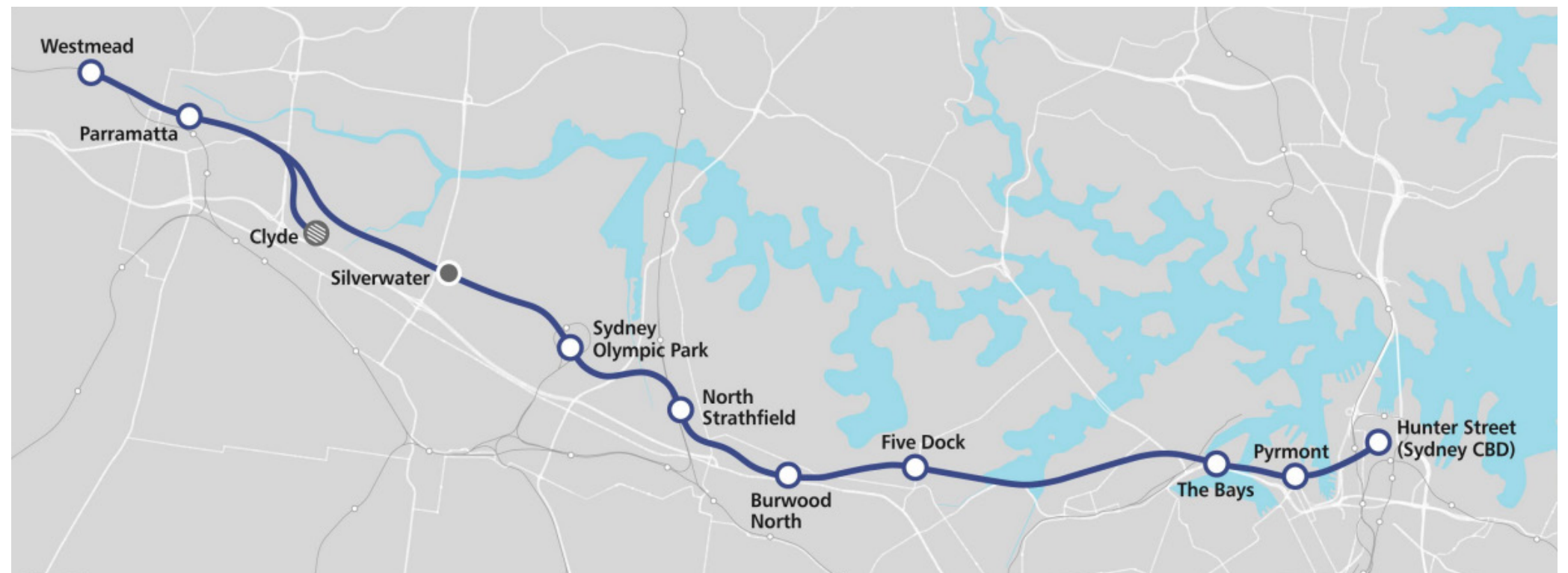


Figure 9: Sydney Metro West Network and Station Locations. Source: Sydney Metro

Drivers for Change

Locating housing in the right place to meet the needs of a growing population

To support Burwood LGA's growing population, we need to ensure future housing will provide a wider variety of housing choices to cater to the evolving needs of our diverse community. These will include high density apartments in vibrant centres, larger apartments, medium density dwellings and the separate houses that give much of Burwood its valued suburban character. Increased housing choice will allow people of all ages to stay in the Burwood LGA as their life circumstances change.

New, well-designed high density housing will be focused where there is the greatest amenity, around Burwood Road and the Burwood North Metro Station. This will assist in preventing the extensive redevelopment in those parts of the LGA which have heritage significance or a significant local character. Mid-rise housing will transition to the edges of the Precinct to ensure that future development responds to existing sensitive uses and low density residential development.

Planning controls for Burwood North will require the delivery of a range of housing types to suit different needs and lifestyles. Diverse housing will include a mix of sizes, universal design, housing for students, seniors, people with disabilities, families and singles.

Improved accessibility and connectivity

The Burwood North Precinct is currently well serviced with rail connections and bus services, connecting the Burwood North Precinct across Greater Sydney.

Sydney Metro West, a new rail link operating between Westmead and the Sydney CBD will deliver a station at Burwood North Precinct, helping to further strengthen connections between the precinct and existing and emerging industry and employment hubs and communities both in the east and west of Greater Sydney.

The research paper by the Committee for Sydney 'Rethinking Station Precincts' (May 2022) states that the Burwood Town Centre has one of the highest effective job densities (the number of jobs that can be accessed by public transport from a particular area) in Greater Sydney. With the Burwood North metro station, this accessibility will be further enhanced, making the area an important location for land use intensification and urban renewal.



Figure 10: Building Heights in relation to Public Transport accessibility. Source: SCT

Housing Affordability

Housing affordability refers to the relationship between housing costs and household incomes, with housing generally regarded as unaffordable if households must devote a high proportion of their incomes to paying for housing. In recent years housing affordability has worsened in the Burwood LGA, along with many other parts of Greater Sydney as house price and rent growth has significantly outpaced incomes.

Burwood Council's demographics and housing needs have changed substantially over the past decade and are projected to continue changing over the next decade. This shift in the demographic complexion of the LGA has ushered in an evolving set of needs for greater diversity and affordability in its housing supply.

PRCUTS identified a number of objectives with respect to the delivery of housing in the Burwood North Precinct, including the delivery of a minimum 5% affordable housing, a greater diversity of housing suited to the needs of single-persons and older people, as well as catering for families.

Future growth in the Burwood North Precinct has implications for housing affordability. While urban renewal has many benefits, this process can impact housing cost through the replacement of older housing with newer, more expensive housing stock. To help mitigate the impacts of rising housing prices on Burwood's lower income households, Council has committed to delivering affordable housing in the Burwood North Precinct.

As part of the development of the Masterplan, testing has been undertaken to determine the viability of delivering affordable housing in Burwood North and the proposed yields take into account the delivery of a minimum 5% of GFA being delivered as affordable housing across the Precinct.

At this stage Council has not made any decisions with respect to mechanisms for delivery of affordable housing. The detail relating to delivery will be addressed as part of any future Planning Proposal.



Context and Analysis

Burwood North is strategically located straddling Parramatta Road at the central point between the Sydney CBD (12km east) and Parramatta (13km west).

Four key state and two local level strategic planning documents inform land use planning within the Burwood North Precinct and collectively create the strategic line of sight from a region to local level.

These include:

- A Metropolis of Three Cities, the Greater Sydney Region Plan, Greater Sydney Commission, 2018
- Eastern City District Plan, Greater Sydney Commission, 2018
- Future Transport Strategy 2056, Transport for NSW, 2018
- Parramatta Road Corridor Urban Transformation Strategy, Urban Growth, 2016
- Burwood Local Strategic Planning Statement
- Burwood 2036 - Community Strategic Plan

Regional Context

The Greater Sydney Region Plan

The Greater Sydney Regional Plan sets a 40-year vision for Greater Sydney. The plan designated Burwood as a Strategic Centre.

Strategic Centres play a key role in a region's centre hierarchy and are expected to accommodate high levels of private sector investment and growth.

This designation acts as a transformational opportunity for the Burwood North Precinct.

Eastern City District Plan

Burwood North sits within the Eastern City District as part of the Greater Cities Commission Greater Sydney Region Plan: A Metropolis of Three Cities, 2018.

The Eastern City is nominated to become more innovative and globally competitive carving out a greater portion of knowledge intensive jobs from the Asia Pacific Region. The plan nominates Burwood as a key strategic centre.

As identified in the Eastern City District Plan:

'Strategic centres are expected to accommodate high levels of private sector investment, enabling them to grow and evolve. They will become increasingly important parts of the region's structure and will contribute to enabling increased access to a wide range of goods, services and jobs.'

Future Transport 2056

Future Transport 2056 outlines the transport vision for Greater Sydney. The Plan identifies Burwood as forming part of a centre-serving transport corridor that supports buses, walking and cycling. Key actions of Future Transport 2056 that informed the Burwood North Precinct Masterplan include:

- Support car-free, active, sustainable transport options
- Support thriving and healthy 15-minute neighbourhoods
- Manage street space as public space
- Incorporate green, blue and OCHRE infrastructure
- Build well-designed transport infrastructure that makes places more liveable and successful
- Improve the amenity of places along State Roads
- Promote travel behaviour change to manage networks

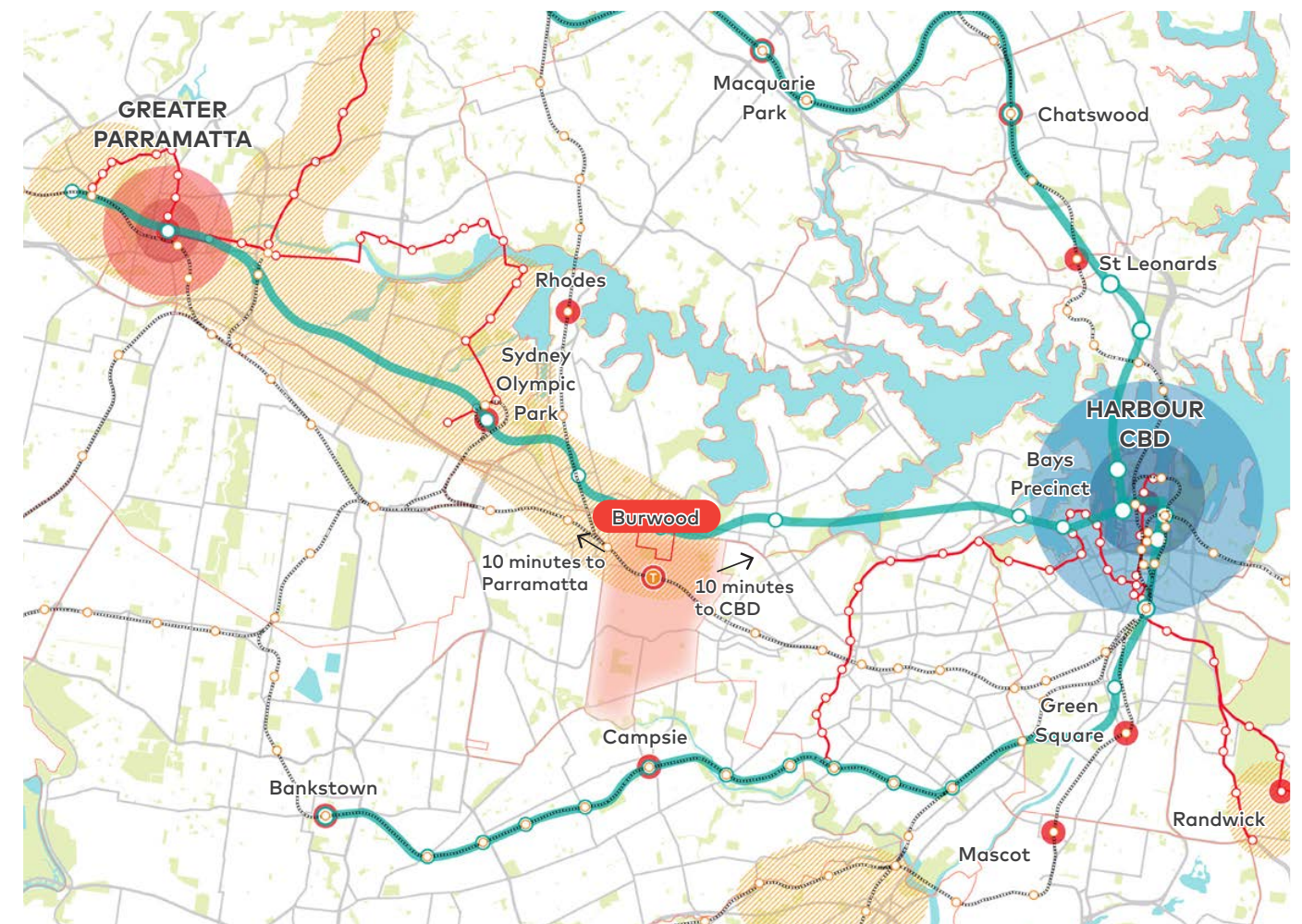


Figure 11: Strategic Context Diagram. Source: COX, GCC



Burwood Planning Policy Context

An extensive range of documents have been reviewed and analysed to understand the strategic planning process and priorities to date, and to draw on the ideas and knowledge of previous studies undertaken in the Burwood North Precinct. These studies form the basis of the opportunities and constraints that accompany the site analysis for the Precinct.

A comprehensive list of Council, community and consultant plans, strategies, studies, and community engagement summaries formed part of the desktop analysis. The key state and local government plans and masterplanning studies include the following:

- Burwood Precinct Masterplan Report, 2022
- Burwood North Precinct Online Engagement, February 2022
- Burwood Town Centre Urban Design Study and Masterplan, 2021
- Burwood Local Strategic Planning Statement
- Burwood 2036, Community Strategic Plan
- Future Transport Strategy
- Burwood Housing Strategy, 2020
- Parramatta Road Transformation Precincts Vision Report, 2019
- PRCUTS Control Built Form Testing, 2019
- Burwood Community Facilities and Open Space Strategy, 2019
- Burwood, Strathfield and Homebush Planned Precinct, Urban Design Report, 2018
- Greater Sydney Regional Plan, 2018
- Eastern District Plan, 2018
- The Parramatta Road Corridor Urban Transformation Strategy, 2016

Key findings and recommendations which are relevant and used to guide the masterplanning process for the Burwood North Precinct are summarised below.

Council Vision

The Burwood 2036, Community Strategic Plan has recently been updated to include a new vision for Burwood:

'Burwood is a welcoming and inclusive community that is defined by our diversity of people, liveable places and progressive ideas. We acknowledge and celebrate our history and place, protect our heritage and environment and share a quality of life that is equitable, sustainable and supports each other to thrive and prosper.'
(Burwood 2036 CSP)



Figure 12: Burwood Community Strategic Plan. Source: Burwood Council

Burwood 2036 – Community Strategic Plan

Burwood 2036 is Burwood Council's Community Strategic Plan, and outlines the Council's vision and aspirations for the area, providing a blueprint for Council activities and strategic directions for the next 20 years.

The vision for the Burwood LGA is for 'A well connected, innovative, sustainable and safe community that embraces and celebrates its diversity,' underpinned by the four social justice principles of equity, access, participation and rights.

The broad strategic directions of Burwood 2036:

- Inclusive community and culture
- Places for people
- Sustainable and protected environment
- Vibrant city and villages
- Open and collaborative leadership.

Implications for housing

The strategic themes under the Plan with relevance to the future of housing include the need for:

- Environmentally sustainable developments which reduce impacts on the environment
- Burwood's existing heritage to be integrated with high quality urban design, and
- The distinct character of residential areas surrounding town centres to be preserved.

Likely challenges in relation to housing include that as a Strategic Centre, Burwood is expected to meet State Government targets for additional housing. Additionally, strong demand for housing in the wider Inner West will continue to pose challenges for affordability, requiring a diverse mix of dwellings to cater to a range of households.

The Burwood North Precinct is uniquely placed to successfully deliver upon the Vision and create a more liveable, vibrant, and connected neighbourhood. The Precinct offers several distinct advantages in transport connectivity and its local economy.

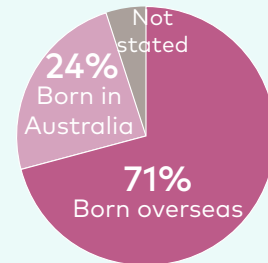


Figure 13: Burwood Chinatown. Source: COX

Who Are We Planning For?



The **Burwood LGA** is currently home to **40,397 people**, with approximately **8,000** of those living within the northern portion of the suburb of Burwood. **2,652** of those residents live within the **Burwood North Precinct** (the area for this Masterplan).



71% of Burwood North residents were **born overseas** compared with 39% in Greater Sydney

45% of residents have **Chinese ancestry**

- 11% Nepalese**
- 13% English & Australian**
- 3% Indian**
- 3% Italian**
- 3% Vietnamese**



28% of Burwood North residents are the **young workforce aged 25-34** compared with 16% in Greater Sydney



SEPARATE HOUSE

16% of Burwood North residents live in a **separate house** compared with 53% in Greater Sydney



58% of Burwood North residents **rent their home** compared with 35% in Greater Sydney



HIGH DENSITY

66% of Burwood North residents live in a **high density apartment** compared with 27% in Greater Sydney



31% of Burwood North residents **do not own a car** compared with 11% in Greater Sydney



20% of Burwood North households are **couples with children** compared with 34% in Greater Sydney



14% of Burwood North households are **group households** compared with 4% in Greater Sydney

49% of Burwood North residents **travel to work by public transport** compared with 23% in Greater Sydney (2016 statistic)



2021 statistics (unless noted as 2016) for the suburb of Burwood (north) - Profile.id
The geography for these statistics extends outside the Burwood North Precinct boundary and includes the area between the rail corridor to the south, Wentworth Road to the west, Lucas Road to the east and Parramatta Road to the north.



Local Economy

Burwood's economy is largely focused around the town centre. The Burwood LGA's Gross Regional Product (GRP) was \$2.83 billion in the 2021 financial year, growing from \$2.7 billion the previous year. This makes the area the hub of the Inner West region with its broad spectrum of businesses and economic input. (Burwood Local Strategic Planning Statement). Parramatta Road largely comprises car sales and servicing centres.



Health and Education

The health care and social assistance industry is the largest employment type in the Burwood North Precinct. (Refer *Burwood North Precinct Masterplan: Employment Land Use Survey Summary*, by JLL) Whilst there are a number of health and social assistance businesses and services located within the Burwood North Precinct, the primary medical cluster is to the south of the Precinct in the Town Centre. The St. John of God Private Hospital and Medical Centre is located to the west of the Precinct. There is an opportunity to increase overall medical provision in Burwood North Precinct.

There are also a high number of public and private educational facilities located within and in close proximity to the Burwood North Precinct including Burwood Girls High School, Holy Innocents Catholic Primary School, Southern Cross Catholic College, MLC School and Burwood Primary School.



Community

There are a range of community facilities in the Burwood LGA, including one aquatic centre, five community centres, early education centres, a library and community hub within the town centre. Recent demand studies show that there is a need to expand existing and provide additional community facilities to service the growing population.



Retail and Entertainment

Currently Burwood Road is a popular retail, dining and entertainment strip serving as the spine of the town centre with the Westfield Shopping Centre serving as a major retail destination for both locals and visitors alike. There is a high concentration of dining venues in the town centre, in and around the train station and Burwood Road south, many of which offer genuine and region-specific Asian cuisine. The Burwood Chinatown development has become a popular destination with an activated arcade and a number of laneway eateries in the adjoining streets and lanes.

Historical Overview

The lands that have become known as Burwood North formed part of the traditional Country of the Wangal people. Their country extends along the southern shore of the Parramatta River between today's Pyrmont in the east and the City of Parramatta in the west. The southern boundary is not known but may have been formed in part by the Cooks River.

Elevated and flat landforms with good aspect, proximity to abundant and predictable resources and drinking water and positioned adjacent or overlooking water may have been attractive camp site locations. This includes Burwood North, being located on a prominent ridgeline that separates the Cooks and Parramatta Rivers.

European invasion forced the retreat of the Wangal into alien territory, depriving them both of their source of food and spiritual connection with their country.

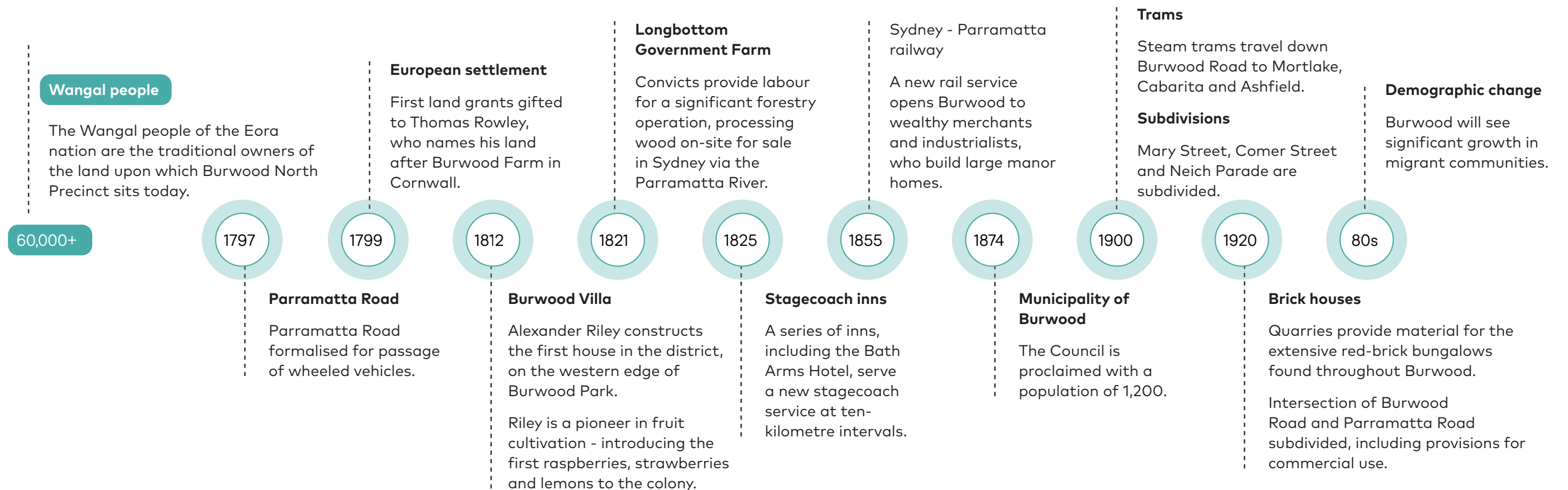
In 1799 Captain Thomas Rowley was granted 100 hectares of land (later increased to 300 hectares) covering most of today's Burwood and Croydon, named Burwood Estate. During this period there was small scale farming and timber getting, with inns and blacksmiths along Parramatta Road. The Bath Arms Hotel has sat on the site of a coach inn since the 1820's. In about 1833, the owners of a number of grants commenced to subdivide and sell their lands and thus commenced the growth of the suburb of Burwood.

The construction of the Sydney to Parramatta railway line led to the subdivisions of Burwood Estate, which slowly changed the character of the area. It became a wealthy enclave, with Sydney's businessmen attracted by the rural aspect, within easy commute of Sydney CBD and Parramatta.

In the late 19th century, former estates were subdivided and residential suburbs emerged along road and rail transport corridors. The current form of the area became solidified, with much of the area given over to Victorian and Federation style houses with retail centred along Parramatta Road, Railway Parade and Burwood Road.

During the inter-war period Sydney's urban sprawl resulted in larger homes subdivided into flats and surplus land sold for small houses. Many of the Victorian villas began to be converted into schools and institutions.

From 1970's onwards, density in Burwood has been increasing, with apartment buildings of increasing size and height, particularly around Burwood Park, and the development of Westfield and Burwood Plaza.



Existing Heritage

The Burwood North Precinct has several heritage listed items within its boundaries. A Heritage Significance Assessment was undertaken to examine their value to the Precinct (Refer to *Burwood North Precinct Masterplan – Heritage Significance Assessment*, by HAA).

The Methodist Ladies College (MLC), Bath Arms Hotel and Teachers Residence demonstrate local heritage significance. Located on the corner of Burwood Road and Parramatta Road, the Bath Arms Hotel site is a relic of Burwood’s settlement, and now marks the entrance to the Precinct.

Both the Methodist Ladies College (MLC) and the Teacher’s Residence which is within Southern Cross College are architecturally significant, and emblematic of the growing importance of Burwood in the early 20th century.

The Italianate terraces on Archer Street are unique in the context of Sydney and should be retained. Similar Italianate terraces on Burwood Road, are substantially altered from their original form, though still carry retention value.

Elements of the Victorian shopfronts on Burwood Road are deemed to be significant, though much of the facade is compromised. Retention of the heritage listing of these buildings would require careful consideration of the facade elements of these buildings.

The Queen Anne cottage on Neich Parade is notable, though not unique - the building does not differ substantially from other cottages in the same area that are not listed. The cottage’s significance has been assessed and it is considered that it does not meet the threshold for heritage listing. Consideration could be given to removing this property from Schedule 5 - Environmental Heritage of Burwood LEP 2012 as part of any future Planning Proposal.

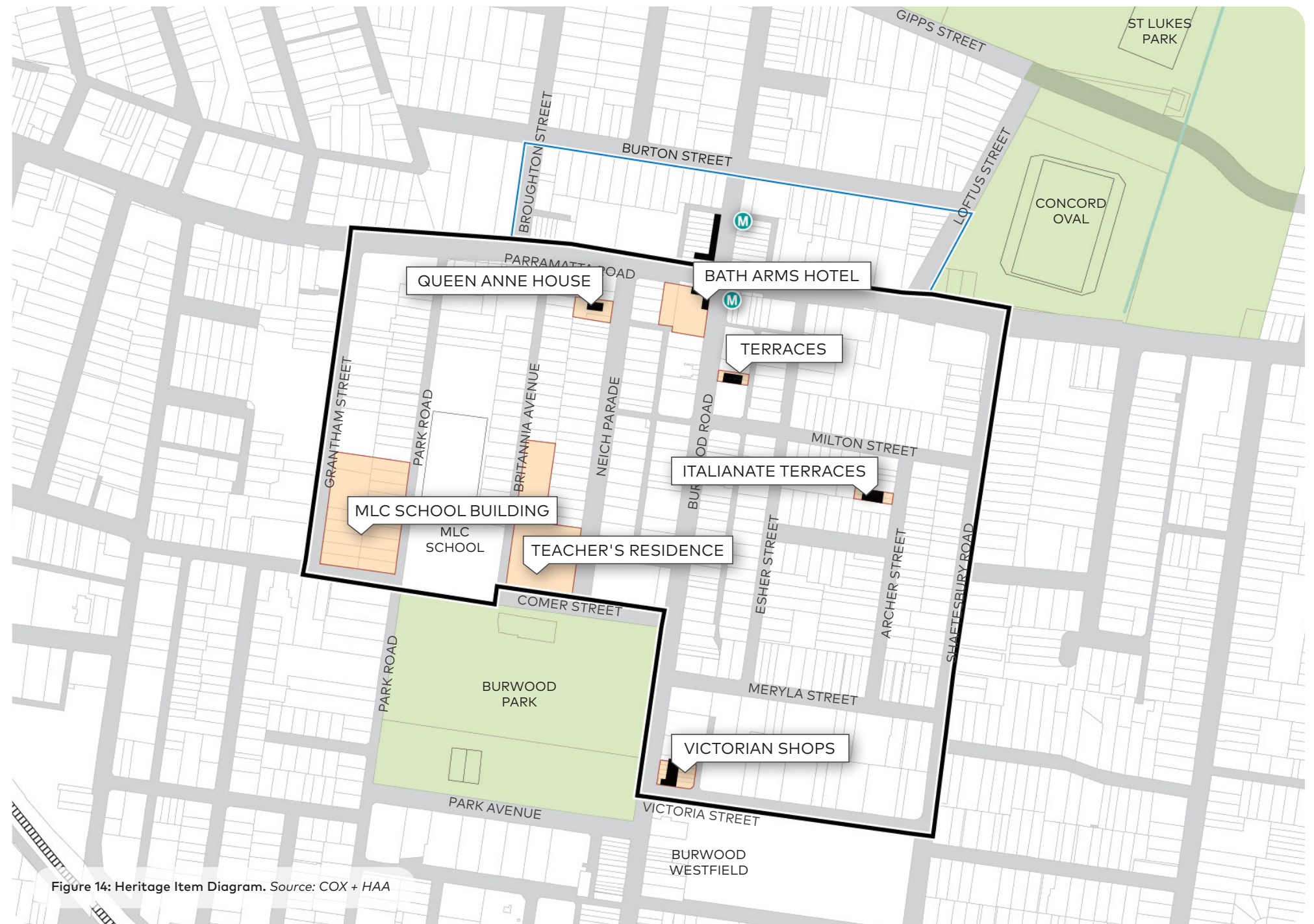


Figure 14: Heritage Item Diagram. Source: COX + HAA

- Precinct Boundary
- M Future Metro Entry
- Heritage Buildings
- Heritage Item



Existing Character

Today, the Burwood North Precinct is an urbanised Precinct centred around Burwood Road, a major thoroughfare that runs from the Parramatta River in the north and connects to the Cooks River and Campsie in the south.

The road is primarily used by vehicles and is flanked by laneways on both sides. South of the Precinct, there is a bustling dining and entertainment hub with numerous small restaurants that offer outdoor dining options. The historic streetscape features narrow footpaths and a mix of road widths and verge conditions, limiting the presence of street trees due to overhead power lines. Burwood Park, located within the Burwood Town Centre, provides a green space with mature fig plantings and well-maintained open lawns.

The Burwood North Precinct is predominantly residential, with the exception of Parramatta Road, which includes a mix of uses including car sales, retail and commercial development. South of Parramatta Road, the area predominantly consists of commercial and mixed-use properties extending towards the Burwood Town Centre. The rest of the Precinct is predominantly occupied by low and medium density residential developments of different architectural styles and ages.

Older dwellings are often red brick inter-war and post-war houses set back behind fences and front gardens. However, recent higher density developments have created a contrast between taller buildings and the Precinct's original human-scale character. Some new developments exhibit poor quality and lack a positive interface with the public domain, with service laneways dominated by parking and blank façades.

Throughout the Precinct, there are scattered heritage items, including individual dwellings and the notable Bath Arms Hotel, which has served as a hotel and meeting place since the 1820s.



Figure 15: Upgraded streetscape along north Burwood Road - large commercial frontages contrast the existing fine grain. Source: COX



Figure 18: Development of varying age and architectural style. Source: COX

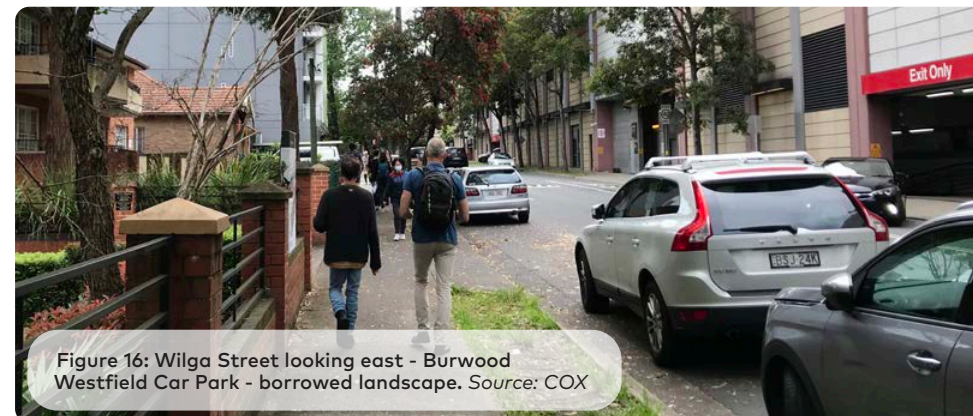


Figure 16: Wilga Street looking east - Burwood Westfield Car Park - borrowed landscape. Source: COX



Figure 19: New development with poor public domain interface along streets and lanes. Source: COX



Figure 17: Wide street with mature street trees. Source: COX



Figure 20: Parramatta Road looking towards city and proposed metro site and heritage Bath Arms Hotel. Source: COX

Constraints and Opportunities

As part of the analysis for the preparation of the Burwood North Precinct Masterplan, an assessment of the constraints and opportunities has been undertaken related to:

Connectivity

Environmental

Built Form and Character

Development Considerations

See Appendix 1 for more information on Constraints and Opportunities.



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Developing The Burwood North Precinct Masterplan

Since the release of PRCUTS in 2016, the NSW Government approved the construction of the Sydney Metro West, a new rail link operating between Hunter Street, in the Sydney CBD and Westmead. Anticipated to open in 2032, Sydney Metro West will deliver a station at Burwood North with access to the Sydney and Parramatta CBD and The Bays Precinct within 10 minutes. This significant investment in infrastructure will make the Burwood North Precinct one of the most connected and accessible precincts in Greater Sydney and has resulted in an opportunity to review the outcomes proposed to be delivered under PRCUTS.

The Burwood North Masterplan seeks to build upon the vision envisaged by PRCUTS in a way that ensures that the urban renewal of the Precinct leverages the opportunity afforded by the delivery of Sydney Metro West.

This level of connectivity and accessibility, not envisaged by PRCUTS, has the potential to attract significant investment in employment and the delivery of housing and provides opportunities to build on the established health/medical, educational and professional industry in the Precinct, further cementing Burwood's role in the Eastern City District as a Strategic Centre.

It also provides an opportunity to deliver significant community benefits, including open space and community infrastructure, quality urban design and building excellence, green and connected streets for people, all in a way that is environmentally and financially sustainable.

What is a Masterplan?

A masterplan is a long-term plan that provides a road map to guide future growth and change in our centres over the coming decades.

Masterplans have an important role in determining the look, feel and function of the urban environment. A masterplan guides building heights, design, density, sustainability, movement, land use zoning, open spaces, community infrastructure and heritage within a particular geographic area.

The Burwood North Precinct Masterplan has been informed by supporting studies and an extensive stakeholder and community participation process. The draft Masterplan was exhibited between October - December 2023 and submissions received have been considered as part of the finalisation of the Masterplan. The Masterplan will guide new planning controls that could apply to properties in the Burwood North Precinct and provides an urban design framework to ensure the delivery of a high quality, liveable and walkable urban environment.

Developing the Masterplan

The Masterplan has been developed through the following process:

- Site Analysis & Visioning - undertaken through the first stage of the project, the outcomes of the site analysis and visioning are used as the basis for developing the masterplan scenarios and preferred masterplan. Refer Burwood North Precinct Masterplan: Engagement Outcomes Report, by COX and Burwood North Precinct Masterplan: Precinct Analysis Summary Report, by COX
- Scenario Workshop - COX along with the project team and Council developed masterplan scenarios for testing and discussion with stakeholders
- Ongoing Consultant & Client Collaboration - the consultant project team and Council have collaborated throughout the process to develop the masterplan scenarios into a cohesive and refined masterplan that reflects the Vision and Top Priorities for the Precinct.

This report has been developed in conjunction with additional supporting studies and should be read with the following:

- *Burwood North Precinct Masterplan Landscape and Public Domain Strategy Report*, by Oculus
- *Burwood North Precinct Masterplan First Nations Design Principles Report*, by Dominic Steel Consulting Archaeology
- *Burwood North Precinct Masterplan Rapid Transport Appraisal*, by SCT Consulting
- *Burwood North Precinct Masterplan Sustainability Statement*, by Mott MacDonald

- *Burwood North Precinct Masterplan Economic Assessment & Feasibility Report*, by JLL
- *Burwood North Precinct Masterplan Stormwater and Flooding Study*, by Mott MacDonald
- *Burwood North Precinct Masterplan Geotechnical Study*, by Mott MacDonald
- *Burwood North Precinct Masterplan Utilities Study*, by Mott MacDonald
- *Burwood North Precinct Masterplan Preliminary Site Investigation*, by Mott MacDonald
- *Burwood North Precinct Masterplan – Heritage Significance Assessment*, by HAA
- *Burwood Community Facilities and Open Space Strategy; 2023 Community Facilities Addendum*, by CRED

Following extensive community engagement in late 2023, the Masterplan has been reviewed to ensure that the Vision can be delivered. The review of the Masterplan has also taken into account key planning reform announced by the NSW Government in late 2023.

The Masterplan includes an Implementation Plan which will guide the preparation of the planning controls and associated policies/strategies to guide Burwood North's growth over the next 15-20 years.

These include:

- A Planning Proposal to amend the Burwood Local Environmental Plan 2012.
- Amendments to the Burwood Development Control Plan to inform built form and design outcomes.

- Integration into the Burwood Infrastructure Contributions framework to support the funding, delivery and on-going maintenance of infrastructure.
- The introduction of an Affordable Housing Scheme to ensure the delivery of a minimum 5% affordable housing.

The Masterplan provides clarity and a way forward for the urban renewal of the Burwood North Precinct. It does not however result in changes to the planning controls in Burwood North. Changes to Council's planning framework are required to go through a defined process under the *Environmental Planning and Assessment Act 1979*, which will include further community engagement beyond this Masterplan.

The Masterplan aims to present a conceptualised design which considers the future urban structure of a defined area, guided by future growth and development and desired outcomes unique to a cohesive vision for the place.

Creating a liveable, vibrant, sustainable and accessible place that supports attracting jobs and investment is central to the Masterplan. Well planned growth will help reinforce Burwood's existing qualities. Its streets will be pedestrian friendly, lively places in the day and night, contributing to a sense of safety, attractiveness and inclusiveness. Higher density living and jobs growth will be well located around the future Metro Station and Burwood Road.

Stage 1 Community Engagement

We engaged over 500 individuals including landowners and residents, First Nations groups, local businesses, community members, government and institutional stakeholders as part of the Stage 1 engagement phase.

The diverse range of stakeholder groups were consulted throughout this period including:

- Government agencies
- Institutional stakeholders
- Landowner and residents within the boundaries of the masterplan area of investigation
- Local businesses within the boundaries of the masterplan area of investigation
- First Nations group
- Community members of the Burwood LGA

Aim of the engagement

The Stage 1 stakeholder engagement aimed to gain a deeper understanding of the opportunities and challenges within Burwood North and to draw out the top priorities, vision, needs and desires for the future of the Precinct.

In listening to our community, we have undertaken a wide range of engagement activities including:

- Community Social Map on the Participate Burwood webpage
- Landowner and resident survey on the Participate Burwood website
- Local business survey conducted through November 2022
- Government and institutional stakeholder Visioning Charrette held at Burwood Council on 16 November 2022
- Landowner and resident drop-in session hosted at Burwood Council on 22 November 2022
- First Nations groups engagement held at Burwood Council on 6 December 2022 and 1 March 2023

Engagement Activities

A summary of the stakeholder engagement activities undertaken as part of the Stage 1 Engagement activities are listed below. Further information is contained within the Burwood North Precinct Masterplan Engagement Outcomes Report and supporting documents.

Visioning charrette

The purpose of the charrette was for participant stakeholders to understand the opportunities and constraints within the Precinct, and to collectively share their non-negotiable outcomes, visions and priorities for the future planning of the Precinct.

Landowner one-on-one meetings

Individual meetings with major landowners in the Precinct to understand their perspectives on opportunities and constraints to development including areas of housing, open space, and community infrastructure.

Community drop in session

Attended by over 100 people, primarily residents and landowners from within and surrounding the Precinct, provided an opportunity for the community to speak to the project team.

Landowner and resident survey

Conducted from 22 November - 4 December 2022 and was hosted online on the Participate Burwood page. The aim of the survey was to gain insight into the strengths and challenges of and ideas for the Burwood North Precinct.

Online community engagement

An online 'social map' was launched to enable community members to share their perspective and ideas for the Precinct through marking and adding comments to a map within the categories of: love, improve, ideas, and research (areas for further investigation).

First Nations engagement

An advisory panel was established made up of First Nations organisations and individuals who expressed interest in participating in the project to identify, discuss and develop First Nations design principles intended for the masterplan. Two workshops took place for initial engagement and as a follow up and ideas for First Nations design intervention.

Masterplan scenario workshop

This workshop allowed participants to interrogate the options developed by the project team and Council and also provide guidance on opportunities, constraints, and needs that may impact option selection. Workshop outcomes were used to formulate the preferred masterplan.



Figure 22: Community drop-in session. Source: COX

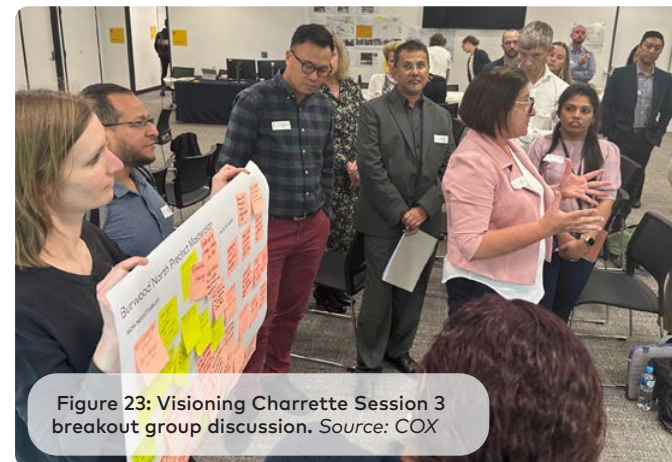


Figure 23: Visioning Charrette Session 3 breakout group discussion. Source: COX



Figure 24: Community drop-in session. Source: COX



Figure 21: Visioning Charrette Session 3 breakout group discussion. Source: COX

What we have heard

Key Strengths and Opportunities

- Burwood North is a wonderfully connected location - a thriving hub between the Sydney CBD and Parramatta CBD, that will be enhanced further with the Sydney Metro station at Burwood North
- Burwood North has a high level of accessibility to parks, schools and health services
- Burwood North is a vibrant urban destination; a place for food and shopping, with a strong night time economy
- Burwood Road is a well established, vibrant high street
- Many people get around Burwood North on foot, there is an opportunity to enhance the walkability of the Precinct
- Burwood North has an exciting, multi-cultural community feel
- Burwood Park is an important open space asset for the community, heavily used for events and recreation by people of all ages
- The community generally supports a high density urban environment for Burwood North, with the necessary community and transport infrastructure to support growth
- The former creek line that ran through Burwood North could be re-interpreted and incorporated into the public domain to assist with stormwater management and urban greening
- There is a need and opportunity to take a Connecting with Country approach to the design of the Precinct

Key Constraints

- Some roads are dominated by cars and parking, reducing pedestrian amenity and safety
- Footpaths are too narrow in some areas, with many conflicting users along Burwood Road
- Parramatta Road is challenging to cross in places, and presents as a barrier to easy and safe north-south pedestrian and cycle movement
- Burwood Road needs more safe crossing points
- There is a need for better connected active and public transport
- Burwood North could benefit from more greenery on the streets, helping to reduce the urban heat island effect
- Additional open spaces are needed to support the growing population
- Additional housing choice to meet the diverse needs of all age and cultural groups
- Housing affordability is a challenge
- Parramatta River is close by but walking access to it is not intuitive

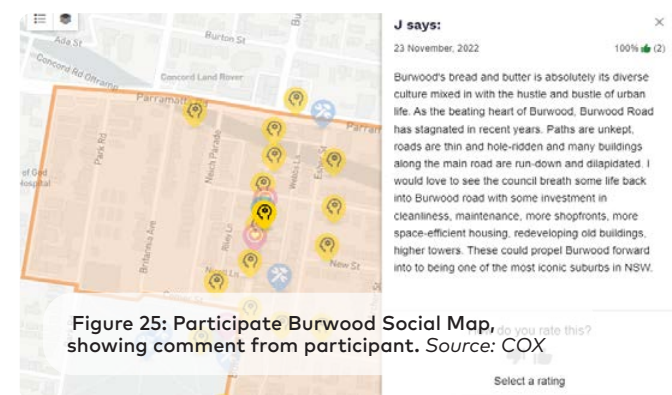


Figure 25: Participate Burwood Social Map, showing comment from participant. Source: COX



Stage 2 Community Engagement - Exhibition of the Draft Masterplan

The draft Masterplan was placed on public exhibition on 23 October 2023, and concluded on 15 December 2023 for a total period of 8 weeks. Submissions were received up to 5 January 2024 to allow the community suitable time to provide feedback.

The table on the following page provides an overview of the engagement methods undertaken and the community response.

Tool/Technique	Description	Response
Letters to community (LGA wide)	Colour flyer was letterbox dropped to residents, businesses and landowners in the Burwood LGA advising of vision and engagement activities.	Delivered to 16,100 households. Sent on 18 October prior to the start of exhibition period.
Addressed letter to affected landowners	Cover letter to landowners in the study area, including the colour leaflet. Second and third letters to landowners in study area to provide update on additional engagement activities.	Affected landowners (717 letters) sent on 18 October. Letters on 6 November and 22 November.
Addressed letter to adjoining landowners	Cover letter and flyer sent to landowners adjoining the study area, including land adjoining the Burwood North Metro Station within Canada Bay LGA.	446 adjoining landowners. 242 landowners in Canada Bay LGA. Sent the week of 18 October.
Post cards in English, Chinese, Nepali and Korean	Postcards distributed to service centre, library and at drop in sessions and pop-up stalls as part of engagement program. Postcard provides a snapshot on seeking feedback with QR code to Participate Burwood website.	400 postcards.
Factsheets	Series of factsheets for distribution at engagement sessions and online on the Participate Burwood page. Factsheets include: • Introduction to Masterplan • Top 6 priorities • Implementation of Masterplan • Next steps	70 copies distributed at engagement sessions. 140 copies downloaded from Participate Burwood website.
3D animation video	3D visualisation of the masterplan on the vision and proposed changes under master plan. Video animation produced and put on Participate Burwood Website and Burwood Council's YouTube channel.	965 views on YouTube.
Stakeholder meetings	Briefing on the project with MPs, local schools, Council advisory committees, and internal staff	6 briefings during consultation period.

Tool/Technique	Description	Response
Community Pop Up Sessions	To be held at community events, community facilities and high visitation areas. Pop-ups to include A1 size display boards with renders of future of Burwood North. Printed copies of collateral available for community including factsheets, notification letter and postcards.	14 sessions planned (refer to previous table for list of pop-up sessions). 90 participants to date.
Burwood Hub Display and Speak to a Planner	Display setup in Burwood Hub with a strategic planner available to talk at specified time slots during the consultation period.	8 sessions planned (refer to previous table for list of drop-in sessions) 15 participants to date.
Participate Burwood	Website for the draft Masterplan provides: • Digital 24/7 access to information and to provide feedback • Timelines and information about consultation undertaken • Masterplan and technical reports • 3D visualisation of Masterplan • Factsheets • List of consultation activities • Survey and submission form • Link to register to be informed of updates on project.	3,452 Visits. 1,960 unique visitors (23 October to 31 January 2024). 358 downloads of the draft Masterplan report.
Online Survey	10 questions on the top priorities for Burwood North.	15 responses.
Social media	Promotion of Masterplan engagement activities on social media.	9% of visits came via social media with 186 link clicks.
Speak to a planner	One-on-one conversations with Council strategic planners via phone or in person meetings.	30 phone conversations. 8 meetings by appointment.



Figure 26: Pop-up stall at The Strand, Croydon (31 October 2023)

Community pop up and drop in sessions

22 community pop-up sessions were held in various locations within Burwood LGA to share information about the draft Masterplan, answer questions and receive feedback. The pop-ups were held in public and community spaces including parks, community events, community halls and on the street over 8 weeks including weekends. The sessions were attended by Council planning staff. There were 110 conversations and interactions for the pop-ups and drop in sessions.



Figure 27: Drop in session at Burwood Community Hub

What we have heard

In response to the public exhibition of the draft Masterplan, fifty-five (55) submissions were received.

Key themes raised in submissions and engagement activities included:

- Site specific feedback
- Process and timing for delivery of the controls
- Transport/Traffic/Parking
- Delivery of infrastructure to support the growth



Figure 28: Pop-up stall at Burwood Chinatown Night Markets (3 November 2023)

Theme

Site specific feedback

- The majority of enquiries from landowners and residents related to wanting to understand how the masterplan would impact their property.
- The most common enquiries related to the proposed height and density (FSR) and what this meant for their property and/or the impact of adjoining changes on their property.
- All site-specific submissions requested consideration of greater height and density (FSR) than what had been proposed in the draft Masterplan.
- A number of submissions requested changes to proposed minimum lot sizes, site amalgamation patterns, and location of open space and through site links.

Process and timing

- The majority of queries and feedback on process and timing related to the master planning process and implementation of the masterplan.
- Landowners and residents wanted to understand the next steps and timing of changes to planning controls and when development would occur. Landowners expressed that they have been waiting a significant period of time for changes to occur in the precinct since the announcement of the Parramatta Road Corridor Urban Transformation Strategy prior to 2016.

Transport / Parking / Traffic

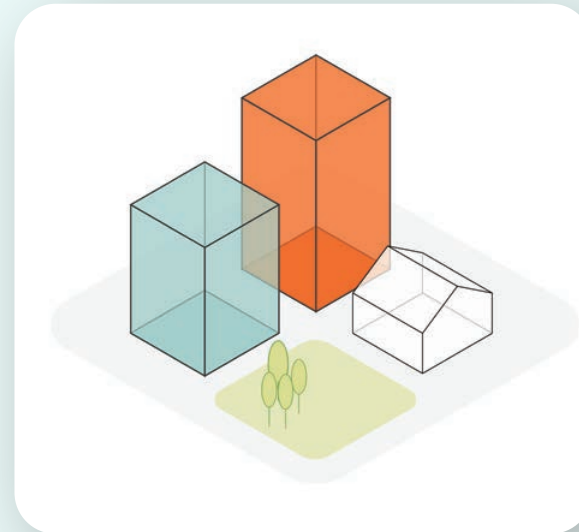
- There was some support for the introduction of maximum parking rates and unbundled parking.
- There were comments and feedback on the timing and certainty of the delivery of the Sydney Metro West line following the State Government's announcement of a review in April 2023. The final recommendations were released in December 2023 with the announcement by the NSW Government committing to the delivery of Sydney Metro West including Burwood North Station and its delivery by 2032.
- Concerns were raised regarding the potential impact of the masterplan on traffic congestion particularly around school zones and ability to find on-street parking in peak periods.

Infrastructure to support growth

- A number of submissions identified concerns with the quantum of open space proposed and the provision of community facilities for the proposed future increase in population.

Big Moves

The following masterplan "Big Moves" draw on the Vision established for Burwood North Precinct to guide the built form and planning approach for the Precinct.



Diverse Housing and Employment

Advocate for high-quality built form that provides a wide array of housing choices, including affordable housing options for low income earners, key workers and families. Leverage high-amenity living to attract more knowledgeable and high-skilled jobs.

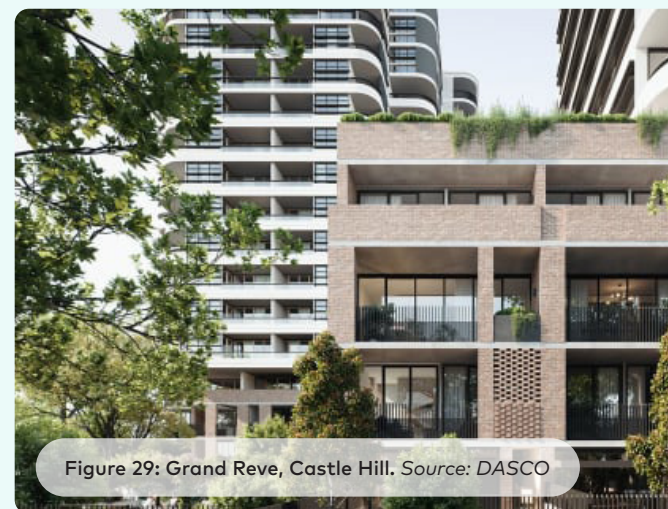
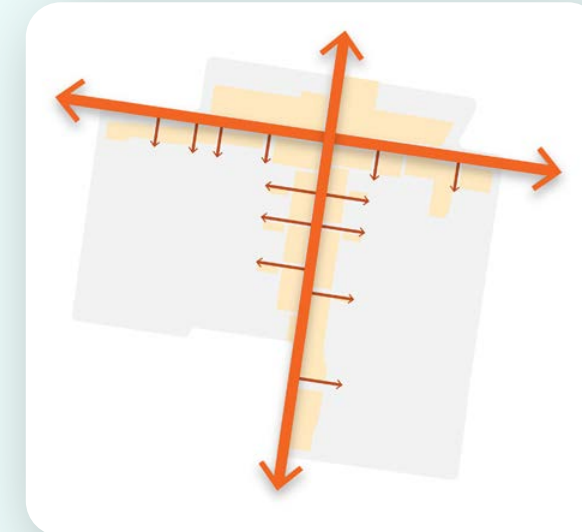


Figure 29: Grand Reve, Castle Hill. Source: DASCO



Activation and Celebration

Activate Parramatta Road and Burwood Road and extend activation through perpendicular streets and laneways into the Precinct. Manage growth and development so that the centre is rejuvenated and the diversity and culture of the Precinct remains central.



Figure 30: Lankelly Place, Potts Point. Source: SydneyCityGuide



Pedestrian-First Transport Network

Prioritise pedestrian connectivity and permeability throughout the Precinct and into the wider area, considering the needs of future services access and a developed active transport network.



Figure 31: Ithaca Commons pedestrian street. Source: Holt



Blue and Green

Establish a legible green and blue network through the Precinct to provide a high level of amenity, sense of place, and connection with Country. A sustainability strategy supports these networks with directions for water management and sensitive curation of plant species and public domain materials.

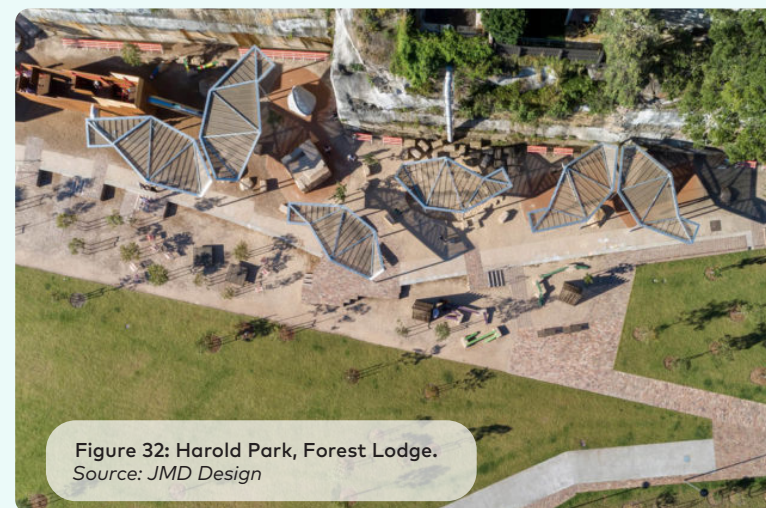
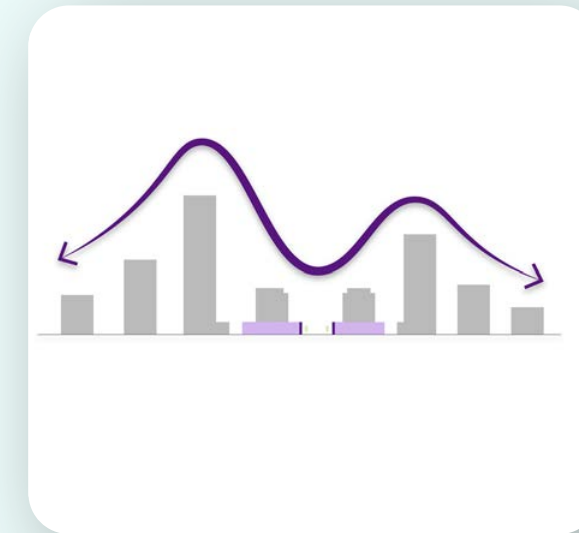


Figure 32: Harold Park, Forest Lodge. Source: JMD Design



Human Scale

Protect the human scale of Burwood Road and Parramatta Road by setting taller buildings behind, and transition height down to existing areas.



Figure 33: Victoria Street, Chatswood. Source: COX

Top Priorities

The top priorities for the Burwood North Precinct focus on creating a vibrant and sustainable community. The Masterplan aims to deliver a Precinct that incorporates diverse and flexible green spaces, paying homage to the natural environment and acknowledging connection with Country. Additionally, there is a strong emphasis on establishing a well-connected and easily navigable active transport network supported by new green spaces, promoting walking, cycling, and other non-motorised forms of transportation. Another key aspect is the provision of well-designed and flexible housing options, catering to different needs and promoting a sense of inclusivity.

The development of a Precinct with a distinct character and a strong sense of place, fostering a unique identity and promoting community engagement. As a Strategic Centre, the Precinct is envisioned to be both regionally significant and locally accessible, offering a range of amenities to meet the needs of residents and visitors.

Under each of the priorities the following is documented;

- Principles - which underpin the priorities
- Masterplan Strategies - what the masterplan is proposing, drawn from the observations, objectives and "what we know" from the extensive site analysis and consultation process
- Future Actions - what is required to deliver on the principles and masterplan strategies.

1

Deliver a Precinct with rich and varied open spaces that acknowledges connection with Country

2

Create a legible and comprehensive active transport network

3

Deliver a range of well-designed, highly flexible housing

4

Deliver a precinct with a richly defined identity and sense of place

5

Create a centre that is regional in outlook and local in amenity

6

Promote a sustainable, green, and resilient Precinct

Priority 1

Deliver a Precinct with rich and varied open spaces that acknowledges connection with Country



Figure 34: Matron Ruby Grant Park, Zetland. Source: Landscape Australia



Figure 35: Newmarket, Randwick. Source: Cbus Property



Figure 36: Dyuralya Square, Green Square. Source: City of Sydney

Principles

- **Acknowledge the opportunity for connection to Country by celebrating the cultural landscape**
- **Provide access to a diverse range of spaces across the Precinct, that complement Burwood Park to ensure that the community can enjoy cultural events, gatherings and activities**
- **Deliver quality open space within 200m of everyone's front door**
- **Integrate places and spaces within streetscapes and public domain, enabling the community to come together informally and for chance encounters to occur**
- **Support the delivery of spaces that contribute and connect to the green and blue grid network**

Masterplan Strategies

- Maximise functionality of open space to provide for a range of activities and gathering sizes, as well as environmental and ecological benefits.
- Identify opportunities for connection with Country in the design of public spaces and connections.
- Locate open spaces in areas that have good passive surveillance from surrounding development and from the public domain.
- Distribute open spaces throughout the Precinct to enable most residents to have access to an open space within 200m that has a minimum size of 1500m².
- Maximise the delivery of open space as part of development sites and within the public domain.
- Minimise property acquisition by Council.

Future Actions

- Council to establish planning mechanisms for the delivery of open space, through site links, plazas and other infrastructure on individual sites, in accordance with the masterplan through amendments to the LEP and DCP.
- Prepare amendments to Council's contribution planning framework to reflect the forecast growth and infrastructure needs for Burwood North, including alignment with delivery of PRCUTS infrastructure.
- Advocate to the State Government for funding to ensure the delivery, enhancement and maintenance of sufficient open space to cater to the needs of the future population.
- Review LEP and DCP controls for Burwood North based on best practice for establishment of deep soil zones, tree canopy on ground and green roofs where practical.
- Review LEP and DCP controls for Burwood North based on best practice for the establishment of adequate solar access to parks and main streets.

More detailed open space principles are contained within the *Burwood North Precinct Masterplan: Landscape and Public Domain Strategy Report*, by Oculus. The Future Actions will link to how these strategies will be reflected in proposed LEP and DCP

Priority 2

Create a legible and comprehensive active transport network



Figure 37: Slovenska Boulevard shared street for pedestrians, cyclists and buses. Source: Landzine

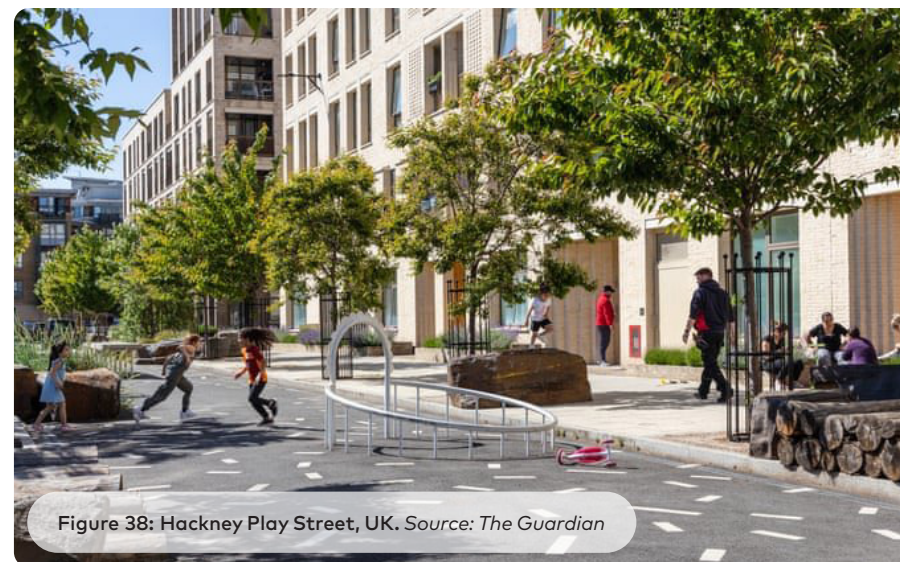


Figure 38: Hackney Play Street, UK. Source: The Guardian



Figure 39: New Acton Precinct, Canberra. Source: Landzine

Principles

- **Maximise active and public transport connectivity to the Burwood North Metro station**
- **Support a connected open space network with enhanced local and regional cycle connections**
- **Enable connections through to the Parramatta River - prioritising north-south active transport connections**
- **Support the transition of Burwood Road to enhance active and public transport connections**
- **Create walkable activated laneways, through-site links and shared zones as part of an integrated walking network**
- **Reduce the need for private car ownership**

Masterplan Strategies

- Slow vehicular speeds through and within the Precinct to support pedestrian priority as well as people riding.
- Allocate road space to prioritise pedestrians as well as people riding within neighbourhood zones, wherever possible.
- Utilise the existing laneway network as shared zones and deliver new shared zones and pedestrian connections, to enable pedestrian priority and permeability through the Precinct.

Future Actions

- Adopt maximum parking rates, consistent with the PRCUTS recommended parking rates for new residential development in the Burwood North Precinct.
- Review the DCP to require that new developments provide access to car share and ride share services sufficient to meet the needs of the development and to discourage private car ownership.
- Review the DCP to introduce provisions in the DCP which enables unbundled parking within new developments.
- Review the DCP to require 100% of parking in new developments for both resident and commercial to have EV ready connections.
- Include provisions to require fast or rapid EV charging for all commercial development.
- Review the DCP to update provisions for bicycle and other parking, loading and servicing requirements in accordance with best practice requirements (e.g. Transport for NSW Cycleway Design Toolbox).
- Review the DCP to include appropriate end of trip facilities and ensure that the controls deliver facilities that are designed to support people who cycle, jog or walk to work.

Priority 3 Deliver a range of well-designed, highly flexible housing



Principles

- **Encourage a range of housing typologies and options to support a diverse population, including catering for multi-generational living**
- **Create opportunities across the Burwood North Precinct for both medium and high rise development, to ensure the delivery of community oriented neighbourhoods**
- **Encourage provisions that deliver a mix of unit sizes and allow for flexibility to suit a range of households**
- **Allow for a diverse range of tenures, including opportunities for the delivery of affordable housing and build to rent accommodation**

Masterplan Strategies

- Provide a range of densities that enable a variety of housing typologies to be delivered within the precinct.
- Position higher densities around open spaces to provide good amenity and a connection to landscape.
- Organise built form and densities within unique neighbourhood zones that each have a distinctive character, providing a sense of place and community.
- Require the delivery of a minimum of 5% of new dwellings as affordable housing, consistent with PRCUTS.

Future Actions

- Amend the LEP to increase residential dwelling capacity consistent with the proposed height and floor space ratios in the Masterplan Implementation Plan.
- Introduce an Affordable Housing Contributions Scheme in the LEP for the Burwood North Precinct to ensure the delivery of affordable housing, consistent with PRCUTS (minimum 5% of total FSR to be dedicated for affordable housing).
- Amend the LEP/DCP to specify the minimum unit mix rate for residential flat buildings and shop top housing with more than 20 dwellings to increase housing diversity.
- Review the DCP to require new dwellings to comply with Liveable Housing Design Guidelines.
- Investigate opportunities to increase the amount, and improve the standard of housing to ensure that it is universally designed. This includes encouraging the delivery of larger apartments on the ground floor with usable external space to ensure a range of households can secure suitable housing to meet their needs.
- Continue to engage with, and advocate for, the enhancement and delivery of State Government infrastructure (schools, medical/hospital, community services etc) sufficient to meet the needs of the current and future population.

Priority 4

Deliver a precinct with a richly defined identity and sense of place

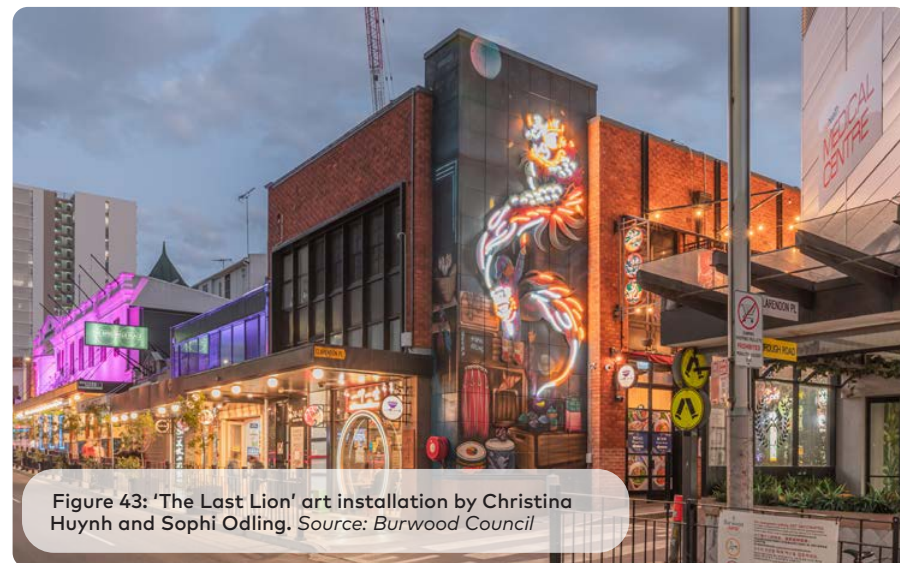


Figure 43: 'The Last Lion' art installation by Christina Huynh and Sophi Odling. Source: Burwood Council



Figure 44: Public Art on footpath in Burwood. Source: COX

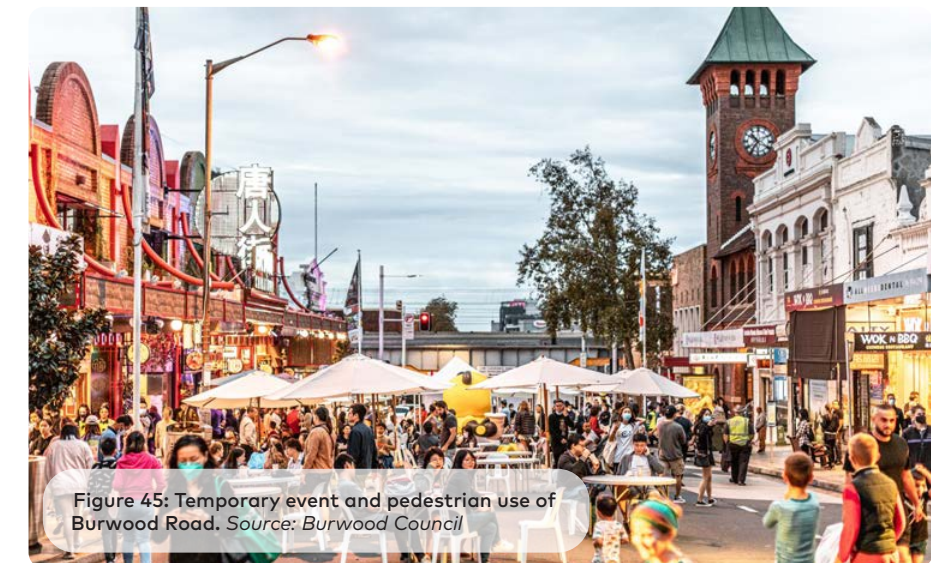


Figure 45: Temporary event and pedestrian use of Burwood Road. Source: Burwood Council

Principles

- **Deliver an exemplar urban precinct with a diversity of residential building types that ensure the prioritisation of a high amenity human experience**
- **Encourage innovative architectural, design and delivery models to ensure design excellence in new development and the public domain**
- **Respect, build on, and celebrate how culture has influenced the way people live, work, and play in Burwood and ensure that future development acknowledges this culture and diversity**
- **Build on the existing fine grain character by encouraging laneway activation and small scale, fine grain retail tenancies**

Masterplan Strategies

- Position higher density and taller building forms in the blocks behind Burwood Road and Parramatta Road, to retain a human scale frontage to those primary movement corridors.
- Encourage active frontages along Burwood Road and Parramatta Road, as well as on the adjoining laneways to draw activation into the adjoining neighbourhoods and away from higher traffic zones, both day and night.
- Respond to the cultural and environmental heritage in the Precinct by incorporating diversity, including, connection to Country, in the design of public spaces and connections.
- Provide opportunities for the incorporation of public art throughout the Precinct.

Future Actions

- Implement appropriate place based design objectives and standards within the DCP for new development within the Burwood North Precinct.
- Consider the development of a Design Excellence provision and Design Excellence Competition process for key sites within the Burwood North Precinct.
- Incorporate DCP controls to ensure appropriately scaled and designed development can occur within, and adjacent to, heritage items within the Burwood North Precinct.
- Require public artworks in certain locations as part of the development approval process and Council's Public Art Policy. These artworks should convey the history and unique character of Burwood, and connection to Country, and be tailored to their locations within Burwood North.

Priority 5

Create a centre that is regional in outlook and local in amenity



Figure 46: Fish Lane, Brisbane. Source: Fish Lane



Figure 47: Llanekelly Place, Potts Point - service laneway activated with small retail and dining tenancies. Source: Concrete Playgroup



Figure 48: Judith Neilsen Community Centre in an adaptively reused heritage building. Source: City of Sydney

Principles

- **Maximise opportunities for job creation within the Burwood North Precinct to support the continued growth of the Burwood Town Centre as a strategic centre within the Eastern City**
- **Support small business and start-ups of different scales and types that provide a diversity of job opportunities**
- **Maximise opportunities for activation of streets and public spaces, drawing on existing vibrancy to create a hub around the future Burwood North Metro station.**
- **Maintain and expand on the richness and complexity of existing land uses with diversified dining and retail experiences**
- **Provide local service and community facilities within a short ride, or walking distance to where people live**
- **Enable people to experience the Burwood North Precinct as both a quiet and bustling neighbourhood, with defined areas of genuine mixed use, balanced with quieter streets and spaces**

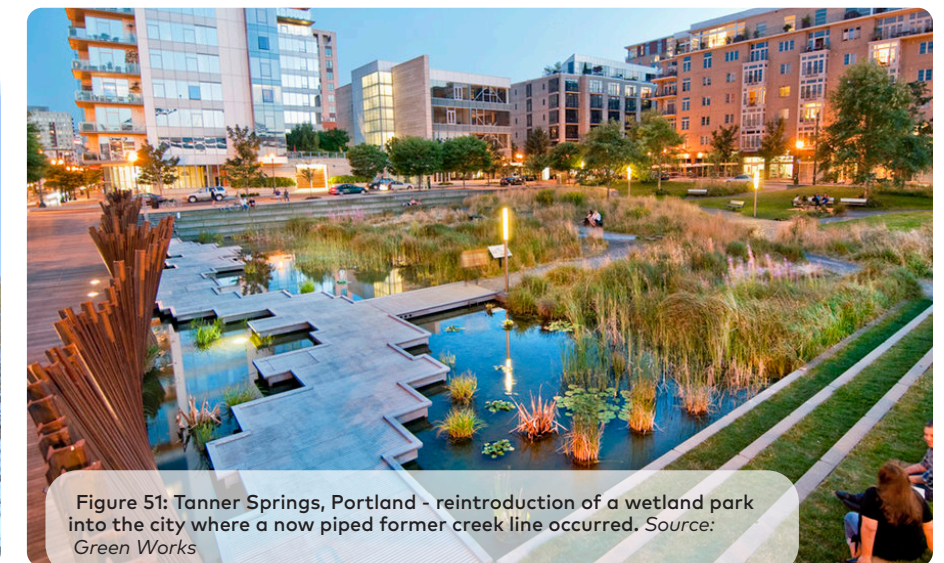
Masterplan Strategies

- Concentrate a higher proportion of non-residential uses around the Burwood North Metro station and along Parramatta Road.
- Continue to support Burwood Road as an active mixed use street with only non-residential uses at ground floor.
- Enable small scale commercial, dining and retail outlets to activate laneways perpendicular to Burwood Road and Parramatta Road, extending activity into the surrounding precinct to encourage and support both day and night time economies.
- Encourage community facilities in areas of high amenity to support the community.

Future Actions

- Introduce a new land use zone into the Burwood LEP (R4 – High Density Residential) to allow residential flat buildings and enable other complementary land uses, such as cafés and restaurants that contribute to the vibrancy of the neighbourhood while ensuring that business centres remain the focus for business and retail activity.
- Amend the LEP/DCP to identify new through site links to be provided as part of future redevelopment of sites through land dedication in the Precinct.
- Review the zoning and permissible land uses for land along Parramatta Road to allow for a range of uses including commercial and retail uses and residential, where appropriate.
- Continue to advocate to State Government agencies and neighbouring councils to ensure future east-west and north-south mass transit corridors through Burwood are protected and delivered in the long term.
- Incorporate recommendations of the Burwood After Dark Strategy to ensure a thriving night time economy with the Burwood North Precinct.

Priority 6 Promote a sustainable, green, and resilient Precinct



Principles

- **Ensure that Burwood North is a sustainable urban renewal precinct, that supports the movement towards zero carbon operations**
- **Maximise urban greening of Burwood North with increased tree canopy, rain gardens, rooftop gardens, community gardens and enhanced ecosystem biodiversity**
- **Incorporate water sensitive urban design – stormwater management integrated with public domain and open space**
- **Support sustainable technologies and initiatives that will reduce carbon emissions**

Masterplan Strategies

- Support the transition to net zero emissions in the precinct.
- Allow water to be celebrated as a key part of the linear open space network, following the former creek line that ran through the precinct.
- Manage stormwater and flooding impacts through open space and water sensitive urban design and bio-filtration.

Future Actions

- Review and update the flood study and floodplain risk management study and plan to inform future planning controls.
- Review and amend the DCP to incorporate relevant recommendations from the Burwood North Precinct Masterplan: Sustainability Statement, including:
 - Improving overall building energy and water efficiency;
 - Requirements for setbacks, solar amenity, deep soil landscaping controls;
 - A minimum tree canopy target / site coverage;
 - Encouraging the planting of drought resistant species and indigenous species;
 - Green roofs and green wall design;
 - On-site energy generation via solar power to reduce dependency on the main grid;
 - Fully electric to progressively eliminate fossil fuel demand towards net zero emissions;
 - Electric Vehicle and Ebike charging, with car parking spaces ready to transition to electric vehicle charging when this technology becomes widespread;
 - Diverting of building materials from the demolition process from landfill;
 - Best practice water saving measures for all new buildings not subject to BASIX;
 - Waste management to ensure the diversion of waste away from landfill, including separated recycling streams, new waste technologies, communal areas for organic waste composting (FOGO).
- Water Sensitive Urban Design controls



The Draft Masterplan

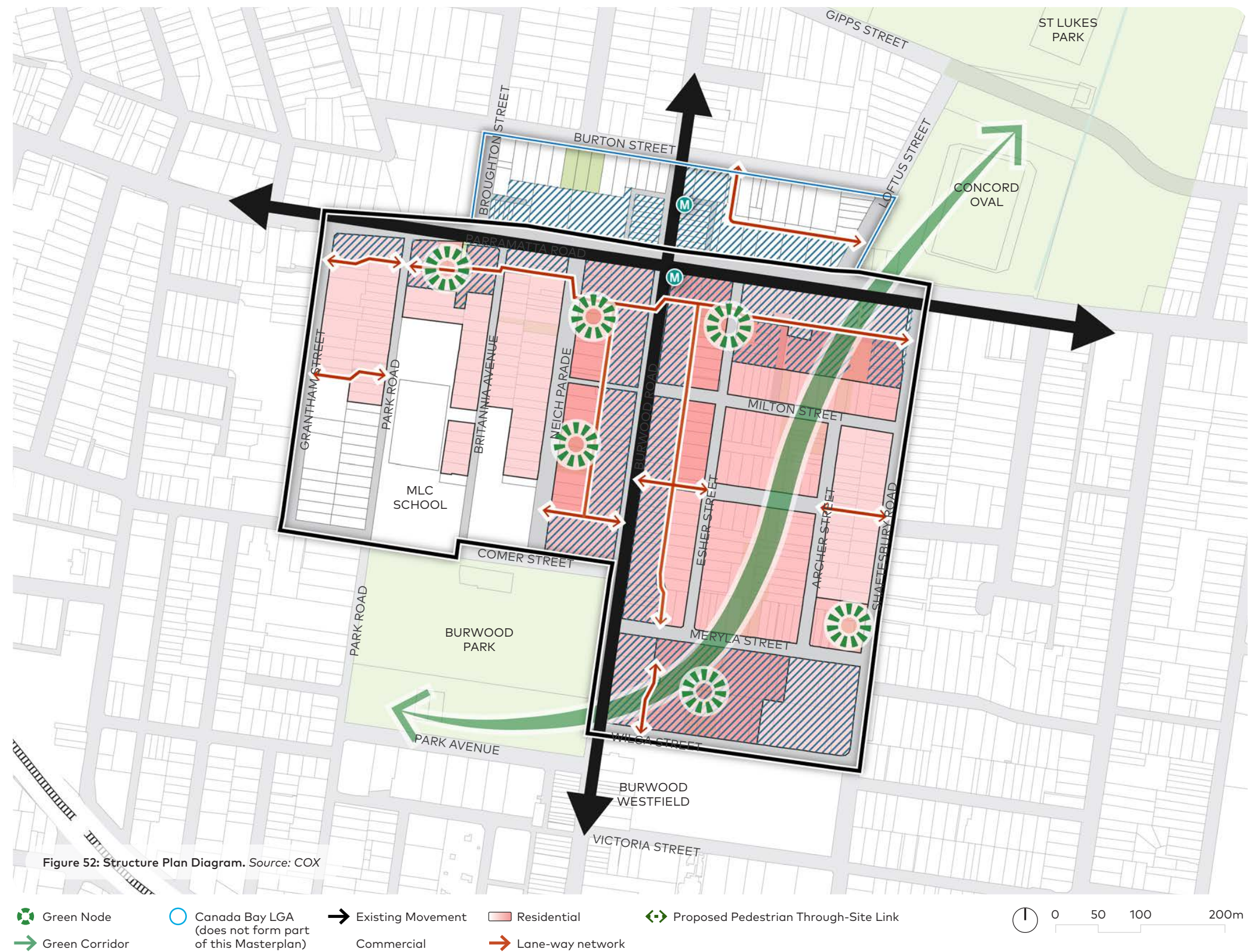
Structure Plan

Burwood North Precinct is defined by its built and natural corridors. Burwood Road serves both pedestrians and vehicles as a key north-south connector, anchored by the proposed Burwood North metro station in the north, and Burwood train station to the south. Burwood's established character as a dining and retail destination oriented around Burwood Road, is proposed to be extended north in to the Precinct towards Parramatta Road.

Burwood North Precinct leverages the accessibility and activation of the metro station to create a fine-grain, dense, mixed-use community oriented around the transit node.

A chain of existing and proposed open spaces follow a former creek line between Burwood Park and Concord Oval/St Luke's Park in the Canada Bay LGA. This open space network employs First Nations design elements to anchor the Precinct within Country. Water will be 'resurfaced' to flow through Burwood North Precinct, and the open spaces surrounding the water elements provide new spaces for residents to gather and play. The wider open space network in the Burwood North Precinct builds upon the connectivity of this creekline, and prioritises linkages with pocket parks and lane-ways to create a transport network that prioritises the pedestrian.

Burwood North Precinct will offer a range of housing typologies that reflect the diversity of its community - forming distinct neighbourhoods that promote walkability and minimise car dependency. Pockets of activation will create a vibrant, attractive urban experience beyond Burwood Road, and enhance green spaces with added surveillance and extended usability.



Character Areas

Burwood North Precinct forms a set of distinct but interwoven neighbourhoods, each with a unique character and offering a diverse range of housing and employment typologies.

The proposed built form and open space structure for the Burwood North Precinct has been organised into these distinct character areas, enabling Burwood North Precinct to be a place that offers a diversity of urban experiences, places and housing types.

The four character areas for Burwood North are:

Transit and Business

Bounded by one block either side of Parramatta Road

Active High Street

Defined by one or two blocks either side of Burwood Road

Park Edge Living

Between Esher Street and Shaftesbury Road

Living and Learning

Between Neich Parade and Grantham Street



Transit and Business

The Transit and Business character area fronting Parramatta Road will host a range of active frontages in mixed-use developments, fronting Parramatta Road and around the Burwood North metro station transit node.

Parramatta Road will remain as a principal east-west vehicle artery, but will have substantially improved pedestrian amenity through the implementation of a 3m landscaped, green setback.

Laneway connections will provide opportunities for activation from Parramatta Road to the south of the Precinct.

Enhanced permeability across Parramatta Road and into Canada Bay to the Parramatta River, will be encouraged, and this will be aided by the proposed underground connection being delivered by Metro West.

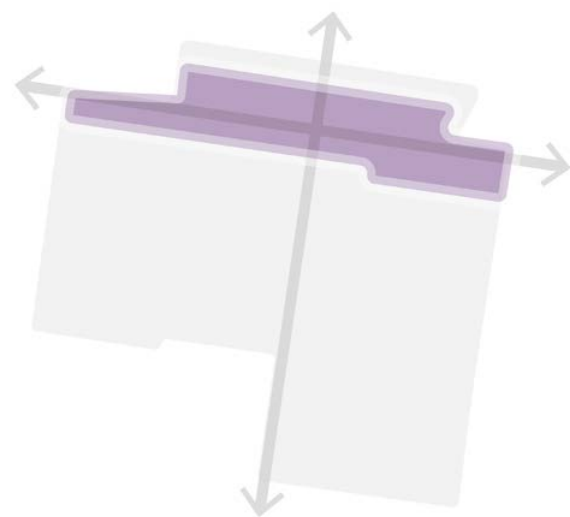


Figure 54: Visualisation of an active urban park adjacent to Burwood North Metro Station. Source: Scharp



Figure 55: Arncliffe Central. Source: Billbergia



Figure 56: Future Burwood North Station. Source: Sydney Metro

Active High Street

The Active High Street character area is centred on Burwood Road as the mixed-use activity spine, drawing upon the activity of the Burwood Town Centre to the south.

Burwood Road will continue to act as the high street, with future development continuing to provide active ground floor uses, including retail and dining. New and existing laneways will be encouraged to ensure that the area is permeable and highly accessible, providing activation day and night.

Building heights along Burwood Road are intended to protect both human scale and solar access, producing a highly amenable pedestrian experience at the ground floor.

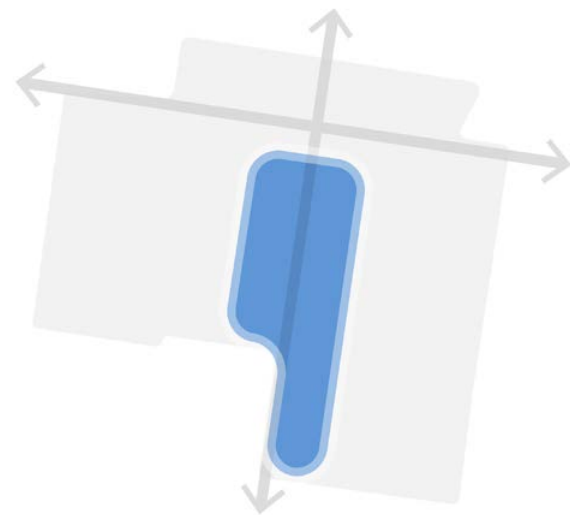


Figure 57: Active Burwood Road visualisation. Source: Scharp

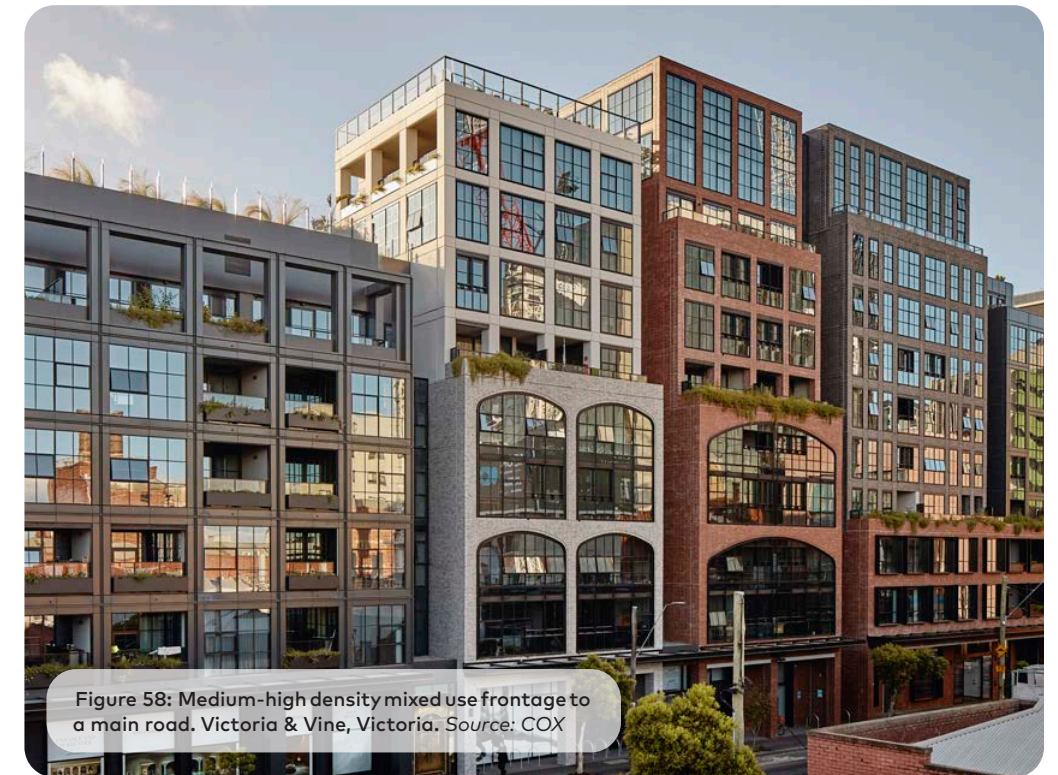


Figure 58: Medium-high density mixed use frontage to a main road. Victoria & Vine, Victoria. Source: COX



Figure 59: Llanckelly Place, Potts Point. Source: Destination NSW

Park Edge Living

The Park Edge Living character area is a medium-high density residential neighbourhood within a highly landscaped setting.

This area is anchored by a linear green and blue corridor, designed incorporating the principles of water sensitive urban design, and will provide opportunities for passive recreation.

The built form in the Park Edge Living character area encourages higher densities adjacent to the open space which will be designed to be a highly flexible space to allow for a range of activities and events to reflect the needs of a diverse population.

Development on the edge of the character area will sympathetically transition to the existing low density residential development on Shaftesbury Road.

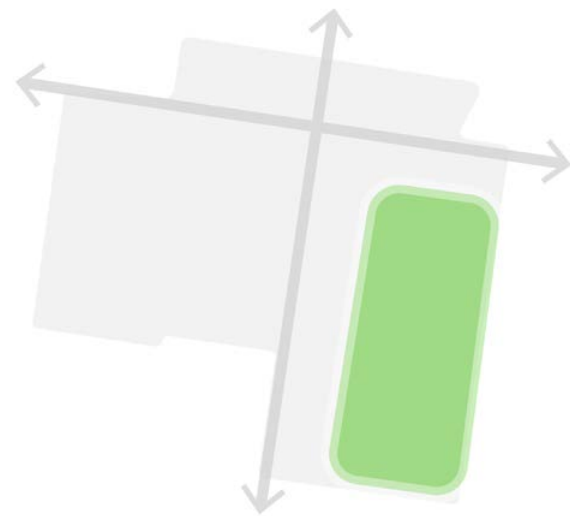


Figure 60: Linear open space with WSUD through medium density residential neighbourhood, Putney. Source: COX



Figure 61: Eden Street, Arncliffe. Source: Group GSA



Figure 62: Arkadia Apartments, Alexandria. Source: DKO + Breathe

Living and Learning

The Living and Learning character area will provide for medium density residential development, set within a leafy streetscape. Future development will consider the existing sensitive educational land uses to ensure that they avoid overlooking and overshadowing.

Park Road will be transformed to encourage the continuation of the shared street to encourage active transport. The laneway network will be expanded to enhance the permeability of the character area to encourage pedestrian movement within and through the Burwood North Precinct.

Neich Parade will form the backbone of the active transport network in the Burwood North Precinct, promoting bicycle movement from Parramatta Road through to the Burwood Town Centre.

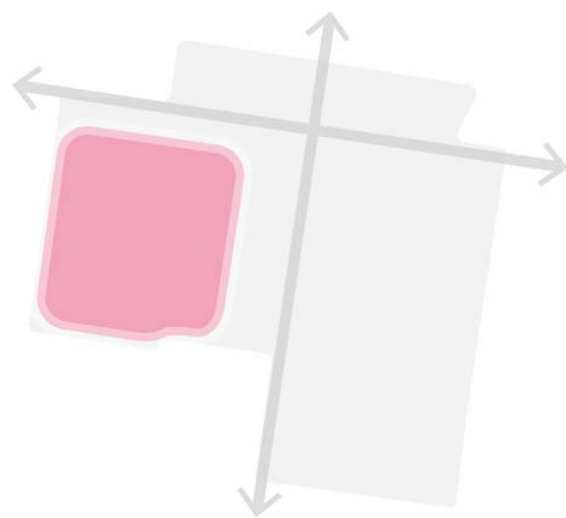


Figure 63: Hills Showground Precinct East: Source: COX



Figure 64: Juanita Nielsen Community Centre. Source: City of Sydney



Figure 65: Parramatta Engineering Innovation Hub. Source: Charter Hall

Proposed Heritage

The Burwood North Precinct Masterplan – Heritage Significance Assessment, July 2023 by Hector Abrahams Architects focused on the assessment of four places. Based on this research and analysis, an assessment was conducted for each place against the NSW Heritage Criteria. The assessment determined that:

- 9-11 Archer Street, Burwood - currently listed as a heritage item in Burwood LEP 2012. They are a fine example of a pair of single-storey terraces, relatively unusual in Sydney, in the Italianate style. The intactness of the façade, plan form, and the interior details of number 11 contributes to the significance. Retain as heritage items.
- 90-98 Burwood Road, Burwood includes a fine example of a Free Classical parapet but much of the remainder of the terrace group, including much of the rest of the façade, has been greatly compromised. The facade is a good example and if the listing is to be retained it should be amended to ensure that it covers the parapet specifically. Amend listing to include facade and parapet.
- 12-14 Burwood Road, Burwood are examples of Victorian Italianate terraces. 14 Burwood Road has been dramatically altered, retaining only some façade detail. The alterations to 12 Burwood Road are less substantial, and it still retains its plan form and most of its façade, though it has lost interior details. De-listing of these buildings would be appropriate.
- 7 Neich Parade, Burwood is an example of a Queen Anne cottage. There are many examples of this type and style listed in the Burwood LEP, most of which are clearly more architecturally distinctive and refined. De-listing of these buildings would be appropriate.

Refer to *The Burwood North Precinct Masterplan – Heritage Significance Assessment, July 2023* by Hector Abrahams Architects for further detail.

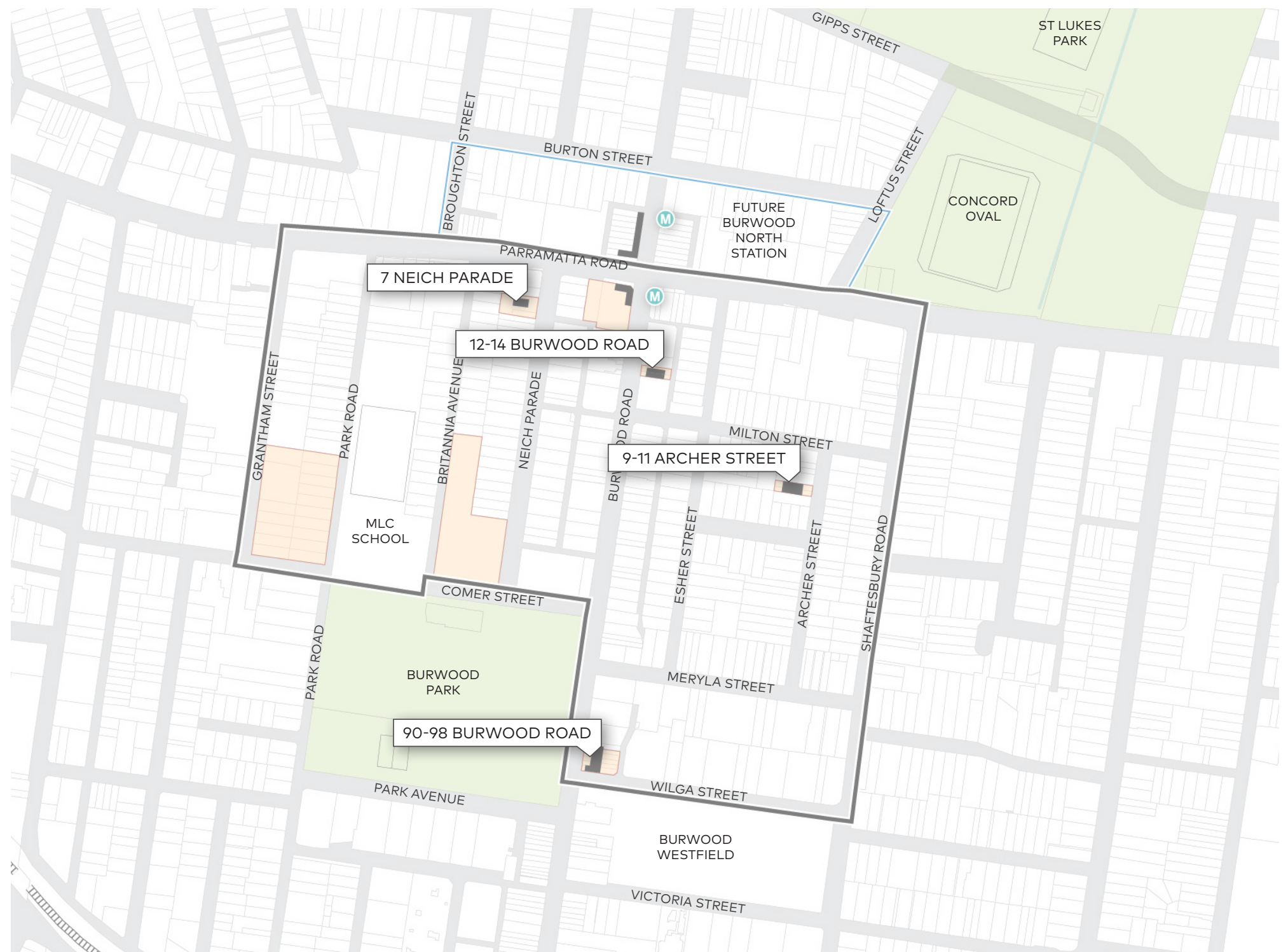


Figure 66: Heritage Diagram. Source: COX

- Precinct Boundary
- Heritage Items
- Canada Bay LGA (does not form part of this Masterplan)



Illustrative Masterplan

The Burwood North Precinct Masterplan envisions a highly connected Precinct with pedestrian-oriented streets interwoven with high-quality public spaces, building upon the vibrant Burwood Town Centre.

Key features of the proposed Masterplan include:

- An enhanced public space and active transport network with a new green/blue corridor linking Burwood Park to Parramatta Road
- Greater housing choice and affordability
- Increased densities and greater job opportunities
- Rejuvenation of Burwood Road as an extended high street retail and dining Precinct
- Activation of Parramatta Road to allow for additional employment opportunities
- Legible and efficient connections to the future Burwood North metro station
- Retention of the human scale and solar access on Burwood Road
- Improved pedestrian permeability to the schools to the west of the Precinct

To be updated upon endorsement of the Masterplan

Figure 67: Illustrative Masterplan. Source: OCULUS



Figure 68: View north on Burwood Road Source: Scharp

Uses and Activity

The land use mix in the Burwood North Precinct promotes a vibrant residential and mixed-use Precinct with an active core, extending retail, professional services, and food and beverage uses from the Burwood Town Centre along Burwood Road to Parramatta Road.

The Burwood North metro station offers an opportunity to create a new mixed use precinct with active/commercial uses at the lower levels, connected directly to a high-frequency rail line. Mixed uses on the lower levels extend east-west along Parramatta Road from the metro station, reflecting the proposal by Canada Bay Council for mixed-use development on the Parramatta Road frontage.

Mixed-use developments will also extend southwards along Burwood Road to Westfield Burwood. The majority of the precinct is characterised by residential uses, with ground floor activation permitted beyond Burwood Road, providing for local cafés or shops to be located adjacent to new public space. Open spaces enhance the amenity of the Precinct and provide opportunities for outdoor recreation.

MLC and Southern Cross College provide an educational focus to the west of the Precinct, which will continue to be adjoined by sympathetically designed residential development so as to minimise overlooking and overshadowing.

Refer to the Planning Controls section of the Masterplan for the proposed Land Use Zone (LZN) diagram.

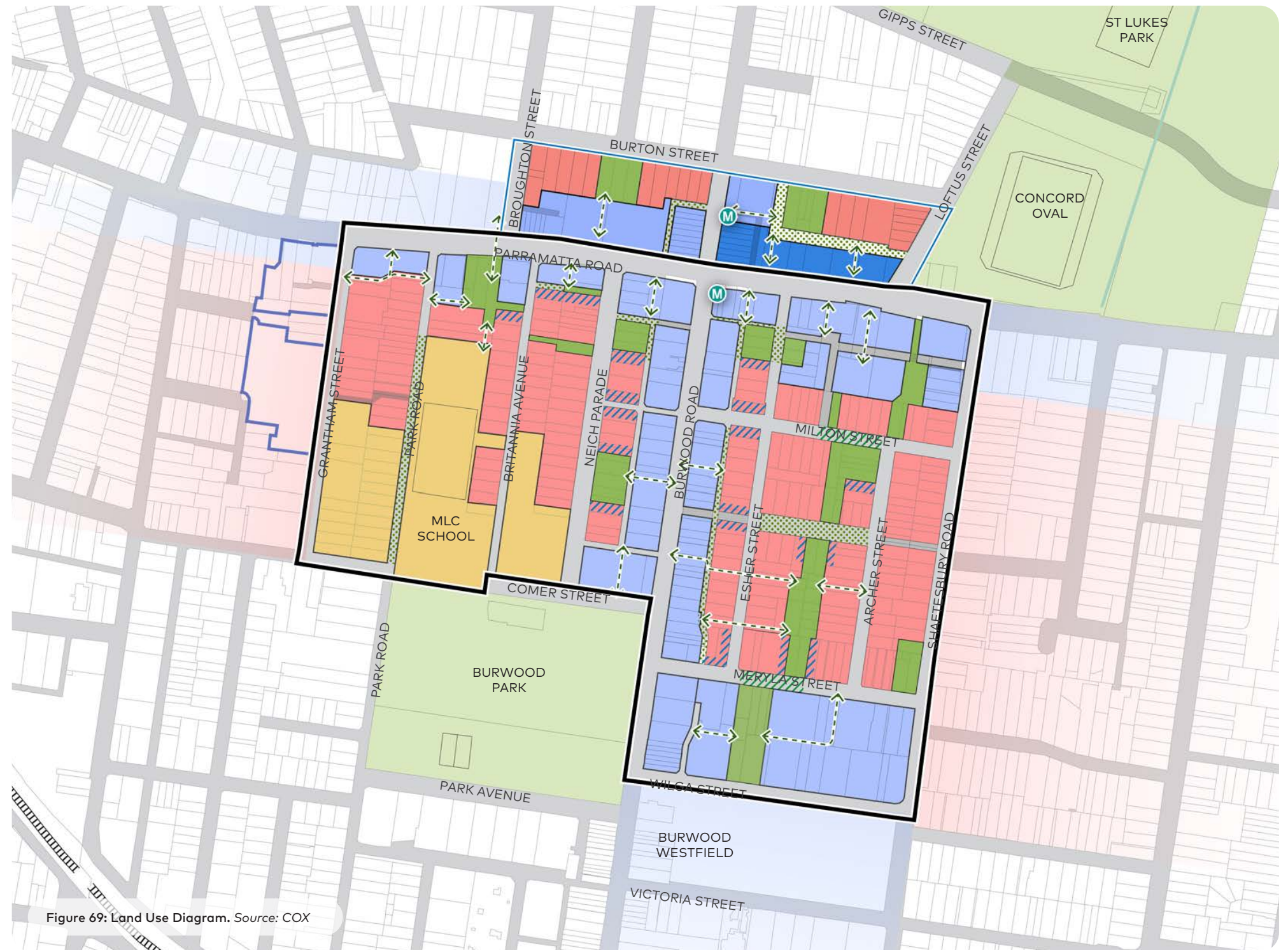
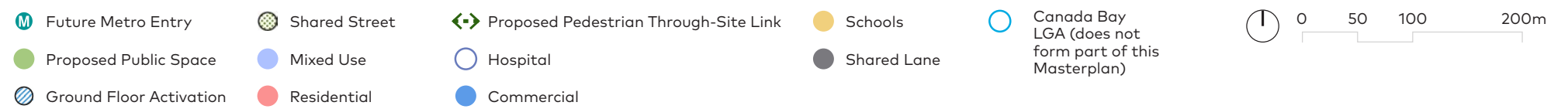


Figure 69: Land Use Diagram. Source: COX



Defining Density

Density is a control of population -resident, worker, student and visitor population.

It is an important control in the planning and design of precincts because it governs the density of residents, workers, students and visitors that would likely be in one location at one time and allows Council and Government to plan for infrastructure and services to support those populations.

In planning and designing our cities, there is generally a correlation between the level of:

- Accessibility (transport, capacity, mode frequency, reliability, traffic, active transport, mode share)
- Amenity (proximity to open spaces, water, recreation facilities, destinations such as mixed use centres, green, cool attractive areas)

Why does the Masterplan propose greater densities than PRCUTS?

- Best practice – density is focused within walking distance to public transport (Metro, existing heavy rail, bus) and key infrastructure (open spaces, schools and Burwood Town Centre)
- Protect low density areas - allows Council to meet housing growth targets while maintaining existing built form controls in low density areas.
- Reinforces Burwood as a Strategic Centre and strengthens future role
- Delivery of community infrastructure - Higher densities result in feasible development outcomes which can assist in the delivery of community infrastructure through contributions to Council or by works-in-kind
- Creation of place – appropriate densities and heights allow for more active and attractive streets.



Figure 70: Aerial Artists Impression looking north (exhibited Masterplan). Source: Scharp

Density

The proposed densities within the Burwood North Precinct are in response to the significant opportunity associated with delivery of the Burwood North metro station, which acts as the catalyst for urban renewal to deliver high liveability and opportunities for the creation of new places for people.

The highest densities are located close to the Burwood North metro station, set back behind Parramatta Road and Burwood Road, to minimise the impacts of overshadowing on the public domain and preserving the human scale along the high activity environment of Burwood Road. Higher densities are also proposed adjoining new open spaces, so that these spaces are dynamic, active, and highly accessible.

Parramatta Road retains a lower scale character, with an increased landscaped setback to create a boulevard character and align with the proposed controls north of Parramatta Road within the Canada Bay Local Government Area.

Opportunities have been provided for higher density, taller building forms at the junction of Parramatta Road and Burwood Road to mark the gateway to the precinct and to maximise the density on sites with excellent access to the metro.

In the eastern part of the Precinct, between Parramatta Road and Wilga Street, high-density development continues to form a relationship with the open space network stepping down to medium rise development to transition to the low density development on Shaftesbury Road.

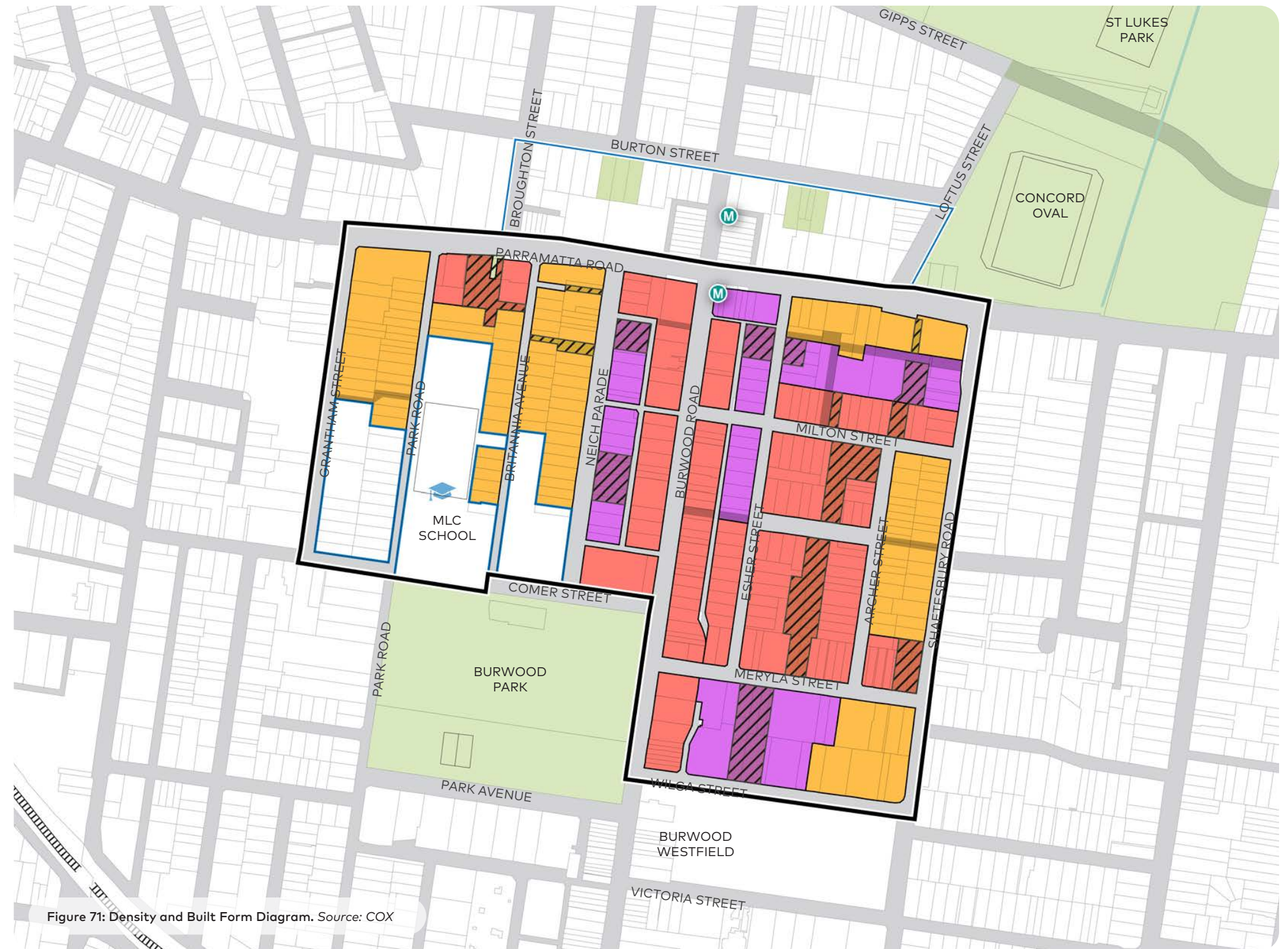


Figure 71: Density and Built Form Diagram. Source: COX

- M Future Metro Entry
- School
- FSR 4:1
- Canada Bay LGA (does not form part of this Masterplan)
- Proposed Public Space
- FSR 3:1
- FSR 6:1



Building Height

Building heights also consider the proposed uses within each development - residential towers are intended to be more slender than commercial/retail developments in a podium - and therefore require taller building heights to achieve the same density.

The tallest buildings are proposed to be located behind Burwood Road, fronting Neich Parade and Esher Street, to minimise overshadowing on Burwood Road.

Tall building forms are also proposed within the Transit and Business character area, responding to the highly accessible location but enabling a lower scale frontage to Parramatta Road.

On Burwood Road, a series of podiums are proposed to create a street wall of two to four storeys, ensuring the street environment is constructed at the human scale. Towers of up to 10 storeys in height are set back from the street above the podium.

Taller built forms are proposed one block behind Burwood Road towards Neich Parade to the western side of Burwood Road and Esher Street to the eastern side of Burwood Road. The taller scale (greater building height) is proposed to leverage the opportunity to consolidate growth in an area of high accessibility and amenity and to deliver a more public accessible open space at the ground plane, providing significant community benefit and allowing for an increase in canopy cover.

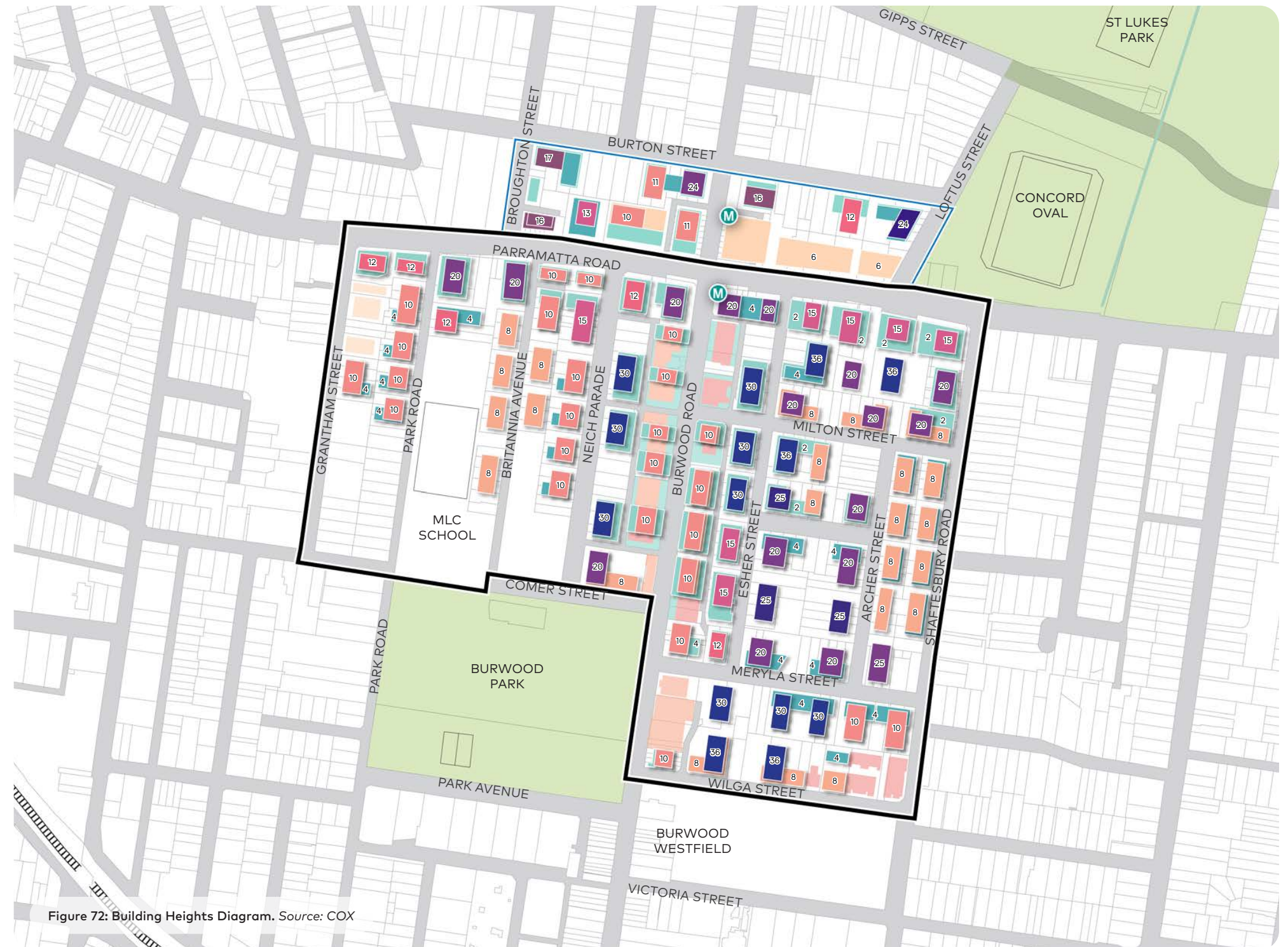


Figure 72: Building Heights Diagram. Source: COX

- M Future Metro Entry
- Proposed Public Space
- 10.5m
- 18-20.5m
- 35m
- 50m
- 82m
- Canada Bay LGA (does not form part of this Masterplan)
- # Building Height (storeys)
- 15m
- 28-30m
- 41m
- 65m
- 98m

Solar Access

It is important to ensure solar access to the public spaces achieves a high level of amenity year round for those visiting, working and living in the Burwood North Precinct. Consideration has been given with respect to the height and FSR across the Precinct and its impact on solar access to these proposed spaces.

Key public spaces should receive a minimum of 2 hours of sunlight between 9am and 3pm at the winter solstice (21 June). A detailed urban design analysis has been undertaken, which included an analysis of the impact of the heights on overshadowing to public spaces.

Maintaining good solar access to the eastern side of Burwood Road will contribute to the amenity of pedestrians and allow for the successful activation of Burwood Road year round.

Detailed design controls for solar access will be prepared and included in the site specific DCP to ensure that these outcomes are achieved.



Figure 73: Solar Access Diagram . Source: COX

Proposed Solar Access Controls
 Solar Access
 M Future Metro Entry
 Canada Bay LGA (does not form part of this Masterplan)

 0 50 100 200m

Open Space Structure

A network of new open spaces, laneways and plazas throughout the Precinct will offer a diversity of high quality public places for recreation, gathering and for active transport permeability.

Feasible delivery of high quality public space is the priority for open space provision within the Precinct. Responding to the fragmented nature of land ownership, open spaces have been positioned to maximise their deliverability through private development.

Large development sites that are known to have been amalgamated have been prioritised for the delivery of new pocket parks and open spaces.

A linear blue-green spine forms the heart of the open space within the Precinct, linking with and complementing the existing open spaces of Burwood Park and St Lukes Park, and responding to the natural features of the site including the former creekline that has been undergrounded through the Precinct.

The transformation of New Street into a proposed pedestrianised street supports both the linear blue-green spine and a new east-west pedestrian connection. Future development will further transform this space as services access shifts to adjacent streets.

Pocket parks and plazas provide accessible public spaces to residents workers and visitors, and are connected by a series of laneways and pedestrian through-links as important features of the public domain.

Refer *Burwood North Precinct Masterplan: Landscape and Public Domain Strategy Report* by Oculus for further detail.



Figure 74: Open Space Structure Plan Source: COX

- | | | |
|--|---------------------------------------|---|
| Future Metro Entry | Proposed Lane-way (Shared) | Existing Schools |
| Canada Bay LGA (does not form part of this Masterplan) | Proposed Pedestrian Through-Site Link | Proposed Shared Street |
| Proposed Public Space | Former Creek Line | Future Public Space - pedestrian street |



Figure 75: View south within Milton Street park Source: Scharp

Primary Setbacks

Primary setbacks are the setbacks at ground level, and adjoining podium levels above.

A 0m setback requirement for the ground floor on Burwood Road will retain the street wall pattern with a podium fronting the street of 2-4 storeys. Taller building forms will be set back above the podium. The perpendicular laneways will also have a 0m setback for the ground floor and podium to define the edges and activate these laneways and through site links.

Within laneways, developments will build to the boundary along the rear edge of the blocks fronting Burwood Road to maximise feasibility of these narrow blocks. A setback of 2 metres to the ground floor on the opposite sides of the laneway will enable the opportunity for vehicle turning movements into driveways, and enable adequate building separation to comply with SEPP 65 Apartment Design Guide (ADG) requirements.

On Parramatta Road, a 6 metre green setback to the ground floor reinforces the principles of PRCUTS, and will soften the pedestrian environment along this corridor and establish a boulevard character.

Greater ground floor building setbacks are proposed throughout the residential streets to provide adequate space for deep soil landscaping within development lots and allow for Water Sensitive Urban Design (WSUD) treatments along the streetscapes.

Detailed design controls for setbacks will be captured in the proposed DCP amendments, post-exhibition of the draft masterplan.

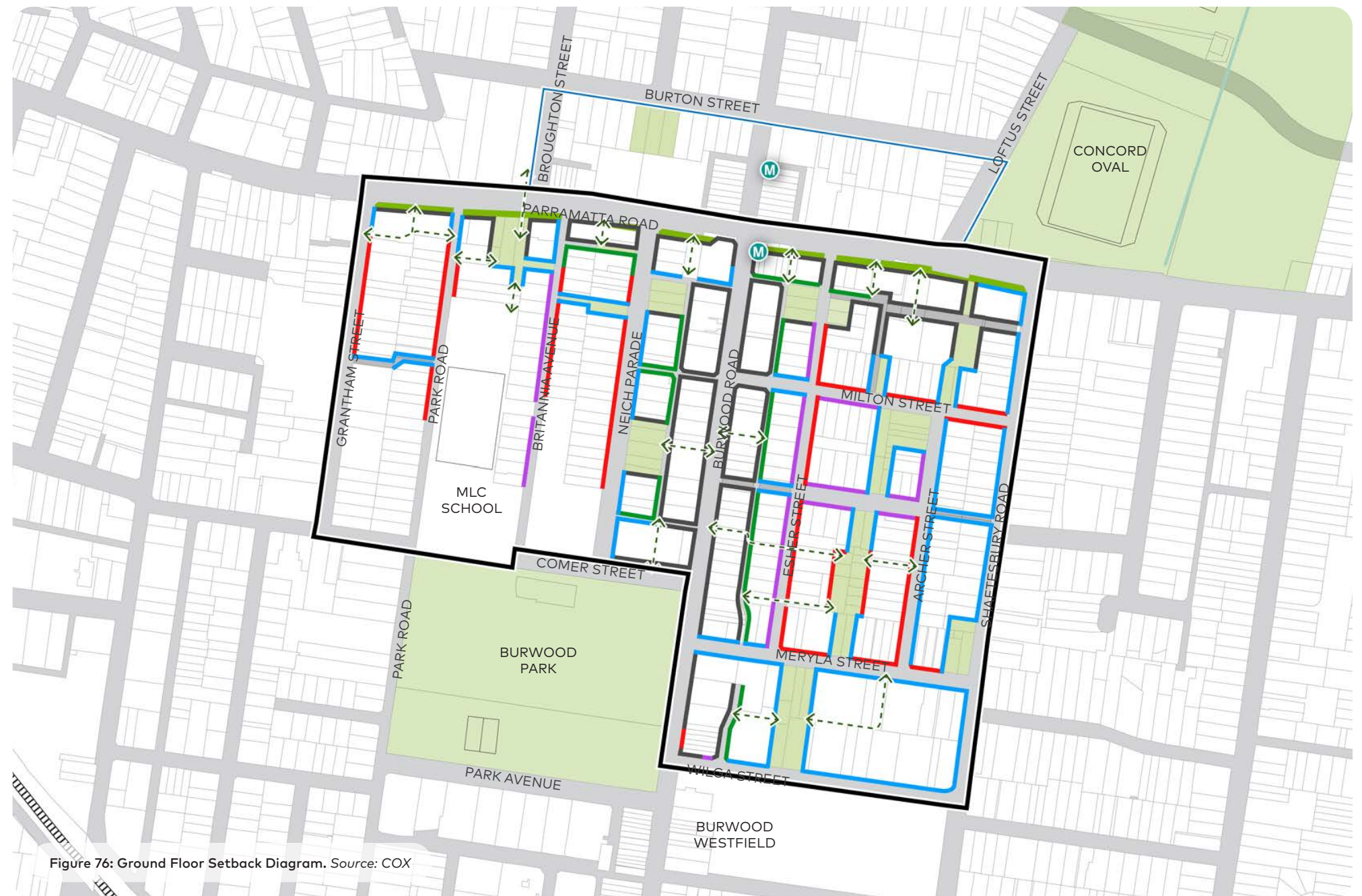


Figure 76: Ground Floor Setback Diagram. Source: COX

- Proposed Public Space
- M Future Metro Entry
- 2m setback
- 4m setback
- 3m Parramatta Road green setback
- Canada Bay LGA (does not form part of this Masterplan)
- 0m setback
- 3m setback
- 6m setback
- Proposed Pedestrian Through-Site Link



Secondary Setbacks

Secondary setbacks are those for the storeys above the ground level or podium. They are measured from the face of the ground level or podium so are in addition to any primary setback.

The intention of secondary setbacks is to protect the human scale of key pedestrian routes such as Burwood Road, and to achieve appropriate building separation to comply with ADG requirements.

The proposed secondary setbacks of 6m and 8m on the eastern and western sides of Burwood Road respectively, are intended to ensure ADG compliant separation for built form in the adjoining blocks fronting Neich Parade and Esher Street. The blocks on the western side of Burwood Road are deeper than the blocks on the eastern side, so are able to accommodate a deeper secondary setback while achieving a similar tower floor-plate size.

The secondary setback of 3m proposed along Parramatta Road enables building articulation and a pedestrian scale to the streetscape, while enabling feasible tower forms to be developed above.

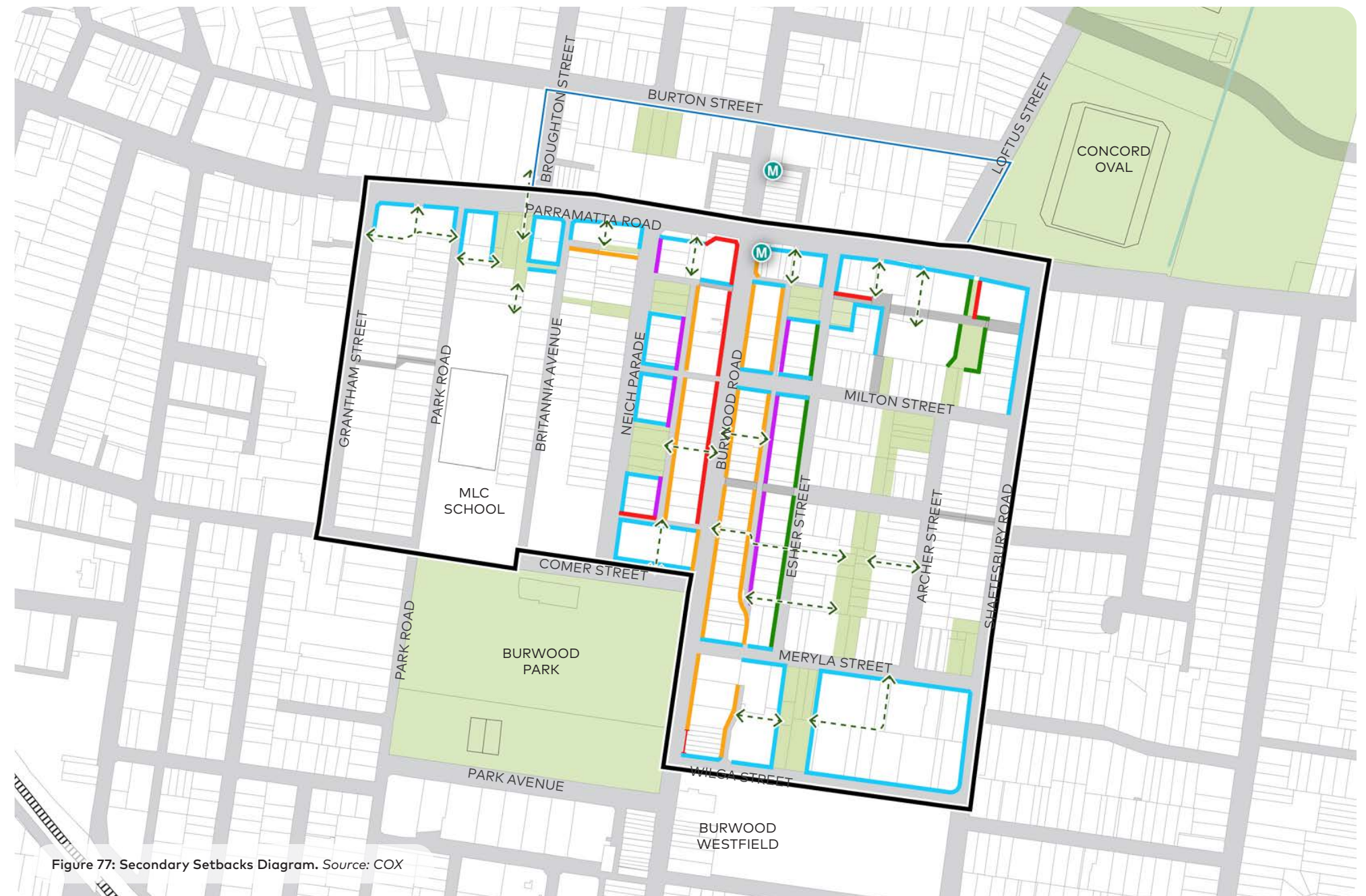
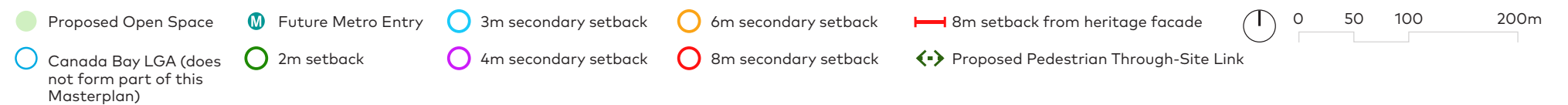


Figure 77: Secondary Setbacks Diagram. Source: COX



Active Edges

Active street frontages help to enliven the public domain and street environments, contributing to a vibrant and safe Precinct with food and beverage outlets, retail shopfronts and small scale commercial frontages with direct visibility onto the street.

Active edges will be concentrated on or near the Burwood Road corridor, drawing pedestrian activity north from the Burwood town centre and Westfield, into the Burwood North Precinct and around the metro station hub. Along Burwood Road, ground floor frontages must be activated.

Alongside a green setback, pedestrian amenity will be significantly improved on Parramatta Road as the interface is activated by ground-floor business and retail. Extending activity in perpendicular streets and laneways creates an environment that is less exposed and more appropriate for outdoor dining.

Pocket parks and plazas set back from Burwood Road provide opportunities for food and beverage outlets to adjoin open space, allowing for activity to spill into the open space and provide activation, expanding the usability of the open space.

There are opportunities for small scale food and beverage outlets within the ground floor of residential buildings to activate adjoining open spaces within the residential areas of the Precinct. These opportunities help to activate open spaces, provide passive surveillance and increase the amenity and convenience within the residential neighbourhoods.



Active Transport

The proposed active transport network will increase opportunities for east-west connections. New routes will utilise the proposed open space network, allowing cyclists to more safely connect to the wider active transport network.

The unidirectional cycle paths on Neich Parade are currently exposed to driveway entries and kerbside parking so are proposed to be replaced by a bidirectional cycle path on the eastern side of the street to minimise vehicle conflicts. Using proposed laneways and open spaces, this route then crosses Burwood Road and connects along the proposed New Street open space to an existing route leading to Luke Avenue and Parramatta Road.

A route is also proposed to connect Rowley Street and Comer Street, facilitating an additional east-west connection across the Precinct. The transformation of Park Road to a low-speed, one-way shared street provides further connectivity.

Pedestrian amenity is aided by a series of pedestrian only through-site links, connecting local streets to open spaces and major commercial strips. These connections align with existing lane-ways and break down large blocks to provide good pedestrian permeability. They are activated by adjoining open spaces and active ground floor frontages.

Refer *Burwood North Precinct Masterplan: Rapid Transport Appraisal*, by SCT Consulting for further detail



Figure 79: Active Transport Diagram. Source: COX

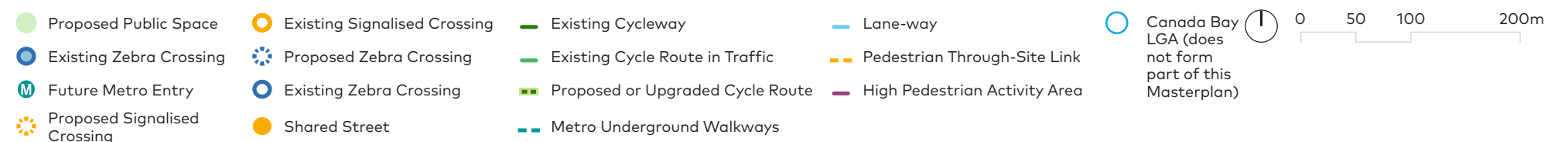




Figure 80: View south on Neich Parade Source: Scharp

Public Transport

The opening of Sydney Metro West in 2030 with a station in the Burwood North Precinct will provide a high frequency, high capacity rail link that connects to Parramatta and the Sydney CBD in 10 minutes each way, transforming public transport accessibility for the Precinct.

The existing train station at Burwood to the south of the Precinct will continue to support public transport trips for the Precinct, as will the existing bus networks that connect the Precinct along Burwood Road and Victoria Street.

Burwood Road is key to north-south connectivity across both Parramatta Road and the railway line. Traffic-calming interventions will reduce the movement of cars and improve the flow of bus traffic, better connecting residents to suburban centres.

Currently, no regular bus routes travel west along Parramatta Road from its intersection with Burwood Road. Potential exists for a bus corridor to supplement the metro and railway line with intermediate service. Additionally, PRCUTS identifies an opportunity for a large bus interchange on Parramatta Road, which will interface with the metro station.

Refer *Burwood North Precinct Masterplan: Rapid Transport Appraisal*, by SCT Consulting for further detail



Figure 81: Transport Diagram. Source: COX

- | | | | |
|---|--|--|---|
| ● Proposed Public Space | - - - Metro Station Underground Walkways | — Metro Line | ▲ Metro Station Entrance |
| — Bus Routes | B Bus Stops | T Railway Station | ○ Canada Bay LGA (does not form part of this Masterplan) |
| - - - Potential Future Bus Corridor | — Railway Line | M Metro Station | |





Figure 82: View east on Esher Lane, Sydney Metro station entry off camera to the left Source: Scharp

Street Typology

Using the NSW Government's Movement and Place Framework, the roads and streets of the Burwood North Precinct can be categorised as Main Roads, Main Streets, Local Streets and Civic Spaces.

As a Main Street, Burwood Road balances its roles as a key transport corridor and pedestrian attractor. Parramatta Road is currently a Main Road and vehicle artery, however, future development could introduce more pedestrian-oriented uses and encourage a shift toward the 'main street' typology.

Much of the rest of the Burwood North Precinct can be categorised as Local Streets, which include the connectors of Wentworth and Shaftesbury Roads, and the neighbourhood streets of Esher and Archer Streets.

The Civic Spaces typology will be bolstered by the transformation of Park Road and New Street into shared spaces.

Refer *Burwood North Precinct Masterplan: Rapid Transport Appraisal*, by SCT Consulting for further detail.



Figure 83: Proposed Street Typology Diagram Source: COX

- Proposed Public Space
- M Future Metro Entry
- Roundabout
- Main Street
- Civic Space
- Future Public Space - pedestrian street
- Canada Bay LGA (does not form part of this Masterplan)
- Signalised Crossing
- Main Road
- Local Street
- ↔ Pedestrian Link



Street Hierarchy and Movement

Parramatta Road is a major east-west arterial that will continue to draw traffic from the Burwood North Precinct. Parramatta Road is serviced by the connecting Wentworth and Shaftesbury Roads, which are limited to 50km/h.

The high-activity Burwood Road remains a key connector for bus traffic. Car movements will be reduced by implementing traffic calming measures in a staged approach. High pedestrian activity designates Burwood Road a High Pedestrian Activity Area with a speed limit of 30km/h.

Neighbourhood streets provide for internal movement and draw traffic to connector streets, with a speed limit of 30km/h. Milton Street is an important east-west link, providing greater connectivity to dwellings in the west of the Precinct.

Intersecting the MLC School is Park Road, a narrow street that currently carries two-way traffic. Transitioning to a one-way street, much of the road north of its intersection with Rowley Street will become a shared zone with a speed limit of 10km/h, with pavement and traffic calming landscape treatments clearly marking this transition. This change will improve safety and amenity for school children as well as the wider community.

Locating building access on adjacent streets frees New Street to be converted to a pedestrianised street, forming a key east-west pedestrian route.

Speed limits of 10km/h on all laneways and 30km/h on all local streets promotes pedestrian priority and permeability throughout the Precinct. The implementation of new speed limits, shared streets and road closures is subject to further assessment and TfNSW approval.

Refer *Burwood North Precinct Masterplan: Rapid Transport Appraisal*, by SCT Consulting for further detail.

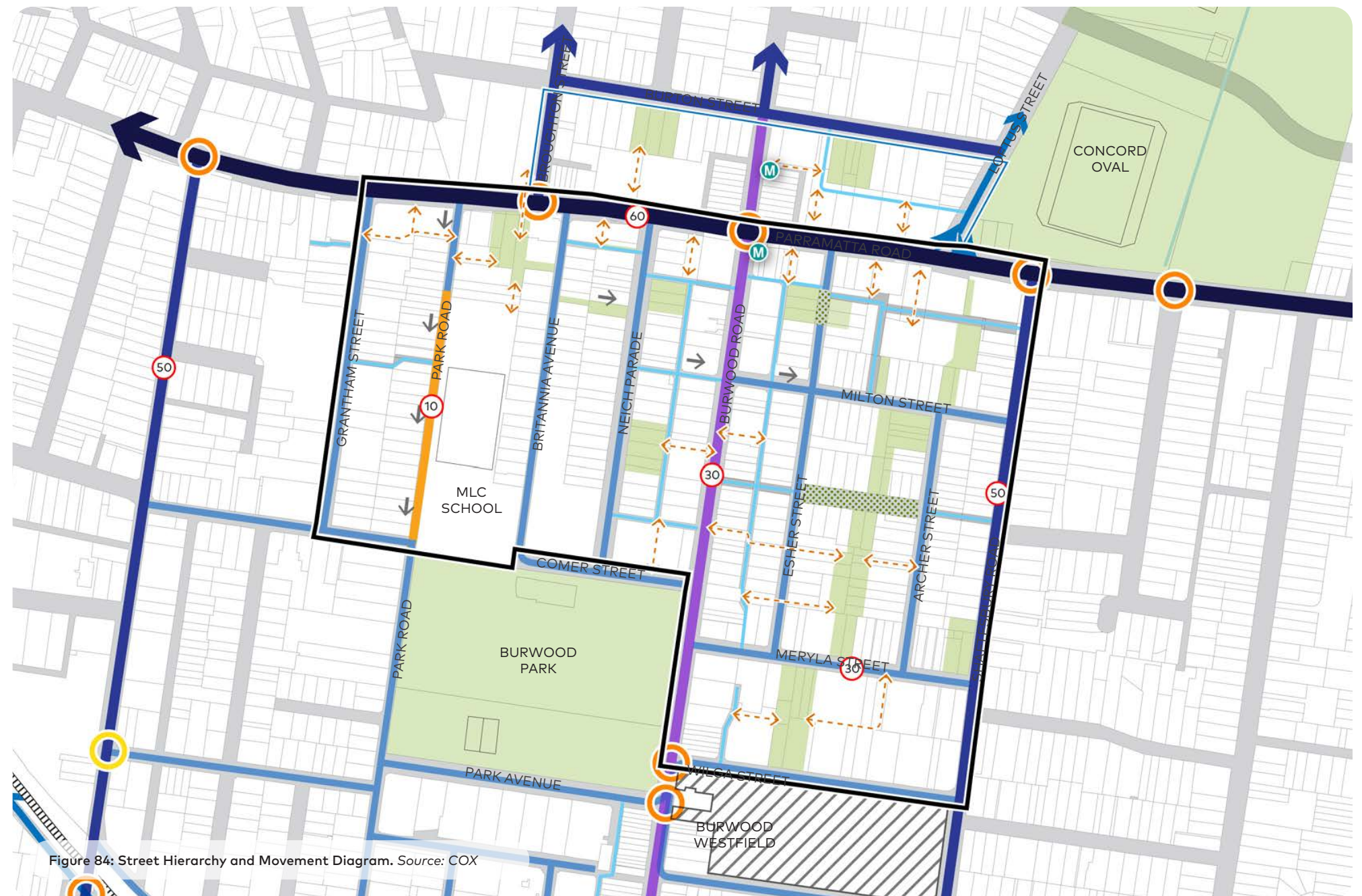
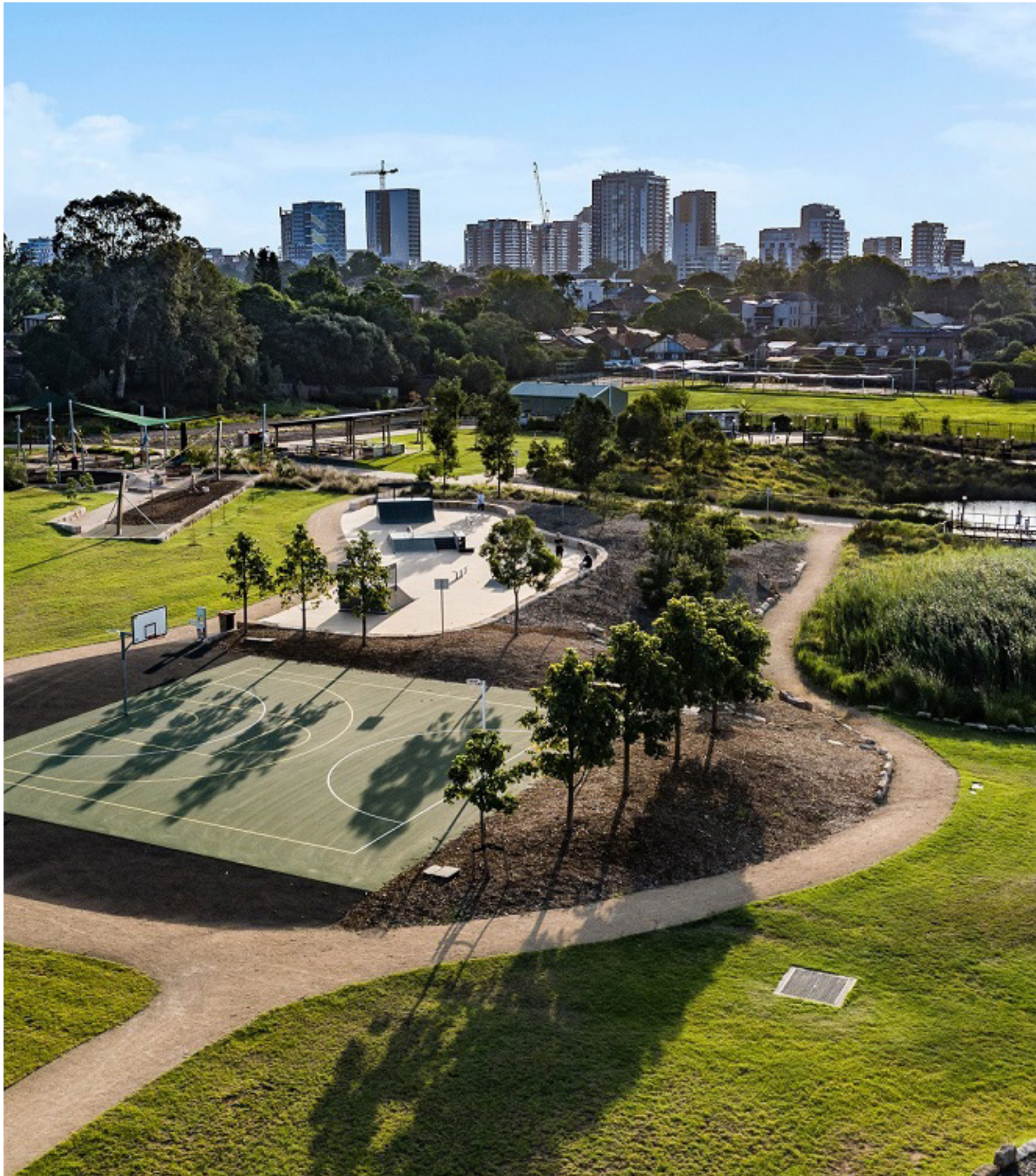


Figure 84: Street Hierarchy and Movement Diagram. Source: COX

- | | | | |
|---|---|---|--|
| ● Proposed Public Space | ● Connector Streets | → One Way | ○ Shared Streets |
| ○ Canada Bay LGA (does not form part of this Masterplan) | ● Neighbourhood Streets | ○ Lane-ways | ○ Roundabout |
| ● Principal Arterial Road | ↔ Pedestrian Link | 30 Proposed Speed Limit | ○ Signalised Intersection |
| ● High Pedestrian Activity Area | ■ Future Public Space - pedestrian street | | |





Yield Estimate

Methodology

The Precinct’s potential development capacity has been quantified to understand its potential future land uses, total dwellings, population and jobs. Land use capacities have been calculated assuming only unconstrained sites are uplifted.

The methodology and outcomes are summarised in subsequent pages.

Constrained Sites

Sites identified with one (or more) of the following characteristics are assumed to be constrained and therefore may not present as redevelopment opportunities within the assumed timeframe of the masterplan:

- Strata titled lots containing >10 units - either commercial or residential
- Recent development
- Heritage items*
- Schools
- Open space (existing and proposed)

*Some heritage sites are included as opportunity sites because of their ability to be adaptively reused, or according to their assessed heritage value.

Sites where there are known development proposals within the Precinct but that do not have an approved DA are assumed to be unconstrained and are therefore an opportunity site for development uplift under the Masterplan. All other sites are assumed to be opportunity sites.

Proposed open spaces anticipated to be delivered as part of a private development are assumed to adopt that block’s FSR. Development sites that are also delivering open space can utilise the full FSR allocated to that site and redistribute that density to the developable parts of the site. These open space areas are therefore retained within the capacity assessment as having some development potential. In addition to this, the following information has also been identified for each parcel:

- Total site area of constrained sites to be excluded
- Heritage items
- Existing FSR
- PRCUTS proposed FSR

Proposed Controls

A proposed FSR has been identified for each block, responding to the overall vision for the Burwood North Precinct and the levels of accessibility and amenity within and adjoining the blocks now and in the future. The FSR controls recognise the importance of compatibility with existing character and consider the impact of future built form, constrained land uses, relationship to open space, and proximity to transport. It is assumed that the proposed FSR should not be less than the existing FSR under Burwood LEP, and in the majority of cases not less than the FSR identified under PRCUTS for that block.

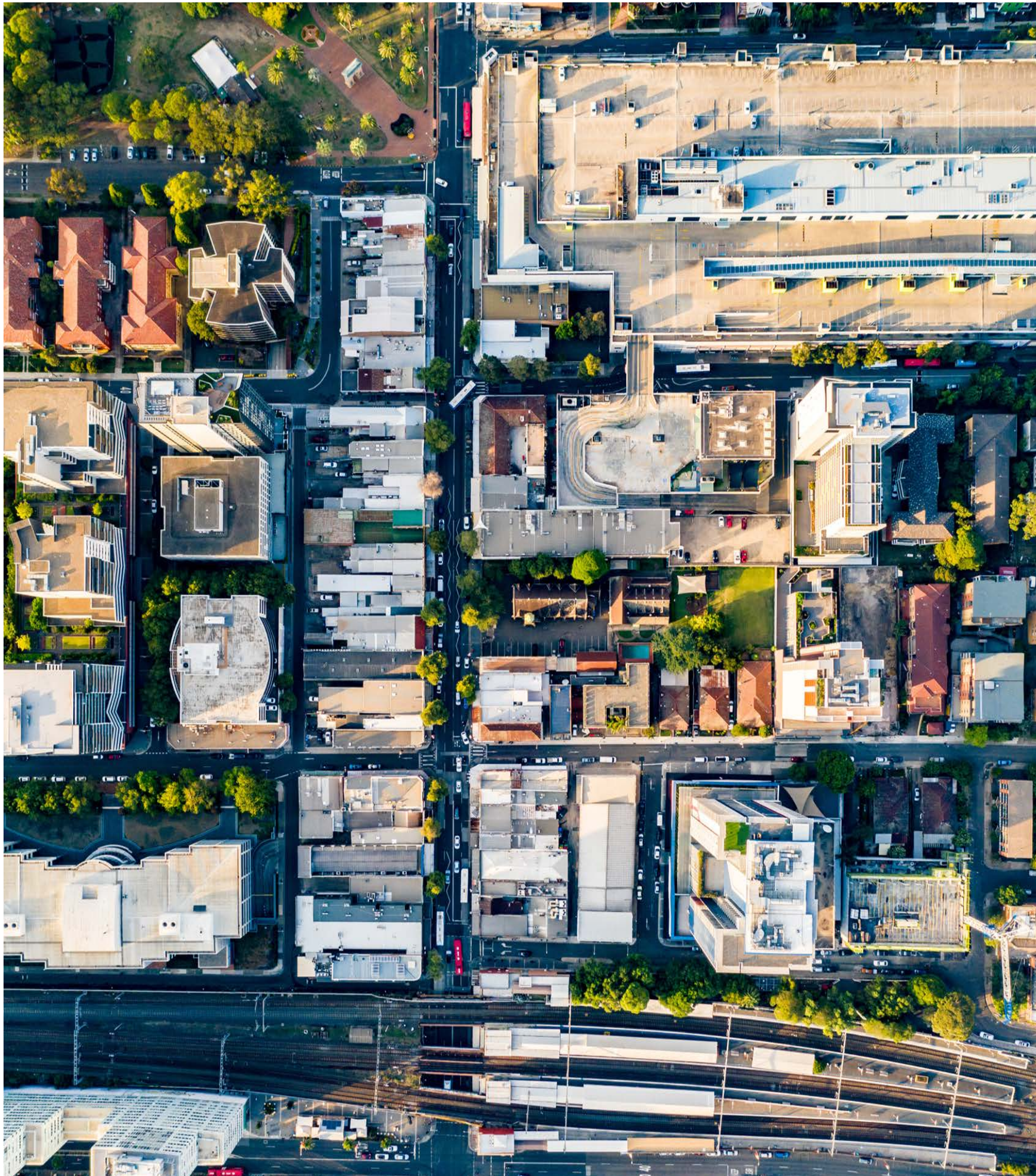
For each block a proportional split for mixed-uses into non-residential uses and residential uses has been assumed.

Assumptions

The following assumptions have been used in the development of the masterplan.

GFA to dwelling and Job assumptions		
Average apartment size	90m ² GFA	
People per dwelling	2.5	
m ² per job	35	
Built Form		
Max. Floor-plate over 8 storeys	850m ² (floor-plate GBA)	
Min. Amalgamated lot size	1,500m ²	
Max. Building length	60m	
Max. Wall length without articulation	45m	
Min. Floor to floor heights	Residential	3.1m
	Residential ground floor	4m
	Commercial/retail	4m
	Commercial/retail ground floor	4.5m

Table 2: Burwood North Capacity Assessment



Employment Capacity

Employment GFA Capacity	52,223m ² GFA
Potential Additional Jobs	1,492
Average GFA m ² per job	35

Residential Capacity

Retained Dwellings	669
Residential GFA Capacity	695,620m ²
Potential Additional Dwellings	7,729
Potential Total Dwellings	8,398
Potential Total Population (@ 2.5ppd)	19,323

Public Space Capacity

Potential Public Space	24,900m ²
------------------------	----------------------



Figure 85: View south on Shaftesbury Road, Milton Street to the right Source: Scharp



Draft Implementation Strategy

The proposals contained within this Masterplan are recommendations for achieving the desired high quality renewal outcomes within the Burwood North Precinct. The Masterplan does not enact the proposed changes – this will be done via a Planning Proposal, which will be prepared following the public exhibition of the Masterplan.

The draft Implementation Strategy provides an indication of the proposed changes to the:

- Land use zones
- Floor Space Ratios
- Height of Buildings

It also identifies key sites within the precinct and proposed site amalgamation requirements.

It should be noted that these may be subject to changes, following the conclusion of the public exhibition of the Masterplan

Proposed Site Amalgamation

Efficient and successful delivery of the Masterplan will require amalgamation of fragmented lots throughout the Precinct.

Encouraging the amalgamation of properties to achieve a minimum lot size of 1500m² would enable the delivery of the densities proposed in the Masterplan. A potential pattern of amalgamation has been shown in Figure 83, which aims to create efficient development parcels with a minimum contiguous site area of 1500m², in an ordered way that avoids the creation of isolated sites that cannot be redeveloped to their full potential. A minimum lot size of 1500m² also enables developments to achieve ADG requirements and provide adequate amenity for future residents.

The amalgamation of properties into larger development sites (greater than 1500m²) is required to achieve the efficient delivery of developer led open space, which could be offset by an allowance for additional height or development yield.

Figure 83 indicates proposed open spaces that could be delivered by developers as part of a larger amalgamated development site.

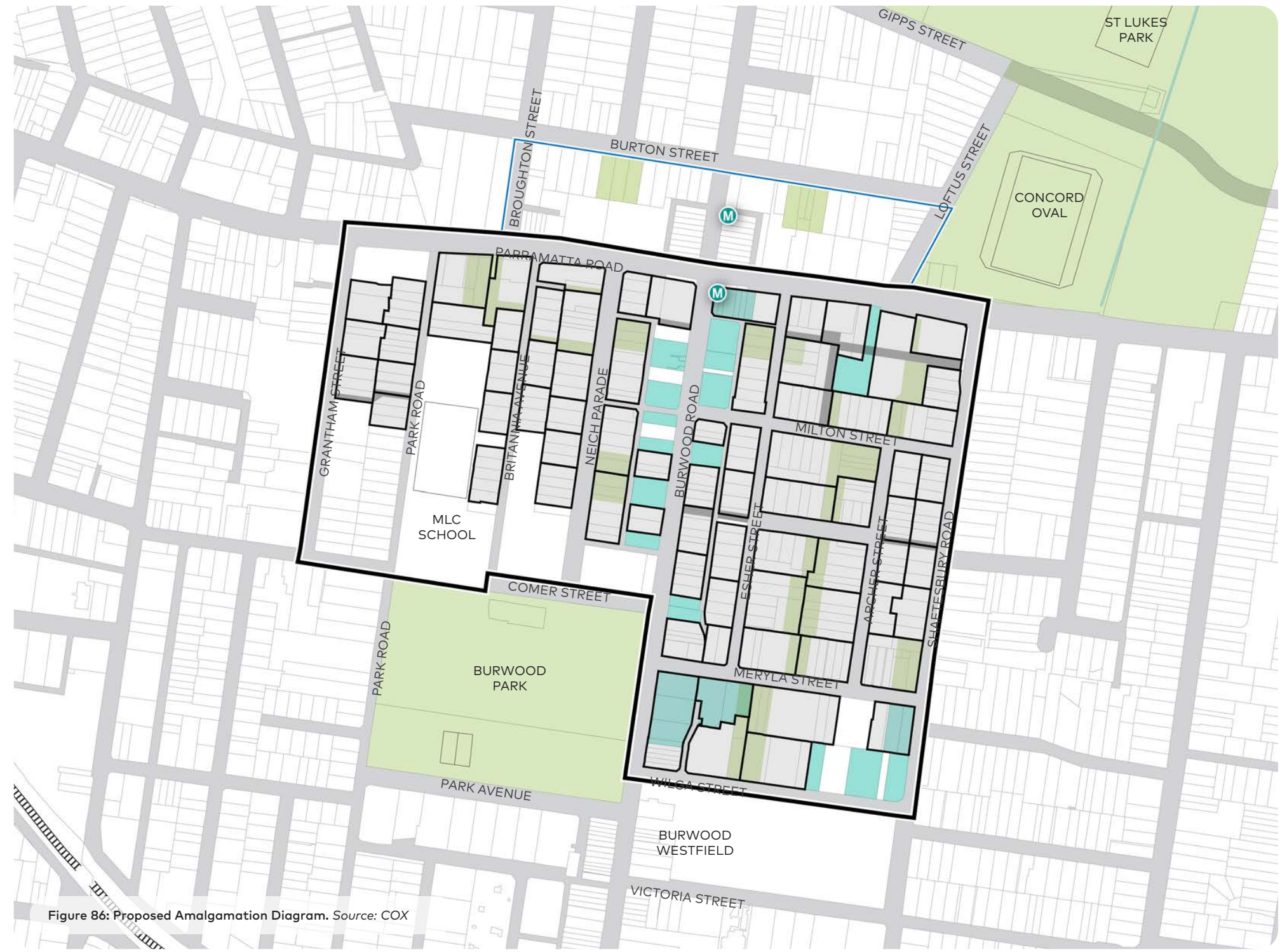


Figure 86: Proposed Amalgamation Diagram. Source: COX

- Proposed Public Space
- Shared lanes
- Recent development
- M Future Metro Entry
- Potential Site Amalgamations
- Canada Bay LGA (does not form part of this Masterplan)



Proposed Key Sites

Key Sites are being proposed within the Burwood North Precinct Masterplan to ensure that the delivery of community infrastructure, open space and through site links.

The Key Sites diagram at Figure 84 identifies the following Key Sites:

- Parramatta Road, between Park Road and Britannia Avenue
- Neich Parade between Nicoll Lane and Emmanuel Lane
- Esher Street between Milton Street and Esher Lane
- Parramatta Road between Esher Street and Shaftesbury Road
- Block bounded by Milton, Archer, Meryla and Esher Streets.
- Meryla Street between Archer Street and Shaftesbury Road



Figure 87: Key Sites Diagram. Source: COX

- Proposed Public Space
- Key Site
- Canada Bay LGA (does not form part of this Masterplan)



Land Use Zones

Existing Land Use Zones

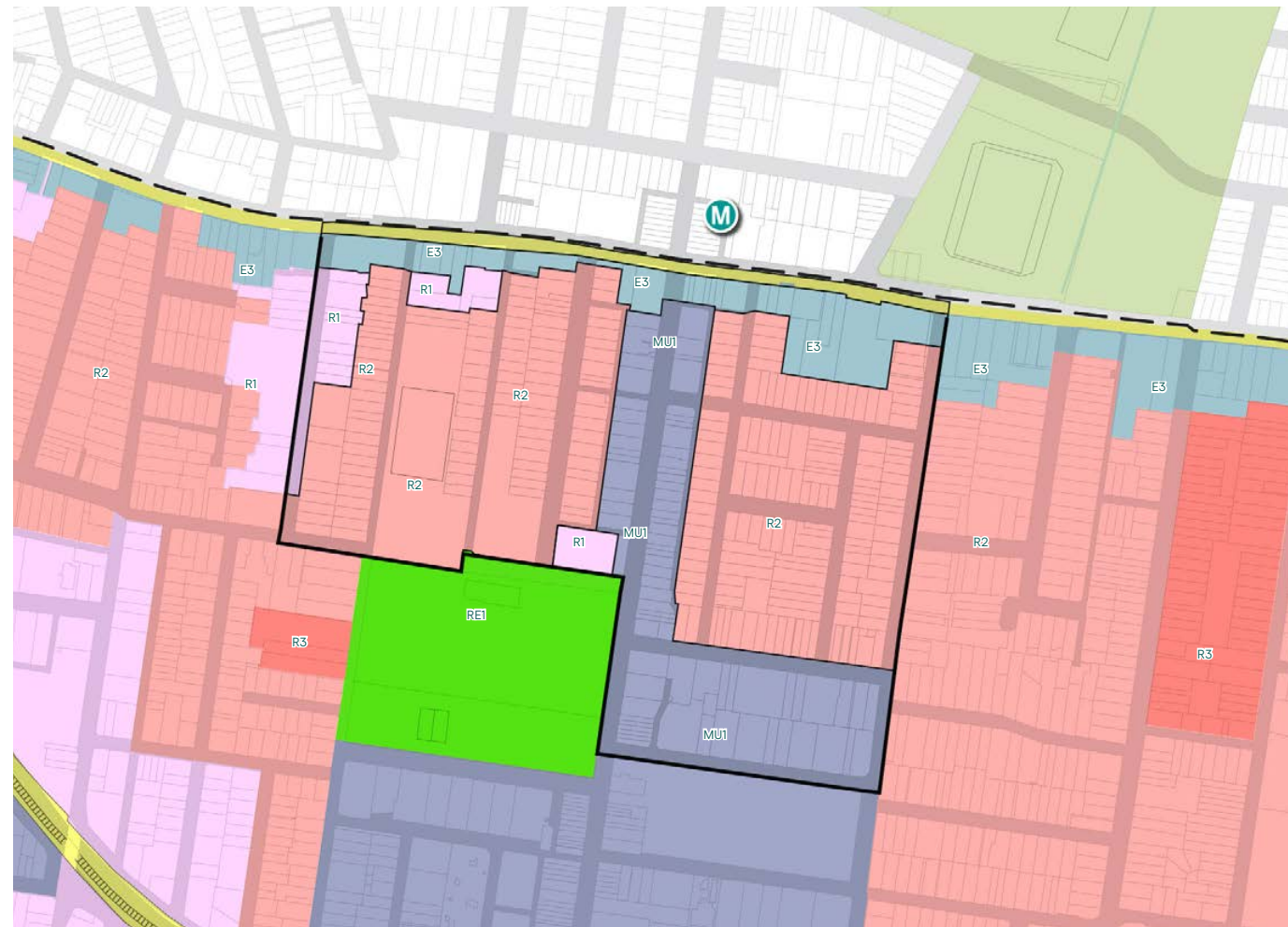
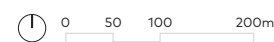


Figure 88: Existing Land Use Zoning Diagram Source: Burwood LEP

- SP2 Infrastructure
- R1 General Residential
- R2 Low Density Residential
- R3 Medium Density Residential
- MU1 Mixed Use
- E3 Productivity Support
- RE1 Public Recreation



Proposed Land Use Zones

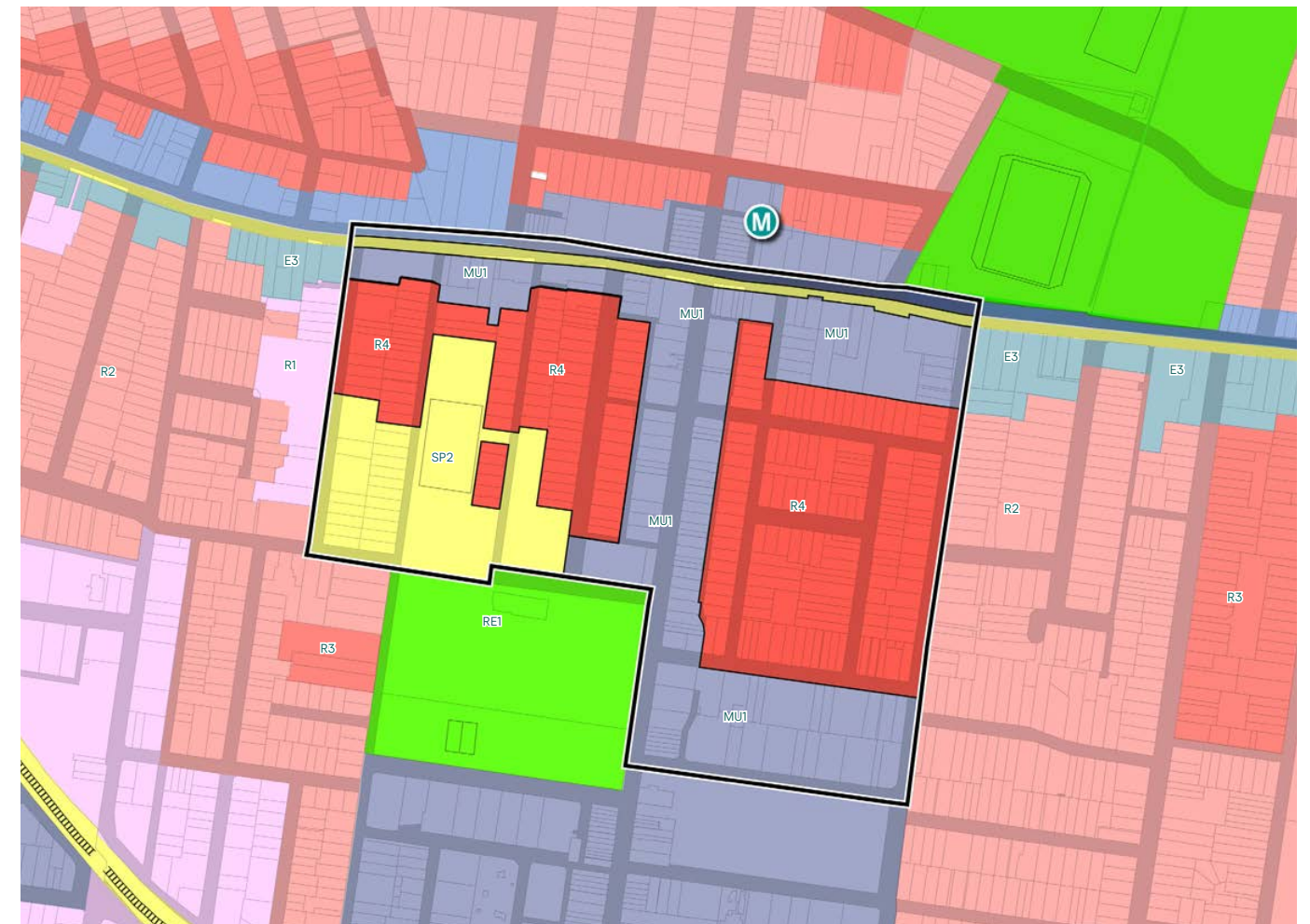


Figure 89: Proposed Land Use Zoning Diagram Source: COX

- SP2 Infrastructure
- R1 General Residential
- R2 Low Density Residential
- R3 Medium Density Residential
- R4 High Density Residential
- MU1 Mixed Use
- E3 Productivity
- RE1 Public Recreation



Burwood Road is proposed to be retained as MU1 Mixed Use zoning, consistent with PRCUTS and the Burwood Town Centre. The Parramatta Road frontage is proposed to be MU1 Mixed Use zoning, consistent with PRCUTS, but also extending south towards Milton Street to enhance activation of this area.

Residential to R4 High Density Residential to reflect the vision for a more dense and active Burwood North Precinct, supported by enhanced transport accessibility.

A large proportion of the Burwood North Precinct is proposed to be rezoned from R2 Low Density

Floor Space Ratios (FSR)

Existing Floor Space Ratios

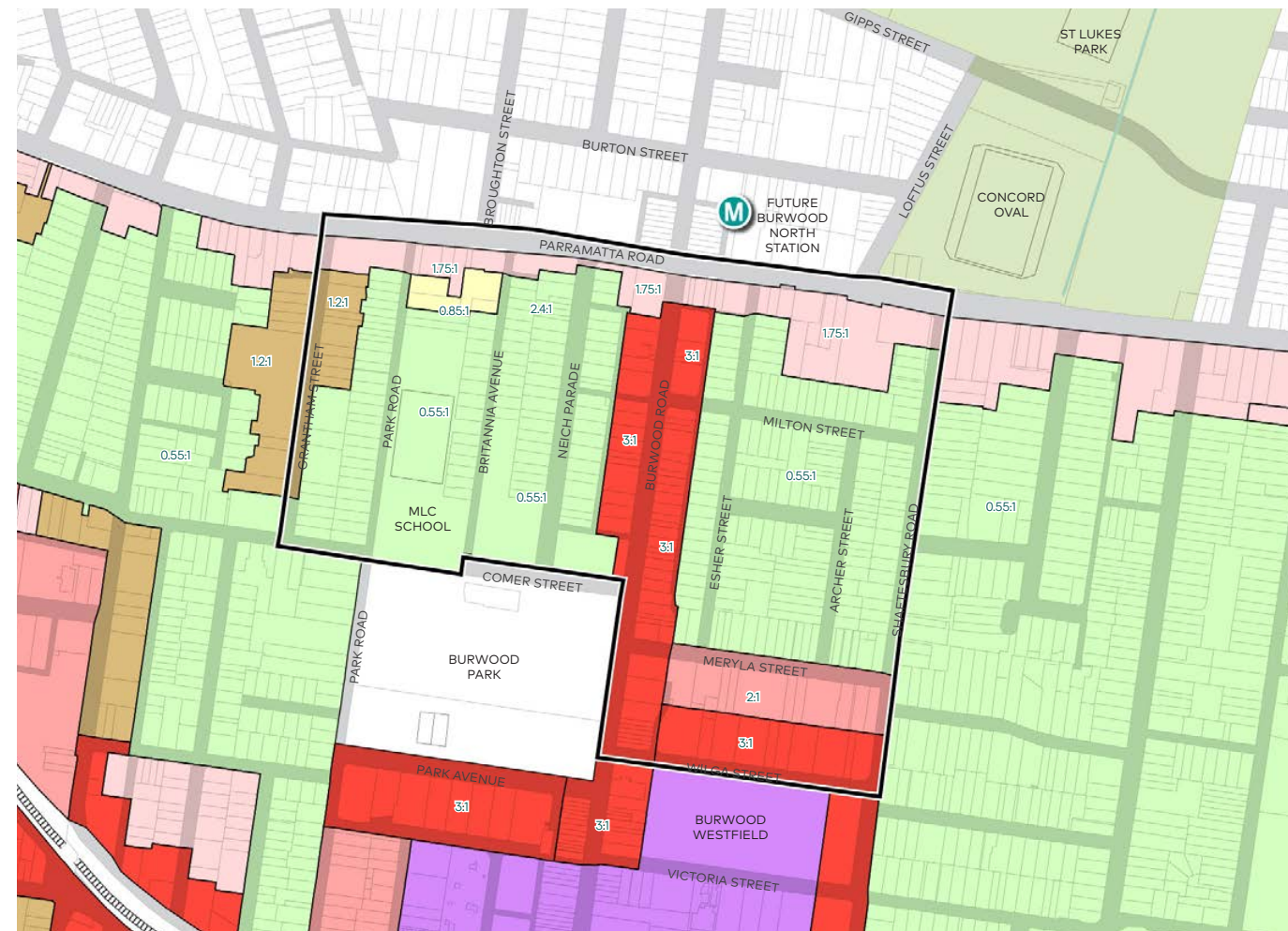
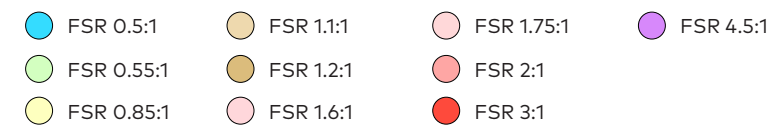


Figure 90: Existing Floor Space Ratio Diagram. Source: Burwood LEP



0 50 100 200m

Proposed Burwood North Precinct Masterplan Floor Space Ratios (FSR)

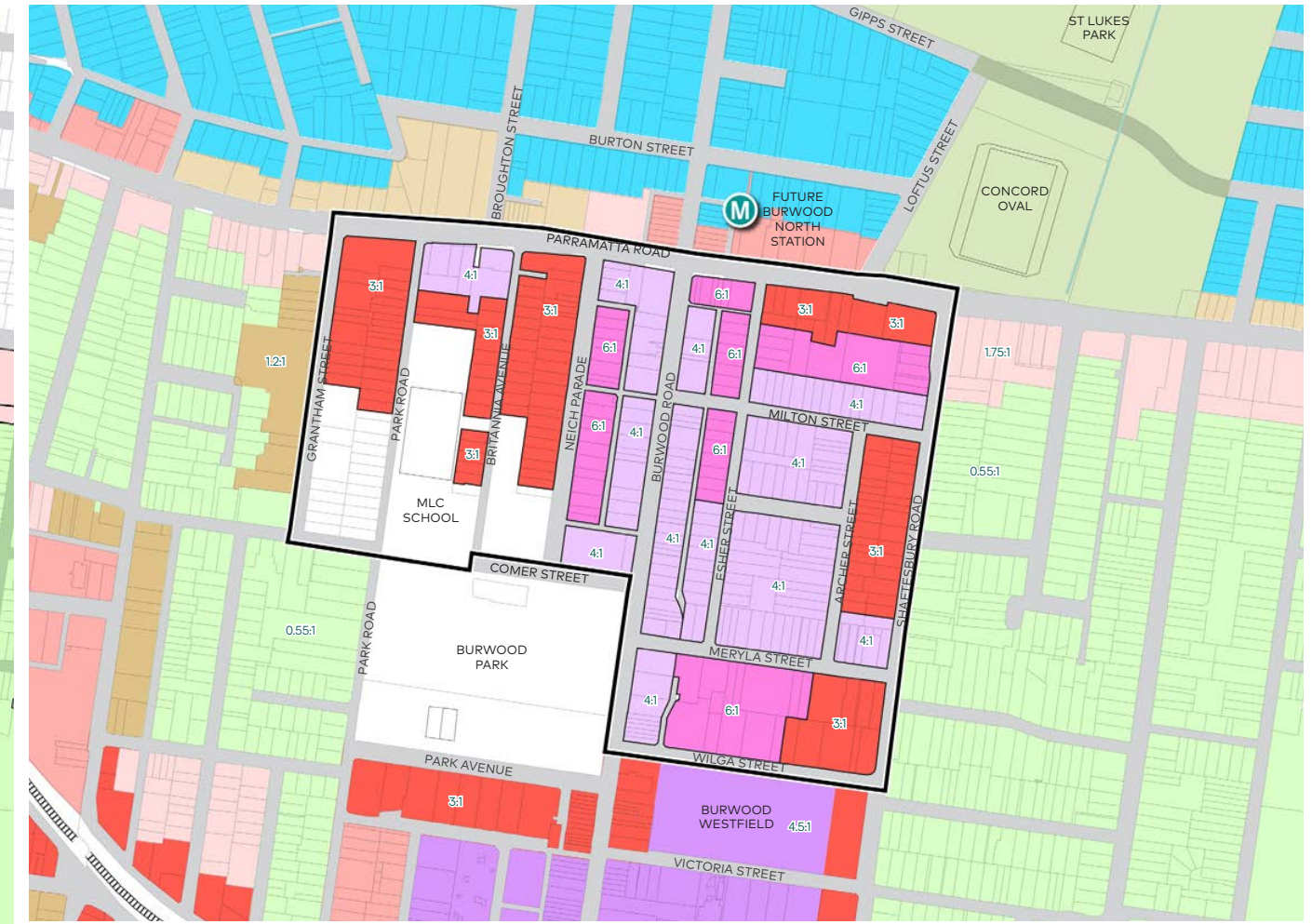
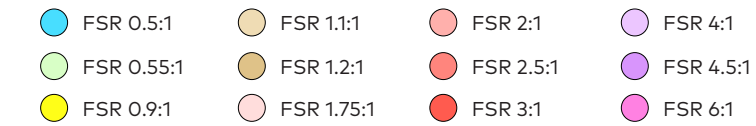


Figure 91: Proposed Floor Space Ratio Diagram. Source: COX



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Height of Buildings (HOB)

Existing Height of Buildings

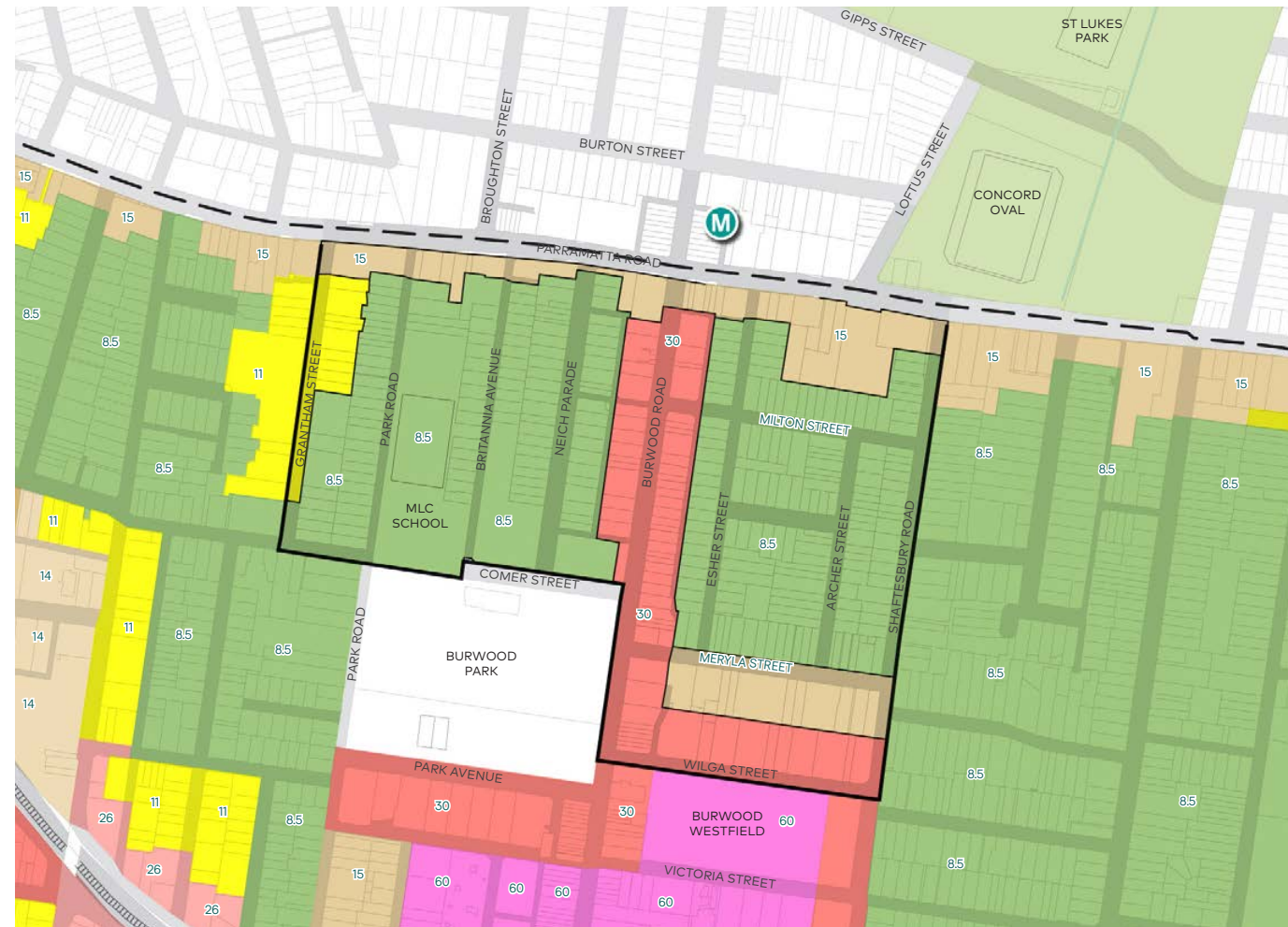


Figure 92: Existing Height of Building Diagram Source: COX

Height of Building (Metres)

Proposed Height of Buildings

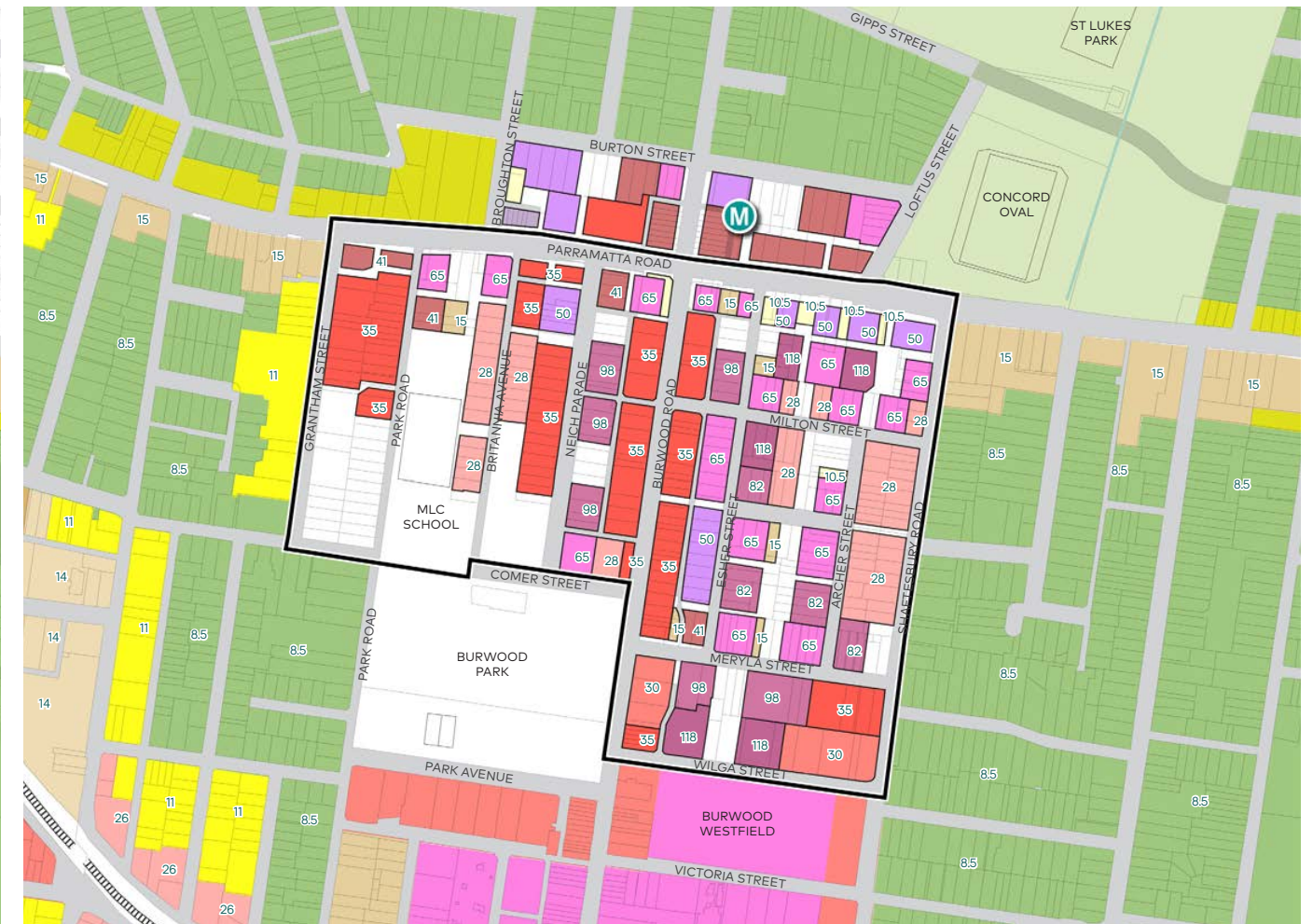


Figure 93: Proposed Height of Building Diagram. Source: COX

Height of Building (Metres)



Appendix

Appendix 1

Constraints and Opportunities

Connectivity

Burwood North Precinct is currently well serviced with rail connections at Burwood Station to Sydney CBD and Parramatta CBD. Bus services are based around the Parramatta Road strategic bus corridor. Seven bus routes service Parramatta Road within 400 metres of the Precinct and an additional 12 bus routes are located within 800 metres. Several bus services connect to Burwood Station, located south of the Burwood North Precinct boundary, which provides an attractive public transport option for commuters travelling east towards Sydney CBD or west towards Parramatta.

In 2021, the NSW Government approved a concept plan and major civil construction works for Sydney Metro West, a new rail link operating between Westmead and the Sydney CBD increasing connectivity both east and west. Anticipated to open in 2030, Sydney Metro West will deliver a station at Burwood North, helping to further strengthen connections between the Precinct and existing and emerging industry and employment hubs and communities both in the east and west of the city, increasing both the employment and residential capacity of the area. The Metro presents an opportunity that will support the growth of the strategic centre at Burwood.

The research paper by the Committee for Sydney 'Rethinking Station Precincts' (May 2022) indicates that the Burwood Town Centres has one of the highest effective job densities (the number of jobs that can be accessed by public transport from a particular area) in Greater Sydney. With the Burwood North metro station, this accessibility will be further enhanced, making the area an important location for land use intensification and urban renewal.



Figure 94: Transport Context Diagram. Source: COX

- Proposed Public Space
- Bus Routes
- Potential Future Bus Corridor
- Metro Station Underground Walkways
- B Bus Stops
- T Railway Station
- Railway Line
- M Metro Station
- ▲ Metro Station Entrance
- Canada Bay LGA (does not form part of this Masterplan)



Constraints and Opportunities

Environmental

Constraints

- Original creek-line (St Luke's Canal) has been covered over and piped resulting in fragmented overland flow and localised flash flooding
- Canopy cover currently sits at an overall average of only approximately 10%
- Burwood North experiences heat island effect with heightened effects around large lot commercial developments and major roads
- Different street and verge widths limit potential for street tree planting throughout the Precinct
- Historic Burwood Park to be preserved as a scenic and cultural landscape

Opportunities

- "Daylight" overland flow paths to create new blue-green connections and ecological corridors that assist with storm water management and flood mitigation
- Provide a range of scales and types of open spaces which support biodiversity, mitigate climate change and maximise recreational opportunities
- Create new green links to connect the existing and proposed network of parks and open spaces
- Increase tree plantings in parks and streets to extend tree canopy aligning with NSW target of 40% canopy cover by 2036 - to be done alongside power line under grounding to support healthy tree growth
- Prioritise retention of existing mature trees on both public and private land

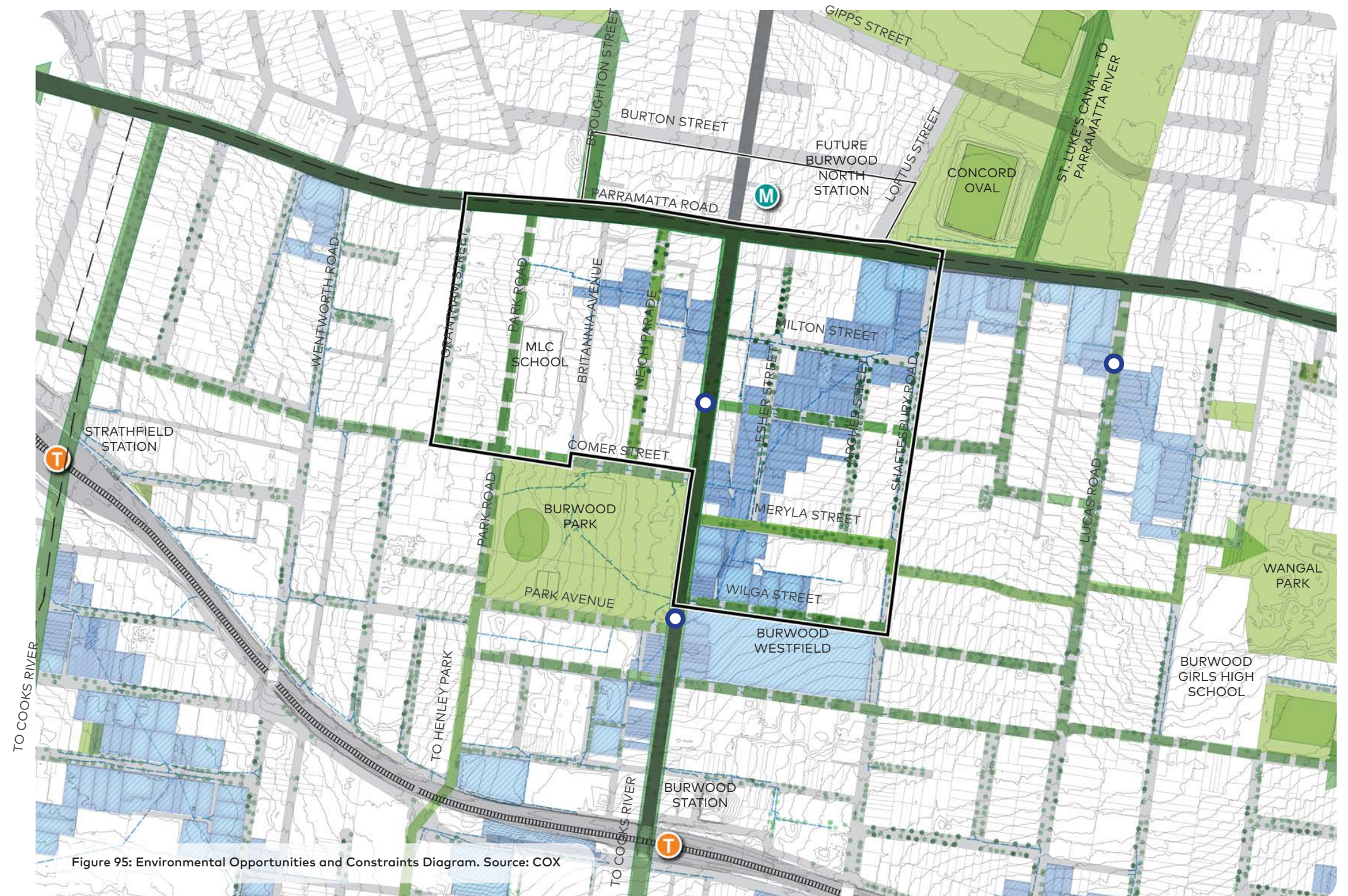
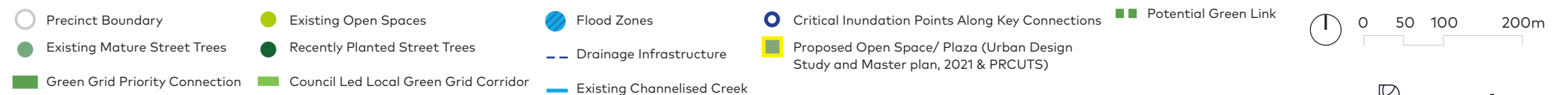


Figure 95: Environmental Opportunities and Constraints Diagram. Source: COX



Constraints and Opportunities

Built Form and Character

Constraints

- Fragmented land ownership creates a juxtaposition of high and low density, old and new and in some instances outcomes that are unsympathetic to local character and heritage
- Heritage item and interface with existing development
- Achieving fine grain, narrow lot human scale character whilst also enabling lot amalgamation/ consolidation

Opportunities

- Deliver the PRCUTS vision for Parramatta Road with a 6m landscaped setback.
- Define distinctive character areas within the Precinct which respond to local context and are reinforced through built controls, bulk, form, materiality, setbacks etc.
- Create different character zones along the length of Burwood Road to respond to local context.
- Develop appropriate planning controls to encourage high quality planning and urban design outcomes.
- Provide appropriate height transitions and curtilage to heritage items with the potential to integrate with new public open spaces and green links to reveal and celebrate the cultural and historic context.
- Adaptively re-use heritage items and integrate sympathetically into new development proposals.
- Locate greatest height around station Precincts with tall landmark buildings at key intersection acting as urban markers.
- Use built form to define street edges and differentiate street hierarchy defined by different degrees of streetscape activation.

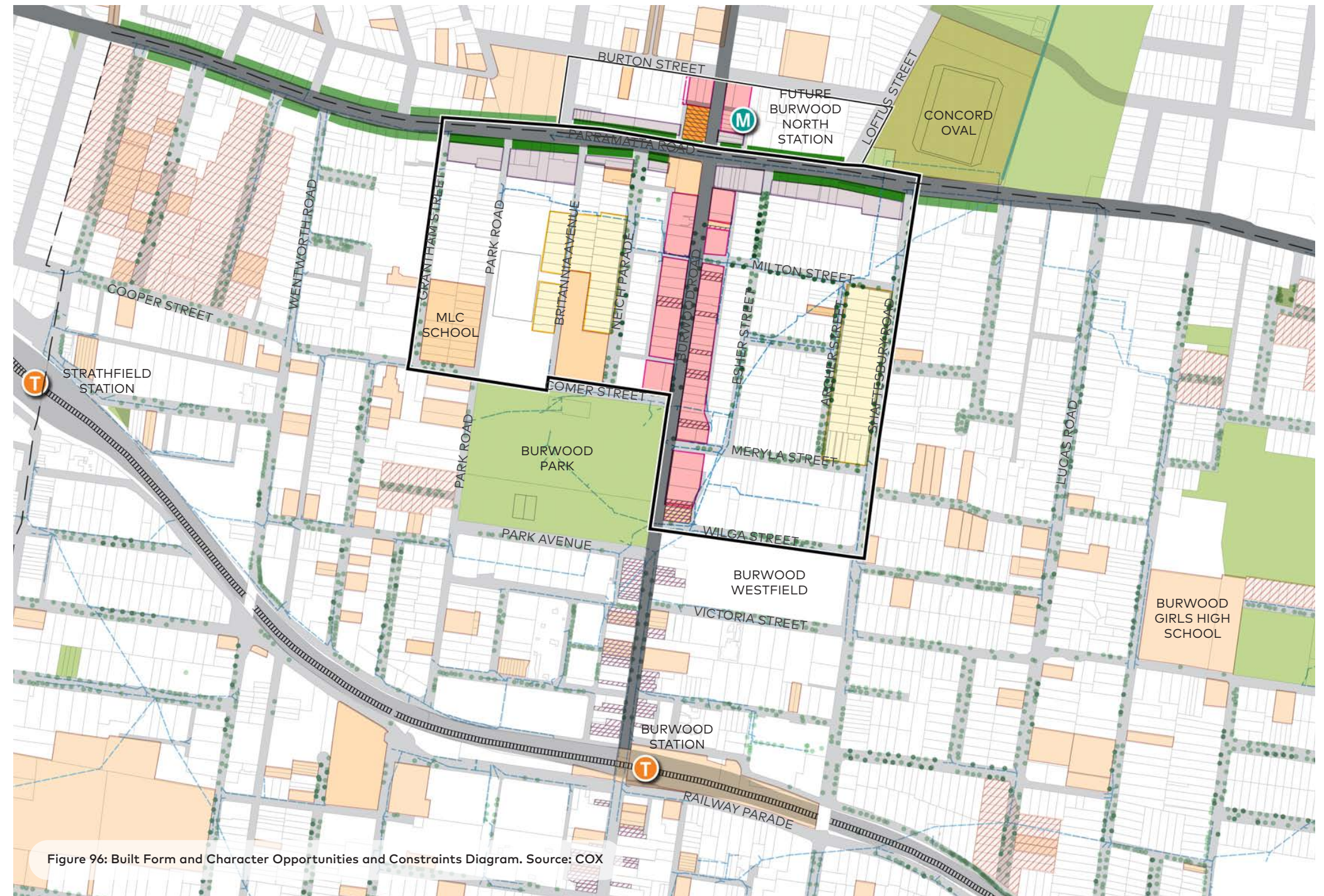


Figure 96: Built Form and Character Opportunities and Constraints Diagram. Source: COX

- Precinct Boundary
- ◌ Conservation Area
- Proposed Transitional Development (PRCUTS Built Form Testing)
- ◌ Existing Fine Grain along Burwood Road
- ◌ Potential Heritage
- Existing Trees
- ◌ Implement Fine Grain Development (PRCUTS Built Form Testing)
- 6m Green Edge Setback (PRCUTS)
- Heritage Item
- Recent Trees
- ◌ Proposed Non-Residential to Road Edge - Residential on Podium only (PRCUTS Built Form Testing)

0 50 100 200m

Constraints and Opportunities

Redevelopment Considerations

Constraints

- Strata titled properties in the Precinct are unlikely be redeveloped in the medium term
- Existing juxtaposition of high and low density, old and new buildings with different, materials, bulk, scale and form diminishes local character rather than contributing to a unified future character
- Parking entries and service provision in new developments create blank façades along existing laneways resulting in a poor public interface
- Fragmented lot ownership and strata titled sites limit potential to create integrated development and consolidated parking solutions

Opportunities

- Maximise active façades along Burwood Road within new development
- Maximise friendly façades including lobbies and residential entries throughout Precinct which bring life to the streetscape
- Limited number of recent developments within the Precinct presents a large number of sites for redevelopment
- Consolidate lots to maximise public domain amenity and public open space provision
- Schools can be redeveloped and grow in consideration to heritage constraints
- Revise setback controls to maximise feasibility and efficiency of sites allowing for an overall reduction in height, ensuring more sympathetic built form outcomes and maximised public domain provision and amenity.



Figure 97: Development Constraints Diagram. Source: COX

- Precinct Boundary
- ▨ Proposed Development
- Strata Titled Properties (>10 units)
- ▨ Land and Housing Corporation
- ▨ Recently Approved Development
- Recently Completed Development
- Heritage Item
- Potential Heritage

0 50 100 200m

Development Typologies

Low-Medium Density Residential

Key features:

- 2-8 storeys
- Built to boundary at ground level and up to four storeys
- Floors above four storeys often set back to reduce perception of bulk and scale
- Careful consideration of parking rates and access required
- May include ground floor retail or small commercial suites
- Transitions scale to adjoining low density residential



Figure 98: Annandale Place, DKO. Source: COX



Figure 99: Arkadia Alexandria, DKO. Source: ArchDaily

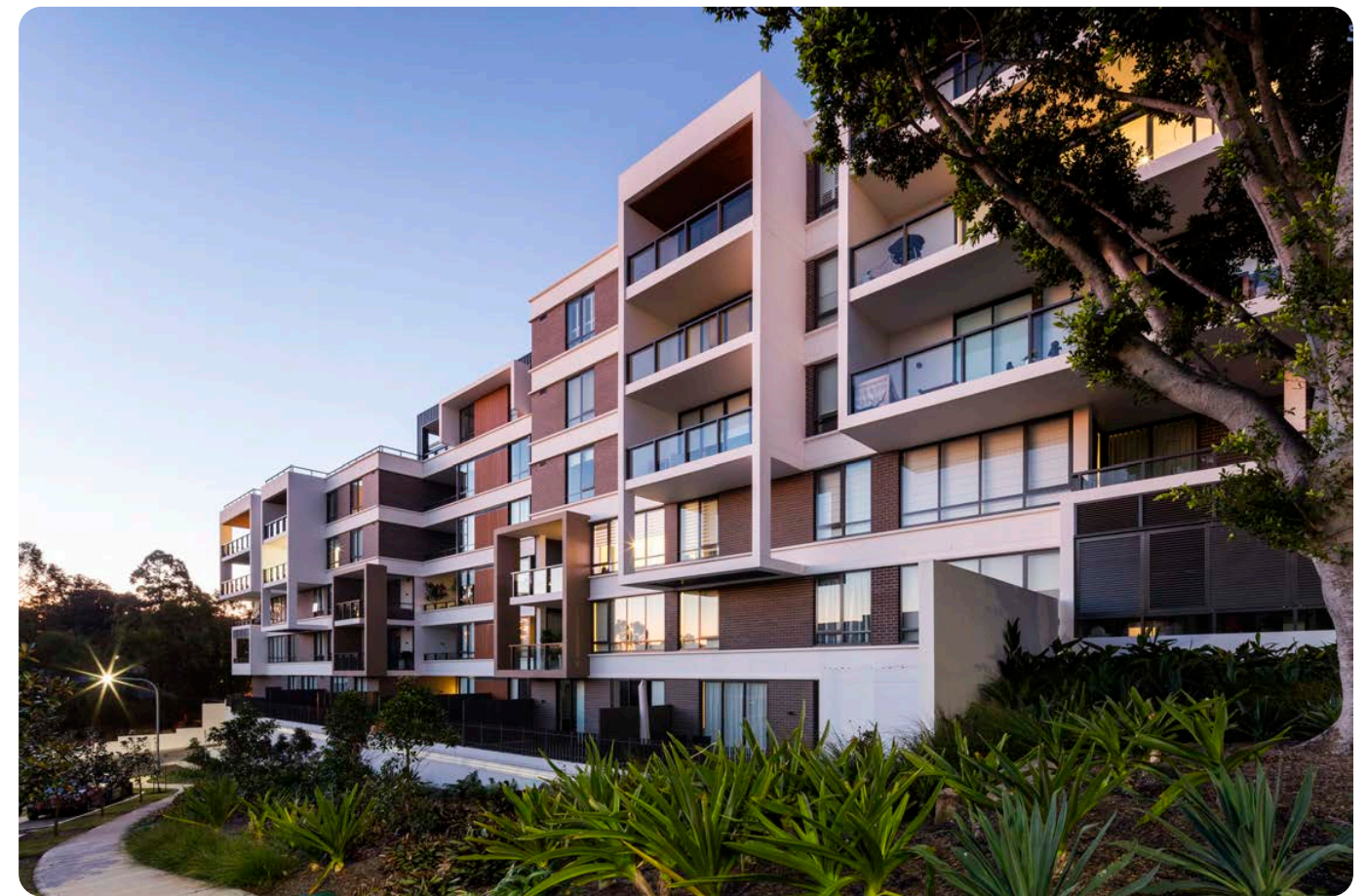


Figure 100: Putney Hill, COX. Source: COX

Higher Density Mixed Use & Residential

Key features:

- 10+ storeys
- 85-100% residential, 0-15% non-residential
- 85% residential has a mixed-use podium built to boundary with 2 levels of commercial or retail floorspace, with residential tower set back over the podium. The ground level uses activate the streetscape
- 95-100% residential has the opportunity for small scale retail or commercial tenancies at the ground floor level, with residential across the remainder of the building. This typology may or may not have a podium
- Potential for private open space on the podium and tower rooftops
- Larger sites include fine grain building articulation to break down the scale of the building

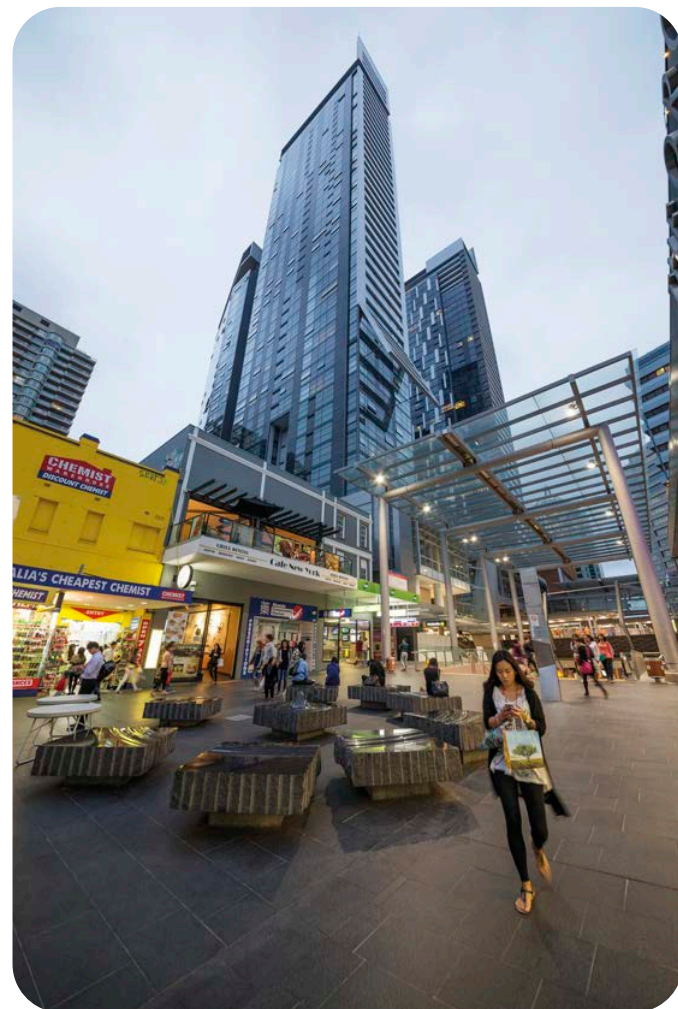


Figure 101: Mixed-use development with both retail and residential uses within the podium and residential tower over. Chatswood Transport Interchange, COX. Source: COX



Figure 102: Mixed-use development with residential tower. Kings Cross, Durbach Block Jaggers. Source: COX



Figure 103: Residential medium-high density development opposite an open space. Victoria Park, Zetland. Source: COX

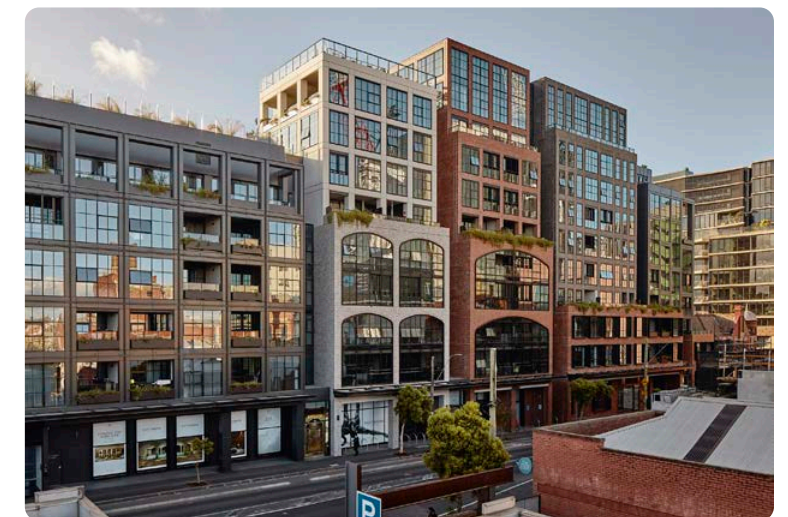


Figure 104: Mixed-use development. Victoria & Vine, Melbourne. Source: COX



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(ITEM 97/23) UPDATE ON THE EXHIBITION OF DRAFT BURWOOD NORTH MASTERPLAN

File No: 23/46435

REPORT BY EXECUTIVE STRATEGIC PLANNER; MANAGER CITY PLANNING

Summary

This report provides Council with a progress update on the exhibition of the draft Burwood North Precinct Masterplan.

Operational Plan Objective

- A.63 Research plans and opportunities for the creation of public open spaces as part of the planning of the Burwood North Precinct.
- A.76 Undertake initiatives that support new economic growth in the Burwood North Precinct and Burwood Town Centre.
- A.98 Undertake comprehensive community engagement programs to seek community input on Council projects, operations, initiatives and major decisions.

Background

The draft Burwood North Precinct Masterplan seeks to build upon the vision presented via the Parramatta Road Corridor Urban Transformation Strategy (PRCUTS), particularly connecting urban renewal with the opportunity afforded by the delivery of Sydney Metro West.

This level of connectivity and accessibility, not envisaged by PRCUTS, has the potential to attract significant investment in employment and the delivery of housing and provides opportunities to build on the established health/medical, educational and professional industry in the Precinct, further cementing Burwood's role in the Eastern City District as a Strategic Centre.

It also provides an opportunity to deliver significant community benefits, including open space and community infrastructure, quality urban design and building excellence, green and connected streets for people, all in a way that is environmentally and financially sustainable.

The draft Masterplan sets the strategic basis for a future amendment to planning controls, via a Council-led Planning Proposal, aimed at facilitating housing, jobs, design excellence, sustainability and transport.

Council, at its meeting on 26 October 2023, resolved the following:

1. *That Council endorse the draft Burwood North Masterplan, as included in Attachment 1 and the associated studies, as included in Attachments 2–13 to this report, for the purposes of public exhibition.*
2. *That the draft Burwood North Masterplan and associated studies be publicly exhibited for a minimum period of 6 weeks in accordance with the framework outlined in the Community Engagement Strategy, as included at Attachment 14 to this report.*
3. *That Council:*
 - a) *proactively consults with and extracts detailed information from the NSW State government in respect of the provision of infrastructure services to Burwood LGA from the present to the projected completion of the draft Burwood North Masterplan including, but not limited to the following:*
 - i. *hospitals*
 - ii. *police*

- iii. ambulance
 - iv. schools (primary and secondary)
 - v. the capacity of the Burwood metro and heavy rail
 - b) make this information available to councillors and
 - c) publicly exhibit this information in accordance with the community engagement strategy for incorporation in the draft Burwood North Masterplan.
4. That following the conclusion of the public exhibition of the draft Burwood North Precinct Masterplan and associated studies, a further report be prepared and submitted to Council to allow consideration of any submissions received and any resulting amendments to the Masterplan.
5. That the General Manager be delegated to undertake minor modifications to any numerical, typographical, interpretation and formatting errors, if required, prior to the commencement of the public exhibition of the draft masterplan.

Public Exhibition of the Draft Masterplan

The draft Masterplan was placed on public exhibition on 23 October 2023, and will conclude on 15 December 2023 for a total period of 8 weeks to allow the community suitable time to provide feedback.

The following table lists the completed and proposed community engagement activities for the exhibition of the draft Masterplan.

Community Engagement Activities	Date and Time
Burwood Park Community Centre Pop Up Session	<ul style="list-style-type: none"> • 24 October, 3pm-7pm • 7 November, 2pm-6pm • 8 November, 1pm-6pm • 14 November, 1pm-6pm • 28 November, 2pm-6pm • 12 December, 2pm-6pm • 14 December, 2pm-6pm
Burwood Community Hub Amphitheatre Drop In Session	<ul style="list-style-type: none"> • 25 October, 10am-2pm • 26 October, 3pm-7pm • 1 November, 1pm-4pm • 2 November, 4pm-7pm • 9 November, 10am-2pm • 23 November, 10am-2pm • 30 November, 10am-2pm • 7 December, 10am-2pm
Business Chamber – Burwood Community Hub Small Business Month Event	<ul style="list-style-type: none"> • 27 October, 4pm-6pm
Croydon Village, The Strand, Croydon Pop Up Stall	<ul style="list-style-type: none"> • 31 October 8am-11am • 31 October 2pm-5pm
Burwood Chinatown Night Markets Pop Up Stall	<ul style="list-style-type: none"> • 3 November, 6pm-8pm

Mobile Playvan - Wangal Park Pop Up Stall	<ul style="list-style-type: none"> • 7 November, 10am-12pm
Mobile Playvan - Burwood Park Pop Up Stall	<ul style="list-style-type: none"> • 16 November, 10am-12pm
Enfield Aquatic Centre 90th Anniversary Event Pop Up Stall	<ul style="list-style-type: none"> • 18 November, 10am-1pm
Request to speak to a Planner Available on request or via appointment	<ul style="list-style-type: none"> • 23 October to 15 December (during business hours)

The following table provides an overview of the engagement methods undertaken and the community response at the time of reporting.

Tool/Technique	Description	Response
Letters to community (LGA wide)	Colour flyer was letterbox dropped to residents, businesses and landowners in the Burwood LGA advising of vision and engagement activities.	Delivered to 16,100 households. Sent on 18 October prior to the start of exhibition period
Addressed letter to affected landowners	Cover letter to landowners in the study area, including the colour leaflet. Second and third letters to landowners in study area to provide update on additional engagement activities.	Affected landowners (717 letters) sent on 18 October Letters on 6 November and 22 November
Addressed letter to adjoining landowners	Cover letter and flyer sent to landowners adjoining the study area, including land adjoining the Burwood North Metro Station within Canada Bay LGA.	446 adjoining landowners 242 landowners in Canada Bay LGA Sent the week of 18 October
Post cards in English, Chinese, Nepali and Korean	Postcards distributed to service centre, library and at drop in sessions and pop-up stalls as part of engagement program. Postcard provides a snapshot on seeking feedback with QR code to Participate Burwood website.	400 postcards
Factsheets	Series of factsheets for distribution at engagement sessions and online on the Participate Burwood page. Factsheets include: <ul style="list-style-type: none"> • Introduction to masterplan • Top 6 priorities • Implementation of masterplan • Next steps 	70 copies distributed at engagement sessions 140 copies downloaded from Participate Burwood website

Tool/Technique	Description	Response
3D animation video	3D visualisation of the masterplan on the vision and proposed changes under master plan. Video animation produced and put on Participate Burwood Website and Burwood Council's Youtube channel.	538 views on YouTube at time of writing
Community Pop Up Sessions	To be held at community events, community facilities and high visitation areas. Pop-ups to include A1 size display boards with renders of future of Burwood North. Printed copies of collateral available for community including factsheets, notification letter and postcards.	14 sessions planned (refer to previous table for list of pop-up sessions) 90 participants to date
Burwood Hub Display and Speak to a Planner	Display setup in Burwood Hub with a strategic planner available to talk at specified time slots during the consultation period.	8 sessions planned (refer to previous table for list of drop-in sessions) 15 participants to date
Participate Burwood	Website for the draft masterplan provides <ul style="list-style-type: none"> • Digital 24/7 access to information and to provide feedback • Timelines and information about consultation undertaken • Masterplan and technical reports • 3D visualisation of master plan • Factsheets • List of consultation activities • Survey and submission form • Link to register to be informed of updates on project. 	2,410 Visits 1,416 Visitors (23 October to 30 November) 203 downloads of the draft Masterplan report
Online Survey	10 questions on the top priorities for Burwood North	11 responses
Social media	Promotion of masterplan engagement activities on social media.	Social media posts planned during consultation period
Speak to a planner	One-on-one conversations with Council strategic planners via phone or in person meetings.	21 phone conversations 5 meetings by appointment

<p>Stakeholder meetings</p>	<p>Briefing on the project with MPs, local schools, Council advisory committees, and internal staff</p>	<p>6 briefings planned during consultation period</p>
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Examples of Engagement Materials

Letterbox Flyer



Postcards



Factsheets



Display boards in the Burwood Hub Amphitheatre



Exhibition Materials



Burwood Community Hub Drop-In Session



Burwood Park Community Centre Pop-Up Session



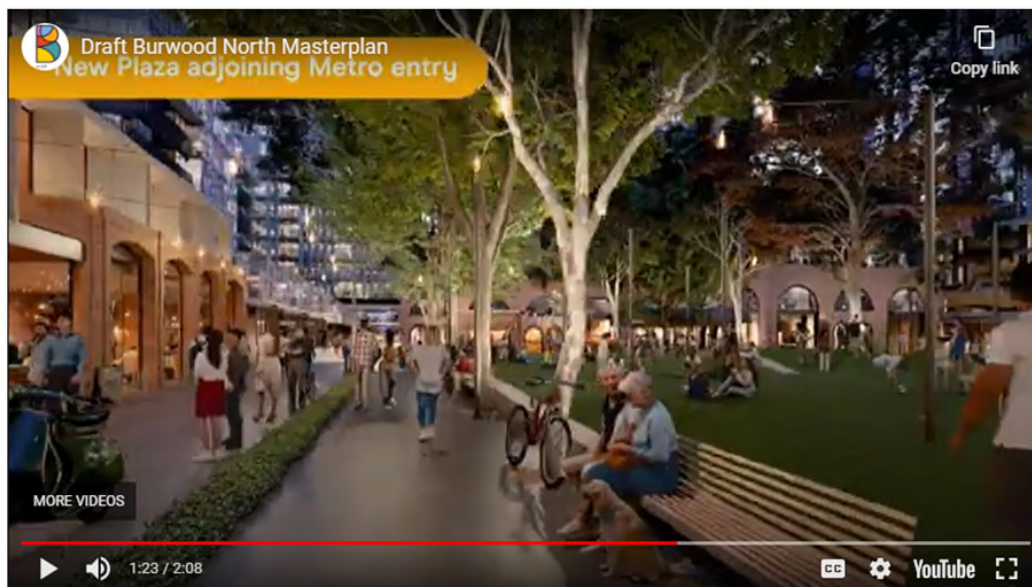
Burwood Chinatown Night Markets Pop Up Stall (3 November)



The Strand, Croydon - Pop Up Stall (31 October)



Screenshot of 3D Animation available on Burwood Council's YouTube channel and Participate Burwood



NSW Government Authorities and key stakeholders

The following key Government service, infrastructure providers and adjoining Councils have been consulted regarding the exhibition of the draft Burwood North Masterplan to better understand how the outcomes may impact on the provision of future infrastructure and services within the Burwood LGA and across the Inner West Region.

- NSW Department of Family and Community Services
- NSW Department of Education
- NSW Department of Planning and Environment
- NSW Police Force
- Transport for NSW
- Sydney Metro
- Greater Cities Commission
- Sydney Area Health District
- Resilient Sydney
- Sydney Water
- Ausgrid
- Jemena Gas
- State Emergency Service
- MLC School
- Sydney Catholic Schools
- City of Canada Bay Council
- Strathfield Council
- Inner West Council

Comments recorded during community engagement to date

The top three comments from the community (to date) are summarised below:

1. **Site specific enquiries and submissions** – the majority of enquiries and submissions to date have been from landowners within the study area generally seeking an uplift in density than what has been proposed in the master plan.
2. **Design Excellence** – a number of comments from the community expressed concerned about the design quality of future development within Burwood North.
3. **Concerns for increased traffic congestion** – a number of submissions have raised concern with the proposed substantial increase in people visiting, working and residing in the Burwood North Precinct.

Following the conclusion of the submission period, Council staff will review all submissions received, including site specific submissions and identify if any adjustments or technical reviews to the draft masterplan are required in the context of the vision, top priorities, identified constraints, desired future character of each precinct within the study area.

Extension of submission period

Council has received several requests for an extension to the deadline of the submission period from 15 December 2023. It was deemed appropriate by Council officers to extend the submission deadline beyond the holiday period to 5 January 2024. The new deadline will be conveyed in future social media posts on Burwood North and on the Participate Burwood project page.

Planning or Policy Implications

This report provides an update the public exhibition of the draft Masterplan. A detailed report will be presented to Council in Q1 of 2024 following the conclusion of the exhibition and a review of submissions.

Proposed amendments to State Policies

The NSW Government has recently announced two amendments to State policies relating to delivery of housing which may have future implications for the Burwood North Precinct.

Firstly, proposed amendments to the existing in-fill affordable housing provisions under the State Environmental Planning Policy (Housing) 2021, also known as the Housing SEPP, are aimed at encouraging private developers to boost affordable housing and deliver more market housing.

The changes introduce a new floor space bonus of 30 per cent and a height bonus of 30 per cent for residential developments with at least 15 per cent affordable housing. The affordable housing component is required to be managed by a Community Housing Provider for a minimum period of 15 years, after which time it would revert to market housing.

It is anticipated that residential development valued at more than \$75 million would be eligible for a new state significant development (SSD) pathway, providing it includes at least 15 per cent of the total gross floor area as affordable housing.

The proposed bonus floor space and height provisions, would apply in addition to any existing FSR bonus, which in the case of Burwood North would be in addition to any proposed affordable housing requirement under the Masterplan and Local Environmental Plan.

Council will need to test the feasibility and impacts of these bonus provisions within the masterplan study area.

Secondly, the NSW Government have announced new planning rules to fast track low and mid-rise housing. The proposed changes include allowing:

- dual occupancies in all R2 low density residential zones across all of NSW.
- terraces, townhouses and two storey apartment blocks near transport hubs and town centres in R2 low density residential zones across the Greater Sydney region, Hunter, Central Coast and Illawarra (the Six Cities region).
- mid-rise apartment blocks near transport hubs and town centres in R3 medium density zones and appropriate employment zones.

The Government will introduce a State Environmental Planning Policy (SEPP) to enact these changes. The draft plans will go on public exhibition for public feedback shortly.

A large portion of the Burwood North masterplan study area is zoned R2 low density residential, however, the draft Masterplan identifies these areas to be rezoned to R4 high density residential zone. There is a slight risk that if the SEPP changes are made prior to the implementation of the draft masterplan that landowners within the study area could build fast track low and mid-rise housing which would inhibit the potential for future high density residential development. However, given that all landowners in the study area are aware of the draft masterplan and future density and height controls, this is considered a low risk.

Following the conclusion of the submission period, Council staff will review the draft masterplan in the context of the recently announced proposed amendments to State Policies and identify if any adjustments are required.

Financial Implications

Budget has been allocated for this project in the 2023-2024 financial year.

Conclusion

The draft Burwood North Precinct Masterplan and associated studies are currently on public exhibition to seek the community's feedback, noting that the draft Masterplan does not enact any of the proposed changes.

Community consultation commenced on 23 October and concludes on 15 December 2023, with the submissions period extended until 5 January 2024. 22 face-to-face drop in engagement sessions were held at various locations across the LGA during the engagement period.

At the time of reporting, Council staff have engaged with over 100 people face-to-face, and had 21 phone conversations relating to the draft masterplan. The Burwood North Masterplan project page on the Participate Burwood website has received over 1,000 visitors, since the start of the exhibition on 23 October 2023.

Next Steps

Following the conclusion of the submission period, Council staff will review all submissions received, including site specific submissions and any available detail with regard to new SEPPs. These submissions and draft amending planning controls may also be reviewed by Council's urban design consultants to provide additional input.

A report will be submitted to Council to consider the draft masterplan for adoption and whether to progress to a formal Planning Proposal process to implement the draft Masterplan. This report will include the outcomes of the community engagement and provide recommendations for any amendments to the exhibited draft Masterplan. The diagram below provides an overview of the next steps.

Next Steps – Implementing the Masterplan



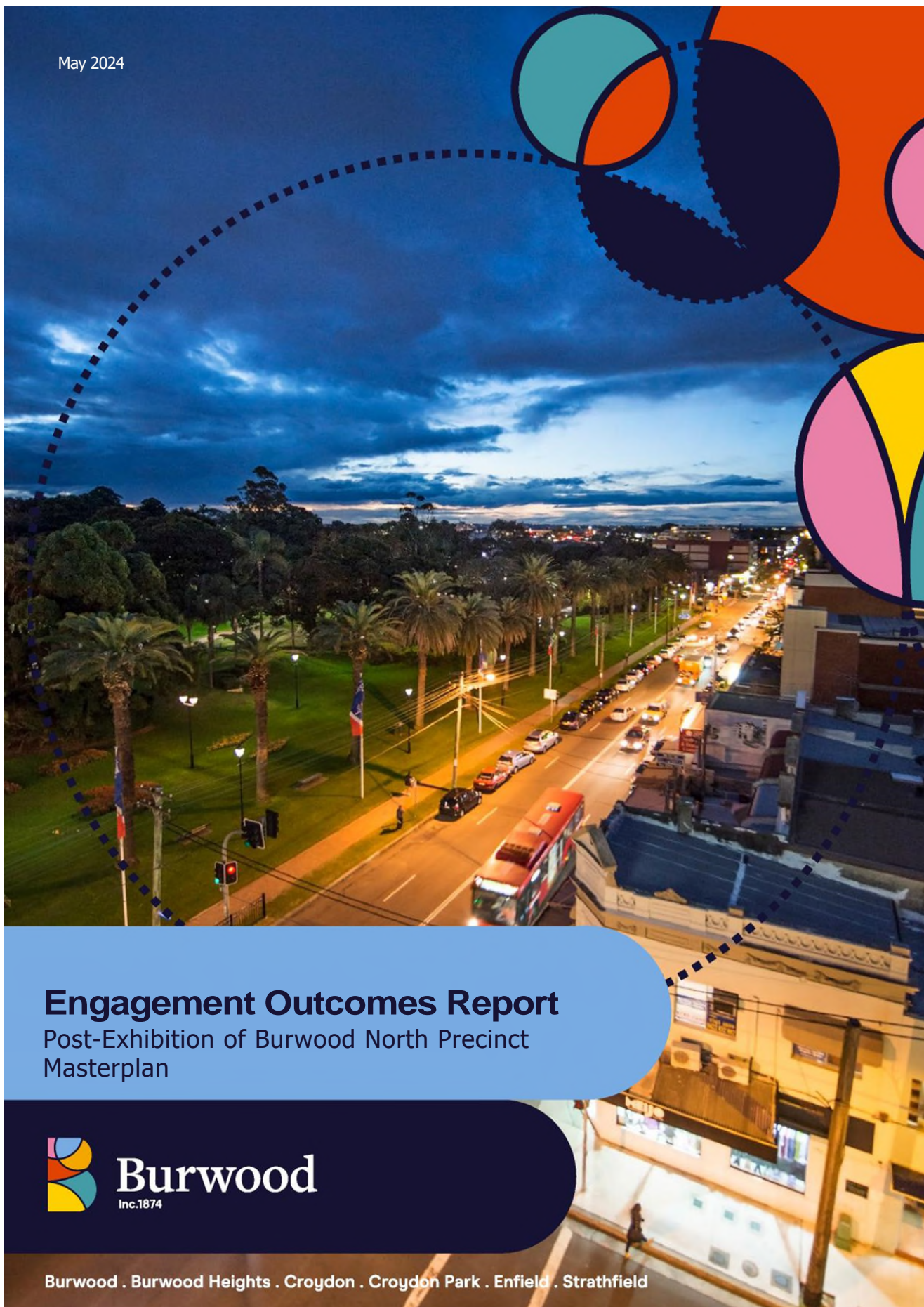
Recommendation(s)

That the progress report on the exhibition of the draft Burwood North Masterplan be noted.

Attachments

There are no attachments for this report.

May 2024



Engagement Outcomes Report

Post-Exhibition of Burwood North Precinct Masterplan



Burwood
Inc.1874

Burwood . Burwood Heights . Croydon . Croydon Park . Enfield . Strathfield

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Appendices

Appendix A – Submissions from Agencies and Authorities

Appendix B – Survey Results

Appendix C – Fact sheets

Appendix D – Postcards

Appendix E - Video Screenshot of 3D Animation

Appendix F – Exhibition collateral and Artist Impression Images

Appendix G – Notification Flyer

Appendix H – Social Media Posts

Executive Summary

Burwood Council has prepared the draft Burwood North Precinct Masterplan to provide a clear vision to support the long-term future growth of the Burwood North Precinct to encourage urban renewal, improve the amenity and quality of the built environment and public domain to create a highly desirable and liveable neighbourhood in Burwood North.

The draft Masterplan was placed on public exhibition on 23 October 2023, and concluded on 15 December 2023 for a total period of 8 weeks. Submissions to the draft Masterplan were received up to 5 January 2024. The purpose of the public exhibition was to obtain feedback to enable Council to consider next steps including whether to endorse and implement the Masterplan.

This report summarises the community engagement activities and feedback received by Council in response to the exhibition of the draft Masterplan for Burwood North.

During the two-month exhibition period, a total of 55 submissions were received, including

- 30 individual written submissions from the general public (including owners, residents and representative consultants)
- 4 from consortium of residents and 3 community groups
- 10 developers and their representative consultants
- 7 from State government and peak body agencies and 1 Council

This report is structured as follows:

Section 1: Introduction and Background. This section provides an introduction and background to the exhibition of the draft masterplan.

Section 2: Master Plan engagement activities Council undertook a range of engagement activities to receive feedback on the draft masterplan.

Section 3: Summary of responses This section provides a summary of key themes raised during the engagement in relation to the masterplan.

Section 4: Agency and institutional submissions

This section summarises and responds to written submissions provided to the draft masterplan from government agencies and institutions.

Section 5: Community submissions

This section summarises and responds to written submissions to the draft masterplan. It also summarises the community's responses to the survey questions.

1. Introduction and Background

The draft Burwood North Precinct Masterplan seeks to build upon the vision presented via the Parramatta Road Corridor Urban Transformation Strategy (PRCUTS), particularly connecting urban renewal with the opportunity afforded by the delivery of Sydney Metro West.

This level of connectivity and accessibility, not envisaged by PRCUTS, has the potential to attract significant investment in employment and the delivery of housing and provides opportunities to build on the established health/medical, educational and professional industry in the Precinct, further cementing Burwood's role in the Eastern City District as a Strategic Centre.

It also provides an opportunity to deliver significant community benefits, including open space and community infrastructure, quality urban design and building excellence, green and connected streets for people, all in a way that is environmentally and financially sustainable.

The draft Masterplan sets the strategic basis for a future amendment to planning controls, via a Council-led Planning Proposal, aimed at facilitating housing, jobs, design excellence, sustainability and transport.

Extensive stakeholder engagement was undertaken as part of the Stage 1 phase of the development of the draft masterplan providing a critical piece of the analysis evidence base needed for the design of the draft masterplan, as well as being an important way to enable stakeholders and community to have a sense of ownership over the project and its outcomes. The Burwood North Masterplan Engagement Outcomes Report (September 2023) prepared by Cox Architecture is included at Appendix A of this report.

Purpose

This report summarises the community engagement activities and feedback received by Council in response to the exhibition of the draft Masterplan for Burwood North.

The formal exhibition of the draft Masterplan occurred from 23 October to 15 December 2023 for a total period of 8 weeks. Submissions were formally received up until early January 2024. All of the submissions received have been considered in this report.

The purpose of the public exhibition was to obtain feedback to enable Council to consider next steps including whether to endorse and implement the Masterplan.

Early Engagement overview

The period of seeking community feedback on the draft Masterplan formed Stage 2 of the engagement on the masterplan. The two stages are outlined below.

Stage 1- Early Community Engagement

Council with Cox Architecture undertook a range of early engagement activities to inform the development of the draft Masterplan.

Council engaged with over 500 individuals including landowners and residents, First Nations groups, local businesses, community members, government and institutional stakeholders. Activities included visioning charrette, community drop in session, survey and masterplan scenario workshop.

A summary of the Stage 1 community engagement is provided in the masterplan. The engagement outcomes report prepared by Cox Architecture for Stage 1 Community Engagement was exhibited with the draft masterplan.

Stage 2 – Draft Master Plan feedback

Feedback on the draft Masterplan was sought to seek the community's feedback prior to the finalisation of the Masterplan and commencement of the drafting of a Planning Proposal to amend the planning controls for the Burwood North Precinct.

This process has informed the revised Masterplan to be considered by Council.

Planning Proposal

If Council endorses the amended Masterplan and resolves to prepare a Planning Proposal, then the formal public exhibition of the draft planning controls will be required to be undertaken as part of the Planning Proposal process.

2. Masterplan engagement activities

The formal exhibition of the draft Masterplan occurred from 23 October to 15 December 2023 for a total period of 8 weeks. Submissions were formally received up until early January 2024.

In the week prior to the commencement of the exhibition, a colour flyer was delivered to all **16,100** households in Burwood LGA and 1,405 addressed letters were sent to property owners within and adjoining the study area, including the properties on the northern side of Parramatta Road in Canada Bay LGA.

Council received several requests for an extension to the deadline of the submission period from 15 December 2023. The submission deadline was extended to 5 January 2024.

The following table provides an overview of the engagement methods undertaken and the community response.

Tool/Technique	Description	Response
Letters to community (LGA wide)	Colour flyer was letterbox dropped to residents, businesses and landowners in the Burwood LGA advising of vision and engagement activities.	Delivered to 16,100 households. Sent on 18 October prior to the start of exhibition period
Addressed letter to affected landowners	Cover letter to landowners in the study area, including the colour leaflet. Second and third letters to landowners in study area to provide update on additional engagement activities.	Affected landowners (717 letters) sent on 18 October Letters on 6 November and 22 November
Addressed letter to adjoining landowners	Cover letter and flyer sent to landowners adjoining the study area, including land adjoining the Burwood North Metro Station within Canada Bay LGA.	446 adjoining landowners 242 landowners in Canada Bay LGA Sent the week of 18 October
Post cards in English, Chinese, Nepali and Korean	Postcards distributed to service centre, library and at drop in sessions and pop-up stalls as part of engagement program. Postcard provides a snapshot on seeking feedback with QR code to Participate Burwood website.	400 postcards

Tool/Technique	Description	Response
Factsheets	Series of factsheets for distribution at engagement sessions and online on the Participate Burwood page. Factsheets include: <ul style="list-style-type: none"> • Introduction to masterplan • Top 6 priorities • Implementation of masterplan • Next steps 	70 copies distributed at engagement sessions 140 copies downloaded from Participate Burwood website
3D animation video	3D visualisation of the masterplan on the vision and proposed changes under master plan. Video animation produced and put on Participate Burwood Website and Burwood Council's YouTube channel.	965 views on YouTube
Community Pop Up Sessions	To be held at community events, community facilities and high visitation areas. Pop-ups to include A1 size display boards with renders of future of Burwood North. Printed copies of collateral available for community including factsheets, notification letter and postcards.	14 sessions planned (refer to previous table for list of pop-up sessions) 90 participants to date
Burwood Hub Display and Speak to a Planner	Display setup in Burwood Hub with a strategic planner available to talk at specified time slots during the consultation period.	8 sessions planned (refer to previous table for list of drop-in sessions) 15 participants to date
Participate Burwood	Website for the draft masterplan provides <ul style="list-style-type: none"> • Digital 24/7 access to information and to provide feedback • Timelines and information about consultation undertaken • Masterplan and technical reports • 3D visualisation of master plan • Factsheets • List of consultation activities • Survey and submission form • Link to register to be informed of updates on project. 	3,452 Visits 1,960 unique visitors (23 October to 31 January 2024) 358 downloads of the draft Masterplan report
Online Survey	10 questions on the top priorities for Burwood North	15 responses

Tool/Technique	Description	Response
Social media	Promotion of masterplan engagement activities on social media.	9% of visits came via social media with 186 click links
Speak to a planner	One-on-one conversations with Council strategic planners via phone or in person meetings.	30 phone conversations 8 meetings by appointment
Stakeholder meetings	Briefing on the project with MPs, local schools, Council advisory committees, and internal staff	6 briefings during consultation period

Community pop up and drop in sessions

Twenty-two (22) community pop-up sessions were held in various locations within Burwood LGA to share information about the draft Masterplan, answer questions and receive feedback. The pop-ups were held in public and community spaces including parks, community events, community halls and on the street over 8 weeks, including weekends.

The sessions were attended by Council planning staff.

There were 110 conversations and interactions for the pop-ups and drop in sessions. A summary of pop-up and drop in events is provided below.



Drop in session at Burwood Community Hub



Drop in session at Burwood Park Community Centre

Item Number 28/24 - Attachment 4

Attachment 4 - Engagement Outcomes Report - Burwood North Precinct Masterplan - May 2024



Pop-up stall at Burwood Chinatown Night Markets (3 November 2023)

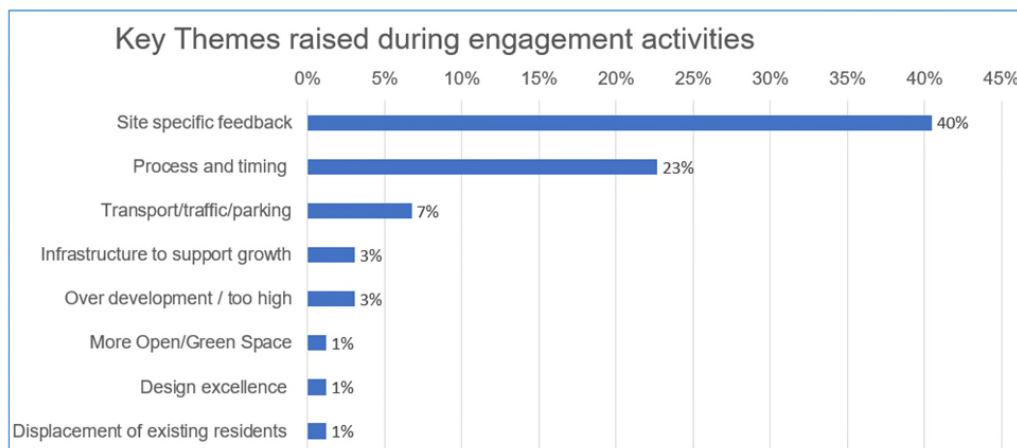


Pop-up stall at The Strand, Croydon (31 October 2023)

Date and Time	Location
Tuesday, 24 October, 3pm-7pm	Burwood Park Community Centre
Wednesday, 25 October, 10am-2pm	Burwood Community Hub Amphitheatre
Thursday, 26 October, 3pm-7pm	Burwood Community Hub Amphitheatre
Friday, 27 October, 4pm-6pm	Burwood Business Chamber – Small Business Month Event
Tuesday 31 October 8am-11am & 2pm-5pm	Croydon Village, The Strand, Croydon
Wednesday, 1 November, 1pm-4pm	Burwood Park Community Centre
Thursday, 2 November, 4pm-7pm	Burwood Community Hub Amphitheatre
Friday, 3 November, 6pm-8pm	Burwood Chinatown Night Markets
Tuesday, 7 November, 2pm-6pm	Burwood Park Community Centre
Tuesday, 7 November, 10am-12pm	Mobile Playvan - Wangal Park
Wednesday, 8 November, 1pm-6pm	Burwood Park Community Centre
Thursday, 9 November, 10am-2pm	Burwood Community Hub Amphitheatre
Tuesday, 14 November, 1pm-6pm	Burwood Park Community Centre
Thursday, 16 November, 10am-12pm	Mobile Playvan - Burwood Park
Saturday, 18 November, 10am-1pm	Enfield Aquatic Centre 90th Anniversary Event
Thursday, 23 November, 10am-2pm	Burwood Community Hub Amphitheatre
Tuesday, 28 November, 2pm-6pm	Burwood Park Community Centre
Thursday, 30 November, 10am-2pm	Burwood Community Hub Amphitheatre
Thursday, 7 December, 10am-2pm	Burwood Community Hub Amphitheatre
Tuesday, 12 December, 2pm-6pm	Burwood Park Community Centre
Thursday, 14 December, 2pm-6pm	Burwood Park Community Centre

3. Summary of feedback themes

The following is a summary of the analysis of the themes raised in feedback from pop-up sessions, phone calls, submissions, survey responses and face-to-face meetings.



The following summary of feedback themes were collated from interactions at engagement sessions and submissions made during the exhibition period.

1. Site-specific submissions
2. Process and timing
3. Transport/Traffic/Parking
4. Infrastructure to support growth

Site-Specific Feedback

- The majority of enquiries from landowners and residents related to understanding how the masterplan would impact their property.
- The most common enquiries related to the proposed height and density (FSR) and what this meant for their property and/or the impact of adjoining changes on their property.
- All site-specific submissions requested consideration of greater height and density (FSR) than what had been proposed in the draft Masterplan.
- A number of submissions requested changes to proposed minimum lot sizes, site amalgamation patterns, and location of open space and through site links.

Process and Timing

- The majority of queries and feedback on process and timing related to the master planning process and implementation of the masterplan.
- Landowners and residents wanted to understand the next steps and timing of changes to planning controls and when development would occur. Landowners expressed that they

have been waiting a significant period of time for changes to occur in the precinct since the announcement of the Parramatta Road Corridor Urban Transformation Strategy prior to 2016.

Transport / Parking / Traffic

- There was support for the introduction of maximum parking rates and unbundled parking.
- There were comments and feedback on the timing and certainty of the delivery of the Sydney Metro West line following the State Government's announcement of a review in April 2023. The final recommendations were released in December 2023 with the announcement by the NSW Government committing to the delivery of Sydney Metro West including Burwood North Station and its delivery by 2032.
- Concerns were raised regarding the potential impact of the masterplan on traffic congestion particularly around school zones and ability to find on-street parking in peak periods.

Infrastructure to support growth

- A number of submissions identified concerns with the quantum of open space proposed and the provision of community facilities for the proposed future increase in population.
- The majority of survey respondents identified more trees and green spaces as the top sustainability priority.
- Survey respondents also ranked public transport, walking and cycling paths and public hospitals and medical services as being important infrastructure to support growth.

Other themes

Some participants at pop up sessions raised concern about the impact of the displacement of existing residents in the study area, the need for more green space (which is also identified under infrastructure to support growth), and the need to have design excellence provisions to ensure new development is built to a high design standard and building quality.

Submission Themes

Fifty-five (55) submissions were received in total:

- 30 individual written submissions from the general public (including owners, residents and representative consultants)
- 4 from consortium of residents and 3 community groups
- 10 developers and their representative consultants
- 7 from State government and peak body agencies and 1 Council

Comments are provided in this section in response to key matters raised in submissions under the following headings:

- A. Site specific feedback
 - i. FSR and height of buildings
 - ii. Feasibility

- iii. Delivery of open space
- iv. Site amalgamation patterns
- B. Traffic and Parking
- C. Infrastructure to support growth
- D. Affordable Housing

Part 5 of this report includes a summary of all submissions and a response to any matters that do not fall within the above categories.

A. Site Specific feedback

i. FSR and height of buildings

The majority of submissions were received from landowners or representatives of landowners requesting additional height and FSR. Some submissions provided justification, including significant new urban design schemes for their sites. Submissions were peer-reviewed by Cox Architecture to provide feedback about the site-specific and precinct wide merits of the proposal and recommendations. Refer to Part 5 below for a summary of the proposal and reasons for the proposals to be supported or not supported.

Response

Heights and FSR in the exhibited masterplan are greater than the ones recommended by PRCUTS as the masterplan seeks to deliver better urban design outcomes and/or community benefit than that envisaged under PRCUTS. For example, sites with 6:1 FSR are required to deliver new parks and/or community infrastructure.

In responding to the submissions, Council has undertaken further built form testing prepared by Cox Architecture to determine the appropriate floor space ratio and building heights for blocks within the precinct. Consideration has also been given to other factors including development feasibility of the proposed development standards and maximising the delivery of community benefit.

Figure 1 and Table 1 below provides an overview of the proposed amendments to the building density (FSR) and building heights, block by block. It is recommended that the urban design responses outlined below be supported with amendments. The draft masterplan has been revised to implement the recommendations of the peer-review outlined in the Landowner Submissions – Urban Design Review and the reasons outlined in Part 5 below.

The proposed changes include:

- Maintain the established ten-storey interface along Burwood Road so as to define the street and provide a pedestrian scaled street environment, while allowing for solar access and the retention/addition of street trees, improving tree canopy cover across the Precinct
- Provide for taller built forms one block behind Burwood Road towards Neich Parade to the western side of Burwood Road and Esher Street to the eastern side of Burwood Road. The taller scale (greater building height) is proposed to leverage the opportunity to consolidate growth in an area of high accessibility and amenity and to deliver a more public accessible

open space at the ground plane, providing significant community benefit and allowing for an increase in canopy cover.

- Increase the building height and floor space ratio on the Metro Station entrance site and adjoining sites between Parramatta Road and Esher Lane to provide greater flexibility for future over station development and to ensure that there are opportunities for high density living and jobs at the Metro.
- Define a skyline that steps up from Shaftesbury Road and the schools on the edges, to allow for appropriate transition to the east and west and continues to concentrate the built form around the centre of Burwood North, close to the Burwood North Metro Station.
- Increase the built form and the provision of open space in the block at the southern edge of the Precinct, bounded by Meryla Street, Shaftesbury Street, Wilga Street and Burwood Road. This block is within the Burwood Town Centre, adjacent to the Westfield development and the draft Masterplan retained the existing controls under the Burwood LEP on the basis that the majority of the block was already developed and development was strata titled. A number of submissions from landowners and developers indicated that a large majority of the older buildings in this block are being purchased with the intention of renewal and redevelopment. It is proposed that the Masterplan be amended to allow a FSR of up to 6:1 and a maximum building height of to 118m in part of block to incentivise the provision of open space which will form a significant open space corridor through the middle of block, that allows for a connection from Westfield and Burwood Park all the way through to Concord Oval via a connected green network. Transition towards Shaftesbury Road with FSR of 3:1 and height of 30m due to restrictive width of sites and to be consistent with recent development on neighbouring sites.

It should be noted that these recommended FSRs and building heights will be the maximum and, where there is a requirement for the amalgamation of sites to ensure the delivery of open space and/or community infrastructure, these FSRs and heights will only be triggered subject to the amalgamation of the required sites, which will be identified as key sites in the Burwood LEP.

It is intended that the Burwood LEP will be amended to introduce local provisions that will specifically apply to the Burwood North Precinct. The objective of these provisions will be to promote, by providing building height and floor space incentives, residential development that provides for, at a minimum the following:

- a) community facilities, open space, including communal open space, and high quality landscaped areas, and
- b) efficient pedestrian and traffic circulation, and
- c) a mix of dwelling types in residential flat buildings, providing housing choice for different demographics, living needs and household budgets, including by providing affordable housing, and
- d) the amalgamation of lots to prevent the fragmentation or isolation of land.

The review of the FSRs and height have also taken into account feasibility to ensure the introduction of sustainability requirements to ensure buildings are designed to optimise energy efficiency. Other local provisions which will be considered for inclusion in the LEP include, but may not be limited to, setback requirements, pedestrian link and road requirements, design excellence, maximum car parking requirements and unit size mix.



Figure 1. Block diagram for reference (Note: the block numbers do not reflect proposed site amalgamation patterns)

Table 1. Proposed amendments to the incentive FSR and HOB controls in draft Masterplan.

Block Reference	Exhibited FSR and HOB	Proposed FSR and HOB	Comments
A1	2.5:1 28m	3:1 41m	Increase in FSR to align with proposed low to mid-rise SEPP provisions Additional HOB for provision of through site links
A2	2:1 20.5m	3:1 35m	Increase in FSR to align with proposed low to mid-rise SEPP provisions
B1	2.5:1 0m & 28m & 50m	4:1 0m & 65m	Increase in FSR and HOB to deliver expanded open space (0m on open space)
B2	2:1 20.5m	3:1 15m & 28m & 41m	Increase in FSR to align with proposed low to mid-rise SEPP provisions
B3	2:1 20.5m	3:1 28m	Increase in FSR to align with proposed low to mid-rise SEPP provisions
C1	3:1 35m	3:1 35m	No change from exhibited
C2	3:1 41m and 50m	3:1 35m and 50m	Reduction in HOB due to site orientation and building massing
C3	2.5:1 28m	3:1 28m and 35m	Increase in FSR to align with proposed low to mid-rise SEPP provisions
D1	4:1 41m and 65m	4:1 41m and 65m	No change from exhibited
D2	6:1 0m and 98m	6:1 0m and 98m	No change from exhibited
D3	6:1 0m and 98m	6:1 0m and 98m	No change from exhibited
D4	4:1 35m	4:1 35m	No change from exhibited
D5	4:1 0m and 65m	6:1 0m and 98m	Increase in FSR and HOB to deliver open space
D6	2.5:1 28m	4:1 28m and 65m	Increase in FSR and HOB to encourage Redevelopment of strata titled units and provide activation across from park.
D7	4:1 15m	4:1 35m	Increase in HOB to align with adjoining MU1 zoned sites on Burwood Road
E1	4:1 35m	6:1 65m	Increase in FSR and HOB for MU1 above station
E2	4:1 35m	4:1 35m	No change from exhibited
E3	6:1 0m and 98m	6:1 0m and 98m	No change from exhibited
E4	4:1 15m - 35m	4:1 15m - 35m	No change from exhibited
E5	6:1	6:1	No change from exhibited

Block Reference	Exhibited FSR and HOB	Proposed FSR and HOB	Comments
	65m	65m	
E6	4:1 50m	4:1 41m-50m	Reduction in HOB following urban design review
F1	2.5:1 10.5m-35m	3:1 10.5-65m	Increase in FSR and HOB to align with proposed low to mid-rise SEPP provisions and realignment of delivery of open space
F2*	2.5:1 35m	3:1 0m-10.5m	Increase in FSR and HOB to align with proposed low to mid-rise SEPP provisions and realignment of delivery of open space
F3	2.5:1 0m-28m	3:1 0m-10.5m-50m	Increase in FSR and HOB to align with proposed low to mid-rise SEPP provisions and realignment of delivery of open space
F4	6:1 0m-15m-98m	6:1 0m-15m-118m	Increase in HOB to provide site access and realignment of delivery of open space
F5*	6:1 35m	6:1 0m-65m	Increase in HOB to provide site access and realignment of delivery of open space
F6	6:1 82m	6:1 0m-118m	Increase in HOB to provide site access and realignment of delivery of open space
F7	3:1 0m-41m	6:1 0m - 65m	Increase in FSR and HOB to provide site access and realignment of delivery of open space
F8	3:1 0m - 50m	4:1 0m-28m-65m	Increase in FSR and HOB due to realignment of delivery of expanded open space
F9	2.5:1 28m	4:1 0m-28m-65m	Increase in FSR and HOB due to realignment of delivery of expanded open space
F10	3:1 0m-50m	4:1 0m-28m- 65m	Increase in FSR and HOB due to realignment of delivery of expanded open space
G1	3:1 0m-20.5-50m-82m	4:1 0m-10.5m-28m-65m-82m-118m	Increase in FSR and HOB due to realignment of delivery of expanded open space
H1	3:1 0m-41m-50m-65m	4:1 0m-15m-65m-82m	Increase in FSR and HOB due to realignment of delivery of expanded open space
I1	2:1 18m	3:1 28m	Increase in FSR to align with proposed low to mid-rise SEPP provisions
I2	2.5:1 0m-50m	4:1 0m-82m	Increase in FSR and HOB due to realignment of delivery of expanded open space
J1	3:1 30m	4:1 30m-35m	Increase in HOB and FSR to align with MU1 on Burwood Road

Block Reference	Exhibited FSR and HOB	Proposed FSR and HOB	Comments
J2	2:1 15m	6:1 0m-35m-98m	Increase in HOB and FSR to incentivise redevelopment of strata titled blocks, improve development outcomes and delivery of open space
J3	3:1 30m	6:1 0m-30m-118m	Increase in HOB and FSR to incentivise redevelopment of strata titled blocks, improve development outcomes and delivery of open space
J4	2:1 15m	3:1 35m	Increase in HOB and FSR to incentivise redevelopment of strata titled blocks and improve development outcomes
J5	3:1 30m	3:1 30m	No change from exhibited version

ii. Feasibility

A number of submissions identified concerns that the proposed FSRs may not be economically feasible for their sites due to the cost of amalgamating land and having to provide the required infrastructure in order to access the bonus heights and FSRs, in addition to providing commercial floorspace, affordable housing and development contributions.

Some submissions requested greater height and density to enable larger profits for the sale of their land to developers.

Response

As part of the development of the draft Masterplan, Council undertook a feasibility analysis (Jones Lang LaSalle) that examined certain sites within the masterplan study area and which addressed zoning, height and floor space ratio and other development requirements such as affordable housing. This analysis concluded that the proposed FSRs would generally deliver development outcomes and were feasible.

Post exhibition amendments as outlined above propose to increase the incentive FSR and building height within the precinct which may improve the development feasibility of some sites, particularly those where a large number of sites are required to be amalgamated to deliver a community benefit.

Since the preparation of the draft studies supporting the draft masterplan, the market has shifted and so further feasibility testing was undertaken, post exhibition. The proposed amendments to the Masterplan aim to deliver greater density supported by greater community benefit, through the delivery of additional open space.

Requests for greater density for larger profits for landowners or developers is not a planning consideration.

iii. Delivery of open space

A number of site specific submissions raise concern that land identified for open space in the draft masterplan was reduced in value over adjacent sites that did not include open space. In addition, these submissions suggested the amount of open space for the masterplan was fragmented and excessive as the precinct is located adjacent to Burwood Park. Some submissions opposed the acquisition of their land for open space.

Response

The delivery of open space is essential to ensure that there are publicly accessible spaces, open and recreational spaces delivered across the Precinct to support the future population who will be living in a high density precinct. The total amount of proposed new open space is greater than that proposed in PRCUTS to accommodate the substantial increase in density and future population that require a variety of spaces that will enhance the public domain and provide community benefits.

The draft masterplan and implementation strategy does not propose any council-led acquisition of land for open space. The intention of the draft masterplan and implementation mechanism is that open space will be delivered through redevelopment, by landowners or developers. New development will be required to deliver open space or community facilities to access the bonus FSR and building height and will have the ability to transfer floor space from dedicated open space.

The embellishment of new open space and the public domain with appropriate finishes (planting, surfaces, paving, trees, lighting etc) is expected to be delivered by developers in accordance with the requirements outlined in the future proposed amendments to the LEP and DCP which will be prepared as part of the Planning Proposal process. This will also be supported by a Public Domain Plan and an infrastructure contributions framework.

iv. Site amalgamation patterns

The draft masterplan identifies site amalgamation patterns that must be achieved in order for development to access the proposed bonus FSRs and building heights. These sites were designed to enable coordinated development and ensure the best urban design outcomes including the delivery of open space, community facilities and build form efficiency (including compliance with ADG requirements). They also aim to ensure that no sites within the Precinct will be isolated and sterilised for future redevelopment. A number of submissions are seeking to change the proposed boundaries of site amalgamation patterns.

Requested changes include:

- Proposed minimum lot size requirement of 1,500sqm is too excessive due to small lot sizes and unrealistic price expectations from landowners.
- Reduce the minimum lot size requirement to 800sqm due to feasibility
- Proposed site amalgamation patterns limit ability to deliver open space.
- Remove requirement for site amalgamation pattern and require minimum site area of 1,500sqm
- To facilitate development of sites that have been amalgamated with strata, commercial or other types of development that are unlikely to be redeveloped in the short to medium term.
- To facilitate development of sites that have been amalgamated with strata, but are likely to be redeveloped in the short to medium term.

Response

The exhibited site amalgamation pattern was designed with consideration to the current land ownership status, public domain and open space dedication requirements, built form efficiency and desired future urban design outcomes.

Submissions that sought changes to site amalgamation patterns have been peer-reviewed by Cox Architecture. Consideration was given to future character, bulk and scale, and the impact of the proposal on its surroundings.

The proposal, the results of the peer-review and the council staff recommendation are described in detail below.

It is recommended that the following proposed amendments to site amalgamation be supported:

- Block B1/B2 – 1A Britannia Ave
- Block F – Bounded by Parramatta Road, Shaftesbury Road, Milton Street and Esher St
- Block H – Block bounded by New St/Archer St/ Meryla St/ Esher St
- Block J – Block bounded by Meryla St, Shaftesbury Road, Wilga Street and Burwood Road.

Further discussion in response to the submissions below and in the Landowner Submissions – Urban Design Report. The diagrams below indicate the recommended amendments to the site amalgamation pattern.



Figure 2. Exhibited Site Amalgamation Pattern for Burwood North Masterplan.



Figure 3. Proposed amendments to the site amalgamation pattern for Burwood North Masterplan. (areas of amendments circled in purple)

B. Traffic and parking

Several submissions raised concerns in relation to traffic, including congestion, noise, diversion of traffic on local roads, vehicle speeds and pedestrian safety.

Some submissions also raised concerns that the demand for on-street parking would increase, and identified the difficulty of finding visitor parking in Burwood in general.

Response

The *Parramatta Road Corridor Traffic and Transport Study and Action Plan (2022)* prepared by Bitzios identified the proposed traffic impacts under PRCUTS.

Council engaged SCT Consulting who have prepared *The Rapid Transport Appraisal* as part of the supporting studies for the Burwood North Precinct Masterplan and which identified the intended measures to assist with travel behaviour and the mode-shift for residents, workers and visitors, including the reduction of private vehicles trips and impacts on the local and regional road networks, and encouraging walking, cycling and public transport usage.

Sydney Metro West will also assist in achieving the intended modal shift away from private vehicle usage.

Traffic

Council recognises traffic as an ongoing concern for the community, particularly at school drop-off and pick-up times, and along Burwood Road, Park Avenue and Wilga Street.

The *Parramatta Road Corridor Traffic and Transport Study and Action Plan (2022)* examined impacts from traffic generated by the increased dwellings and commercial space, estimated by the PRCUTS Masterplan. The traffic modelling was based on assumptions approved by TfNSW and found that there will be an increase in traffic to 2036 with significant congestion on Parramatta Road, and possibly on Burwood Road.

These forecasted congestion issues cannot be solved within the local area network and there are no reasonable major road projects in, or near the precincts which will solve the forecast congestion issues. The Study recommendations therefore centred around relieving pinch points and on facilitating more efficient queue storage, to minimise the extent to which queues affect local road intersections while at the same time better catering for pedestrians and cyclists.

Council has considered the findings and recommendations of the Study and will continue to investigate traffic speeds and, where necessary, implement traffic measures on local roads as they are identified/warranted.

As part of the development of the draft Masterplan, Council has engaged with TfNSW to ensure that there is clarity with respect to issues of traffic generation within the Precinct. Council will continue to work with TfNSW to understand the impact of the revised masterplan and acknowledges that further traffic modelling may be required as part of the implementation of the masterplan.

Parking

The draft Masterplan intends to reduce parking rates in line with PRCUTS and to introduce maximum parking rates for new developments in Burwood North. It is recommended the parking controls be included as a development standard in the Burwood LEP. This approach is consistent with the adjoining PRCUTS precincts within Canada Bay LGA and will form part of the future Planning Proposal.

Having the parking rates in the LEP will ensure the development assessment process will have a strengthened ability to manage parking provision and the amount of local vehicle trips.

On-street parking will be integrated into the future public domain plan for Burwood North to ensure maximum use by and amenity for the surrounding community.

C. Infrastructure to support growth

A number of submissions identified concerns with the quantum of open space proposed, the provision of community facilities and infrastructure including schools for the proposed future increase in population.

Response

One of the key principles of *The Landscape and Public Domain Strategy Report*, prepared by Oculus, is to address the existing shortfall in open space quantity, quality and accessibility. The pragmatic approach of the draft masterplan is to ensure access to open space within 200m of all residents.

The proposed amendments to the draft masterplan include an increase in the overall amount of open space to be delivered.

The *2023 Community Facilities Addendum Burwood North* assesses the additional demand for community facilities in Burwood LGA as a result of the revised population projections including Burwood North Masterplan. The addendum recommends which additional community facilities should be delivered within the Burwood North Precinct.

Council will continue to liaise with NSW Health and Schools Infrastructure throughout the implementation and beyond to provide current data on population projections for future service planning. (Refer to Part 4 for Agency, institutional and peak body feedback).

D. Affordable Housing

A number of submissions suggested the proposed 5% affordable housing contribution was too low, and that a higher percentage closer to 15%, consistent with the TOD SEPP and the Affordable In-Fill Housing provisions under the Housing SEPP should also be considered for the Precinct.

Response

The proposed TOD program indicates up to 15% affordable housing in perpetuity subject to feasibility testing.

As part of the preparation of the Planning Proposal for the implementation of the Masterplan, Council will be preparing an affordable housing contributions scheme which will address how affordable housing stock should be delivered and managed in the Burwood North Precinct.

The NSW Guidelines to developing an affordable housing contributions scheme requires any affordable housing contributions scheme to demonstrate that the proposed affordable housing rate is viable and will not detrimentally impact on development feasibility. To comply with this requirement, Council undertook a feasibility study to assess the maximum affordable housing contribution threshold to enable viable development. It was assessed that a 5% rate, consistent with what was identified under PRCUTS would be considered reasonable and appropriate for Burwood North.

4. Agency, institutional and peak body feedback

The following key Government service, infrastructure providers and adjoining Councils have been consulted as part of the exhibition of the draft Burwood North Masterplan to better understand how the outcomes may impact on the provision of future infrastructure and services within the Burwood LGA and across the Inner West Region.

- Ausgrid
- City of Canada Bay Council
- Greater Cities Commission (former)
- Inner West Council
- Jemena Gas
- MLC School
- NSW Department of Education (Schools Infrastructure)
- NSW Department of Family and Community Services
- NSW Land and Housing Corporation
- NSW Department of Planning and Environment
- NSW Health – Sydney Local Health District
- NSW Police Force
- Shelter NSW
- State Emergency Service
- Strathfield Council
- Sydney Catholic Schools
- Sydney Water
- Transport for NSW

The following section summarises submissions provided from State agencies and other institutions in relation to the draft Masterplan. Council's responses to these submissions are also included. A copy of the submissions from State agencies and other institutions is included at Attachment A.

Agency 1 - Ausgrid

A summary of the submission from Ausgrid is provided below:

- Ausgrid supports Council's goals of increasing electrification, energy efficiency, and electric vehicle charging in the masterplan for the Burwood North Precinct.
- Masterplan indicates the overhead network is targeted for removal and replacement with underground service of supply. Shift from overhead to underground power reticulation requires careful planning by Council and developers. Installation of underground cables necessitates network pillars, which should be strategically placed to avoid impacting pedestrian footpaths.
- Ausgrid is a member of SOCC (Streets Opening Coordination Council) and emphasises the importance of proper planning to minimize impact on public land road reserves.

- Provides advice on new developments - developers must submit connection applications to Ausgrid, detailing the size and type of appliances, which influence the installation of transformer assets.
- Council's strategic objectives to increase electrification will impact the type of assets required for developments. Ausgrid is the consent authority for these works, but developers undertake them, with Ausgrid taking ownership after certification.
- Ausgrid encourages Council to plan for publicly available EV charging locations, consider their impact on substation assets and incorporating them into the initial sizing and design.
- Street-lighting needs replacement with the removal of overhead network, and Ausgrid suggests use of multi-function smart poles.
- Ausgrid is open to collaboration with Council to ensure the Masterplan aligns with key considerations from the network operator.

Proposed amendments to the draft Master Plan: None.

Council response:

- Council acknowledges Ausgrid's support of the draft masterplan's goal to increase electrification and improve energy efficiency.
- Council to continue to work with Ausgrid as a key stakeholder in realising the draft Masterplan particularly when preparing DCP controls for the Burwood North Precinct to ensure alignment and consistency with Ausgrid's strategic objectives.

Agency 2 – NSW Land and Housing Corporation (LAHC)

- LAHC generally supports the draft masterplan as it meets Council and LAHC's aspirations to increase the supply of social and affordable housing in the precinct adjacent to the future Burwood North metro station and provide housing diversity.
- Identifies two sites owned by LAHC and provides the following comments in relation to 1A Britannia Ave:
 - Seeks to amend the proposed split zoning on subject site. Lot is L shaped and is proposed to become part MU1 and R4 zoning.
 - Recommends proposed zoning of MU1 across entire site.
 - Seeks increase in height limit to 50m and increase in FSR to 3:1 or above to enable optimum dwelling yield.
 - Recommends amending site amalgamation pattern to include 1A Britannia Avenue and No.374 Parramatta Road. Would provide development site potential for 50m HOB and FSR 3:1 while conserving potential for ground level east-west shared path through site laneway.

Proposed amendments to the draft Master Plan:

Refer to recommendations in the *Landowner's Submission Report* in relation to 1A Britannia Avenue. LZN, FSR and HOB are proposed to be amended in revised masterplan.

Council response:

- Council will continue to work with LAHC to support the provision of social and affordable housing in the Burwood North Precinct.

Agency 3 – Schools Infrastructure

A summary of the submission from Schools Infrastructure is provided below:

- The study area falls within the intake area for Burwood Public School and several secondary intake areas including, Burwood Girls High School, Burwood Boys High and Homebush Boys High.
- Population and dwelling projection data provided by the Department of Planning, Housing and Infrastructure (DPHI) is used as the basis for school planning including distribution of student numbers and delivery of new and upgraded facilities.
- Growth under draft masterplan and future enrolment demand for educational facilities is likely to be accommodated within surrounding schools. However, the draft masterplan, broader growth planned under PRCUTS and recent policy changes such as the affordable housing in-fill bonus (Housing SEPP), Build to Rent Program and the Transport Orientated Development Program, have the potential to deviate from the population and dwelling projection data and impact a range of site-specific and strategic matters for NSW government schools.
- The incremental creep from planning proposals seeking population projections above these assumptions is resulting in educational establishments being at, or above capacity, upon build completion. The need to then source new land for additional educational establishments is problematic and costly when this situation arises.
- Committed to working with Council to ensure schools are appropriately resourced to respond to student population changes.
- Requests ongoing engagement with Council regarding any future growth and change identified for the locality.
- Requests clarification regarding how Council aims to track and manage the combined growth stemming from the above programs and how this can be accommodated by key social infrastructure within the local government area.

- Requests that transport planning for the proposal be guided by the NSW Government Movement and Place Framework (MAPF) and its Built Environment Performance indicators.

Proposed amendments to the draft Master Plan: None.

Council response:

- Council notes the Agency's advice that growth associated with the masterplan is likely to be absorbed by the existing schools.
- Council to continue to work with Schools Infrastructure to share any future growth information to inform their asset and service plans for public schools.
- Council is investigating how best to track population growth across the LGA to inform the planning and provision of key infrastructure.
- The masterplan prioritises the design and delivery of active transport, including linking to schools within the precinct. Council is currently reviewing its active transport network to fill gaps in and integrate with the existing network. Schools Infrastructure NSW will be consulted in relation to further implementation work.

Agency 4 - Shelter NSW

- Supportive of a strategic plan for the Burwood North Precinct
- Concerned about the minimum 5% of affordable housing contribution rate is short of the 15% rate being applied to Sydney metro station and rail stations undergoing accelerated renewal under the NSW Government's TOD program. Shelter NSW recommends Council review this rate.
- Recommends Affordable Housing to be held in perpetuity not time limited.
- Recommends the delivery of Affordable Housing, pro-rata and incrementally, in line with the indicative staging program for housing supply delivery across the 15-20 timeframe for renewal in Burwood North.
- Requests that all affordable housing stock can be transparently managed and complies with regulated definition of affordable housing. Ensure all stock is tenanted to lower income households by registered CHPs.
- Suggests build-to-rent model as an appropriate housing choice within Burwood North. Recommends Council consider partnerships with CHPs to deliver build-to-rent developments within Burwood North.
- Suggests Council has a responsibility to work collaboratively with state and federal governments. Recommends Council explore opportunities to secure additional social and community housing within the precinct with a 5% target of new dwellings, as a safety net to keep pace with the population growth.
- Requests information on draft planning controls in relation to affordable housing for further consideration.
- Recommends Council set up a design review panel to assess new development include:
 - covenants to prevent greater GFA than under draft plan
 - City datum line to ensure appropriate pedestrian scale is maintained at street level
 - Design details for developments including street and pedestrian amenity, and infrastructure upgrades

- Landscaping and solar access to public spaces

Proposed amendments to the draft Master Plan: None

Council response:

- TOD program indicates up to 15% affordable housing in perpetuity subject to feasibility testing.
- Council is preparing a draft affordable housing contributions scheme which will address how affordable housing stock should be managed in the Burwood North Precinct. The draft scheme will be publicly exhibited for review and comment.
- The NSW Guidelines to developing an affordable housing contributions scheme requires any affordable housing contributions scheme to demonstrate that the proposed affordable housing rate is viable and will not detrimentally impact on development feasibility. To comply with the above requirements, Council undertook a feasibility study to assess the maximum affordable housing contribution threshold to enable viable development. It was assessed that a 5% rate would be considered reasonable and appropriate for Burwood North.
- Recommendations for matters for consideration by the Burwood Design Review Panel are noted.
- Council will continue to explore opportunities for joint-ventures with CHPs
- Council will continue to work with LAHC on their sites to explore opportunities to increase social and community housing.

Agency 5 – Sydney Local Health District (SLHD)

- SLHD is generally supportive of the need to provide housing solutions along transport lines within Sydney, the proposed heights and density are significant and are inconsistent with the Parramatta Road Corridor Urban Transformation Strategy (PRCUTS).
- Recommends the draft Masterplan be reviewed against the NSW Healthy Built Environment Checklist with consideration of the following areas: active transport, access to sunlight, access to open green space, urban canopies, gas free units, use of solar and cross ventilation.
- Recommends the draft Masterplan be amended to address the following:
 - A reduction in height and density to increase access to open green spaces, sunlight, cross ventilation, and general amenity.
 - An increase in open green spaces to maintain the current provision of at least 10sqm/ person, and specified RE1 zoning for open green spaces.
 - The existing community infrastructure does not currently meet the needs of the local community as outlined in the *Burwood Council Community Facilities Addendum* (September 2023).
 - Consideration of the high proportion of multigenerational living in future population projections.
- Recommends an increase in affordable housing at least 30% across the development in alignment with the State Governments affordable housing statements. This contribution

should be provided in perpetuity to support long term affordable housing options. As the major employer within the area, across a spectrum of jobs, District staff need to be able to access affordable housing and live closer to their workplace.

- Suggests requiring 5% social housing in new private developments including Land and Housing Corporation (LAHC) land, be redeveloped with a minimum of 50% social/affordable housing. It is recommended that there be no decrease in nett social housing. Also suggests that Burwood Council approach the State/Commonwealth to fund additional social and affordable housing.
- Recommends an increase in larger style units (3 bedroom or more) to support families and multigenerational living.
- It is suggested that if developers pay an affordable housing contribution instead of including affordable housing in their developments, that third-party affordable housing should be built within 800m walking network distance of a heavy rail station in the Burwood LGA.
- Consideration of the impact of Canada Bay planning on Burwood LGA planning, including Metro capacity and Parramatta Road usage. As this development is based on the premise that residents will primarily use the new Metro, it is not appropriate that the Metro station would be over capacity on its opening.
- Recommends the draft Masterplan be reviewed in the context of the rezoning and development plans of neighbouring councils along Parramatta Road. Sydney Local Health District will need to consider spaces for health care services as the total District population grows along the corridor of Parramatta Road including consideration of community healthcare services within these proposed developments.
- To clearly demonstrate the impacts, it is recommended that the proposal illustrates the building heights, floorspace ratios, solar access and public open space per person if all available bonuses were to be applied.
- The rezoning of Burwood North will support an increase of 13,415 people (based on a conservative 2.5 people/dwelling) living within Sydney Local Health District, who will require access to health care. This is in addition to the forecasted growth of 43.6% and 15.6% for Burwood and Canada Bay LGAs respectively (33,120 extra persons by 2036). These development proposals should plan for health and primary care facilities within shared community and health spaces.
- As there are a number of PRCUTS precinct proposals along the Parramatta Road corridor, there is likely to be a significant impact on the demand for local health care. By 2036 the increase in population will require community healthcare services that include primary health care services.
- As Parramatta Road is the main arterial road to access RPA, increased traffic may impact staff accessing their place of work and the public accessing health care services. The cumulative effect of these PRCUTS developments on traffic may be substantial.
- The proposed increase in population associated with the Masterplan requires incentives for active and public transport to address increased demand.
- There are also implications on Metro West, with the current design capacity unable to meet the forecasted demand with the uplift in housing density proposed.

- The lower parking targets and the unbundling of parking from residential lots, will improve affordability and flexibility for residents. However, the provision of parking is unclear across the proposal and further information is required to determine the implications.
- To improve pedestrian safety, walkability and the calming of traffic within the precinct the following strategies are suggested:
 - Mid-block wombat crossings aligned with all through-site links.
 - Continuous footpath treatments or wombat crossings at all side streets.
 - 30 km/h design speed on all streets.
 - Support unbundled parking and maximum parking rates - though rates could be lower.
 - Oppose clearways and new traffic signals.

Proposed amendments to the draft Master Plan: None.

Council response:

- Council notes SLHD's concerns and comments in relation to the increase in density and height and amenity of future residents. Council is committed to increasing housing in locations close to public transport and providing good outcomes. The amendments to the draft masterplan propose to increase building heights for tall slender towers to open up the ground plane and provide opportunities for greater public spaces throughout the Precinct, including additional open space.
- The *Burwood Council Community Facilities Addendum* (Sept 2023) outlines future community facilities that may be provided through new development via Voluntary Planning Agreements or via the incentive provisions in the LEP.
- The implementation of the draft masterplan is proposing to include provisions in the LEP to require apartment size mix including larger 3 bedroom apartments sizes to accommodate intergenerational families.
- Council is preparing a draft affordable housing contributions scheme which will address how affordable housing stock should be managed in the Burwood North Precinct. The draft scheme will be publicly exhibited for review and comment.
- SLHD's comments in relation to key worker housing are noted and the NSW Guidelines to developing an affordable housing contributions scheme requires any affordable housing contributions scheme to demonstrate that the proposed affordable housing rate is viable and will not detrimentally impact on development feasibility. To comply with these requirements, Council undertook a feasibility study to assess the maximum affordable housing contribution threshold to enable viable development. It was assessed that an Affordable Housing rate of 5%, consistent with what has been identified in PRCUTS would be considered reasonable and appropriate for Burwood North. A rate of 30% would be unfeasible for development to occur.
- Council considers the provision of social housing to be the jurisdiction of State and Federal Government. Council is happy to collaborate with LAHC to consider opportunities to increase social housing provision in the precinct.
- The cumulative impact of the proposed masterplan and planning proposals in adjoining Councils is a region wide discussion for the NSW Government. With respect to the preparation of the draft Masterplan, Council has engaged and consulted with the Department of Planning, Housing and Infrastructure throughout this process and will continue to do so as part of the implementation of the. Council can continue to provide SLHD with growth data via DPHI population projections to plan for future health and primary care facilities. Council is happy to collaborate with DPHI to understand the projected amount of community and health spaces and consider incorporating this in our community facilities strategy.
- The Rapid Transport Strategy, prepared by SCT identifies the intended actions to encourage mode shift towards active transport. Council intends to introduce maximum parking rates for new development in the precinct and these details will be provided in the Planning Proposal and DCP amendment for the implementation of the masterplan.
- Council and its transport consultants on the Burwood North Project (SCT) have been working collaboratively with Transport for NSW to assess the impacts of the proposed masterplan on the traffic network. Active transport is the focus of the transport planning for the precinct and the suggested strategies will be considered when developing the infrastructure plan.

Agency 6 – Sydney Water

- Sydney Water requests advice on the anticipated yearly staging of growth. This information is critical for assessing the total impact of the proposed changes and enables Sydney Water to effectively plan for water related infrastructure.
- Water Servicing - initial assessment indicates that the existing trunk may not have capacity to service the proposed development within the masterplan. A detailed study is required to be undertaken to identify the extent of the impact for the whole system. Sydney Water will instigate a review of servicing in the wider Greater Parramatta to Olympic Park area in 2024.
- Wastewater Servicing - initial assessment indicates that the Elsie Street Branch Sub-main and the sewers draining to SP0022 and SP0022 may not have capacity to service the proposed development. A hydraulic assessment will likely be required to develop a solution to ensure there are no overflows adversely impacting the environment and/or existing customer homes of businesses.
- Recycled Water - Sydney Water is currently developing a Central City Regional Masterplan and an integrated water cycle strategy for the Greater Parramatta to Olympic Park (GPOP) growth area as part of the Greater Sydney Commission's Growth Infrastructure Compact (GIC). Sydney Water notes that the 2019 GPOP GIC report identifies a recycled water plant and network across GPOP as one of the priority projects to be delivered in the next 10 years. Sydney Water recommends that Council therefore consider water re-use objectives and future-proofing in their plans.
- Protection of Assets - will be investigated as we receive more detail on the planning proposal, and specific protection requirements, objections or amendments will be documented as this progresses.
- Sydney Water notes its guidelines for building over or adjacent to stormwater assets outline the process and design requirements for such activities.
- Sydney Water welcomes the opportunity to meet with and collaborate with Burwood Council on the preparation of the masterplan and amendments to planning controls.

Proposed amendments to the draft Master Plan: None.

Council response:

- Council will continue to work with Sydney Water to inform the water servicing plans and Integrated Water Cycle Management Framework.
- Council is investigating how best to track population growth across the LGA to inform the planning and provision of key infrastructure.
- Council will provide Sydney Water the anticipated yearly staging of dwelling growth from now to 2036 to inform their water servicing plans.

Agency 7 – Transport for NSW

- TfNSW advises work will start to introduce T3 Transit lanes in both directions on Parramatta Road between Burwood Road in Burwood and Bland Street in Ashfield to promote multi-person travel, including carpooling (3 people or more) and bus usage.
- TfNSW has requested additional land to be set aside for any road reserve in the Burwood North Precinct to facilitate future public transport and/or active transport enhancements along the Parramatta Road Corridor in accordance with the PRCUTS.
- TfNSW is committed to working with Council on any options which enhance public transport, enhance improved pedestrian outcomes through building setbacks, and support the transformation of Burwood Road as a significant strategic public transport corridor.
- TfNSW is committed to work with Council on any options at the intersection of Parramatta Road and Wentworth Road intersection to mitigate potential performance and safety impacts associated with the proposed uplift and transformation of this precinct.
- Sydney Metro supports the draft Masterplan's intent to enable high quality urban renewal outcomes in Burwood North, which capitalises on the transformational benefits of the future metro station and aligns with transit-oriented development principles.
- Sydney Metro welcomes the opportunity to collaborate further with Burwood Council to ensure optimised planning and design outcomes for the Sydney Metro site and its surrounding catchment prior to the Masterplan being finalised.
- TfNSW supports reallocation of road space to prioritise pedestrians as long as bus movements along Burwood Road are not impacted.
- TfNSW supports incentivising alternate routes to Burwood Road for private vehicles. The use of Shaftesbury Road for north-south movements by private vehicles should be considered.
- TfNSW supports the inclusion of maximum parking rates (residential and non-residential) for the precinct in the proposed amendment to the Burwood Local Environmental Plan 2012.
- The submission provided detailed comments on the draft Masterplan and *Rapid Transport Appraisal* in relation to bus services, active transport and the Metro station site.

Proposed amendments to the draft Master Plan:

- Planning Proposal maps will be updated for alignment with intended road reserve.
- Amendments to the draft Masterplan in response to the detailed comments provided.
- Refer to recommendations in the Landowner's Submission Report in relation to the station site and proposed over station development.

Council response:

- Council has, through the assistance of DPFI, been collaborating with TfNSW to prepare and review preliminary traffic and transport modelling for the Burwood North Precinct. Council will continue to collaborate with TfNSW through the implementation phase.

5. Individual Submissions

This section of the report provides a summary of all submissions received during the submission period and a response to any matters raised in submissions that are not addressed in Section 3 above.

No.	Author	Submission	Response
1	Individual	<p>Supports proposed changes to car free development near train stations to encourage use of public transport.</p> <p>Supports building heights of 25 storeys, minimum of 20 storeys near train stations. Does not support lower building heights and thinks overshadowing on adjoining sites including heritage buildings, is not a sufficient reason to reduce building heights.</p> <p>Does not support the proposal to rezone school sites as SP2 – Educational facilities. Does not support the reduction in building heights surrounding these school sites for privacy and amenity. Christian schools are not genuine community facilities as they are not open to the broader community.</p> <p>Local Christian schools should share their facilities with the community.</p>	<p>Noted</p> <p>Solar access and amenity is a key consideration of good urban design and the Apartment Design Guidelines.</p> <p>Rezoning school sites to SP2 (Educational Establishment) recognises the importance of this social infrastructure and provides land use certainty to the community.</p> <p>Council is open to any opportunities for shared facilities.</p>
2	Individual	<p>Concerned with existing traffic congestion and development capacity in Burwood Town Centre. Recent developments have placed pressure on existing infrastructure, amenities and schools.</p> <p>Suggests delaying Burwood North precinct until proposed developments in town centre is nearing the final state to assess the impact before considering expansion of the centre.</p>	<p>Response provided in Part 3 – Traffic and Parking and Infrastructure to support population growth.</p> <p>The Burwood North Masterplan provides a coordinated vision for the next 20 years to avoid ad-hoc planning proposals which may result in piece meal development without consideration for precinct wide impacts and</p>

Item Number 28/24 - Attachment 4

Attachment 4 - Engagement Outcomes Report - Burwood North Precinct Masterplan - May 2024

No.	Author	Submission	Response
		<p>Increased density to properties around schools (in particular MLC) limits the potential for the school to expand in the future. Safety concern with proposed high rises overlooking girls school.</p> <p>Existing local public schools are at capacity - can't cope with the extra students.</p> <p>Does not support extending Burwood Town Centre up to Burwood North Metro station. Increase in density along the main roads (Parramatta Road, Burwood Road) and on the Concord side between Gipps St and Parramatta Rd to establish a distinct and separate retail hub.</p>	<p>improvements to infrastructure and amenity. Strategic Planning is required to ensure housing delivery is located in the most suitable locations within the LGA. Burwood North is ideally located with access to public transport and future public transport via Sydney Metro West.</p> <p>The amendments to the masterplan propose to remove the height and density controls on the proposed SP2 – Infrastructure Zone (educational facilities). It is likely that vertical schools will become increasingly common in urban areas.</p> <p>Schools Infrastructure have provided submission indicating they have capacity and will continue to plan for future growth. (refer to Part 4 in this report).</p> <p>The proposed built form under the draft masterplan is of a scale that is complementary to the scale of Burwood Town Centre. The Concord side of Parramatta Road is located within the Canada Bay LGA.</p>
3,4,6,7	Landowners of property in Esher St (address not stated)	Does not support the draft Masterplan as 30% of land is proposed for open space which will significantly reduce the value of home. The proposed open space is excessive. Opposed to acquisition for open space.	<p>Response is provided in Part 3 – Delivery of Open Space.</p> <p>Subsequent to Council receiving the submissions, the submitters have been advised that no property will be compulsorily acquired.</p>
5	Individual	Supports the plan and would like to live in Burwood in the future. Suggests more spaces to be able to live in Burwood with higher density.	Noted

Item Number 28/24 - Attachment 4

Attachment 4 - Engagement Outcomes Report - Burwood North Precinct Masterplan - May 2024

No.	Author	Submission	Response
8	Individual	<p>Recommends Transport for NSW be encouraged to add extra exits on the eastern end of the station on both Northern and Southern sides of Parramatta Rd for greater access and crowd control.</p> <p>Suggests emphasis on active transport corridors parallel to Burwood Rd rather than channelling everything along that route.</p>	<p>The station design was on exhibition from March to May 2022 and approved by the Minister for Planning in January 2023 and is currently under construction.</p> <p>The proposed active transport network will increase opportunities for east-west connections, including cycle path along Neich Parade and through proposed laneways and open spaces.</p>
9	Individual	<p>Masterplan will worsen traffic congestion on Burwood Road and Shaftesbury Road, despite proposed parking measures.</p> <p>Proposed traffic calming measures, reduced speed limits and pedestrianisation of New Street will shift traffic into Shaftesbury Road from Parramatta Road or travel down Shaftesbury Road into Milton Street to access the area.</p> <p>Consider a reduction in height and density to reduce the negative impact of overpopulation and traffic congestion in Burwood.</p> <p>Recommends waiting for confirmation from the State Government that the Burwood North Metro Station is proceeding before proceeding with masterplan.</p>	<p>Response provided in Part 4 – Traffic and Parking.</p> <p>The Sydney Metro West review was completed and recommendations were released in December 2023. The NSW Government has confirmed the revised target date for the opening of Metro West is 2032.</p>
10	Individual	<p>Increasing densities will create further traffic congestion and foot traffic.</p> <p>People unable to find parking to do their shopping with limited time. Visitors have a time limit with metered parking.</p>	<p>Response provided in Part 4 – Traffic and Parking.</p>

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No.	Author	Submission	Response
11	Landowners of 22-32 Meryla Street and 11-15 Wilga Street	<p>Owners in 22-32 Meryla Street are in favour of renewal of their block.</p> <p>Requesting increase of 4.5:1 FSR, as current FSR is not viable for renewal of strata titled blocks. Existing transition area next to Burwood Town Centre with low FSR of 2:1 and 3:1 with little redevelopment along street.</p> <p>Considers higher FSR and HOB would be feasible on this block as it forms transition area from Burwood North to higher density Burwood Town Centre. Overshadowing would fall on Westfield roof-top car park, and site is in good location to public transport and services.</p> <p>Owners have financial cost of land tax and council rate payments due to being located in Burwood Town Centre, but without redevelopment opportunities due to low FSR.</p>	<p>Response is provided in <i>Landowners Submission Report</i> and in Part 3A of this report.</p> <p>The proposal to increase heights and density at 22-32 Meryla Street should be supported with amendments as per the revised Masterplan.</p> <p>Post-exhibition amendments to consider an increase up to FSR 6:1 and HOB to 98m to be consistent with similar development sites linked directly to the provision of public open space.</p> <p>The proposal to increase heights and density at 11-15 Wilga St is not supported and should be maintained due to the restrictive width of the site, and to be consistent with recent development on both neighbouring sites.</p> <p>Financial cost of land tax and Council rates are not a planning consideration.</p>
12	Landowners of 9-9A Grantham Street	<p>Site specific request to upzone 9 & 9A Grantham Street, Burwood from current height of 11m to 20m to align with proposed height of sites on eastern side of Grantham Street (within study area). Site adjoins St John of God Hospital.</p>	<p>Response is provided in <i>Landowners Submission Report</i>.</p> <p>This site is located outside of the Burwood North Study Area and it is recommended that this proposal is not supported.</p> <p>Should the landowners want Council to consider a review of the zoning for these properties, it is recommended they prepare a proponent-led Planning Proposal for consideration by Council.</p>

No.	Author	Submission	Response
13	Individual	<p>The active transport plan for the masterplan needs:</p> <ul style="list-style-type: none"> • an overpass or underpass of Parramatta Road • details on how it connects to wider area cyclepaths • an accessible overpass or underpass of the railway for cyclists. • the existing bridge at the library is hard to access and need to carry bikes up steps 	<p>There is an existing overpass on Parramatta Road from Broughton Street.</p> <p>The exhibited Active Transport Plan indicates how the proposed cycle paths connect to existing cycleways. Further details will be developed as part of the next stage of the implementation of the Planning Proposal and will be included in the Public Domain Plan and infrastructure delivery plan.</p> <p>Council is currently preparing an Active Transport Plan for Burwood Centre that may include consideration of the existing bridge over the railway line.</p>
14	Individual	<p>Supports the increase to green spaces but not enough for high density population.</p> <p>Burwood lacks lifestyle attractions especially Arts, Entertainment or Fitness compared to other suburbs such as Chatswood, Rhodes or Sydney Olympic Park.</p> <p>Needs a theatre with an indoor stage and changing rooms and warm-up rooms for real productions.</p> <p>Under cover spaces zoned for fitness / exercise use.</p> <p>Suggests an arrangement could be made with MLC to open their pool up to public use in certain hours.</p> <p>Concerned with lack of lifestyle attractions in Burwood that may result in increased garbage, odours and mental health problems as a result of the high population density.</p>	<p>Response is provided in Part 3C– infrastructure to support population growth</p> <p>Council is open to discussions with MLC on sharing of facilities. It is understood that MLC School Aquatic Centre does offer public access to the pool for swimming lessons.</p> <p>Council referred this submission to Council's compliance team who have, under separate cover, provided a response to the concerns relating to the issue of exhaust fumes.</p>

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No.	Author	Submission	Response
		Concerned with the exhaust smells from Burwood restaurant area. Are exhaust fumes being monitored and enforced?	
15	Individual	Supports the draft masterplan and the following priorities: <ul style="list-style-type: none"> • Emphasis on community and open spaces. • Sustainable urban development • Enhancement of local amenities and infrastructure • Preservation of cultural heritage and community identity • Active engagement with the community • 	Noted
16	Landowner within 11-13 Burwood Road	Requests building heights on adjacent site to the west be moved/reduced due to potential overshadowing and amenity impacts.	Any future development proposal will need to consider the amenity impacts including solar access on existing development in their design considerations and would be assessed during the development assessment process.
17	Landowner of 27 Neich Parade	Site specific request for greater FSR and HOB as the site across the road is 6:1 and 98m and would result in much lower property value for site. Property is retirement wealth for owners. Current economic conditions of high inflation and high interest rates.	Response is provided in <i>Landowners Submission Report</i> and in Part 3A – Site specific concerns of this report. The proposal to increase heights and density at 27 Neich Parade is partially supported with amendments as per the revised Masterplan. Post-exhibition amendments to explore an increase in the FSR between Britannia Ave and Neich Pde to a minimum FSR 3:1 in line with the proposed Low to Mid Rise Housing SEPP. Post-exhibition amendments to explore an increase in height to 35m (10 storeys) to sites fronting Neich Pde to allow development on wider lots.

No.	Author	Submission	Response
			<p>Building heights within the Masterplan reduce away from Burwood Road to provide graduation for built form to low-density residential outside the precinct.</p> <p>In addition, properties fronting the eastern side of Neich Parade are allowed greater density and height linked directly to the provision of public open space.</p> <p>Financial gain of landowners is not a planning consideration.</p>
18	Landowner of 29 Esher St	Supports the masterplan and proposed rezoning and planning controls for the site. Appreciates the work undertaken by Council in preparing the masterplan.	Noted
19	Individual	<p>Where are proposed shops, cafes and restaurants to be located?</p> <p>Would like to see more diversity and inclusion of other nationalities in shops, cafes and restaurants.</p>	<p>The draft masterplan indicates the locations where retail space and street activation for shops and cafes is preferred.</p> <p>MU1 zoned land would also be required to provide non-residential uses at ground level.</p> <p>The planning controls relate to land use and do not control what types of cafes, shops and restaurants and cuisines should be included in a development.</p>
20	Burwood and District Historical Society	<p>Considers the exhibited heritage analysis to be inadequate and recommends the heritage consultant review the entire precinct for potential heritage significance.</p> <p>Recommends ensuring substantial deep soil planting areas for new trees and no reduction in proposed open space due to low ratio of open space to population and declining tree cover. Existing street</p>	<p>The independent heritage review undertaken as part of the development of the draft Masterplan reviewed existing heritage items. It was not within the scope to do a complete review of all buildings within the Precinct. No additional heritage review is proposed to be undertaken.</p>

No.	Author	Submission	Response
		<p>trees should be protected during redevelopment and any street trees removed should be replaced.</p> <p>Recommends consulting with Sydney airport regarding proposed buildings heights.</p> <p>Concerned with potential overshadowing of Burwood Park for buildings over 20 storeys.</p> <p>Recommends substantial percentage for affordable housing to be included to ensure a socio economic mix and to provide housing for essential workers close to transport.</p>	<p>Proposed DCP amendments will address deep soil planting requirements. Existing street trees fall within Council's <i>Street Tree Management Strategy</i>.</p> <p>Council consulted with Civil Aviation Safety Authority who have informed Council it has no objection to the proposed heights under the draft masterplan as they are below the Obstacle Limitation Surface for Sydney Airport.</p> <p>The proposed built form in the precinct is for tall slim towers with fast moving shadows to minimise the impact of overshadowing across public spaces.</p> <p>Response in relation to affordable housing is provided in Part 3D of this report.</p>
21	The Planning Hub, on behalf of owners of 38 and 40 Neich Parade	<p>Seeks an increase in HOB and FSR for the site to 98m and 6:1.</p> <p>Considers no justification for lower HOB and FSR compared to adjoining sites due to location and high level of accessibility to transport, services and open space.</p> <p>Sites should increase in height and density towards Burwood Park and create a gateway into precinct.</p>	<p>Response is provided in <i>Landowners Submission Report</i> and in Part 3A of this report.</p> <p>The site amalgamation of 38-40 Neich Parade with adjacent lots is a requirement of the Masterplan to ensure development rights are pooled across sites and the provision of public open space is delivered in line with the increased resident and worker population.</p> <p>It is recommended that the proposal to increase heights and density is partially supported with amendments as per the revised Masterplan.</p> <p>Post-exhibition amendments to consider an increase up to FSR 6:1 and HOB to 98m to be consistent with similar</p>

No.	Author	Submission	Response
			development sites linked directly to the provision of public open space.
22	The Planning Hub, on behalf of owners of 34 and 36 Neich Parade	<p>Seeks removal of open space requirement and increase in HOB and FSR to 65m and 4:1 across both lots.</p> <p>Identification of site for open space is unreasonable and would sterilise the land from future development in line with surrounding area.</p> <p>Contests the need for additional open space so close to Burwood Park and the capacity of Burwood Park.</p> <p>Concerned proposed rezoning and requirement to provide open space is restrictive and significantly devalues the land with no details on Council's acquisition.</p>	<p>Response is provided in <i>Landowners Submission Report</i> and in Part 3A of this report.</p> <p>The site amalgamation of 34-36 Neich Parade with adjacent lots is a requirement of the Master Plan to ensure development rights are pooled across sites and the provision of public open space is delivered in line with the increased resident and worker population.</p> <p>It is recommended that the proposal to increase heights and density is partially supported with amendments as per the revised Masterplan.</p> <p>Post-exhibition amendments to consider an increase up to FSR 6:1 and HOB to 98m to be consistent with similar development sites linked directly to the provision of public open space.</p>
23	The Planning Hub, on behalf of owners of 23 Meryla and 37 Archer St	Submission seeks increase in FSR to 4.5:1 and removal of open space requirement and reduction in size of min site amalgamation due to feasibility.	<p>Response is provided in <i>Landowners Submission Report</i> and in Part 3A of this report.</p> <p>The amalgamation pattern is designed to promote the north-south orientation of residential towers, promoting adequate solar access to residences, and limiting overshadowing of public space.</p> <p>It is recommended that the proposal to increase heights and density is partially supported with amendments as per the revised Masterplan.</p>

No.	Author	Submission	Response
			<p>Post exhibition amendments to consider increasing the FSR of the amalgamated site to FSR 4:1, to be consistent with anticipated development outcomes on adjoining sites, while allowing adequate provision of open space. HOBs increased accordingly.</p> <p>The provision of open space is required across the Burwood North precinct where resident and worker populations will increase under the masterplan. Post exhibition amendments to amalgamations and proposed built form on this block are to be reviewed to ensure all sites contribute to the required public space.</p>
24 & 25	St Vincent de Paul Society, Western Sydney Region and (St Martha's Conference Strathfield	Seeking inclusion of mandatory 15% quality affordable housing target in perpetuity in masterplan and requiring affordable housing to be managed by not-for-profit community housing provider	Response is provided in Part 3D – Affordable Housing, of this report.
26	Land and Housing Corporation (LAHC)	Refer to summary in Part 4 - Agency, institutional and peak body feedback of this report.	Refer to response in Part 4 - Agency, institutional and peak body feedback of this report.
27	Individual	Meryla Street should be lifted to 8-12 levels or a mix of buildings even higher on both sides of the street, or a mix of buildings even higher on both sides of the street	<p>Response is provided in <i>Landowners Submission Report</i> and in Part 3A of this report.</p> <p>It is recommended that the proposal to increase heights and density is partially supported with amendments as per the revised Masterplan.</p>

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No.	Author	Submission	Response
28	WillowTree Planning - MLC School	<p>Seeks reassurance that the SP2 land use zoning would be expanded to ensure compatibility with the required land uses and supporting facilities for MLC School as an education establishment.</p> <p>Supports the proposed increase to FSR for the MLC School, however request this is reviewed to allow for the school to grow commensurate with the scale of expectant change under the draft masterplan.</p> <p>Supports the removal of a maximum building height threshold on the Site.</p> <p>Supports the absence of building setbacks to the MLC School campus.</p> <p>Does not support the designation of Park Road as a shared space on Park Road due to the potential to significantly disrupt the current operation of the MLC School, the preference is for Park Road to be a one-way street.</p> <p>Supports the one-way traffic flow on Park Street, however request this is revised so that traffic flow is north only toward Parramatta Road.</p> <p>Requests the opportunity to engage directly with Burwood Council to discuss their operational requirements in terms of vehicles and access around the Site, in order to inform, the movement strategy for Park Road.</p> <p>Requests further guidance should be provided implementation of masterplan in planning controls.</p>	<p>Response is provided in <i>Landowners Submission Report</i>.</p> <p>It is recommended the amendments to the revised masterplan remove height and density controls from SP2 Infrastructure zone (educational establishments).</p> <p>Appropriate controls, including requested traffic flows to be explored within the DCP including requirement to incorporate masterplans for school sites.</p>
29	TfNSW	Refer to summary in Part 4 - Agency, institutional and peak body feedback of this report.	Refer to response in Part 4 - Agency, institutional and peak body feedback of this report.

No.	Author	Submission	Response
30	Urban Possible, on behalf of owners of Nos.2-4 Meryla St	<p>Seeks an increase in FSR for subject site from 2:1 to 3:1 and HOB between 8-10 storeys.</p> <p>Provides built form testing and alternative scheme for Northern and Southern sides of Meryla St that proposes:</p> <ul style="list-style-type: none"> The redistribution of FSR to the northern and southern sides of Meryla Street to reduce the FSR on the northern side of Meryla Street, between Archer St and Esher Street from 3:1 to 2.5:1; and Increase the FSR the southern side of Meryla Street, between Shaftesbury Road and Burwood Road, with sites between having a FSR of 2.5:1 and 3:1 <p>Concerned with the extent of overshadowing on their site from the proposed building envelopes on northern side of Meryla St. Provides built form testing and an alternative scheme that:</p> <ul style="list-style-type: none"> Suggests the rotation of buildings to the northern side of Meryla Street to have a north-south axis to reduce the extent of overshadowing providing additional opportunities to extend the open space along the northern side of Meryla Street for an improved streetscape amenity and appearance; Requires a stepped setback to the upper levels above 5 storeys to improve solar access to Meryla Street and sites along the southern side of Meryla Street, <p>Suggests the Masterplan should maintain the predominant and established street setback of 3 metres along Shaftesbury Road, between Wilga Street to the south and Meryla Street to the north and not increase the setback to 6m as indicated on the draft Masterplan.</p>	<p>Response is provided in <i>Landowners Submission Report</i> and in Part 3A of this report.</p> <p>It is recommended that the proposal to increase heights and density is partially supported with amendments as per the revised Masterplan.</p> <p>Post exhibition amendments to consider increasing the FSR of the amalgamated site at No.2-4 Meryla Street to FSR 3:1, and HOB to be increased to 10 storeys to be in line with adjacent increases in density.</p> <p>The higher building densities to the north of Meryla Street relate to the public open space required to be provided on these sites.</p> <p>The built form of towers on sites north of Meryla Street are to be orientated north-south, with controls to be introduced to limit east-west width.</p> <p>A primary building setback to both sides of Meryla Street of 4m (up to 4 storey) with a secondary setback of a further 2m (above 4 storey) are to be introduced to improve solar access.</p> <p>Post exhibition amendments to the amalgamation plans with adjacent site (No.6-8 Meryla St), which would improve the development outcome for the sites and allow for a more viable building footprint with adequate street setbacks and building separation.</p>

No.	Author	Submission	Response
31	Individual	<p>Provided a range of recommendations for the implementation of the masterplan:</p> <ul style="list-style-type: none"> • Communications system for Council to communicate with residents about the public areas within the precinct. This might be a good way to identify problems and to sort out solutions. Responsibility for management of laneways should be part of this. • Vehicular access to laneways should be prohibited for public safety. • Night time lighting of the laneways (LED) is necessary especially to protect women at night. • Laneways should be named. • Close access to and from Burwood Road and replace the end areas with small green spaces and possibly a community garden in one spot. • A team of Aboriginal consultants should be established before design and construction begins in order to determine ways to make Connection to Country an action principle for all planning for the precinct. • The use of artificial swales should be considered as a way of mimicking the ponds that may have filled from time to time in the distant past and offered opportunities for children to paddle and play in. • Exclude all vehicles except emergency vehicles from laneways. • Slow vehicles to 10 KM per hour at roads within the precinct and provide footpaths along their routes. • Use permeable surfaces to mitigate heat and ensure green canopy for pedestrians. • Design of housing must take into account present and future needs for new appliances and systems for energy and cooling– 	<p>Where suitable, the suggestions provided relating to sustainability measures, public art, safety, Crime Prevention Through Environmental Design and liveable housing will be considered for inclusion in the drafting of the site specific DCP for the Burwood north Precinct.</p> <p>The draft DCP will be exhibited and the community will have the opportunity to review and provide feedback on the proposed controls.</p> <p>Vehicular access to laneways is required for servicing businesses and residents within the buildings.</p> <p>Vehicle speeds may be reduced to improve pedestrian safety with possibility of shared lanes subject to approval by TfNSW. Council intends to name all new laneways, and at this stage no decisions have been made with respect to naming protocols.</p> <p>Burwood Road is a collector road and essential for bus routes heading north-south through Sydney. Council and TfNSW are unlikely to support the closure of Burwood Road. Traffic-calming interventions will reduce the movement of cars and improve the flow of bus traffic, better connecting residents to suburban centres.</p> <p>First Nations engagement was undertaken during the development of the draft masterplan and a series of design principles were established to guide future planning and design. These principles have been incorporated into the Masterplan.</p>

No.	Author	Submission	Response
		<p>for example, inverters, solar panels, batteries, EV charges, electric heat pumps and water storage systems.</p> <ul style="list-style-type: none"> • Include reference to Liveable Housing Design Guidelines in DCP • The requirement for public use rooms within the tall apartment buildings should be considered. • Before finalising the Master Plan, seek the development of a cultural and arts strategy which will address and implement the principles and foundations of the Plan. • Provide artworks that foster thought and imagination and challenge people to broaden their experiences and connect with one another and to place. • Provide a room for young artists to connect with each other and use their computers and musical instruments for experimentation, creation and performance. • Complete and implement a plan for electric buses (smaller than the present cumbersome buses) to travel along the section of Burwood Road encompassing the town centre in the first instance. Identify the later extended route to Campsie station and on the northern end, across Parramatta Road and along Burwood Road to Bayview Park. This would involve the Canada Bay and Canterbury-Bankstown Councils – but it is do-able if the State Government brings the necessary funds to the table. • Plan for the removal of cars from the Northern end of Burwood Road (as far as Parramatta Road), with drop off and pick up points along Parramatta Road. • The first principle should read – “Ensure that Burwood North is a sustainable urban renewal precinct, that showcases and implements the move to net zero carbon operations.” • The Master Plan strategies should read – “Drives the transition to net zero emissions within the precinct so that the precinct 	<p>The design of public spaces will form part of the implementation of the masterplan.</p>

No.	Author	Submission	Response
		<p>becomes a guide for future residential developments across Sydney.”</p> <ul style="list-style-type: none"> • The Council should prepare a companion document outlining the energy efficiency standards required for apartments and other dwellings. This will require detailed discussion with large energy companies familiar with provision for housing estate developments and apartment blocks. • The sustainability standards should be mandated in Council regulations – beyond the level of NatHERS 7 and include mandatory solar panels on roofs at construction, with apartments wired so that they can benefit from energy created on the building roof. • The Council should determine a strategy for battery storage of solar generated on site and examine costs, grants and management options. • Gas stoves and ovens, gas barbecues should be disallowed. Induction stoves should be mandated. These are available for all types of cooking and can be installed in barbecues. • Provision for electric vehicles including e-bikes and e-scooters will need to be made. Charges will need to be available within the Precinct. The Council will need to develop standards and design requirements for these vehicles. 	
32	Landowner of 9 Milton Street	<p>Suggests the proposed height is lower than adjoining sites due to location of site north of the proposed open space. Lower height has devalued property.</p> <p>Seeks same height as adjoining from 28m to 50m (15 storeys). There will still be a minimum of 2hrs sunlight on the park given this height.</p>	<p>Response is provided in <i>Landowners Submission Report</i> and in Part 3A of this report.</p> <p>Property value is not a planning consideration.</p> <p>However, following the urban design review of this block undertaken by Cox Architecture, it is recommended that the proposal to increase heights and density is partially supported with amendments as per the revised Masterplan.</p>

No.	Author	Submission	Response
			<p>Post exhibition amendments to consider increasing the FSR of the amalgamated site to FSR 4:1, to be consistent with anticipated development outcomes on adjoining sites.</p> <p>Height to be increased to 65m (20 storeys) for part of the site, with part at 28m (8 storeys) to limit overshadowing of open space to the south.</p>
33	Landowner in Britannia Avenue	<p>Seeks increase in FSR for block between Britannia Ave and Neich Parade (from 2.5:1 and 3:1 to 3.5:1 and 6:1) to incentivise large amalgamations patterns to create larger developments and minimise smaller multiple developments especially in streets with homes on small land sizes. The setbacks proposed in the masterplan will affect the development of these properties because of their small land size.</p> <p>Suggests relocating proposed cycleway to the boundary of Southern Cross college which will create easier access and better use for future residents and the college. Proposed location is close to the proposed cycleway in Britannia Lane.</p> <p>Seeks increase in FSR for block between Meryla St and Wilga St (from 2:1 and 3:1 to 6:1 FSR) due to proximity to Westfields and Burwood Park to incentivise redevelopment of older flats.</p>	<p>Response is provided in <i>Landowners Submission Report</i> and in Part 3A of this report.</p> <p>Post-exhibition amendments to explore an increase in the FSR between Britannia Avenue and Neich Parade to a minimum FSR 3:1 in line with the proposed low to mid-rise housing SEPP provisions.</p> <p>An increase to FSR on the lot fronting Parramatta Rd is not supported due to its specific site constraints. (i.e. narrow dimensions, setback requirements and east-west orientation)</p> <p>Reduction from 6m to 3m for the landscape setback along Parramatta Road to allow for the delivery of connected through site links to the rear of properties fronting Parramatta Road and to minimise potential maintenance issues and liabilities for Council.</p> <p>The lots fronting Neich Pde are tilted off-north increasing the overshadowing of the street, and the greater depth of these lots allows for the greater setback. Britannia Ave has</p>

No.	Author	Submission	Response
			<p>a very narrow road reserve (9m), necessitating a greater setback for potential tree planting.</p> <p>The cycleway is subject to post-exhibition review. Note that the east-side alignment allows for connection between open spaces and services the greater number of proposed dwellings.</p> <p>Post-exhibition amendments to explore an increase to FSR between Meryla St and Wilga St to FSR 6:1 where linked directly to the provision of public space within the redevelopment of amalgamated lots.</p>
34	Individual	Building of apartments has caused congestion in traffic and foot traffic. People unable to find parking to do their shopping with limited time. Also people wanting to come to see their relatives have a time limit with metered parking.	Response is provided in Part 3B of this report.
35	Developer on behalf of 21-23 Wilga Street Burwood	Current controls unfeasible for redevelopment along Wilga St due to strata titled units. FSR is not enough incentive to acquire and redevelop. Uplift on this block is appropriate as it is well located and redevelopment would fit the vision for Burwood Town Centre and Burwood North. Suggests an increase in FSR to 6:1.	<p>Response is provided in Landowners Submission Review and in Part 3A of this report.</p> <p>It is recommended that the proposal to increase heights and density is supported with amendments as per the revised Masterplan.</p> <p>Post-exhibition amendments to consider an increase up to FSR 6:1 and HOB to 98m to be consistent with similar development sites linked directly to the provision of public space within the redevelopment of amalgamated lots.</p>

No.	Author	Submission	Response
36	Individual	<p>Concerned with increase in density under masterplan will exacerbate existing traffic and parking issues around Park Road and surrounding MLC School.</p> <p>Burwood LGA already has the lowest amount of green space and MP will adversely impact the amenity of its residents. Increasing some green space near Parramatta Road will not result in liveable space.</p> <p>Plan should not be finalised until plans for surrounding Councils along Parramatta Road are exhibited and impacts considered holistically for the whole of Sydney. Burwood Council has a density almost double that of adjoining councils.</p>	<p>Response is provided in Part 3B and 3C of this report.</p> <p>The Burwood North Masterplan provides a coordinated vision for the next 20 years to avoid ad-hoc planning proposals which may result in piece meal development without consideration for precinct wide impacts and improvements to infrastructure and amenity. Strategic Planning is required to ensure housing delivery is located in the most suitable locations within the LGA. Burwood North is ideally located with access to public transport and future public transport via Sydney Metro West.</p>
37	Chapman Planning, on behalf of landowners of 25-25A Burwood Road and 35AA Burwood Road	<p><i>25-25 A Burwood Road</i></p> <p>No objection to the provision of a pedestrian link (subject to site amalgamation with 21 Burwood Road) through the site at the ground floor level adjoining commercial space creating activation of the pedestrian link.</p> <p>Concerned proposed cycleway is an unnecessary burden on the site. Suggests relocation of cycleway (see diagram) relocation of cycleway along Milton Street and Nicoll Lane.</p> <p>25-25A Burwood Rd should not be burdened by a pedestrian link over site if site amalgamation is not achieved.</p> <p>No density bonus provided for the provision of pedestrian link / public benefit. Adjoining lot 21 Burwood contains 9 strata lots. Suggests FSR bonus provision within the Burwood LEP that as a minimum corresponds to the floor area dedicated to the pedestrian link at the ground floor of any future development of an amalgamated site.</p>	<p>Response is provided in <i>Landowners Submission Review</i> and in Part 3A of this report.</p> <p><i>25-25A Burwood Road</i></p> <p>It is recommended to support the suggestion to review the location of the cycleway and the through-site link should be pedestrian only, at ground level. Relevant Master Plan diagrams to be adjusted.</p> <p>Request for increase in density is not supported. The site benefits from the increased amenity and desirability of the significant amount of public space (provided by others) adjacent to the west edge of the site. A through-site link potentially provides access to this amenity from dwellings within the site as well as their address to Burwood Road. No further bonuses are required to deliver the through-site link.</p>

No.	Author	Submission	Response
		<p><i>35AA Burwood Road</i> Mismatched density and height controls of 4:1 FSR and 18m HOB.</p> <p>Proposes 35m HOB should be applied to the site for consistency with the building height on Burwood Road to allow for future redevelopment and potential additions to existing building.</p>	<p><i>35AA Burwood Road</i> It is recommended that the proposal is supported with amendments as per the revised Masterplan.</p>
38	<p>Avenue Town Planning, on behalf of landowners of 17-23 Neich Parade, 25-31A Neich Parade, 12-20 Britannia Avenue</p>	<p>Seeks increase in FSR by 20% due to development feasibility and the rising cost of development. Current site value as homes is worth more than proposed development sites under FSR of 2.5:1. Seeks increase in FSR to incentivise redevelopment of land.</p> <p>Transition of height between eastern side and western side of Neich Parade is unbalanced. Seeks increase in height for sites ranging from 35m to 50m to create capacity for improved solar access.</p>	<p>Response is provided in Landowners Submission Review and in Part 3A of this report.</p> <p>It is recommended that the proposal to increase heights and density is supported with amendments as per the revised Masterplan.</p> <p>Post-exhibition amendments to explore an increase in the FSR up to 3:1 between Britannia Ave and Neich Parade.</p> <p>Post-exhibition amendments to explore an increase in height to 35m (10 storeys) to sites fronting Neich Parade to allow development on wider lots. Height to remain consistent with the exhibited masterplan at 28m (8 Storeys) on Britannia Ave where narrower north-south orientated sites allow for more efficient site planning.</p> <p>Building heights within the Masterplan are lower at the edges of the Precinct to provide graduation for built form to low-density residential outside the precinct. In addition, properties fronting the east side of Neich Parade are proposed to have greater density and height linked directly to the provision of Public Open Space.</p>

No.	Author	Submission	Response
39	Alpha House Group – Developers for 320 Parramatta Rd	<p>Concerned with potential amalgamation patterns in masterplan, prefers minimum site area 1500sqm. Site patterns would limit ability to deliver open space. Suggests relocation of site link.</p> <p>Suggests that 320 Parramatta Road should be FSR of 6:1 across entire lot not small portion of 2.5:1</p> <p>Suggests heights and FSRs along Parramatta Road frontage should be increased as they are not feasible.</p>	<p>Response is provided in Landowners Submission Review and in Part 3A of this report.</p> <p>A significant portion of 320-324 Parramatta Road is too narrow to facilitate dense development (20m wide) and isolated from a street address. Vehicle access from Parramatta Road to the property will be restricted. The exhibited masterplan amalgamation pattern provides outcomes such as an efficient north-south orientated residential tower compliant with site setbacks and building separation controls to adjoining development.</p> <p>The amalgamation allows for provision of open space and the laneways and links required for pedestrian movement and servicing of the block.</p> <p>Post-exhibition amendments to explore an increase in the FSR to a minimum FSR 3:1 in line with the proposed low and mid-rise housing SEPP provisions, with the HOB increased accordingly. The rest of the amalgamated site remains as exhibited at FSR 6:1.</p>
40	GYDE on behalf of Alpha House Group for 302-312 Parramatta Road	<p>Concerned with accessibility and connectivity through the site, including the location of the through-site links on subject site and future connection to road crossing and access to Concord Oval.</p> <p>Draft Masterplan assumes that existing mid-block strata development (at No.316 Parramatta Road) will remain in the short to mid-term. There are opportunities to improve east-west connectivity should these sites be redeveloped in the future.</p>	<p>Response is provided in Landowners Submission Review and in Part 3A of this report.</p> <p>Suggestions made in relation to built form and development controls on the northern side of Parramatta Road and Burwood North Metro station are noted and located within Canada Bay LGA.</p>

No.	Author	Submission	Response
		<p>Issues relating to land tenure and leaseholds will need to be considered in addition to the extent of land ownership boundaries. Proposes alternate built form modelling to accommodate the public domain opportunities whilst also catering for the needs of their existing tenant.</p> <p>Seeks to increase FSR on the eastern side of subject site from 3:1 to 6:1 to follow the cadastral boundary. Provides site modelling to demonstrate requested FSR of 6:1 can be accommodated on the site within the building envelopes recommended by the draft Master Plan.</p> <p>Seeks increase in FSR part of site facing Parramatta Road from proposed 2.5:1 to 4:1 with building heights ranging from 13 to 11 storeys in the street block which includes the subject site</p> <p>Considers the three storey street wall with secondary heights of 8-10 storeys inadequate to facilitate redevelopment in the short to mid term. The proposed height along Parramatta Road is insufficient and does not match the potential to improve pedestrian amenity and protect land uses from heavy traffic noise.</p> <p>Suggests the development controls on the north of Parramatta Road focuses too much on the west of the railway station instead of creating intensity around the future station entries and should be reviewed.</p> <p>Seeks increase maximum floorplate size from 750sqm to 1000sqm GBA to allow greater flexibility on sites with good orientation where solar access can be optimised and will be consistent with other high-density environments. The modelling undertaken for Canada Bay Council in the Stage 1 PRCUTS planning proposal, for example,</p>	<p>Comments in relation to accommodating long term lease arrangements on the site are not part of the consideration of the draft masterplan. The draft masterplan is Council's long term vision for the precinct. The staging and timing of future developments is the responsibility of landowners and developers.</p> <p>Post-exhibition amendments to explore an increase in the FSR to a minimum FSR 3:1 in line with the proposed amendments to the Low and Mid Rise Housing SEPP with the HOB increased accordingly. The FSR of 6:1 at the rear of the site is to extend to the east boundary (and across the adjacent lots to Shaftsbury Road).</p> <p>Post-exhibition amendments will consider an increase in the minimum floor plate above 8 storeys to 850sqm GBA. This may facilitate greater design flexibility within the built form envelopes derived from the above HOB and FSR.</p> <p>The Master Plan assumes that the strata titled site at No. 316 Parramatta Road will remain as it is for some time.</p> <p>Building setbacks and laneway controls are proposed to be refined as part of the implementation of the Planning Proposal and will give consideration to the future long term development of the site.</p> <p>Post-exhibition amendments will consider an adjustment to the amalgamation pattern to include one of the lots fronting Shaftsbury Road allowing access to the site.</p>

No.	Author	Submission	Response
		assumed a maximum floorplate size of 1,000sqm. City of Sydney for example, floorplate size of 750sqm (GFA) is imposed via the development control plan (DCP).	
41	NSW Health - Sydney Local Health District	Refer to summary in Part 4 - Agency, institutional and peak body feedback of this report.	Refer to response in Part 4 - Agency, institutional and peak body feedback of this report.
42	JVUrban and GYDE on behalf of Develotek for 1-15 Esher St	<ul style="list-style-type: none"> Seeks an increase in building height from the exhibited 98m (approximately 30 storey tower) to 112m (approximately 34 storeys) and modifications to setbacks and podiums. No increase in FSR has been requested. Provides built form testing of three options to demonstrate that preferred option of increasing height to 112m (34 storeys) with a slightly larger proposed open space of 1,300 sqm. Provides preliminary testing for an option to increase to 40 storeys. To enable redevelopment of the key site, submission suggests that draft MP requirement for solar access to public open spaces should not apply to this site as detailed built form testing confirms less than 5% of the proposed open space may achieve 2 hours of sunlight between 9am and 3pm during mid winter. Solar access diagrams are provided to demonstrate this and how a taller slender building will result in faster moving shadows. Building separation to western site interface is compromised due to nil setback on existing adjacent properties along western side of Webbs Lane. The existing development includes habitable windows overlooking the subject site. Future development may compromise the outlook of existing east facing units. 	<p>Response is provided in Landowners Submission Review and in Part 3A of this report</p> <p>FSR to be maintained as exhibited, 6:1 FSR with HOB at 98m (30 storeys), to be consistent with surrounding landholdings and potential built form and development outcomes.</p> <p>Post-exhibition amendments will consider an increase the minimum floor plate above 8 storeys to 850sqm GBA. This may facilitate greater design flexibility within the built form envelopes derived from the above HOB and FSR.</p> <p>Any setback from the proposed open space should be from its boundary and not reduce the area of required open space – it is proposed to provide specific details as to the minimum area required to be provided as open space as part of the Planning Proposal</p> <p>Minimum setbacks to Milton Street to be maintained (noting increase to maximum tower GBA).</p>

No.	Author	Submission	Response
		<ul style="list-style-type: none"> • The distribution of buildings heights under draft MP does not reflect the identified opportunities or take into account the topography of the precinct. Allocation of maximum building heights near the metro would strengthen the urban form profile (justification for greater height). • Suggests the draft MP fails to provide strong principles to guide the delivery of harmonious streetscape proportions along Milton St and Esher St. The distribution of heights delivers a fragmented street wall profile and undesirable built form proportions. • The proposal seeks: <ul style="list-style-type: none"> ○ Increased setback from 0m to 3m to increase the size of the public open space with improved solar access. ○ Increased tower height to improve building form and emphasis above the Metro Station entry to announce the location of the public transport node. ○ Increased northern podium setback ensures some improved outlook and daylight access to the adjacent property to the west located at No.10-12 Burwood Road ○ Consolidated tower footprint to enable reduced building heights at the southern end of the site (from 3m to 11m on secondary setback) allows for improved outlook to the adjacent development at No. 18-22 Burwood Road. ○ Stepped podium heights and tower profile to promote slender tower proportions. 	

No.	Author	Submission	Response
43	Consortium of landowners in Block H – (Meryla St, Archer St, New Street and Esher St)	<p>Objects to the proposed controls under draft masterplan for the area.</p> <p>Considers proposal to be an inequitable distribution of FSR and HOB due to open space requirement on some sites.</p> <ul style="list-style-type: none"> • Proposed 3:1 FSR is insufficient to promote redevelopment of land due to existing house values and proximity to Burwood North Metro Station. • Seeking an increase in FSR to 4.5:1 for following reasons: <ul style="list-style-type: none"> ○ The “Meryla Corridor” is suitably located to become an extension of the Burwood Town Centre which is a 4.5 FSR ○ Provides example of proposed built form scale for Planning Proposal for Nos.166-204 Parramatta Rd, Croydon which is larger in scale and further away from Metro Station. ○ Concerned developers will use an opportunity to buy properties at 3:1 FSR but then have Council increase the density considerably, resulting in home owners missing out on the uplift. ○ Proposed FSR provides no economic benefit/ incentive to redevelop due to increase in house prices and land value. • Seeking to remove proposed open space requirement in this area for following reasons: <ul style="list-style-type: none"> ○ Sites identified with open space requirement are devalued. ○ Open space should be relocated on more constrained land. Sites identified for park are not flood constrained and the high risk flooding areas on the western side of block are identified for future high density development. 	<p>Response is provided in Landowners Submission Review and in Part 3A of this report.</p> <p>The provision of open space is required across the Burwood North precinct where resident and worker populations will increase significantly under the masterplan.</p> <p>Post exhibition amendments to site amalgamation patterns and proposed built form on this block are to be reviewed to ensure all sites contribute to the required open space (noting the increased amenity and value open space provides to future residents in the Precinct).</p> <p>Post exhibition amendments to consider increasing the FSR of the amalgamated site to FSR 4:1, to be consistent with anticipated development outcomes on adjoining sites, while allowing adequate provision of open space. HOBs are proposed to be increased accordingly.</p> <p>The amalgamation pattern is designed to promote the north-south orientation of residential towers, promoting adequate solar access to residences, and limiting overshadowing of open space.</p>

No.	Author	Submission	Response
		<ul style="list-style-type: none"> ○ The need for a park in this location is not demonstrated, as the site has access to open space within 200m with minimum size of 1500sqm. Proposed park on Milton street will be located 130m from the subject site and Burwood Park is located 160m.' ○ Considers the proposed 0.41 Ha linear park will make little impact to alleviate current pressure on Burwood Park. Proposed linear park is unreasonable and unnecessary as it fails to meet linear park criteria in draft masterplan – and should be relocated to more constrained sites. ● Considers proposed site amalgamations are over ambitious and unachievable. Suggests site amalgamation sizes be reduced from 1,500sqm to 1,000sqm. <p>Submission includes a petition signed by 15 landowners with concerns relating to proposed densities, heights and greenspace.</p> <p>Petition seeks increase in FSR to 4.5:1 and removal of open space requirement and reduction in size of min site amalgamation due to feasibility.</p>	
44	Smith and Tzannes on behalf of Aenona Pty Ltd for 1-15 Esher St	<p>The submission seeks an increase in building height from the exhibited 98m (approximately 30 storey tower) to 127m (approximately 39 storeys) and modifications to setbacks and podiums. No increase in FSR has been requested.</p> <p>Provides built form testing of three options:</p> <p>Scenario 1. Built form as per draft masterplan. The residential built form footprints and heights as illustrated in the Building Heights Diagram is unable to achieve the desired FSR of 6:1. The Building</p>	<p>Response is provided in Landowners Submission Review and in Part 3A of this report</p> <p>FSR to be maintained as exhibited, 6:1 FSR with HOB at 98m (30 storeys), to be consistent with surrounding landholdings and potential built form and development outcomes.</p> <p>Post-exhibition amendments will consider an increase the minimum floor plate above 8 storeys to 850sqm GBA. This</p>

No.	Author	Submission	Response
		<p>Heights Diagram shows three heights mapped across the site (0m, 28-30m and 98m). This achieves an FSR of 4.94:1.</p> <p>Scenario 2: Increase height to 37 storeys. An additional 9 storeys and 27m (37 storeys total and 125m) would be required (including an additional rooftop plant level) to achieve an FSR of 6:1.</p> <p>Scenario 3: There is a discrepancy between the Building heights diagram and the proposed Height of Buildings diagram in the Masterplan. The Building Heights diagram has a finer grain approach with the southern portion of the building mass with an 8 storey component. The Height of Buildings Diagram does not reflect this 8 storey portion. Modelling was undertaken to understand the opportunities of having a larger tower footprint that was setback only 6m off the Milton Street boundary. The desired FSR of 6:1 was easily achieved.</p> <p>Scenario 2 outcome is preferable over extending the tower footprint, as it results in greater building separation to the south, reduced over shadowing and a more slender and efficient building footprint which is able to achieve greater solar amenity and cross ventilation for future apartments.</p>	<p>may facilitate greater design flexibility within the built form envelopes derived from the above HOB and FSR.</p> <p>Any setback from the proposed open space should be from its boundary and not reduce the area of required open space – it is proposed to provide specific details as to the minimum area required to be provided as open space as part of the Planning Proposal</p> <p>Minimum setbacks to Milton Street to be maintained (noting increase to maximum tower GBA).</p>

Item Number 28/24 - Attachment 4

Attachment 4 - Engagement Outcomes Report - Burwood North Precinct Masterplan - May 2024

No.	Author	Submission	Response
45	Hatch, on behalf of Pacific Oasis Consolidation Group for 17-23 Esher St	<p>This submission seeks an increase in building height from the exhibited 65m (approximately 20 storey tower) to 76m (approximately 23 storeys) and an increase in FSR from 6:1 to 7.2:1. FSR 6:1 is considered too low to create a viable development for the site based on the other site controls and proposed height does not align with the pattern of development set out in the Masterplan.</p> <p>The built form testing demonstrates a mismatch of controls with proposed HOB and FSR for site. Modelling demonstrates the proposed FSR of 6:1 and HOB of 65m do not match. A fully compliant scheme with FSR of 6:1 could be achieved in a HOB of 58.1m and therefore resultant HOB is inconsistent with the vision and height strategy under draft masterplan.</p> <p>Demonstrates that a 3.2m floor to floor height scenario would result in 59.7m at 18 storeys and still be inconsistent with height (whilst still achieving 6:1 FSR). Proposes a higher FSR to achieve the 65m HOB.</p> <p>Demonstrates under proposed controls, that the tower has a very small footplate of 600sqm GBA. A taller building is necessary to compensate for small floorplate and deliver a viable tower development and encourage the principles of stepping down from height, as the adjacent sites to the north are taller. Testing of built form indicates an increase to 23 storeys with additional setbacks would result in no greater impact on overshadowing of adjoining properties.</p> <p>Seeking additional residential GFA by providing additional public benefit with a through-site link connecting with adjacent link along</p>	<p>Response is provided in Landowners Submission Review and in Part 3A of this report.</p> <p>FSR to be maintained as exhibited - 6:1 FSR with HOB at 65m, to be consistent with surrounding landholdings and potential built form and development outcomes.</p> <p>Post exhibition amendments should consider the provision of another form of public benefit should be provided on the site to warrant the currently proposed density.</p> <p>The east-west through-site link is not required. The through-site links in the Master Plan between Burwood Rd and Webbs Lane are to promote connectivity between the Burwood Rd retail strip and activated laneways to the rear of the retail.</p>

No.	Author	Submission	Response
		<p>Burwood Road, and additional retail space on ground floor thereby unlocking permeability and connectivity within the precinct.</p> <p>Proposal is considered to provide the following public benefits:</p> <ul style="list-style-type: none"> Proposed new activated through-site link connecting Burwood Road to Esher St Additional ground floor retail and non-residential uses (addition 665sqm) to support street activation. More housing within walkable distance to high capacity public transport 	
46	Hatch, on behalf of Sundale Neich Development for 10-12 Neich Parade	<p>Provides site modelling that seeks an increase in FSR from 6:1 to 7.1:1 and HOB to 33 storeys (108m).</p> <p>The tower floorplate of 750sqm GBA is also a limiting factor in meeting the true FSR for the development of the site. A gross floorplate of 875m² is preferred as the maximum GBA control in line with best practice.</p> <p>The height control in meters should be revised to reflect the true potential development outcome and increase floor-to-floor height standards.</p> <p>Adjust podium height controls to reflect the true height of up to 3-4 storeys, between 10.9m - 14.1m as a minimum.</p> <p>Concerned with providing residential uses on ground floor – recommends allowing additional non-residential uses to be introduced where the site fronts onto Neich Parade that will align with</p>	<p>Response is provided in Landowners Submission Review and in Part 3A of this report.</p> <p>FSR to be maintained as exhibited, 6:1 FSR with HOB at 98m (30 storeys), to be consistent with surrounding landholdings and potential built form and development outcomes.</p> <p>Post-exhibition amendments will consider an increase in the minimum floorplate above 8 storeys to 850sqm GBA. This may facilitate greater design flexibility within the built form envelopes derived from the above HOB and FSR.</p>

No.	Author	Submission	Response
		<p>the Masterplan vision for active travel and the metropolitan character of the area.</p> <p>A 2m secondary setback is recommended along the northern edge.</p>	
47	Planning Ingenuity, on behalf of Conquest for Meryla St and Wilga St	<p>Seeks increase in building heights up to 20 storeys, similar to neighbouring sites in MP area and FSR ranging from 6:1 down to 4.5:1 across the block.</p> <p>Whole block is suitable due to location and can accommodate an increased height and density to built form, streetscape character and activation of the precinct to respond to desired future character of the precinct and ensure short and long term sustainable growth of the Burwood Town Centre.</p> <p>Increased built form would have no adverse impact on Burwood Westfields to the south.</p> <p>Suggesting a 6m secondary setback.</p> <p>Relocating green link through block.</p>	<p>Response is provided in Landowners Submission Review and in Part 3A of this report.</p> <p>Post-exhibition amendments to consider a range of FSR from 3:1 up to 6:1 and HOB from 30m up to 118m to be consistent with similar development sites linked directly to the provision of public open space.</p>
48	Shelter NSW	Refer to summary in Part 4 - Agency, institutional and peak body feedback of this report.	Refer to response in Part 4 - Agency, institutional and peak body feedback of this report.
49	Strathfield Council	<p>Requests clarification on the planning mechanisms for master plan.</p> <p>Seeks clarification on the proposed planning controls to ensure a high standard of architectural and urban design outcomes are achieved, as some buildings will be highly visible from Strathfield and surrounding areas.</p> <p>Further clarification and explanation of appropriate management of additional traffic impacts associated with increased residential yield above PRCUTS. Including a commitment to a funded infrastructure</p>	<p>Refer to response in Part 3B and 3C of this report.</p> <p>An outline of the intended outcomes for Planning proposal is included in Attachment 5 of the Council Report. Design excellence provisions in the LEP are recommended to be updated to ensure high quality urban design outcomes in the Precinct.</p> <p>Council will continue to engage with TfNSW and advocate for upgrades to the road network, improved public transport</p>

No.	Author	Submission	Response
		<p>investment strategy to ameliorate traffic impacts associated with masterplan.</p> <p>Strathfield Council confirms willingness to collaborate with Burwood Council to identify key regional scale infrastructure that should be funded by the Housing and Productivity contribution charge collected by NSW Government.</p> <p>Recommends both Councils continue to collaborate and advocate for a clear strategy to secure a positive role and function for Parramatta Road including securing public realm and public transport improvements along the Parramatta Road corridor.</p>	<p>and upgrades to the public domain along Parramatta Road Corridor. Further detailed work will be undertaken as part of the next stage of the implementation of the masterplan through the development of a comprehensive Public Domain Strategy and infrastructure contributions framework.</p> <p>Council is willing to collaborate with neighbouring Councils to identify key regional scale infrastructure and advocate to State Government for consideration for funding under the Housing and Productivity contribution charge collected by NSW Government.</p> <p>Agree – collaboration is required by all affected Councils along the Parramatta road Corridor to advocate for a clear strategy to secure a positive role and function for Parramatta Road including securing public realm and public transport improvements along the Parramatta Road corridor.</p>
50	Landowners of 326 & 332-334 Parramatta Road	<p>Seeking increase in exhibited FSR from 2.5:1 to 4:1 or 6:1 to compensate for land identified for pedestrian access, cycleway and provision of open space.</p> <p>Considers the request to be consistent with recent State Government announcement intending to increase heights and densities of properties near the Metro Station.</p>	<p>Response is provided in Landowners Submission Review and in Part 3A of this report.</p> <p>Increase in built form in this location may be appropriate to encourage orderly economic development and facilitate amalgamation of sites. Post-exhibition amendments to explore an increase in the FSR to a minimum FSR 3:1 consistent with the proposed low and mid-rise housing SEPP.</p>

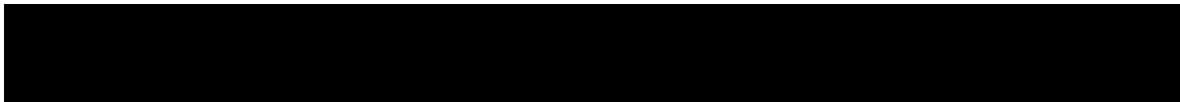
No.	Author	Submission	Response
			Increases of FSRs above 3:1 are not consistent with adjoining sites, as proposed by the Masterplan, particularly considering site constraints and the potential overshadowing of open space to the south.
51	Sathio Group for 32-35 Burwood Road	<p>Minimum lot size requirement of 1,500sqm is considered excessive due to small lot sizes and unrealistic price expectations from landowners. Previous lot site was 500sqm. Masterplan would not be delivered in its entirety. Recommends minimum lot size of 800sqm.</p> <p>Proposed through site link at the northern boundary of No.32 Burwood Road is unnecessary and serves little purpose between Burwood Road and Webbs Lane. The proposed through site link along No. 40 Burwood Road already provides a pedestrian link for properties to the east of Burwood Road. Notes there is only one link proposed along the western side of Burwood Road.</p> <p>Proposed building height at 32-34 Burwood Road of 35m does not align with the proposed FSR of 4:1. Recommends increase to 37.5m to accommodate FSR.</p>	<p>Response is provided in Landowners Submission Review and in Part 3A of this report.</p> <p>Requested amendments are not supported.</p> <p>The minimum lot size of 1,500 sqm for the delivery of medium/high density apartment buildings should be maintained. It ensures better urban design outcomes than result from the current control, where each small development site requires separate residential and commercial lobbies, inefficient basement parking and obtrusive driveway access, garbage storage and access, services infrastructure and fire control equipment/panels etc.</p> <p>The intent of the Masterplan is to reduce the impact of the above items on the streetscape and promote the activation of laneways.</p> <p>The through-site link at ground level is designed to increase connectivity to the laneways, where possible and where appropriate consideration will be given to activate these.</p> <p>The HOB of 35m is proposed to be maintained to retain the current character of Burwood Road – maintaining human scale and solar access on Burwood Road and reinforcing</p>

No.	Author	Submission	Response
			Burwood Road as an extended high street retail and dining precinct. Achieving the 4:1 FSR within this height is facilitated by the minimum 1,500sqm lot size and subsequent reduction of the duplication of building elements.
52	Ausgrid	Refer to summary in Part 4 - Agency, institutional and peak body feedback of this report.	Refer to response in Part 4 - Agency, institutional and peak body feedback of this report.
53	Tony Owen Partners, on behalf of (developers)	<p>Seeks an increase in building height from the exhibited 28m (approximately 8 storeys to 65m (approximately 20 storeys) and 2.5:1 FSR to 6:1 FSR, and to amend the proposed land use from fully commercial to allow mixed use (residential shop-top housing).</p> <p>Provides a commercial office market appraisal that suggests exclusive commercial office space is experiencing decreasing demand and high vacancy rates in Burwood when compared to high demand for housing across Sydney.</p> <p>Suggests allowing this site to have mixed use development and requiring other sites across the precinct to provide a minimum 10% non-residential component would:</p> <ul style="list-style-type: none"> o contribute towards housing supply o make re-development becomes feasible since residential and tourist accommodation will outprice office space on the upper levels where distant views can be enjoyed o result in a more equitable impact on residual land values across multiple sites o spread the employment activity across multiple sites and improves street activation 	<p>Response is provided in Landowners Submission Review and in Part 3A of this report.</p> <p>It is recommended to support this proposal.</p> <p>Post-exhibition amendments to consider an increase up to FSR 6:1 and HOB to 65m. This is subject to review of future developed proposals, with particular reference to the overshadowing of the adjacent open space.</p>

No.	Author	Submission	Response
		<p>A mixed-use development on the subject site is more aligned to the LSPS's vision for the future role of Burwood as a "complete mixed-use centre rather than a more concentrated commercial centre". A mixed-use development with ground and first floor non-residential is consistent with the proposed MU1 – Mixed Use zone for this site under the draft Masterplan.</p> <p>Demonstrates through site massing, that their proposed building envelope accommodates a taller slender tower with a 4 storey podium and 20 storey tower, with little or no impact to the surrounding residential fabric with the following benefits:</p> <ul style="list-style-type: none"> ○ Equal distribution of economically viable commercial space throughout the precinct in the best locations and activation of the podium streetscape ○ Road widening to Esher Lane to facilitate the servicing and public domain for the future area. ○ Provision of a through site link as per the MP. ○ Provision of basement access for the metro site which has a basement which has compromised amenity. ○ Provision of a retail activated public domain that reinforces the metro public domain.□ ○ Provision of much needed residential yield adjoining a metro station in line with recent State Government initiatives to maximise yield selected metro precincts. ○ Reinforces and compliments the massing as set out in the master plan. <p>Suggests that discussions have commenced with the Sydney Metro team regarding the concept of providing shared vehicular access and parking arrangements for the adjacent metro site on this subject site.</p>	

No.	Author	Submission	Response
54	Schools Infrastructure	Refer to summary in Part 4 - Agency, institutional and peak body feedback of this report.	Refer to response in Part 4 - Agency, institutional and peak body feedback of this report.
55	Sydney Water	Refer to summary in Part 4 - Agency, institutional and peak body feedback of this report.	Refer to response in Part 4 - Agency, institutional and peak body feedback of this report.

Appendix A – Submissions from Agencies and Authorities



Sent: Thursday, 14 December 2023 4:26 PM
To: Burwood Council
Subject: SUB23/371 - Submission to Burwood North Masterplan Exhibition

To whom it may concern,


Thank you for the opportunity to provide commentary on the Masterplan for Burwood North.

Ausgrid is generally supportive of Council’s aims to increase electrification, energy efficiency and electric vehicle charging in the masterplan. The overhead network appears to be ear-marked for removal and replacement with underground service of supply. With these changes, Ausgrid flags that Council and developers will need to consider how to achieve the shift in power reticulation from overhead to underground. Underground cables also require network pillars (located above ground) and these are placed either close to the building line, or the property boundary in the road reserve. Without proper planning and consideration, these can impact pedestrian footpaths, but when correctly planned for can be kept clear of the footpath. Ausgrid is a member and participant of SOCC (the Streets Opening Coordination Council), which outlines the allocation in the public land road reserve for underground services. The documentation also provides a guideline for Councils, utilities and TfNSW to follow in a consistent manner where practical (link included here [SOCC Resources & Publications - Streets Opening Coordination Council](#)). I invite Council to continue dialogue and engagement with Ausgrid to best achieve the outcomes Council desires in a way that benefits the community and the network operator. Our intent is to provide feedback and guidance on how to best achieve a safe, reliable and efficient electrical network for the Burwood North precinct.

Notes on electrical demand and sizing of supply:


Developers will be required to submit connection applications to Ausgrid and the size and type of appliances used in their development, this will then dictate the size and type of transformer assets that are required to be installed to service those developments. As Council has put in strategic objectives to increase electrification, this will have an impact on these asset types. Ausgrid is the consent authority for these works, however they are undertaken by the developer once certified as compliant with our network standards and Ausgrid takes ownership of the asset after it is connected to the network.

Ausgrid also encourages Burwood Council to consider where to place publicly available EV Charging. Council has an opportunity to specify the locations of EV Charging in the new areas as there may be benefits to designing and readying these locations during development. EV Charging can affect the capacity of substation assets and is best incorporated into the initial sizing and design of these asset types. Some consideration should be given to EV Charging at the kerb-side to enable visitor charging, rideshare and taxi charging etc.

Street-lighting will also need to be replaced with the removal of overhead network and Ausgrid is working on options to provide multi-function smart poles for Councils, Burwood Council can contact  if they wish to consider and explore this option in the new precinct.

In closing, Ausgrid is happy to collaborate with Council to ensure that the design, planning and implementation of the Masterplan incorporates key considerations from the network operator. Ausgrid is committed to assisting Councils and customers decrease their carbon footprint and improve their energy efficiency.




Council & Community Resilience Manager | Customer and Partner Experience| Customer, Assets & Digital
I acknowledge the Awabakal People as the original custodians of the land I live and work on
My core values are | Authenticity | Curiosity | Leading with Empathy



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Land and Housing Corporation Submission | December 2023

Our ref: SUB23/285720

Ms Rita Vella, Manager City Planning

Burwood Council

Via Planning Portal

Attention: Rita Vella

07 December 2023

Subject: Draft Burwood North Precinct Masterplan

Dear Ms Vella,

Thank you for the opportunity to provide feedback on the Draft Burwood North Precinct Masterplan (Masterplan). LAHC welcomes the opportunity to review and provide suggestions. This letter provides comments on the Masterplan with a focus on the delivery of social and affordable housing in the precinct. LAHC owns 21 dwellings located across 2 sites in the identified study area of the masterplan.

- 1A Britannia Ave, Burwood
- 10 -16 Meryla St, Burwood

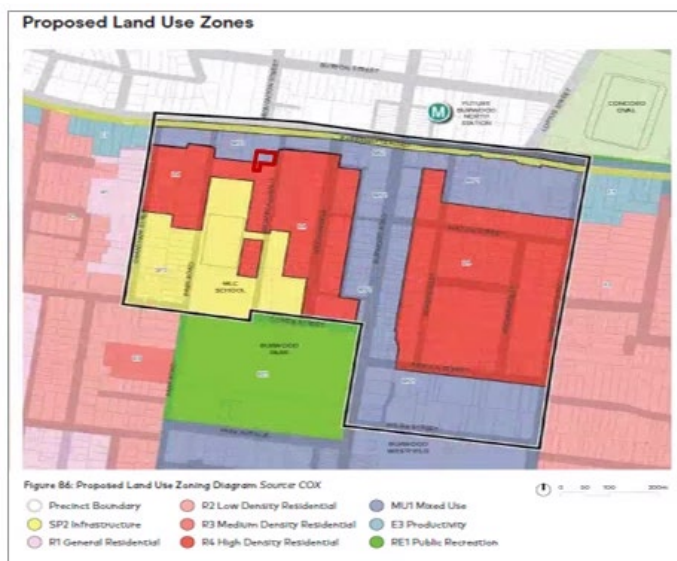
LAHC notes that the proposed rezoning and planning controls will have no impact on LAHC owned land and properties at 10 - 16 Meryla St, Burwood, and results in an uplift for the LAHC site at 1A Britannia Ave, Burwood as below:

Planning Controls	1A Britannia Ave Burwood		10 Meryla St, Burwood	
	Existing	Proposed	Existing	Proposed
Land zoning	R1	MU1 & R4	MU1	MU1
FSR	0.85:1	2.5:1 & 2:1	2:1	2:1
Height limits	8.5	28 & 20.5	15	15

LAHC generally supports the draft masterplan as it meets Council and LAHC's aspirations to increase the supply of social and affordable housing in the precinct adjacent to the future Burwood North metro station and provide housing diversity. However, LAHC is concerned about the following key aspects of the Masterplan in relation to 1A Britannia Ave:

1. **Mixed zoning:** The site at 1A Britannia Ave has been partly proposed to be rezoned to MU1, and the handle or the tail end (L-shaped part) of the site has been proposed to be rezoned to the high-density use of R4 zoning. The below image with the red box (close to the top of the study area) indicates the 1A Britannia Ave site and the proposed dual zoning. LAHC recommends proposing the same MU1 Mixed use zoning for the entire site.

Land and Housing Corporation Submission | December 2023



Height: LAHC notes the proposed heights immediately to the west and east of 1A Britannia Ave are 50m and 41m respectively. LAHC recommends a height limit of 50 m for 1A Britannia Ave in line with the neighbouring sites.

To support the building mass of 50m height, LAHC recommends a higher FSR of 3:1 or above, instead of the proposed FSR of 2.5:1 to enable the optimum dwelling yield.

- 2. **Amalgamation:** The dual zoning and differential FSR and height proposed for 1A Britannia Ave appear to envisage 1A Britannia Ave being consolidated with 6, 8 and 10 Park Rd to form an irregular shaped lot, as shown in Figure 83 of the Masterplan. Only the northern portion of 1A Britannia Ave would be developable with a further constraint imposed by the proposed laneway along its northern boundary as shown in Figure 71 of the Masterplan.

LAHC recommends the Masterplan be based instead on the proposed amalgamation of 1A Britannia Ave with 374 Parramatta Rd. This would provide for a rectilinear development site with potential for a height of 50 m and FSR of 3:1 as discussed above, while conserving the potential for a ground level east-west shared path through-site laneway.

We welcome your consideration of our submission. Should you require any further information or wish to discuss, please contact [redacted] or by email at [redacted]

Yours sincerely,

[redacted signature]

Manager Strategic Portfolio Planning, Portfolio Services
NSW Land and Housing Corporation



Education

19th February 2024

General Manager
Burwood Council
PO Box 240
NSW 1805

Attn: City Planning Team, council@burwood.nsw.gov.au

Dear Sir/Madam,

RE: SINSW ADVICE - BURWOOD NORTH PRECINCT MASTERPLAN

School Infrastructure New South Wales (SINSW), as part of the Department of Education (DoE), welcome Burwood Council's (Council's) invitation to provide comment on the exhibited draft Burwood North Masterplan (the draft Masterplan) as exhibited from October 2023 to January 2024.

SINSW understands that the draft Masterplan seeks to set the desired future character, ambition and objectives for Burwood North. To this end, SINSW has provided detailed commentary in the attachment below.

SINSW welcome the opportunity to engage further on the draft Masterplan and the content contained in the submission. Should you require further information about this submission, please contact the SINSW Strategic Planning Team at StrategicPlanning@det.nsw.edu.au

Yours Sincerely,

Darren Troy

R/Director, Statutory Planning and Heritage

School Infrastructure New South Wales



School Infrastructure NSW
Level 8, 259 George Street Name Suburb NSW 2000

GPO Box 33, Sydney, NSW 2001



Education

ATTACHMENT – DRAFT BURWOOD NORTH MASTERPLAN

Demand for Educational Facilities

The study area falls within the intake area for Burwood Public School and several secondary intake areas including Burwood Girls High, Strathfield Girls High School, Burwood Boys High and Homebush Boys High.

While it is likely that the enrolment demand stemming from the draft masterplan can be accommodated within surrounding schools, the draft proposal must be considered in the context of the growth proposed for the wider LGA under the PRCUT's project, which will likely need to be supported by additional educational infrastructure. SINSW is in the process of reviewing this growth in order to identify appropriate solutions to accommodate future projected enrolment demand. This will ensure that existing schools are fully utilised before new schools are considered.

SINSW is committed to working with Council to ensure schools are supporting community needs and continue to be appropriately resourced to respond to student population changes. As a result, SINSW request ongoing engagement with Council regarding any future growth and change identified for the locality.

Planning for PRCUTS and other Growth Initiatives

SINSW uses population and dwelling projection data provided by the Department of Planning, Housing and Infrastructure (DPHI) as the basis for school planning. This data allows SINSW to assess schools within an area or region to identify the best way to distribute student numbers and deliver new and upgraded facilities.

Recent policy changes such as the Affordable Housing Bonus, Build to Rent Program and the Transport Orientated Development Program have potential to deviate from the above data sets and impact a range of site-specific and strategic matters for NSW government schools. This, combined with incremental creep from planning proposals seeking population projections above these assumptions is aiding in educational establishments being at or above capacity upon build completion. The need to then source new land for additional educational establishments is problematic and costly when this situation arises.

As a result, SINSW request clarification regarding how Council aims to track and manage the combined growth stemming from the above programs and how this can be accommodated by key social infrastructure within the local government area.

Active Transport and Access

SINSW request that transport planning for the proposal be guided by the NSW Government Movement and Place Framework (MAPF) and its Built Environment Performance indicators. These indicators are based on qualities that contribute to a well-designed built environment and should be used by proponents in the formulation of transport concepts.

The MAPF's core 'Amenity and Use' and 'Primary Schools' indicators are of particular importance to SINSW, as these encourage urban designers to consider the impact on adjacent places/users, as well as emphasising movement that supports place. The 'Primary Schools' indicator provides two specific metrics to judge the effect of infrastructure on the accessibility of public schools in an area, these being walkability and public transport access. These metrics require designers to assess whether proposed infrastructure facilitates access



Education

to primary school facilities (or public transport connections to schools) or whether it exacerbates gaps in the network.

The primary school-focused MAPF amenity indicator can be accessed via the link below:

<https://www.movementandplace.nsw.gov.au/place-and-network/built-environment-indicators/primary-schools>

Fine grain connectivity and active transport measures (to ensure the study area is accessible to pedestrians) would include the following:

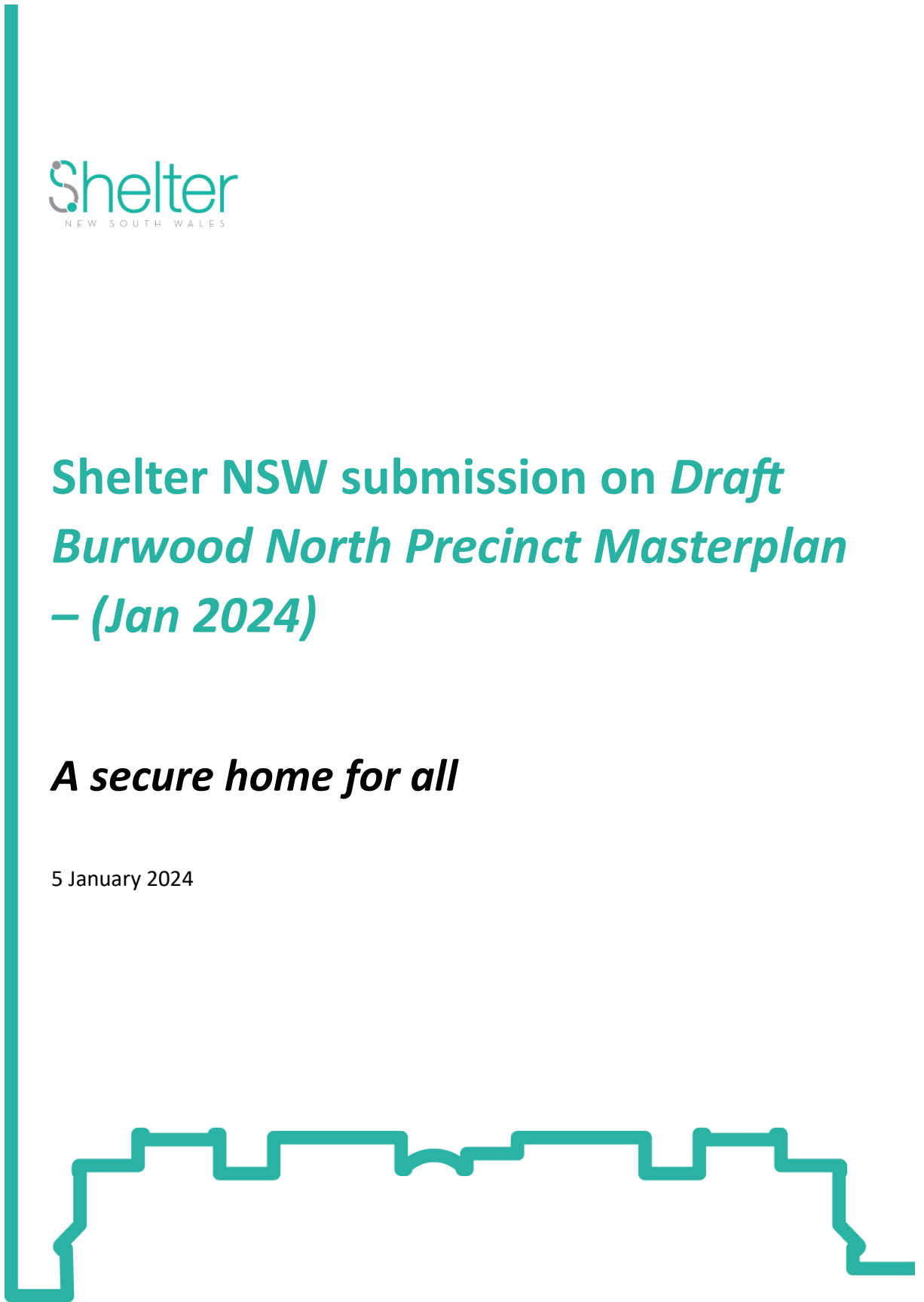
- Physical separation between pedestrians, cyclists and heavy vehicles
- Access for all ages and abilities such as ambulant disabilities and prams
- Kerb outstands and refuges crossings (particularly around schools)



Shelter NSW submission on *Draft Burwood North Precinct Masterplan* – (Jan 2024)

A secure home for all

5 January 2024



About Shelter NSW

Shelter NSW has been operating since 1975 as the State’s peak housing policy and advocacy body. Our vision is to create a sustainable housing system that provides secure homes for all. We provide systemic advocacy and advice on policy and legislation for the whole NSW housing system to resolve housing inequality.

We are especially concerned for low-income households which struggle to afford good quality and well-located housing in the private market. We consider a sustainable housing system one that delivers what we call Triple-A housing and Triple-P outcomes:

Affordable and diverse homes	Accessible, well-located housing	Appropriate, high-quality development
Housing supply and demand	Proximity to jobs and services	Amenity and aesthetics
Tenure forms and rights	Access to public transport	Energy and environment
Housing types and sizes	Accessibility and adaptability	Standards and maintenance
Productive cities and regions	Poverty-free communities	Protected neighbourhoods
Access to jobs and services	Housing stress and homelessness	Energy use and consumption
Housing costs and consumption	Physical and mental health	Urban heat
Financial and economic stability	Education access and attainment	Climate resilience and adaptation

At Shelter NSW we believe that growth should be fair and inclusive – improving the life of all people. A substantial expansion of the social housing dwellings in NSW over the next decade will build a solid asset base for the state; restore the social housing safety net of 5% of all housing stock and work towards 10% of all stock by 2040 (2050 at the latest). Stock of this size would create a meaningful alternative to the private rental sector, in terms of affordability, accessibility, amenity and security; provide a more efficient response to homelessness and represent a significant platform of physical, community and social infrastructure for NSW as it grows.

Finally, we are strong advocates for Affordable Housing in **addition to** social housing, not instead of it. Affordable Housing in the NSW Planning system is housing eligible to very low, low, moderate income households, where they must not pay more than 30% of their gross income on rent¹.

Our policy and advocacy platform² also calls for the planning system to systemically deliver a dramatically increased number of Affordable Rental Dwellings for lower income people including essential and key workers. Shelter NSW routinely advocates for 10-15% affordable housing target for all rezonings where there will be a housing uplift;

¹ s1.4 of Environmental Planning & Assessment Act 1979; cl. 13 of State Environmental Planning Policy (Housing) 2021

² [221206 Shelter-NSW-2023-State-Election-platform.pdf \(sheltersnsw.org.au\)](https://www.sheltersnsw.org.au/221206-Shelter-NSW-2023-State-Election-platform.pdf)

1. About our submission

Shelter NSW (Shelter) welcomes and appreciates the opportunity to comment on the Draft Burwood North Precinct Masterplan recommendations for a draft implementation (planning) strategy for urban renewal which was on public exhibition until 15 December 2023⁵. We note public submissions will be accepted up to 5 January 2024.

Shelter acknowledges the Burwood North Precinct Masterplan has progressed from earlier engagement with the community in late 2022 to which it made a submission⁶.

Shelter NSW is supportive of Burwood Council for having undertaken a strategic plan for a new precinct that is generally aligned with what Shelter has called for in its work with other similar policy bodies, such as PIA (Planning Institute of Australia) on Inclusive Renewal⁵.

Shelter NSW's submission primarily concerns itself with an assessment of the intent and merits of the Burwood North Masterplan, including ensuring that 5% affordable housing provision is as effective in its capacity to generate affordable housing as the announced affordable housing incentives tied to comparable accelerated renewal of metro and rail stations⁶ to tackle the housing crisis in Sydney, made in December (2023).

Any decision taken on development contributions through Burwood's LEP (Local Environmental Plan) reform for affordable housing provision needs to reflect consistent governance over the shared ability to supercharge housing supply⁷ whether by delivery of the Burwood North metro or Sydney transport hubs⁸ as this has direct impacts for those lower income (rental) households in the private rental market. Other observations relate to 'build to rent' developments, social housing and urban design outcomes for the renewal precinct.

⁵ Burwood North Precinct Masterplan: Masterplan Report (September 2023). Retrieved from: https://hdp-au-prod-app-burwd-participate-files.s3.ap-southeast-2.amazonaws.com/4216/9716/7859/Burwood_North_Masterplan_Draft_Masterplan_Report_reduced_stamp.ed.PDF

⁶ Shelter NSW Submission. (December 2022). Public exhibition of the Burwood North Precinct Masterplan & Affordable Housing Policy and Contributions Scheme. Retrieved from: https://shelternsw.org.au/wp-content/uploads/2022/12/221209_Burwood-North-Masterplan-Precinct-Early-Engagement-Submission_PA.pdf

⁵ Planning Institute Australia, Density Better Media Release September 2023. Retrieved from: <PIA-Shelter-Density-Better-Media-Release-4-Sept-final.pdf> (shelternsw.org.au).

⁶ NSW Government (7 December 2023). A Shared Responsibility: The plan to begin addressing the housing crisis in NSW media release. Retrieved from: <https://www.nsw.gov.au/media-releases/addressing-housing-crisis-nsw>

⁷ ibid

⁸ ibid

2. Executive Summary

Shelter NSW welcomes the opportunity to comment on the draft implementation strategy (planning framework) of the publicly exhibited Burwood North Masterplan precinct plan as the vision for future growth in Burwood North over the next 15 – 20 years⁹ (Figure 1).

A key feature of the draft implementation strategy, associated with the Burwood North Precinct Masterplan, is to focus higher density living for 11,000 new residents in proximity of the future Burwood North metro station (opening 2030)¹⁰. Importantly, when fully redeveloped, the intention of the draft Masterplan is to build 5,366 additional dwellings (6.5 times the number of existing dwellings as 823)¹¹ to assist with meeting NSW Government housing targets¹². Shelter notes opportunities for up to 5% affordable housing and build to rent options¹³ will accompany the new housing supply. Employment generating redevelopment opportunities are also envisioned with over 1,000 essential worker jobs to be created within the renewal precinct¹⁴.

This submission concerns itself with an assessment of the merits of the draft implementation strategy to the renewal precinct, as it relates to what is often termed “Capital A” Affordable Rental Housing, as a specific programmatic response to housing affordability. An important focus of this submission is how Council’s vision to deliver opportunities for affordable housing will have direct impacts for the 47%¹⁵ of renters in the Burwood private rental market, of which 38.5% pay more than 30% of their gross household income on rent¹⁶.

Shelter welcomes Council’s intention to acquire a percentage of total floor space ratio (FSR) as an effective way to introduce affordable housing outcomes through the planning system¹⁷ from redevelopment of the precinct, in recognition affordable housing is critical for lower income tenanted households, especially for the lowest 40% of income earners in Burwood, including essential workers.

⁹ Burwood North Precinct Masterplan: Masterplan Report (September 2023). Retrieved from: [https://hdp-au-prod-app-burwd-participate-files.s3.ap-southeast-2.amazonaws.com/4216/9716/7859/Burwood North Masterplan Draft Masterplan Report reduced stamp ed.PDF](https://hdp-au-prod-app-burwd-participate-files.s3.ap-southeast-2.amazonaws.com/4216/9716/7859/Burwood%20North%20Masterplan%20Draft%20Masterplan%20Report%20reduced%20stamp%20ed.PDF)

¹¹ Burwood North Precinct Masterplan: Masterplan Report (September 2023). Retrieved from: [https://hdp-au-prod-app-burwd-participate-files.s3.ap-southeast-2.amazonaws.com/4216/9716/7859/Burwood North Masterplan Draft Masterplan Report reduced stamp ed.PDF](https://hdp-au-prod-app-burwd-participate-files.s3.ap-southeast-2.amazonaws.com/4216/9716/7859/Burwood%20North%20Masterplan%20Draft%20Masterplan%20Report%20reduced%20stamp%20ed.PDF)

¹² ibid

¹³ ibid

¹⁴ ibid

¹⁵ ABS Quick Stats Burwood (2021). Retrieved from: <https://www.abs.gov.au/census/find-census-data/quickstats/2021/LGA11300>

¹⁶ ABS Quick Stats Burwood (2021). Retrieved from: <https://www.abs.gov.au/census/find-census-data/quickstats/2021/LGA11300>

¹⁷ Burwood North Precinct Masterplan: Masterplan Report (September 2023). Retrieved from: [https://hdp-au-prod-app-burwd-participate-files.s3.ap-southeast-2.amazonaws.com/4216/9716/7859/Burwood North Masterplan Draft Masterplan Report reduced stamp ed.PDF](https://hdp-au-prod-app-burwd-participate-files.s3.ap-southeast-2.amazonaws.com/4216/9716/7859/Burwood%20North%20Masterplan%20Draft%20Masterplan%20Report%20reduced%20stamp%20ed.PDF)

At the same time, following on from the NSW Premier's announcements over tackling the housing crisis¹⁸, Shelter recognises a need for Council to provide a clearer understanding of a minimum expectation to implement appropriate affordable housing growth tied to accelerated renewal around Burwood North metro. It also compels Council to create a strong legal planning framework for the operation and management of an affordable housing scheme that validates the significant contribution from Burwood North's accelerated renewal to deliver thousands of homes which underpin the metro alignment, a key focus expected from fast rezoning of Sydney rail and metro stations¹⁹.

Such an action is also expected to have far-reaching effects for the high number of renters in Burwood, where declining housing affordability issues extend across 9 of 10 household types (**Table 1, Appendix A**). This is especially important as Burwood Council does not currently have a planning mechanism in place to acquire or draw affordable housing contributions within the local government area (LGA) to generate affordable rental housing (**Table 2, Appendix B**).

Main Recommendations

The main intention of Shelter NSW's submission is to highlight where removal of real or perceived barriers to create better planning outcomes than are currently envisaged, with Council acting through LEP reform to:

- a) secure a minimum level of consistency in developer contributions across all Sydney metro and rail stations undergoing accelerated renewal²⁰ including Burwood North.

This action entails transparently evaluating affordable housing provision announced by the NSW Government for up to 15% of all homes generated by renewal²¹ compared to a minimum of 5% of total FSR proposed by Council. Any additional affordable housing incentive captured, which could maximise access by those most in need including essential workers to live and work at the very heart of the renewal precinct, will require levying through the proposed Affordable Housing Contribution Scheme (AHCS).

- b) ensure any affordable (rental) housing stock generated is held in perpetuity (rather than a time limited period)
- c) deliver affordable housing on site, pro-rata and incrementally, in line with the indicative staging program for housing supply delivery across the entire 15 – 20 year timeframe of renewal.

¹⁸ ibid

¹⁹ ibid

²⁰ ibid

²¹ NSW Government (7 December 2023). A Shared Responsibility: The plan to begin addressing the housing crisis in NSW media release. Retrieved from: <https://www.nsw.gov.au/media-releases/addressing-housing-crisis-nsw>

- d) ensure all affordable housing stock created (through development consent) can be transparently managed for a regulated definition of affordable housing, defined by the EP&A Act 1979²². This is to ensure all stock is tenanted to lower income (tenanted) households by registered Community Housing Providers (CHPs).

Shelter seeks Council confirmation delivery of affordable housing will be prioritised for those lower income households most in need (defined as no more than 30% of a household's gross income) to promote a sense of inclusivity²³ including essential workers.

The abovementioned commitments underpin a functional planning framework for the Burwood North renewal precinct that recognises the significant public benefit derived from the proposed variation to the land use mix for greater and unprecedented density and job opportunities in proximity of fast rail transit for the total 15,500 population²⁴.

It also highlights the significant role of Council in securing developer contributions for affordable housing delivered on site to encourage affordability for all parts of the community, which cannot be underestimated in the public interest.

As such, evidence of what will constitute the new conceptualised planning controls for affordable housing growth to be enacted is sought from Council upon full consideration of the issues raised in this submission. We look forward to be contacted over this.

Further details and or any amendments sought to render the Masterplan adequate follow.

²² NSW Government (2023). *Frequently asked Questions: What is affordable housing?* Retrieved from: <https://www.planning.nsw.gov.au/policy-and-legislation/housing/housing-sepp>

²³ Burwood North Precinct Masterplan: Masterplan Report (September 2023). Retrieved from [https://hdp-au-prod-app-burwd-participate-files.s3.ap-southeast-2.amazonaws.com/4216/9716/7859/Burwood North Masterplan Draft Masterplan Report reduced stamp ed.PDF](https://hdp-au-prod-app-burwd-participate-files.s3.ap-southeast-2.amazonaws.com/4216/9716/7859/Burwood%20North%20Masterplan%20Draft%20Masterplan%20Report%20reduced%20stamp%20ed.PDF)

²⁴ NSW Government (7 December 2023) A Shared Responsibility: The Plan to Begin Addressing the Housing Crisis in NSW. Retrieved from: <https://www.nsw.gov.au/media-releases/addressing-housing-crisis-nsw>



Figure 1: Burwood North renewal precinct Source: Burwood North Precinct Masterplan: Masterplan Report (September 2023).

3. The Subject Site and its Context

Burwood North is located equidistance from Sydney CBD (12 km) and Parramatta (13km)²⁵. The precinct measuring 17 hectares in area straddles the Parramatta Road corridor across two LGAS of Burwood and Canada Bay²⁶ (Figure 2).

Shelter NSW notes Burwood is to play a key role in a region’s centre hierarchy, as a strategic centre, expected to accommodate high levels of private sector investment and growth...acting as a transformational opportunity for the Burwood North Precinct²⁷.

Burwood is also identified as a centre serving transport corridor by Future Transport 2056 with the Burwood North Precinct serviced by a Sydney Metro West rail stop (whole timeline of the

²⁵ Burwood North Precinct Masterplan: Masterplan Report (September 2023). Retrieved from [https://hdp-au-prod-app-burwd-participate-files.s3.ap-southeast-2.amazonaws.com/4216/9716/7859/Burwood North Masterplan Draft Masterplan Report reduced stamp.ed.PDF](https://hdp-au-prod-app-burwd-participate-files.s3.ap-southeast-2.amazonaws.com/4216/9716/7859/Burwood%20North%20Masterplan%20Draft%20Masterplan%20Report%20reduced%20stamp.ed.PDF)

²⁶ ibid

²⁷ ibid

9 station alignment to Parramatta opening by 2032), with a train service every 4 minutes, and is expected to cut crowding by 30% at Burwood station²⁸.

In summary, Shelter notes the significance of the transport investment of Sydney Metro West within the Burwood North Precinct makes it uniquely placed to successfully leverage those connectivity and accessibility opportunities afforded by infrastructure to attract significant investment in employment and delivery of housing, health/medical, education and professional services and community benefits²⁹.



Figure 2: Site Context (Source: Burwood North Precinct Masterplan: Masterplan Report (September 2023). Retrieved from https://hdp-au-prod-app-burwd-participate-files.s3.ap-southeast-2.amazonaws.com/4216/9716/7859/Burwood_North_Masterplan_Draft_Masterplan_Report_reduced_stamped.PDF

²⁸ NSW Government, Metro West to supercharge housing supply across Sydney (7 December 2023) Retrieved from: <https://www.nsw.gov.au/media-releases/metro-west-to-supercharge-housing-supply>

²⁹ Burwood North Precinct Masterplan: Masterplan Report (September 2023). Retrieved from https://hdp-au-prod-app-burwd-participate-files.s3.ap-southeast-2.amazonaws.com/4216/9716/7859/Burwood_North_Masterplan_Draft_Masterplan_Report_reduced_stamped.PDF

4. Overview of the Masterplan documents

Shelter NSW has reviewed the exhibition documents retrieved from: <https://participate.burwood.nsw.gov.au/burwood-north-precinct-masterplan>

including:

- Factsheets – Burwood North Masterplan https://hdp-au-prod-app-burwd-participate-files.s3.ap-southeast-2.amazonaws.com/5816/9810/3689/Burwood_North_Masterplan_Factsheetsv10.pdf
- Burwood North Masterplan – Draft Burwood North Masterplan Report https://hdp-au-prod-app-burwd-participate-files.s3.ap-southeast-2.amazonaws.com/4216/9716/7859/Burwood_North_Masterplan_Draft_Masterplan_Report_reduced_stamped.PDF
- Burwood North Masterplan – Attachment 2 – Addendum to Community Facilities and Open Space Strategy https://hdp-au-prod-app-burwd-participate-files.s3.ap-southeast-2.amazonaws.com/9716/9577/7327/Burwood_North_Masterplan_-_Attachment_2_-_Addendum_to_Community_Facilities_and_Open_Space_Strategy.PDF
- Burwood North Masterplan – Attachment 3 – First Nations Design Principles Report https://hdp-au-prod-app-burwd-participate-files.s3.ap-southeast-2.amazonaws.com/7216/9577/7359/Burwood_North_Masterplan_-_Attachment_3_-_First_Nations_Design_Principles_Report.PDF
- Burwood North Masterplan- Attachment 4 – Geotechnical Assessment https://hdp-au-prod-app-burwd-participate-files.s3.ap-southeast-2.amazonaws.com/1516/9577/7402/Burwood_North_Masterplan_-_Attachment_4_-_Geotechnical_Assessment.PDF

Key Issues

5. Effectiveness in addressing affordable housing issues in Burwood

Shelter NSW's submission is primarily concerned with the merits of the Masterplan for a minimum of 5% of GFA, delivered as affordable housing across the Precinct,³⁰ recognising 38.5% of 47% of renter households in Burwood pay more than 30% of their gross income in rent (ABS 2021)³¹. The severity of rental affordability based on share of income spent on rent for low to moderate income households within the private rental market indicates 9 of 10 tenanted households in the lowest 40% of income earning renter households are disproportionately represented in the Burwood LGA³² (**Table 1, Appendix A**).

Shelter also acknowledges a housing supply crisis in the current private rental market, with the lowest recorded rental vacancy level for Sydney registered in over a decade (1.3% in April 2023), announced by The Minister for Planning and Public Spaces, Paul Scully MP³³. Findings over the scale of undersupply of affordable housing provision across Greater Sydney (**Table 2, Appendix B**) reveal Burwood currently has no appropriate planning and or procedural mechanisms in place to generate affordable housing.

Further, with high levels of renters, Burwood compares to five of the eight LGAs identified for accelerated rezoning around Sydney transport hubs (**Table 3, Appendix C**) and is second only to Bankstown (of all the eight locations) in terms of the numbers of renters paying more than 30% of their gross household income in rent³⁴.

While LEP reform and the introduction of an Affordable Housing Contribution Scheme (AHCS) is envisaged and welcomed, the Transport Oriented Transport Program³⁵ highlights how delivery of the Sydney metro and potential to create thousands of new homes offers Council

³⁰ Burwood North Precinct Masterplan: Masterplan Report (September 2023). Retrieved from https://hdp-au-prod-app-burwd-participate-files.s3.ap-southeast-2.amazonaws.com/4216/9716/7859/Burwood_North_Masterplan_Draft_Masterplan_Report_reduced_stamp_ed.PDF

³¹ Rent Affordability Indicator (RAID) Census of Population and Housing: Census dictionary, (2021). Retrieved from: <https://www.abs.gov.au/census/guide-census-data/census-dictionary/2021/variables-topic/housing/rent-affordability-indicator-raid>

³² Tabled extract of Burwood's low to moderate household types and rental affordability based on [Rental Affordability Index | SGS Economics & Planning \(sgsep.com.au\)](#)

³³ Parliament of New South Wales (2023). Legislative Assembly Hansard Proof – *Environmental Planning and Assessment Amendment (Housing and Productivity Contributions) Bill 2023*. (Legislative Assembly 23 May 2023). Retrieved from: <https://www.parliament.nsw.gov.au/Hansard/Pages/HansardResult.aspx#/docid/'HANSARD-1323879322-130756'>

³⁴ ABS 2021 Quick Stats: Burwood. Retrieved from: <https://www.abs.gov.au/census/find-census-data/quickstats/2021/LGA11300>

³⁵ NSW Government (7 December 2023). A Shared Responsibility: The plan to begin addressing the housing crisis in NSW. Retrieved from: <https://www.nsw.gov.au/media-releases/addressing-housing-crisis-nsw>

the potential to capture additional public benefits (affordable housing incentives)³⁶ not considered by the Masterplan. The Burwood North renewal precinct will generate 5,366 new dwellings by 2043³⁷, over a 15 – 20 year period, and is generally comparable in its capacity to create new housing supply to the 5,975 per Sydney Transport Hub, delivered over a 15 year timeframe³⁸.

As recently as October 2023, the NSW government identified a significant gap in the approval of density and its capacity to deliver the homes, NSW needs to meet, under its Housing Accord target of 377,000 new homes by 2029³⁹, which has translated into a review of policy settings to tackle the housing crisis.

On the 14 December 2023 the Premier of NSW identified accelerated rezoning around eight of Sydney's metro and rail stations (Transport Oriented Development Program) requiring up to 15% affordable housing held in perpetuity at identified Sydney transport hub locations⁴⁰. The Sydney Metro West rail link delivering a station at Burwood North (expected to open in 2030) was not identified as one of the eight Sydney Transport Hub locations earmarked for accelerated rezoning, despite other metro west stations along the same alignment being identified by the Premier's announcement⁴¹. Importantly, however, is that each of the eight metro and rail locations announced in Sydney will now attract a minimum of 15% affordable housing held in perpetuity.

The Sydney Metro West rail link delivering a station at Burwood North is a new rail link aimed at aimed at 10 minute trips between Sydney CBD and Parramatta⁴². This rail link is what cement Burwood's strategic centre status within the Eastern City District⁴³ and creates the opportunity to support significantly more higher density living (over 5,000 new dwellings and employment investment (over 1,000 jobs in health/medical/educational and professional industries) by 2043⁴⁴. The specific yield breakdown for the renewal precinct can be viewed in **Figure 3**.

³⁶ Ibid

³⁷ Burwood North Precinct Masterplan: Masterplan Report (September 2023). Retrieved from [https://hdp-au-prod-app-burwd-participate-files.s3.ap-southeast-2.amazonaws.com/4216/9716/7859/Burwood North Masterplan Draft Masterplan Report reduced stamp ed.PDF](https://hdp-au-prod-app-burwd-participate-files.s3.ap-southeast-2.amazonaws.com/4216/9716/7859/Burwood%20North%20Masterplan%20Draft%20Masterplan%20Report%20reduced%20stamp%20ed.PDF)

³⁸ NSW Government (7 December 2023) A Shared Responsibility: The Plan to Begin Addressing the Housing Crisis in NSW. Retrieved from: <https://www.nsw.gov.au/media-releases/addressing-housing-crisis-nsw>

³⁹ NSW Government (28 November 2023) New Planning rules to fast track low-rise and mid-rise housing. Retrieved from: <https://www.nsw.gov.au/media-releases/new-rules-to-fast-track-low-rise-and-mid-rise-housing>

⁴⁰ NSW Government (7 December 2023) A Shared Responsibility: The Plan to Begin Addressing the Housing Crisis in NSW. Retrieved from: <https://www.nsw.gov.au/media-releases/addressing-housing-crisis-nsw>

⁴¹ Ibid

⁴² Burwood North Precinct Masterplan: Masterplan Report (September 2023). Retrieved from [https://hdp-au-prod-app-burwd-participate-files.s3.ap-southeast-2.amazonaws.com/4216/9716/7859/Burwood North Masterplan Draft Masterplan Report reduced stamp ed.PDF](https://hdp-au-prod-app-burwd-participate-files.s3.ap-southeast-2.amazonaws.com/4216/9716/7859/Burwood%20North%20Masterplan%20Draft%20Masterplan%20Report%20reduced%20stamp%20ed.PDF)

⁴³ Ibid

⁴⁴ Ibid

Shelter NSW asserts that without transparently comparing the unearned increment of land value uplift, as quantified, for the North Burwood precinct and the eight identified Sydney Transport Hubs, which adopt a superior public benefit (15% held in perpetuity)⁴⁵, any decision taken on the less ambitious 5% minimum for the Burwood North precinct is a genuine source of public concern.

Without a more comprehensive assessment of how Burwood North compares to the announced Sydney Transport Hubs⁴⁶, there remains limited evidence of viability over how contributions, from redevelopment of the Burwood North precinct, generating opportunities for a minimum of 5% affordable housing⁴⁷ are deemed sufficient or feasible.

Rather, Shelter asserts that there are two issues arising from the Premier's announcement⁴⁸ that could directly influence the supply and maintenance of affordable housing within the renewal precinct, and as such, are of critical importance to the public interest. They include:

1. clarity over how a minimum of 5% of total FSR is equivalent to 15% affordable housing provision for all Sydney metro and rail stations undergoing accelerated renewal⁴⁹, including Burwood North.

Any shortfall identified will need to be pro-actively negotiated through Burwood's envisioned LEP reform. This will ensure all affordable housing stock created across Sydney's transport infrastructure, specifically fast transit metro, is transparently and effectively managed, to attain a minimum level of consistency.

2. an expectation affordable housing stock within the renewal precinct of Burwood North will be held in perpetuity in line with the enduring impact envisioned by affordable housing provision tied to Sydney transport hubs⁵⁰.

The performance of affordable housing provisions within the renewal precinct has the potential to deny Council an ability to more effectively address housing affordability issues within Burwood North to create a robust, socially diverse, residential population that promotes the public interest otherwise expected from directly comparable fast transit⁵¹.

As quantified, the renewal precinct has a potential development capacity for significant uplift attributed to the unprecedented higher density residential and mixed use focused around

⁴⁵ NSW Government (7 December 2023) A Shared Responsibility: The Plan to Begin Addressing the Housing Crisis in NSW. Retrieved from: <https://www.nsw.gov.au/media-releases/addressing-housing-crisis-nsw>

⁴⁶ ibid

⁴⁷ Burwood North Precinct Masterplan: Masterplan Report (September 2023). Retrieved from [https://hdp-au-prod-app-burwd-participate-files.s3.ap-southeast-2.amazonaws.com/4216/9716/7859/Burwood North Masterplan Draft Masterplan Report reduced stamp ed.PDF](https://hdp-au-prod-app-burwd-participate-files.s3.ap-southeast-2.amazonaws.com/4216/9716/7859/Burwood%20North%20Masterplan%20Draft%20Masterplan%20Report%20reduced%20stamp%20ed.PDF)

⁴⁸ NSW Government (7 December 2023) A Shared Responsibility: The Plan to Begin Addressing the Housing Crisis in NSW. Retrieved from: <https://www.nsw.gov.au/media-releases/addressing-housing-crisis-nsw>

⁴⁹ ibid

⁵⁰ ibid

⁵¹ NSW Government (7 December 2023) A Shared Responsibility: The Plan to Begin Addressing the Housing Crisis in NSW. Retrieved from: <https://www.nsw.gov.au/media-releases/addressing-housing-crisis-nsw>

Burwood Road and the Burwood North Metro Station⁵² with capacity for almost 50,000m² employment GFA, almost 500,000m² residential GFA⁵³, 87% more dwellings at 5,366 than at present, to adequately stimulate urban renewal within the precinct to support a minimum of 15% affordable housing held in perpetuity.

The yield breakdown for the Burwood North Precinct is detailed below:

Employment Capacity	
Employment GFA Capacity	47,412m2 GFA
Potential Additional Jobs	1,355
Average GFA m2 per job	35
Residential Capacity	
Retained Dwellings	823
Residential GFA Capacity	482,947m2
Potential Additional Dwellings	5,366
Potential Total Dwellings	6,189
Potential Total Population (2.5ppd)	15,473

Figure 3: Yield Breakdown for the Burwood North Precinct

Source: Burwood North Precinct Masterplan Report – Burwood https://hdp-au-prod-app-burwd-participate-files.s3.ap-southeast-2.amazonaws.com/4216/9716/7859/Burwood_North_Masterplan_Draft_Masterplan_Report_reduced_stamped.PDF

Further, Burwood has one of the highest effective job densities (number of jobs that can be accessed by public transport from a particular area in Greater Sydney)⁵⁴. Shelter specifically points to a range of public transport services on offer including heavy rail (Burwood station south of the precinct), seven bus services within 400m and 12 bus services located within 800m of the Precinct, which travel east toward Sydney CBD or west towards Parramatta⁵⁵. Moreover, the opening of Sydney Metro West (2030) is expected to further increase both the residential and employment capacity of the area⁵⁶.

The significant role of influencing the supply of affordable housing at the heart of the renewal precinct cannot be underestimated based on accessibility to transport which deliver

⁵² Ibid

⁵³ Ibid

⁵⁴ Burwood North Precinct Masterplan: Masterplan Report (September 2023). Retrieved from https://hdp-au-prod-app-burwd-participate-files.s3.ap-southeast-2.amazonaws.com/4216/9716/7859/Burwood_North_Masterplan_Draft_Masterplan_Report_reduced_stamp.ed.PDF

⁵⁵ Burwood North Precinct Masterplan: Masterplan Report (September 2023). Retrieved from https://hdp-au-prod-app-burwd-participate-files.s3.ap-southeast-2.amazonaws.com/4216/9716/7859/Burwood_North_Masterplan_Draft_Masterplan_Report_reduced_stamp.ed.PDF

⁵⁶ Ibid

substantial land value uplift⁵⁷. Moreover, both residential and commercial properties alike increase in value near transport infrastructure hubs⁵⁸.

Further, the employment generating potential of the renewal precinct, almost 50,000m² in GFA, is more likely to be fully let and trade vibrantly, resulting in a greater net community benefit for the Burwood community, if, with a focus on capturing strong affordable housing incentives align to the significant returns on land value uplift capable of generating 1,355 jobs in addition to 5,366 dwellings⁵⁹. In keeping with the Premier's expectations for affordable housing outcomes around Sydney transport hubs⁶⁰, the capture of affordable housing incentives will be used to house essential workers, like health, teachers and hospitality, including for Burwood North's night time economy, close to Burwood North metro station.

Shelter NSW asserts to ensure the vision for growth for Burwood North is well planned, sustainable and meets the changing needs of the community⁶¹ and requires a clearer and unambiguous planning framework which transparently reviews the feasibility of enhancing Burwood North's affordable housing incentive capacity alongside other communities along the metro west alignment as part of the Transport Oriented Development Program⁶².

Shelter also asserts to ensure all affordable housing stock is managed effectively requires prioritising delivery of affordable housing in perpetuity to maximise its ongoing availability of affordable housing usage to all lower income (rental) households in the local community. To influence supply of affordable housing, time limited consents cannot, in themselves, influence promote or strengthen housing affordability within communities beyond a limited timeframe. The net result is a return of those dwellings and their lower income tenants to the vagaries of the private rental market. Housing affordability issues will otherwise continue as a critical and intractable problem for those lower income (rental) households (those most in need) in areas of higher land values, like Burwood.

Shelter asserts there is no disincentive for Council to capture additional contributions to fund affordable housing at 15% held in perpetuity associated with the unprecedented uplift in zoning, FSR and height of the indicative planning framework as proposed. Such an action by

⁵⁷ Densmore, Karley and Mulley, Corinne (2012) Accessibility and Residual Land Value Uplift: Identifying Spatial Variations in The Accessibility Impacts of ABus Transitway. Institute Of Transport and Logistics Studies the Australian Key Centre in Transport and Logistics Management. The University of Sydney. Issn1832-570x

⁵⁸ibid

⁵⁹ Burwood North Precinct Masterplan: Masterplan Report (September 2023). Retrieved from https://hdp-au-prod-app-burwd-participate-files.s3.ap-southeast-2.amazonaws.com/4216/9716/7859/Burwood_North_Masterplan_Draft_Masterplan_Report_reduced_stamp.ed.PDF

⁶⁰ NSW Government (December 2023) A Shared Responsibility: The Plan to Begin Addressing the Housing Crisis in NSW. Retrieved from: <https://www.nsw.gov.au/media-releases/addressing-housing-crisis-nsw>

⁶¹ Burwood North Precinct Masterplan: Masterplan Report (September 2023). Retrieved from https://hdp-au-prod-app-burwd-participate-files.s3.ap-southeast-2.amazonaws.com/4216/9716/7859/Burwood_North_Masterplan_Draft_Masterplan_Report_reduced_stamp.ed.PDF

⁶² ibid

Council recognises housing is a critical and intractable problem, not only across the eight identified Sydney transport hubs⁶³, but adjoining the Burwood North Metro Station.

In summary, it is difficult to reconcile how a minimum provision of 5% affordable rental housing, as proposed, is an adequate response to implement appropriate affordable housing growth for the overall vision for the Burwood North renewal precinct with its potential future land uses, total dwellings, population and jobs.

Therefore, Shelter is calling on Council for a re-negotiated alternative to the 5% of GFA in delivering affordable housing. This is in recognition of the significant public benefits associated with appropriate levels of low cost rental housing that remain affordable for the long term, prioritised by the Premier's announcement⁶⁴. Such critical actions embed principles for a vibrant and liveable precinct⁶⁵ within the Burwood North community.

5. Recommendation

Shelter recommends any LEP reform arising from the Master Planning process needs to include affordable housing provisions:

- a) which secure developer contributions for affordable housing which achieve a minimum level of consistency between either 15% of all homes created through renewal or 5% of total FSR whichever is the greater of the two measures.
- b) ensure any affordable housing stock generated is to be held in perpetuity (rather than a time limited period)
- c) deliver affordable housing on site, pro-rata and incrementally, in line with the indicative staging program for housing supply delivery across the entire 15 – 20 year timeframe of renewal.
- d) ensure all affordable housing stock created can be transparently managed for a regulated definition of affordable housing, defined by the EP&A Act 1979⁶⁶. This will ensure all stock is tenanted to lower income (tenanted) households by registered CHPs.

Shelter seeks Council confirmation delivery of affordable housing will be prioritised for those lower income households most in need (defined as no more than 30% of a households gross

⁶³ Burwood North Precinct Masterplan: Masterplan Report (September 2023). Retrieved from [https://hdp-au-prod-app-burwd-participate-files.s3.ap-southeast-2.amazonaws.com/4216/9716/7859/Burwood North Masterplan Draft Masterplan Report reduced stamp ed.PDF](https://hdp-au-prod-app-burwd-participate-files.s3.ap-southeast-2.amazonaws.com/4216/9716/7859/Burwood%20North%20Masterplan%20Draft%20Masterplan%20Report%20reduced%20stamp%20ed.PDF)

⁶⁴ *ibid*

⁶⁵ Burwood North Precinct Masterplan: Masterplan Report (September 2023). Retrieved from [https://hdp-au-prod-app-burwd-participate-files.s3.ap-southeast-2.amazonaws.com/4216/9716/7859/Burwood North Masterplan Draft Masterplan Report reduced stamp ed.PDF](https://hdp-au-prod-app-burwd-participate-files.s3.ap-southeast-2.amazonaws.com/4216/9716/7859/Burwood%20North%20Masterplan%20Draft%20Masterplan%20Report%20reduced%20stamp%20ed.PDF)

⁶⁶ NSW Government (2023). *Frequently asked Questions: What is affordable housing?* Retrieved from: <https://www.planning.nsw.gov.au/policy-and-legislation/housing/housing-sepp>

income) to promote a sense of inclusivity⁶⁷, and for those within the local economy. This is in recognition of the significant public benefit derived from the proposed variation to the land use mix for greater and unprecedented density and job opportunities in proximity of fast rail transit for the total 15,500 population⁶⁸.

The significant role of Council securing developer contributions for affordable housing delivered on site, is to encourage affordability for all parts of the community by maximising their access to live and work at the very heart of the renewal precinct, which cannot be underestimated in the public interest.

As such, evidence of what will constitute the new conceptualised planning controls for affordable housing growth to be enacted is sought from Council upon full consideration of the issues raised in this submission.

6. Build to Rent as appropriate housing choices for renters in Burwood North

Shelter NSW recognises the potential offered by the introduction of Build to Rent housing options to create more and greater rental housing choice within the Burwood North renewal precinct. Shelter also recognises build to rent developments offer a new way of renting in the private rental market with the availability of ongoing rental tenure for the life of the building⁶⁹.

The NSW Government recently announced it will cut land tax for build-to-rent housing projects by 50% until 2040, making it particularly attractive for developers⁷⁰. Shelter is mindful that not all build to rent developments generated by this decision can or will be delivered to lower income (tenants) because of the potential for rental offered at more than the median rent for an area⁷¹ based on rental yield investors needing to get a return on their investment. This means such developments will likely continue as a premium housing option⁷².

⁶⁷ Burwood North Precinct Masterplan: Masterplan Report (September 2023). Retrieved from https://hdp-au-prod-app-burwd-participate-files.s3.ap-southeast-2.amazonaws.com/4216/9716/7859/Burwood_North_Masterplan_Draft_Masterplan_Report_reduced_stamp_ed.PDF

⁶⁸ NSW Government (7 December 2023) A Shared Responsibility: The Plan to Begin Addressing the Housing Crisis in NSW. Retrieved from: <https://www.nsw.gov.au/media-releases/addressing-housing-crisis-nsw>

⁶⁹ LGNSW *Annual Conference 2023 Business Paper*. Retrieved from: https://lgnsw.org.au/Common/Uploaded%20files/QR/Business_Paper.pdf

⁷⁰ Ibid

⁷¹ The Sun Herald (Aug 2023). *The Higher-rent option that tenants welcome*. Retrieved from: <https://www.smh.com.au/national/nsw/in-a-sydney-building-tenants-happily-pay-higher-rents-it-s-a-model-that-could-become-more-common-20230801-p5dt0d.html>

⁷² The Sun Herald (Aug 2023). *The Higher-rent option that tenants welcome*. Retrieved from: <https://www.smh.com.au/national/nsw/in-a-sydney-building-tenants-happily-pay-higher-rents-it-s-a-model-that-could-become-more-common-20230801-p5dt0d.html>

While Shelter acknowledges build to rent developments are not by definition affordable housing⁷³ products, they do offer safe, secure, reliable homes⁴³, appropriate as affordable rental housing growth. The positive impacts associated with such build to rent opportunities have the potential to influence the supply and maintenance of appropriate affordable housing rental growth, whose availability in Australia is growing over the next few years⁷⁴ (**Figure 4**). Availability of build to rent developments can influence and encourage affordability for all parts of a community and as such are in the public interest.

Shelter asserts there are opportunities for build to rent developments, which could maximise access for lower income tenanted households, if undertaken by Council or in partnership with CHPs, if applied to Burwood North. Shelter highlights local Sydney examples where proactive governance has produced high quality outcomes for communities such as the NSW Land and Housing Corporation project for build to rent social and affordable housing in North Parramatta⁷⁵. Or, 54 studio-like apartments (up to 35m²) rented below market rates with at least 20% offered to a range of household types, including carers and women over 55 in Marrickville, offered by non for profit property developer Nightingale Housing which has partnered with Fresh Hope Communities⁷⁶. Further, in other jurisdictions there are examples of build to rent developments specifically for essential workers at an subsidised rent. Such an example is available in Brisbane, Queensland⁷⁷.

Importantly, delivering build to rent properties, which proactively expedite much needed affordable housing provision, in high cost markets such as Sydney⁷⁸. could be used to overcome structural barriers to delivering appropriate rental properties within Burwood North. Shelter asserts nominated locations need to be considered within the Burwood North precinct where Council could negotiate such opportunities in the public interest.

⁷³ NSW Government (2023). *Frequently asked Questions: What is affordable housing?* Retrieved from: <https://www.planning.nsw.gov.au/policy-and-legislation/housing/housing-sepp>

⁷⁴ The Sun Herald (Aug 2023). *The Higher-rent option that tenants welcome*. Retrieved from: <https://www.smh.com.au/national/nsw/in-a-sydney-building-tenants-happily-pay-higher-rents-it-s-a-model-that-could-become-more-common-20230801-p5dt0d.html>

⁷⁵ The Sun Herald (Aug 2023). *The Higher-rent option that tenants welcome*. Retrieved from: <https://www.smh.com.au/national/nsw/in-a-sydney-building-tenants-happily-pay-higher-rents-it-s-a-model-that-could-become-more-common-20230801-p5dt0d.html>

⁷⁶ *ibid*

⁷⁷ *ibid*

⁷⁸ *ibid*

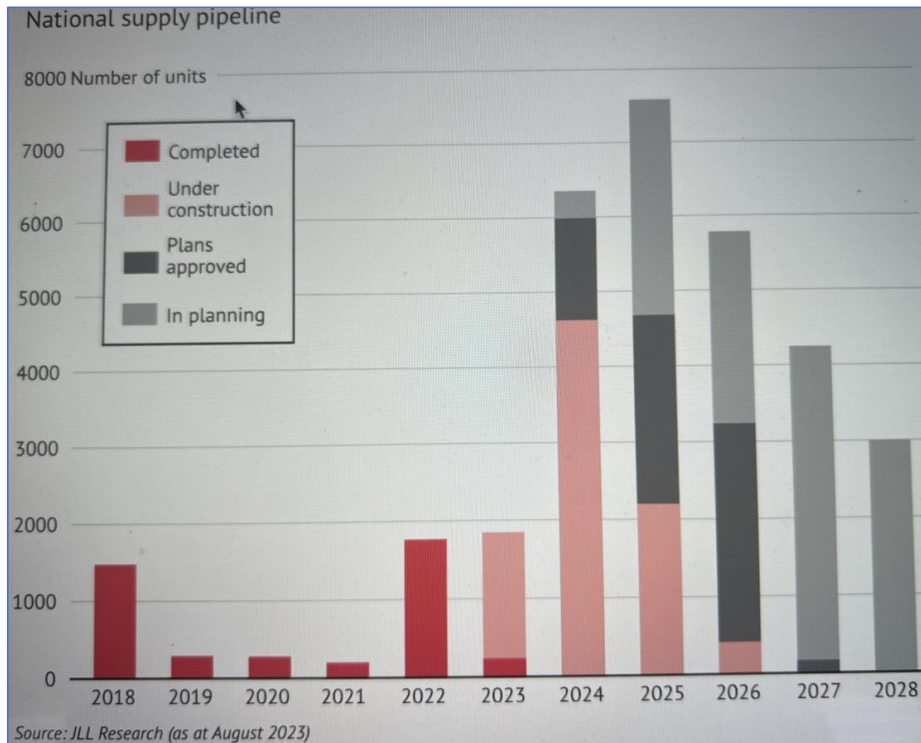


Figure 4: Timeframes for delivery of Australia’s build to rent developments.

Source: The Sun Herald (Aug 2023). *The Higher-rent option that tenants welcome*. Retrieved from: <https://www.smh.com.au/national/nsw/in-a-sydney-building-tenants-happily-pay-higher-rents-it-s-a-model-that-could-become-more-common-20230801-p5dt0d.html>

7. Social housing

Shelter previously called for the provision of critical social and economic infrastructure not just a welfare policy response⁷⁹ in response to exhibition of the Draft Burwood Local Strategic Planning Statement (2019). This response was a projected annual growth of 2.4%, the fourth largest in Sydney⁸⁰.

⁷⁹ NSW Shelter Response to Burwood Council Draft Local Strategic Planning Statement submission (September 2019). Retrieved from: https://shelternsw.org.au/wp-content/uploads/2020/11/Burwood_-_LSPS_Shelter_NSW_Submission.pdf

⁸⁰ NSW Shelter (September 2019). *Response to Burwood Council Draft Local Strategic Planning Statement submission*. Retrieved from: https://shelternsw.org.au/wp-content/uploads/2020/11/Burwood_-_LSPS_Shelter_NSW_Submission.pdf

Shelter also encouraged Council to explore the opportunity to secure additional social and community housing within the Burwood North Precinct with a target of 5% of all new dwellings to keep pace, with population growth set to continue⁸¹.

Shelter reiterates the need to target a minimum of 5% social housing to keep pace with population within the regulatory framework for Burwood North to proactively secure properties to help resolve the current and growing unmet need for social housing across the LGA made in its submission in December 2022⁸².

Although Shelter understands councils do not necessarily have a direct role in the provision of social housing and or public housing (for example those older residents on pensions), it nevertheless has an implied responsibility to work collaboratively with state and federal governments to ensure that the Burwood and new precinct around transport nodes has at least a 5% social housing safety net.

8. Built Form / Urban Design outcomes

Shelter acknowledges the significant size of re-development area, public domain and various built form responses for blocks (DAs) that will be staged across the entire renewal precinct. Shelter also notes design excellence competitions that will apply to key sites, creating a positive interface with the public domain and welcomes the potential quality of design outcomes for the new population of the renewal precinct.

Further, the intention to meaningfully integrate and implement the First Nations Design Principles⁸³ (opportunities for sensitive curation of plant species and public domain materials to enhance cultural landscape and Connecting to Country approach) into the design of each stage of the public domain including spaces (to establish a legible blue and green network through the precinct⁸⁴) and in built form responses to blocks in future development applications is welcomed.

Shelter also acknowledges the focus Council is seeking to establish for the planning rule possibilities to create a positive interface with the public domain, in protecting human scale particularly where higher density is focused (including around Burwood Road and Burwood North Metro Station) and in its pedestrian focus.

Shelter would also like to endorse key principles that Council has set out as actions which accord with Shelter's own including for greater housing diversity, universal design as a standard living blueprint for apartment living, enhancing pedestrian connectivity within and

⁸¹ ibid

⁸² ibid

⁸³ Burwood North Masterplan – Attachment 3 – First Nations Design Principles Report, August 2023. Retrieved from: https://hdp-au-prod-app-burwd-participate-files.s3.ap-southeast-2.amazonaws.com/7216/9577/7359/Burwood_North_Masterplan_-_Attachment_3_-_First_Nations_Design_Principles_Report.PDF

⁸⁴ ibid

to Burwood Park, prioritising access to public transport linkages and to open space throughout the residential areas.

8. Recommendation

Shelter NSW recommends Council gives due consideration to appropriate conditions to set up a design review panel to oversee the overall development and its key features (urban design and built form responses) to ensure renewal of the precinct as a whole can be constructed and operated to ensure it retains the capacity to support the necessary design integrity for coherent growth across the expected 15 – 20 year timeframe⁸⁵ as this will result in a greater net community benefit for the Burwood North community and should have regard to:

- 1) surveyor endorsed A3 drawings with each future development application and all future land subdivision to ensure covenants are placed on the title to limit GFA for each development block to within the approved building envelopes and to ensure the maximum GFA for each development parcel does not exceed the total GFA for the site.
- 2) a City Datum Line is applied to all buildings across the entire Burwood North Renewal Precinct to ensure an appropriate pedestrian scale is maintained at street level throughout the precinct. Details of such are to be submitted at each future Development Application stage.
- 3) the need for detailed resolution of the form and bulk for commercial offices / retail and residential buildings along all roads and pedestrian links/lanes to improve the quality and amenity of the public domain including providing direct access into retail shops from pedestrian footpaths, entry lobbies to commercial offices or residential apartments; by locating services and fire exits on streets prioritising pedestrian activity to the extent possible in meeting BCA requirements; by minimising the number of driveways and their widths, network of pedestrian lands and thoroughfares that integrate strong, well defined and appropriately located embellished pedestrian paths with inviting vistas into and out of the site and to stronger links between the site and surrounding land uses and external street networks for appropriately located and timed footpath, cycle, bus, road and rail infrastructure upgrades necessary to develop and sustain a high quality town centre.
- 4) Further definition of the extent of landscaping, to ensure enhanced landscaping treatment can remove impressions of strip retail, reinforce prominent corners, preserve mid-winter solar access to public open space (park and plaza) and plant species are selected in response to the local native plant context which can integrate drought resistant, water saving management outcomes.

⁸⁵ ibid

- 5) To meaningfully integrate and implement the First Nations Design Principles⁸⁶ (opportunities for sensitive curation of plant species and public domain materials to enhance cultural landscape and Connecting to Country approach) into design of each stage of the public domain including spaces (to establish a legible blue and green network through the precinct⁸⁷) and in built form responses to blocks in future development applications.

9. Thank you

Shelter NSW appreciates and welcomes the opportunity to comment on the Burwood North renewal precinct in recognition of the significant public benefits to the local community. It is hoped the submission including suggested amendments, designed to serve the Burwood North community for realising improvements to both the nature and effect of affordable housing and definition of the urban structure for the precinct will add to the quality and experiences of the community, the Burwood North Renewal Precinct is designed to serve.

If you wish to discuss our submission in more detail, please contact [REDACTED]

Sincerely Yours,

[REDACTED]
[REDACTED]
[REDACTED]

Sincerely Yours,

[REDACTED]
[REDACTED]
[REDACTED]

⁸⁶ Burwood North Masterplan – Attachment 3 – First Nations Design Principles Report, August 2023. Retrieved from: https://hdp-au-prod-app-burwd-participate-files.s3.ap-southeast-2.amazonaws.com/7216/9577/7359/Burwood_North_Masterplan_-_Attachment_3_-_First_Nations_Design_Principles_Report.PDF

⁸⁷ ibid

Appendix A

Table 1: Rental Affordability Index by household type in Burwood LGA

<i>Household Type</i>	<i>Indictive gross annual income</i>	<i>RAI Score</i>	<i>Rent as a share of income*</i>	<i>Relative Unaffordability Category</i>
Single person on Jobseeker	\$22,100	17	60% or more	Extremely unaffordable
Single pensioner	\$36,700	31	60% or more	Extremely unaffordable
Single part-time worker parent on benefits	\$44,800	31	60% or more	Extremely unaffordable
Pensioner couple	\$54,300	37	60% or more	Extremely unaffordable
Hospitality worker	\$62,800	61	38-60%	Severely unaffordable
Student share house	\$84,800	52	38-60%	Severely unaffordable
Minimum wage couple	\$91,800	61	38-60%	Severely unaffordable
Single income couple with children	\$104,500	64	38-60%	Severely unaffordable
Single full-time working parent	\$104,500	71	38-60%	Severely unaffordable
Dual income couple with children	\$209,000	131	20-25%	Acceptable rents

* Low to moderate income Australian household types - Source: SGS Economics and Planning November 2023 [Rental Affordability Index](#)

Appendix A

Table 1: Rental Affordability Index by household type in Burwood LGA

TABLE 1. RENTAL AFFORDABILITY INDEX AND SEVERITY OF RENTAL UNAFFORDABILITY

Index score	Share of income spent on rent	Relative unaffordability
<50	60% or more	Extremely unaffordable rents
51-80	38-60%	Severely unaffordable rents
81-100	30-38%	Unaffordable rents
101-120	25-30%	Moderately unaffordable rents
121-150	20-25%	Acceptable rents
151-200	15% or less	Affordable rents
>200		Very affordable rents

Appendix B

Table 2: Affordable Housing delivery details for 33 LGAs of Greater Sydney

LGA – Greater Metro Sydney	Instrument Clauses / definition of AH	AHCS / Plan	Planning Agreement Register that includes VPA with an AH contribution	AH dwellings
Bayside City Council	<p>Bayside LEP 2021</p> <p>https://legislation.nsw.gov.au/view/html/inforce/current/epi-2021-0498</p>	<p>Local Housing Strategy 2020-2036</p> <p>Bayside Affordable Housing Background 2021</p> <p>\\srv\RedirectedFolders\stacey\Desktop\Local Government\LG AH Systems\Bayside Council\Bayside_Affordable_Housing_Background_Report_2021.pdf</p> <p>Bayside Affordable Housing Strategy 2021</p> <p>\\srv\RedirectedFolders\stacey\Desktop\Local Government\LG AH Systems\Bayside Council\Bayside_Affordable_Housing_Strategy_2021.pdf</p>	<p>Yes VPA with AH</p> <p>https://www.bayside.nsw.gov.au/services/planning-and-building/planning-our-city/planning-agreements#-planning-agreements-register-</p>	Yes

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		<p>Section 7.11 Dev Contributions Plan 2016 (Amendment 1) will apply to the site at the development application (DA) stage.</p> <p>VPA</p> <p>In addition, the proponent is willing to enter into a planning agreement with council to deliver additional public benefit through a monetary contribution towards the local infrastructure such as community facilities and public open space improvements (Or the like).</p>		
Blacktown City Council	<p>Blacktown LEP 2015</p> <p>https://legislation.nsw.gov.au/view/html/inforce/current/epi-2015-0239</p>	<p>Blacktown Housing Strategy 2020</p> <p>https://shared-drupal-s3fs.s3.ap-southeast-2.amazonaws.com/master-test/fapub_pdf/Blacktown.pdf</p> <p>No affordable housing strategy</p>	<p>No AH in VPAs</p> <p>https://www.blacktown.nsw.gov.au/Plan-build/Stage-2-plans-and-guidelines/Section-7.11-Plans-Planning-Agreements-Works-in-Kind-and-Contributions-Register/Planning-Agreements-Register</p>	No.

<p>Blue Mountains Council</p>	<p>Blue Mountains LEP 2015 https://legislation.nsw.gov.au/view/html/inforce/current/epi-2015-0829</p> <p>BM LEP 2015: Cl.6.22 – Incentives for providing AH – add 15% of the max GFA with 50% of incentive used for AH for at least 3 years on title.</p> <p>Blue Mountains LEP 2005 https://legislation.nsw.gov.au/view/html/inforce/current/epi-2005-0633</p> <p>BM LEP 2005 Cl 12 – Principal Objectives of the Plan – to promote affordable housing options</p>	<p>Local Housing Strategy 2020 https://www.bmcc.nsw.gov.au/sites/default/files/docs/Blue%20Mountains%20Local%20Housing%20Strategy_March%202020.pdf</p> <p>No adopted Affordable Housing Strategy</p>	<p>No AH in VPAs https://www.bmcc.nsw.gov.au/development/planning-rules/infrastructure-contributions-planning-agreements</p> <p>Note</p>	<p>No</p>

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	<p>Blue Mountains LEP 1991</p> <p>https://legislation.nsw.gov.au/view/html/inforce/current/epi-1991-0683</p>			
Burwood Council	<p>Burwood LEP 2012</p> <p>https://legislation.nsw.gov.au/view/html/inforce/current/epi-2012-0550</p>	<p>BURWOOD HOUSING STRATEGY</p> <p>Endorsed by Council on 11 February 2020</p>	<p>No AH in VPAs</p> <p>https://www.burwood.nsw.gov.au/Planning-Building/Development-Contributions-Voluntary-Planning-Agreements</p>	No.
Camden Council	<p>Camden LEP 2010</p> <p>https://legislation.nsw.gov.au/view/html/inforce/current/epi-2010-0514</p>	<p>Local Housing Strategy October 2020</p>	<p>No AH in VPAs</p> <p>https://www.camden.nsw.gov.au/strategic-planning/section-7-11/voluntary-planning-register/</p>	No.
Campbelltown Council	<p>Campbelltown LEP 2015</p> <p>https://legislation.nsw.gov.au/view/html/inforce/current/epi-2015-0754</p>	<p>Local Housing Strategy</p> <p>Endorsed by Campbelltown City Council</p> <p>29 September 2020</p>	<p>https://www.campbelltown.nsw.gov.au/Build-and-Develop/Planning-Policies-and-Controls/Planning-Agreement-Register</p>	Yes AH Units

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	Cl.8.4 AH in area B – (8.4 (1)& 8.4 (2) at least 5% of GFA used for res accommodation as AH (gross floor area of 50sqm).			
Canada Bay Council	<p>Canada Bay LEP 2013</p> <p>https://legislation.nsw.gov.au/view/html/inforce/current/epi-2013-0389</p> <ul style="list-style-type: none"> • Cl.6.12 AH contribution area. • Area 4 – 3.5% that exceeds floor space by applying a FSR of 1.76: 1 • 4% of relevant fl area (res) in Burwood AHC area • 4% relevant fl area in Hmbush AHC area • 4% relevant fl area in Kings Bay • 5% - Concord West, Rhodes East, Five Dock • 	<p>CANADA BAY LOCAL HOUSING STRATEGY 2019</p> <p>Council uses VPAs to deliver AH units</p>	<p>Long standing commitment to AH - 2007</p> <ul style="list-style-type: none"> • 26 in perpetuity via VPA framework • NRAS support • Lobbied for an LGA wide AH scheme <p>Future</p> <p>Canada Bay LEP (2013) introduced AH scheme (2021)</p> <p>Rates: 3.5% – 5% of res GFA) on identified sites.</p> <p>Choice to contribute one / more dwgs. (50sqm +) and or monetary</p> <p>https://www.canadabay.nsw.gov.au/development/plans-</p>	Yes.

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			<p>policies-and-controls/planning-agreements</p> <p>Notes:</p> <p>The identified growth is mostly on sites to come :</p> <p>Anticipated AH deliverables:</p> <p>100 Rhodes (east and west)</p> <p>150 – 200 (Parramatta Urban Strategy Precinct Areas)</p> <p>Bushell’s site (Concord) under negation</p> <p>Planning proposals for residential / mixed use development.</p>	
Canterbury Bankstown Council	<p>Canterbury – Bankstown LEP 2023</p> <p>https://legislation.nsw.gov.au/view/html/inforce/current/epi-2023-0336</p>	<p>Canterbury Bankstown Council Local Housing Strategy June 2021</p> <p>Draft Affordable Housing Strategy 2020</p> <p>\\srv\RedirectedFolders\stacey\Desktop\Local Government\LG AH Systems\Canterbury - Bankstown\Draft Affordable Housing Strategy Background Report WEB.pdf</p>	<p>No</p> <p>https://www.cbcity.nsw.gov.au/development/planning-control-policies/planning-agreements-register</p>	No

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		Draft Affordable Housing Agreement \\srv\RedirectedFolders\stacey\Desktop\Local Government\LG AH Systems\Canterbury - Bankstown\Draft Planning Agreement Policy Amendments - WEB.pdf		
Cumberland City Council	Cumberland LEP 2021 https://legislation.nsw.gov.au/view/html/inforce/current/epi-2021-0651 AH – Dictionary	Cumberland Council Local Housing Strategy July 2020	Cumberland Planning Agreement https://www.cumberland.nsw.gov.au/voluntary-planning-agreements 8 AH units from a VPA	Yes
Fairfield City Council	Fairfield LEP 2013 https://legislation.nsw.gov.au/view/html/inforce/current/epi-2013-0213	Fairfield City Local Housing Strategy 2020	Fairfield Planning Agreement https://www.fairfieldcity.nsw.gov.au/Planning-and-Building/Planning-and-Policies/Planning-Agreements	Yes.

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			However, the register of planning agreements on exhibition, executed and or concluded do not show any planning agreements where AH has been acquired.	
Georges River Council	Georges River LEP 2021 https://legislation.nsw.gov.au/view/html/inforce/current/epi-2021-0587	Local housing strategy August 2020 Georges River Inclusive Housing Strategy 2022 \\srv\RedirectedFolders\stacey\Desktop\Local Government\LG AH Systems\Georges River Council\Georges-River-Inclusive-Housing-Strategy-August-2020.PDF	https://www.georgesriver.nsw.gov.au/Development/Planning-Controls/Development-Contributions-and-Planning-Agreements/Voluntary-Planning-Agreements Yes but no AH provision in the register of executed agreements dating from 2011 to 2023.	
Hawkesbury	Hawkesbury LEP 2012 https://legislation.nsw.gov.au/view/html/inforce/current/epi-2012-0470 1.2 Aims of Plan	Hawkesbury Local Housing Strategy August 2020	https://www.hawkesbury.nsw.gov.au/plan-and-build/planning-policies/planning-agreements	No AH
Hornsby Council	Hornsby LEP 2013 https://legislation.nsw.gov.au/view/html/inforce/current/epi-2013-0569	Hornsby Local Housing Strategy 2021	https://www.hornsby.nsw.gov.au/property/build/application/development-contributions	Yes AH

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	<p>Cl.7.2 Objective of Part – Cherrybrook Station Precinct</p> <p>Cl. 7.6 Height of Buildings – Area 1 – Height up to 23.5m subj to accept massing/amenity</p> <ul style="list-style-type: none"> - 10% RFA in Area 10 used for affordable housing for at least 10 years from occupation. 			
Hunters Hill Council	<p>Hunters Hill LEP 2012 (2013 EPI 34) https://legislation.nsw.gov.au/view/html/inforce/current/epi-2013-0034</p>	<p>Hunter’s Hill Local Housing Strategy 12 May 2021</p>	<p>https://www.huntershill.nsw.gov.au/development/plans-policies-and-controls/voluntary-planning-agreements/voluntary-planning-agreements-register/</p> <p>No evidence of AH in the two planning agreements listed.</p>	No AH
Inner West Council	<p>Inner West LEP 2022 https://legislation.nsw.gov.au/view/html/inforce/current/epi-2022-0457</p> <p>Cl.4.3A Exception to max height of blgs in Ashfield town Centre</p>	<p>Our Inner West Housing Strategy March 2020</p> <p>Inner West Affordable Housing Policy Affordable Housing Policy 2022.pdf</p>	<p>https://www.innerwest.nsw.gov.au/develop/plans-policies-and-controls/strategic-plans/voluntary-planning-agreements</p>	Yes AH

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	<p>Cl.6.17 Dev of Land at 168 Norton St, Leichhardt</p> <p>Cl. 6.19 Dev of land at 17 Marion St, Leichhardt</p> <p>Cl. 6.25 Dev of land at 469 – 483 Balmain Rd, Lilyfield</p> <p>6.33 Affordable Housing</p>	<p>Affordable Rental Housing Program and Procedures 2019</p> <p>Position Paper: Best Practice in Value Capture March 2017</p> <p>Planning Tools and Planning Agreements</p>	<p>Leichhardt Council had a long-standing commitment to deliver AH prior to amalgamation</p> <p>19 dwellings in perpetuity.</p> <p>Via Planning Agreements</p> <p>Future</p> <p>Awaiting Inner West LEP 2020 gazettal. AH Policy (2022) adopted in May to add AH by:</p> <p>Planning agreements</p> <p>inclusionary zoning in the form of AH Contribution Scheme under SEPP (Housing) 2021</p> <p>ARHP (key worker program)</p> <p>Affordable housing development and management partnerships with a relevant CHP / private sector.</p>	
Ku-ring-gai Council	Ku-ring-gai LEP 2015	Ku-ring-gai Housing Strategy to 2036 December 2020	https://www.krg.nsw.gov.au/Planning-and-development/Building-and-	

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	https://legislation.nsw.gov.au/view/html/inforce/current/epi-2015-0134 Cl.6.13 Lindfield Village Hub – Res fl spac greater than 1.35: 1 used for AH	No AH but, evidence in the AH clauses in the LEP 2015	renovations/Development-contributions/Planning-agreements	
Lane Cove Council	Lane Cove LEP 2009 (2010 EPI 49) https://legislation.nsw.gov.au/view/html/inforce/current/epi-2010-0049 <ul style="list-style-type: none"> • Cl.7.1 Dev on land in St Leonards South Area • Cl. 7.3 – Min AH requirements: • Area 1 – 14 dwgs • Area 2, 3, 4 – 7 dwgs • Area 6, 12, 14, 2 dwgs • Area 13, 17 – 1 dwg 	Lane Cove Council Local housing strategy July 2021	https://www.lanecove.nsw.gov.au/Development/DA-Process/Planning-Agreements	
Liverpool Council	Liverpool LEP 2008 https://legislation.nsw.gov.au/view/html/inforce/current/epi-2008-0403 Liverpool Plains LEP 2011 https://legislation.nsw.gov.au/view/html/inforce/current/epi-2011-0644	Liverpool Local Housing Strategy July 2021	https://www.liverpool.nsw.gov.au/development/liverpools-planning-controls/planning-agreements	No AH

Mosman Council	Mosman LEP 2012 (2011 EPI 647) https://legislation.nsw.gov.au/view/html/inforce/current/epi-2013-0140	Local Housing Strategy A Place 2020	https://mosman.nsw.gov.au/planning-and-development/planning-controls/planning-agreements-policy	No AH
North Sydney Council	North Sydney LEP 2013 https://legislation.nsw.gov.au/view/html/inforce/current/epi-2013-0411 Cl. 1.2 Aims of Plan	Local Housing Strategy 2019	https://www.northsydney.nsw.gov.au/proposed-developments-approvals/view-voluntary-planning-agreements	Yes AH
Northern beaches council. (Pittwater, Narrabeen, Frenchs Forest, Curl Curl & Manly)	Manly LEP 2013 https://legislation.nsw.gov.au/view/html/inforce/current/epi-2013-0140 Cl. 1.2 Aims of Plan	Northern Beaches Local Housing Strategy Future Council and the State Government worked on the inclusion of an AH target in redevelopment precincts through Waringah LEP 2011 requiring:	https://www.northernbeaches.nsw.gov.au/planning-and-development/building-and-renovations/planning-agreements	Yes AH. 6 dwellings (Narrabeen).

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<p>Northern beaches Warringah</p>	<p>Warringah LEP 2000 https://legislation.nsw.gov.au/view/html/inforce/current/epi-2000-0690</p> <p>Cl.6.11 AH contribution area</p> <p>Warringah LEP 2011 https://legislation.nsw.gov.au/view/html/inforce/current/epi-2011-0649</p>	<p>15% key worker AH target in town centre of French's Forest</p> <p>10% key worker AH target on periphery</p> <p>The primary target group for affordable housing is essential workers (key workers). These are jobs considered important to local economies.</p> <p>Goal: Deliver 1,880 AH dwellings from planning proposals by 2036</p>	<p>https://www.northernbeaches.nsw.gov.au/planning-and-development/building-and-renovations/planning-agreements</p>	
<p>Northern beaches Pittwater .</p>	<p>Pittwater LEP 2014 https://legislation.nsw.gov.au/view/html/inforce/current/epi-2014-0320</p>		<p>https://www.northernbeaches.nsw.gov.au/planning-and-development/building-and-</p>	

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			renovations/planning-agreements	
Parramatta City Council	<p>Parramatta LEP 2023</p> <p>https://legislation.nsw.gov.au/view/html/inforce/current/epi-2023-0117</p>	Local Housing Strategy 2020	https://www.cityofparramatta.nsw.gov.au/sites/council/files/2020-03/Voluntary%20Planning%20Agreements%20policy.pdf	Yes AH.
Penrith Council	<p>Penrith LEP 1991 (Environmental Heritage Conservation (1991 EPI 674)</p> <p>https://legislation.nsw.gov.au/view/html/inforce/current/epi-1991-0674</p> <p>Penrith LEP 1998 (Urban Land) (1991 EPI 9)</p> <p>https://legislation.nsw.gov.au/view/html/inforce/current/epi-1999-0009</p> <p>Cl. 9. Zone objectives and dev control table</p>	Local Housing Strategy 2022	https://www.penrithcity.nsw.gov.au/building-development/planning-zoning/planning-controls/voluntary-planning-agreements	Yes AH.

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<p>Penrith Council</p>	<p>Penrith LEP 2010 https://legislation.nsw.gov.au/view/html/inforce/current/epi-2010-0540 Zone R4 High Density Residential Penrith LEP No. 201 (Rural Lands) (1991 EPI 364) https://legislation.nsw.gov.au/view/html/inforce/current/epi-1991-0364 Cl. 7.31 AH contributions Penrith LEP No. 255 – Exempt and Complying Development (2000 EPI 122) https://legislation.nsw.gov.au/view/html/inforce/current/epi-2000-0122</p>	<p>Local Housing Strategy 2022</p>		<p>No AH</p>
<p>Randwick Council</p>	<p>Randwick LEP 2012 (2013 EPI 36) https://legislation.nsw.gov.au/view/html/inforce/current/epi-2013-0036</p>	<p>Long standing commitment to delivering AH (1996). 20 in perpetuity.</p>	<p>Used Planning agreement in the past and dedicated Council land to AH projects</p>	<p>Yes AH</p>

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	<p>Cl.6.18 AH @ Kensington & Kingsford Town Centres – requires a contribution 3% of TFA for res dev in Area 1 up to Aug 22</p> <p>From Aug 22, requires a contribution 5% of TFA for res dev.</p>	<p>10 VPA negotiated (162 Barker Street, Randwick - Newmarket Green) of 750 dwellings.</p> <p>8 units jointly with CHP - 50% equity 4 council</p> <p>Future</p> <p>An AH contribution scheme applies across Kingsford / Kensington Town Centres as part of Randwick LEP 2012.</p> <p>Rate of 3% of total floor area used for residential (up to Aug 2022)</p> <p>Rate of 5% total floor area of residential (from Aug 2022).</p> <p>Goal:</p> <p>200 AH units across Kingsford / Kensington in 15 years.</p>	<p>https://www.yoursay.randwick.nsw.gov.au/voluntaryplanningagreements</p>	
Ryde Council	<p>Ryde LEP 2014</p> <p>https://legislation.nsw.gov.au/view/html/inforce/current/epi-2014-0608</p>		<p>https://www.ryde.nsw.gov.au/Planning-Development/Voluntary-Planning-Agreements/Voluntary-Planning-Agreements-Register#:~:text=Planning%20Ag</p>	Yes AH

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			reements%20are%20a%20legally,Act%201979%20(EPA%20Act).	
Strathfield Council	Strathfield LEP 2012 (2013 EPI 115) https://legislation.nsw.gov.au/view/html/inforce/current/epi-2013-0115		https://www.strathfield.nsw.gov.au/develop/developer-contributions-and-voluntary-planning-agreement-register/	Yes AH.
Sutherland Council	Sutherland Shire LEP 2006 https://legislation.nsw.gov.au/view/html/inforce/current/epi-2006-0669 Cl. 49 (g) Urban Design – res buildings (Opportunities for AH) Sutherland Shire LEP 2015 https://legislation.nsw.gov.au/view/html/inforce/current/epi-2015-0319 AH – Dictionary		https://www.sutherlandshire.nsw.gov.au/plan-and-build/Planning-considerations/planning-agreements-vpa	Yes AH.

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	Cl. 6.17 (g) Urb Des – residential accommodation (opportunities for AH)			
Sydney City	<p>Long standing commitment to delivering AH</p> <p>Section 94A of the EPA Act 1979</p> <p>VPA’s</p> <p>South Sydney LEP 1998 (Green Square)</p>	<p>Sydney City LEP 2012 Clause (e) to encourage the growth and diversity of the residential population of the City of Sydney by providing for a range of appropriately located housing, including affordable housing,</p> <p>Council amended its AH contributions in 2020</p> <p>It introduced an AH contribution scheme across the LGA defined by precincts.</p> <p>Rates vary from 3% to 1% for residential and no residential zones and are indexed over time</p>	<p>Planning Agreement</p> <p>https://www.cityofsydney.nsw.gov.au/council-governance-administration/planning-agreement-register#:~:text=Planning%20agreements%20are%20negotiated%20between,VPAs)%20in%20the%20ePlanning%20portal.</p>	<p>Yes AH</p> <p>City West 1995 (Pymont / Ultimo)</p> <p>2022 - 808 dwellings in perpetuity with a target of 11,690 by 2036.</p>
The Hills Council	<p>The Hills LEP 2019</p> <p>https://legislation.nsw.gov.au/view/html/inforce/current/epi-2019-0596</p>	<p>Landcom and Sydney Metro aim to deliver up to 55 Affordable Housing dwellings at Tallawong station precinct.</p> <p>These properties will be managed by Bridge Housing Group based on the Ministerial</p>	<p>https://www.thehills.nsw.gov.au/Building/Planning-Guidelines/Development-Contributions/Voluntary-Planning-Agreements-Register-Archive</p>	<p>Yes, AH Units</p> <p>55</p>

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		Guidelines (market rent not household income).		
Warringah (northern beaches)	<p>Warringah LEP 2000 https://legislation.nsw.gov.au/view/html/inforce/current/epi-2000-0690</p> <p>Cl.6.11 AH contribution area</p> <p>Warringah LEP 2011 https://legislation.nsw.gov.au/view/html/inforce/current/epi-2011-0649</p>	Northern Beaches Local Housing Strategy	https://www.northernbeaches.nsw.gov.au/planning-and-development/building-and-renovations/planning-agreements	
Waverley Council	<p>Waverley and Woollahra Joint LEP 1991 – Bondi Junction Commercial Centre (1991 EPI 442) https://legislation.nsw.gov.au/view/html/inforce/current/epi-1991-0442</p> <p>Waverley LEP 2012</p>	<p>Waverley Local Housing Strategy 2020 – 2036</p> <p>Waverley Affordable Housing Policy.pdf Systems\Waverley\Waverley Affordable Housing Policy.pdf Waverley Affordable Housing Contributions Scheme.pdf</p> <p>Waverley Affordable Housing Contributions Scheme.pdf</p>	<p>https://www.waverley.nsw.gov.au/building/planning_a_development/policies_and_guidelines/planning_agreements</p> <p>Affordable Housing Policy adopted in 1996</p> <p>25 in perpetuity Via planning agreements</p> <p>47 older person time limited</p>	<p>Yes AH Units</p> <p>25 in perpetuity</p>

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	<p>https://legislation.nsw.gov.au/view/html/inforce/current/epi-2012-0540</p> <p>AH permissible in the following zones / dev sites:</p> <p>Zone R3 (Med Den), Zone R4 (High Den), Zone B1 (Local Centre), Zone MU1 (Mixed Use), Cl.6.13 (Dev at Edina Estate, Waverley).</p>	<p>Future</p> <p>Waverley Affordable Housing Contributions Scheme 2020</p> <p>recommended a percentage range across the LGA of 1-3% contribution on all new residential apartment development and 10 % contribution on sites receiving uplift</p>	<p>3 home share - disabilities</p>	
Willoughby Council	<p>Willoughby LEP 2012</p> <p>https://legislation.nsw.gov.au/view/html/inforce/current/epi-2012-0679</p> <p>Cl.1.2 Aims of Plan</p> <p>Cl.4.4 FSR –</p> <p>part for AH not taken as GFA of the building in Area 3 (special provisions area map)</p> <p>Cl.6.8 AH - principles incl. managed so represents v low, low and</p>	<p>Willoughby Housing Strategy 2036</p> <p>Affordable Housing Policy - Final.docx (2).pdf</p> <p>Local Centres Strategy to2036 MAY2020 WCC.pdf</p> <p>AH</p> <p>37 homes currently 70 AH unit as an aspirational target</p> <p>10% AH target</p>	<p>https://www.willoughby.nsw.gov.au/Development/Plan/Development-Contributions/Voluntary-Planning-Agreements</p>	<p>Yes AH units</p> <p>37 AH in perpetuity</p>

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	<p>moderate income and maintained for their continued use.</p>	<p>2020 WCC undertook a feasibility analysis to develop affordable housing projects on Council owned sites.</p> <p>Sailors Bay Road AHP –</p> <p>Adaptive reuse of existing library building for AH. -utilized, hall space into 2 affordable housing units (1 x 1 Bed & 1 x 2 Bed units)</p> <p>Abbot Road, Artarmon -</p> <p>Council owned land 26 AH units by 2026</p>		
<p>Wollondilly Shire Council</p>		<p>Local Housing Strategy 2021</p>	<p>https://www.wollondilly.nsw.gov.au/planning-and-development/development-contributions/planning-agreements-register/</p>	<p>No.</p>
<p>Woollahra Council</p>	<p>Woollahra LEP 2014 (2015 EPI 20)</p> <p>https://legislation.nsw.gov.au/view/html/inforce/current/epi-2015-0020</p>	<p>Woollahra Local Housing Strategy 2021</p>	<p>https://www.woollahra.nsw.gov.au/_data/assets/pdf_file/0007/213973/Voluntary_Planning_Agreement_Policy.pdf.pdf</p>	<p>No.</p>

Appendix C

Table 3: Comparison renters, renter households paying > 30% household income for Sydney Transport Hubs¹ by LGA

LGA	Rent	Pay more than 30% of household income
Bays West	Not available	Not available
Burwood	47%	38.5%
Bankstown	42.6%	46.8%
Hornsby	23%	33.5%
Kellyville	19.2%	26.4%
Homebush	57.8%	29%
Crows Nest	50.3%	23.9%
Kellyville	19.2%	26.4%
Macquarie Park	65.8%	36.8%
Bella Vista	12.6%	26.9%

Source: ABS Quick Stats – Various LGAs (2021)

The table provides for indicative differences in renters and renter households paying greater than 30% household income are listed by LGA where accelerated rezoning by 2024.

Delivery for up to 47,800 homes is expected from fast rezoning surrounding eight identified Sydney transport hubs over the next 15 years, announced by the NSW Premier in December 2023².

The eight identified Sydney transport hubs include: Bankstown, Bays West, Bella Vista, Crows Nest, Homebush, Hornsby, Kellyville and Macquarie Park³.

¹ NSW Government (7 December 2023) A Shared Responsibility: The Plan to Begin Addressing the Housing Crisis in NSW. Retrieved from: <https://www.nsw.gov.au/media-releases/addressing-housing-crisis-nsw>

² ibid

³ NSW Government (7 December 2023) A Shared Responsibility: The Plan to Begin Addressing the Housing Crisis in NSW. Retrieved from: <https://www.nsw.gov.au/media-releases/addressing-housing-crisis-nsw>



Health
Sydney
Local Health District

BR23/8913

[REDACTED]
Director of Planning
Burwood Council
PO Box 240
BURWOOD NSW 1805

[REDACTED]
council@burwood.nsw.gov.au

[REDACTED]
Re: Draft Burwood North Precinct Masterplan

I write in response to a call for submissions relating to the draft Burwood North Precinct Masterplan. Burwood is a key suburb situated within Sydney Local Health District boundaries and an important part of our local community.

The draft Masterplan is comprehensive and while the District is generally supportive of the need to provide housing solutions along transport lines within Sydney, the proposed heights and density are significant and are inconsistent with the Parramatta Road Corridor Urban Transformation Strategy (PRCUTS). It is recommended that the draft Masterplan be reviewed against the NSW Healthy Built Environment Checklist with consideration of the following areas: active transport, access to sunlight, access to open green space, urban canopies, gas free units, use of solar and cross ventilation. Significant challenges for residents living in highly urbanised environments include increased heat impacts, heart disease, mental illness, and Type 2 diabetes.

It is also strongly recommended that the draft Masterplan be amended to address the following:

- A reduction in height and density to increase access to open green spaces, sunlight, cross ventilation, and general amenity.
- An increase in open green spaces to maintain the current provision of at least 10m²/ person, and specified RE1 zoning for open green spaces.
- Consideration of the high proportion of multigenerational living in future population projections.
- An increase in affordable housing – at least 30% across the development – in alignment with the State Governments affordable housing statements. This contribution should be provided in perpetuity to support long term affordable housing options.
- Include Social Housing – 5% of new private developments – and ensure all public land within the Masterplan area, including Land and Housing Corporation (LAHC) land, be redeveloped with a minimum of 50% social/affordable housing, consistent with the NSW Government target for LAHC land in Waterloo South. It is recommended that there be no decrease in nett social housing.
- Consideration of the impact of Canada Bay planning on Burwood planning, including Metro capacity and Parramatta Road usage. As this development is based on the premise that

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Health
Sydney
Local Health District

residents will primarily use the new Metro, it is not appropriate that the Metro station would be over capacity on its opening.

The draft Masterplan also requires review in the context of the rezoning and development plans of neighbouring councils along Parramatta Road. These developments will also contribute to an increase in the population living within the Sydney Local Health District catchment who will require access to health care services. Sydney Local Health District will need to consider spaces for health care services as the total District population grows along the corridor of Parramatta Road including consideration of community healthcare services within these proposed developments.

Further commentary related to the rezoning proposal is provided in Appendix One, attached.

Thank you for the opportunity to comment on the draft Burwood North Precinct Masterplan, and we welcome future opportunities to be included in the review of Burwood planning proposals.

Should you require any further information, please contact [REDACTED]
Sydney Local Health District on [REDACTED]

Yours sincerely

[REDACTED]



APPENDIX ONE

Height and Density

- The height and density of the Burwood North Masterplan is a significant change to the local area. The District is supportive of the need to provide housing solutions along transport lines, however, recommends a reduction in height and density due to the healthy living implications of the proposed Masterplan which includes limited access to open green spaces, sunlight, and cross ventilation and a loss of general amenity.
- A reduction in building heights will also support access to sunlight for periods of up to 4 hours during winter solstice, as the proposed Masterplan only allows a limited 2 hours of access to sunlight per day during the winter solstice, due to shadowing from tall buildings.
- The proposed increase of 13,415 persons would mean a total of 15,473 people living within a 26ha (0.26 km²) space, equal to an estimated resident population density of 59,511 persons per km² (by comparison Green Square has an estimated population density of 12,505 persons per square km). Significant challenges for residents living in highly urbanised environments include increased heat impacts, heart disease, mental illness and Type 2 diabetes.
- The existing community infrastructure does not currently meet the needs of the local community as outlined in the Burwood Council Community Facilities Addendum Sept 2023. The library and indoor recreation centre do not meet community needs, and by 2036, community venues and arts and cultural centres will also not meet demand.
- To clearly demonstrate the impacts it is recommended that the proposal illustrates the building heights, floorspace ratios, solar access and public open space per person if all available bonuses were to be applied.

Tenure Mix

- The affordable housing targets outlined in the draft Masterplan for the precinct are low and set only between 3% and 5%. It is recommended a rate of 30% be provided for in perpetuity. As the major employer within the area, across a spectrum of jobs, District staff need to be able to access affordable housing and live closer to their workplace.
- A lack of social housing for vulnerable communities is a major issue within the District. It is suggested that the addition of a 5% social housing target within the Masterplan for private land is applied to support highly vulnerable communities and priority populations for whom access to housing is difficult. It will also support the easing of long waiting lists for social housing in the area.
- Parts of the proposed development are currently provided through the Land and Housing Corporation as social housing, Meryla Street and Britannia Avenue. Public land within the Masterplan area, including LAHC land, should be redeveloped with a minimum of 50% social/affordable housing, consistent with the NSW Government target for LAHC land in Waterloo South. It is recommended that there be no decrease in nett social housing.
- An increase in larger style units (3 bedroom or more) is recommended to support families and multigenerational living.
- It is suggested that if developers pay an affordable housing contribution instead of including affordable housing in their developments, that third-party affordable housing should be built within 800m walking network distance of a heavy rail station in the Burwood LGA.
- It is also suggested that Burwood Council approach the State/Commonwealth to fund additional social and affordable housing.

Health Care Access

- The rezoning of Burwood North will support an increase of 13,415 people (based on a conservative 2.5 people/dwelling) living within Sydney Local Health District, who will require access to health care. This is in addition to the forecasted growth of 43.6% and 15.6% for Burwood and Canada Bay LGAs respectively (33,120 extra persons by 2036). These development proposals should plan for health and primary care facilities within shared community and health spaces.
- As there are a number of PRCUTS precinct proposals along the Parramatta Road corridor, there is likely to be a significant impact on the demand for local health care. By 2036 the increase in population will require community healthcare services that include primary health care services.



Traffic and transport

- As Parramatta Road is the main arterial road to access RPA, increased traffic may impact staff accessing their place of work and the public accessing health care services. The cumulative effect of these PRCUTS developments on traffic may be substantial.
- The proposed increase in population associated with the Masterplan requires incentives for active and public transport to address increased demand.
- There are also implications on Metro West, with the current design capacity unable to meet the forecasted demand with the uplift in housing density proposed (Rapid Transport Appraisal Oct 2023)
- The lower parking targets and the unbundling of parking from residential lots, will improve affordability and flexibility for residents. However, the provision of parking is unclear across the proposal and further information is required to determine the implications that increased parking and vehicle usage will have on traffic congestion, traffic noise pollution, road trauma, air toxins and emissions. In many other global city centres, a new residential development within close proximity to rail stations has little or no off-street parking, except for car share, disabled parking, service vehicles etc.
- To improve pedestrian safety, walkability and the calming of traffic within the precinct the following strategies are suggested:
 - Mid-block wombat crossings aligned with all through-site links.
 - Continuous footpath treatments or wombat crossings at all side streets.
 - 30 km/h design speed on all streets.
 - Support unbundled parking and maximum parking rates - though rates could be lower.
 - Oppose clearways and new traffic signals.

Implications for Healthy Living

- The NSW Healthy Built Environment Checklist ensures new masterplans and developments support the health and wellbeing of the community living within them. Suggested modifications to the planning controls include:
 - The inclusion of electric only (gas free) units and cross ventilation to improve thermal comfort and support better indoor air quality.
 - The planning for green spaces be reviewed. Burwood Council have identified that Burwood has a shortfall of open space (10m²/ person) which currently is significantly lower than neighbouring LGAs. Burwood Park is at capacity on weekends and the small amounts of green space that include plazas and pocket parks, do not provide enough space to promote a healthy and active lifestyle.
 - Reverse cycle air conditioning be placed in all units to lower space heating/cooling costs.
 - Mitigation strategies be used in building design to remove the implications of increasing density along large roads that expose residents to noise and air pollution. The sides of the buildings facing Parramatta Road would ideally be designated non-residential to reduce exposure to noise and air pollution.
 - Rezoning of land along Parramatta Rd should be conditional on state government complying with WestConnex SEARs, namely reallocation of two lanes of Parramatta Rd from general traffic to public transport.
 - Planning/development along Parramatta Rd should follow NSW Planning's Development Near Rail Corridors and Busy Roads – Interim Guideline.
 - Access to outdoor spaces be provided via balcony/deck areas. These spaces reduce the risk of airborne disease transmission and foster a sense of community.



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E council@strathfield.nsw.gov.au | www.strathfield.nsw.gov.au | ABN 52 719 940 263

21 December 2023

Attn: Tommaso Briscese
Burwood Council
2 Conder Street
Burwood NSW 2134

By email: Council@burwood.nsw.gov.au

Dear Mr Tommaso Briscese,

Re: Submission Draft Burwood North Precinct Masterplan

Thank you for the opportunity to provide feedback on the draft Burwood North Precinct Masterplan.

I would like to commend yourself and the planning team in bringing forward a contemporary masterplan that responds well to the delivery of Sydney Metro and offers a framework that will delivery new homes, employment opportunities and visitor destination is close proximity to high frequency public transport.

In providing this feedback, I would also like to reemphasise our commitment to collaboration between the two Councils. This is to ensure that continued NSW Government investment can be captured for the right type of community based infrastructure that will support both existing and new residents of both LGAs now and into the future.

Given the size and scale of Burwood North, there are likely to be impacts, either direct or indirect within the Strathfield LGA. Not least, the height and scale of development within the precinct is likely to be visible both upon arrival from Parramatta Road and other regional view points. The Masterplan outlines a very strong focus on design excellence and achievement of good quality public realm which is positive. However, further clarification on the planning mechanisms that will deliver these outcomes is requested in the feedback below:

1. Clarification on planning and other controls that will be deployed to ensure a high standard of architectural and urban design outcomes are achieved. Some buildings will be highly visible in the regional context from Strathfield and surrounding areas.
2. Further clarification and explanation surrounding the appropriate management of additional traffic impacts associated with the increase in residential yield. This includes a commitment to a funded infrastructure investment strategy to ameliorate traffic impacts associated with the increased yield over and above that put forward under PRCUTs.
3. As stated, Strathfield Council confirms our willingness to work close with Burwood Council to identify key regional scale infrastructure that should be funded by the Housing and Productivity Contribution charge collected by the NSW Government.



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4. It is recommended that both Councils continue to collaborate and advocate for a clear strategy to secure a positive role and function for Parramatta Road. This includes securing public realm and public transport improvements along the entirety of the corridor.

I look forward to engaging with Burwood Council and your team in the future regarding the Burwood North Masterplan. For further discussions, please contact Strathfield Council's Director of Planning and Environment, [REDACTED] or [REDACTED].

Yours sincerely,

[REDACTED]

Michael Mamo
General Manager



20 December 2023

Our reference: 211045

Burwood Council
council@burwood.nsw.gov.au

RE: Sydney Water initial comments on Burwood North Precinct Master Plan

Thank you for consulting with Sydney Water regarding preparing a Master Plan and amendments to planning controls for the Burwood North Precinct to facilitate site amalgamation and deliver 5,366 new homes and 1,300 new jobs. Sydney Water has reviewed the Draft Study Requirements and provides the following comments to assist in progressing Master Plan and amendments to planning controls.

Growth Data and servicing considerations

- Sydney Water supports government-backed growth initiatives within our area of operations and endeavour to provide services in a timely and prudent manner that delivers cost effective water and wastewater infrastructure whilst not impacting our current customer base economically, environmentally, or unduly impacting current service levels.
- In order to fully support all growth and developments and to fully assess proposed developments, we require the ultimate and anticipated annual growth data for this development as noted in the attached appendix 1, be fully populated and returned to Sydney Water.
- Sydney Water acknowledges that timescales and final growth numbers may alter. However, to provide robust servicing advice and to investigate the potential for staged servicing to meet timescales, we require a realistic indication of demand and average timescales. Failure to provide this may result in Sydney Water being unable to formulate proper planning requirements.
- **The growth data should be completed and provided utilising the form provided and referencing the case(s) above and be provided by the 9th February 2024.**
- Sydney Water requests that all future planning proposals or development applications related to this area are formally lodged via the NSW Planning Portal or, where not feasible, direct all enquiries via UrbanGrowth@sydneywater.com.au to ensure that we can track and respond to all enquiries in a timely manner.

Water Servicing

- The proposed development site is located within Silverwater Gravity Water Supply Zone (WSZ).
- Initial assessment indicates that the existing trunk **may not have capacity to service the proposed development**
- A detailed study is required to be undertaken to identify the extent of the impact for the whole system.



- It is anticipated that Sydney Water will insitigate a review of servicing in the wider Greater Parramatta to Olympic Park area in 2024. If Council can provide the anticipated breakdown of growth we can endeavour to ensure that this growth is considered in our future planning stages. Failure to provide anticipated staging may result in this precinct not being included in this study and therefore not serviced in a timely manner.

Wastewater Servicing

- The development is in the Cooks River North catchment, within the Malabar network.
- **Initial assessment indicates that the Elsie Street Branch Submain and the sewers draining to SP0022 and SP0022 may not have capacity to service the proposed development.**
- A **hydraulic assessment** will likely be required to develop a solution to ensure there are no overflows adversely impacting the environment and/or exisiting customer homes of businesses.
- It is anticipated that Sydney Water will insitigate a review of servicing in the wider Greater Parramatta to Olympic Park area in 2024. If Council can provide the anticipated breakdown of growth we can endeavour to ensure that this growth is considered in our planning stages. Failure to provide anticipated staging may result in this precinct not being included in this study and therefore not serviced in a timely manner.

Recycled Water

Sydney Water is an active contributor to the NSW Government's vision for the Greater Parramatta and Olympic Park Peninsula (GPOP) growth corridor. GPOP presents an opportunity to manage water differently, to support city regeneration and transformation, enable sustainable water for greening and cooling, and to protect the health and amenity of Parramatta River, creeks of the Upper Parramatta catchment and the surrounding precincts.

Sydney Waters servicing plan for GPOP is consistent with the Central City District Plan and may help to deliver outcomes envisioned in the proposed controls. It centres around an integrated approach to urban water management with a greater value placed on water as a resource. This means:

- Recycled water is recognised as a reliable water servicing option when integrated into our water supply system,
- Water-sensitive urban design harnesses stormwater, and
- Treated recycled water is used to green the city, mitigate the urban heat island effect and improve flood resilience.

Sydney Water is currently developing a Central City Regional Masterplan and an integrated water cycle strategy for the Greater Parramatta to Olympic Park (GPOP) growth area as part of the Greater Sydney Commission's Growth Infrastructure Compact (GIC). Sydney Water notes that the 2019 GPOP GIC report identifies a recycled water plant and network across GPOP as one of the priority projects to be delivered in the next 10 years. Sydney Water



recommends that Council therefore consider water re-use objectives and future-proofing in their plans.

Protection of Assets

This letter constitutes high-level initial advice only. Once the master plan has been further advice from Sydney Water may be offered at exhibition, the feasibility or, S73 stages with regards to the protection of our existing assets/easements and any BOA requirements or standard amplifications. This will be investigated as we receive more detail, and specific protection requirements, objections or amendments will be documented as this progresses.

Building over or adjacent to stormwater assets

Our available records indicate that Sydney Water's **major stormwater channel** known as "St Luke Park – SWC90" is located within the precinct.

Sydney Water's guidelines for building over or adjacent to stormwater assets outline the process and design requirements for such activities. As per the guidelines, we advise Council to consider the following:

- No building or permanent structure is to be proposed over the stormwater channel / pipe or within **1m** from the outside wall of the channel / pipe or within Sydney Water easement whichever is larger. Permanent structures include (but are not limited to) basement car park, hanging balcony, roof eaves, hanging stairs, stormwater pits, stormwater pipes, elevated driveway, basement access or similar structures. This clearance requirement would apply for unlimited depth and height.
- Should any development be proposed, prior to any planning proposal approval or development application – the proponent will likely be required to submit the elevation drawings with the stormwater channel/ pipe, to ensure that the proposed buildings and permanent structures are 1m away from the outside face of the stormwater channel and away from the Sydney Water easement. This may impact approvals and project timescales and cognisance should be taken of this with the aim to ensure this is considered early on.

Requirements/Next steps

- Please complete and return the anticipated growth data form, preferably in the format provided, by the 9th of February 2024.

Sydney Water thanks Council for seeking Sydney Water's input to the proposed Burwood North Master Plan and would welcome the opportunity to meet with and collaborate with Burwood Council on the preparation of the master plan and amendments to planning controls.



The development servicing advice provided is not formal approval of our servicing requirements and is based on the best available information at the time of referral (e.g. planning proposal). It is important to note that this information can evolve over time in tandem with the progression of other development projects in the catchment, changes within the local systems and receiving works. This is particularly important in systems with limited capacity. Furthermore, Sydney Water does not reserve or hold capacity for proposed developments, regardless of whether the area has been rezoned or not. To ensure accuracy and alignment with current conditions, it is best to approach Sydney Water for an updated capacity assessment particularly if an approval letter is more than 12 months old. We recommend that proponents investigating planning proposals or large developments in relation to the above contact Sydney Water directly via a Water Servicing Coordinator to ensure early engagement.

Should Council require any further information, please contact the Growth Planning Team via urbangrowth@sydneywater.com.au.

Yours sincerely,



Commercial Growth Manager
City Growth and Development, Business Development Group
Sydney Water, 1 Smith Street, Parramatta NSW 2150

APPENDIX 1: GROWTH DATA FORM (emailed)

Transport for NSW

15 December 2023

TfNSW Reference: SYD22/01523/05



Tommaso Briscese
General Manager
Burwood Council
PO Box 240, Burwood NSW 1805

RE: DRAFT BURWOOD NORTH MASTERPLAN – PUBLIC EXHIBITION

Attention: Rita Vella

Dear Mr Briscese

Transport for NSW (*TfNSW*) appreciates the opportunity to provide comments on the draft Burwood North Masterplan (*the Masterplan*) as referred to us in Council’s correspondence dated 23 October 2023.

The Masterplan aims to enable potential total yield of 6,189 dwellings (including 823 retained dwellings) and employment space capacity of 47,412m² GFA in the Burwood North precinct. TfNSW notes that the Baseline Yields, representing Existing + the *Parramatta Road Urban Transformation Strategy (PRCUTS)* yields, would have created a potential total yield of 4,476 dwellings and employment space capacity of 25,621m² GFA.

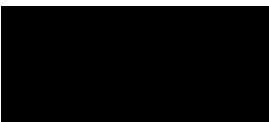
The Masterplan therefore represents an increased yield potential of circa 1,700 dwellings and 22,000m² GFA of employment space by capitalising on the transformational benefits of the future metro station in the Burwood North precinct.

TfNSW notes that the Parramatta Road Corridor – Traffic and Transport Study and Action Plan (Bitzios Consulting, February 2022) study assessed the cumulative traffic and transport impacts of the Baseline Yields (Existing + PRCUTS yields) for the urban renewal precincts of Kings Bay, Burwood-Concord and Homebush in the Burwood, Canada Bay and Strathfield local government areas. While TfNSW supports increased yields envisaged by the Masterplan in the Burwood North precinct to take advantage of the future metro station, it is recommended that strategic traffic modelling be undertaken, as a minimum, to assess the likely impact of increase in envisaged yields. TfNSW is available to assist in conducting relevant strategic traffic modelling scenarios, and additional modelling requirements will be determined after review of the strategic modelling findings.

Detailed comments on the Masterplan are provided in **Attachment A** for Council’s consideration.

Should you have any further enquiries, [REDACTED] or email: development.sydney@transport.nsw.gov.au

Sincerely,



**Senior Manager Strategic Land Use (Eastern)
Land Use, Network & Place Planning**

4 Parramatta Square, 12 Darcy Street, Parramatta NSW 2150
PO Box 973, Parramatta CBD NSW 2124
P 131782
W transport.nsw.gov.au

Attachment A – Detailed Comments on Draft Burwood North Masterplan

No.	Section/Page ref	Comment/suggestion
1	General	<p>Parramatta Road is one of Sydney’s busiest roads and the main transport artery linking Sydney CBD to Parramatta. There is a need for TfNSW to make improvements to public transport to provide reliable services and help encourage people onto public transport to ease congestion on our roads.</p> <p>Work will start in the near future to introduce T3 Transit lanes in both directions on Parramatta Road between Burwood Road in Burwood and Bland Street in Ashfield. The work will involve installation of new kerbside T3 Transit Lanes on Parramatta Road in both directions and new pavement markings and signage.</p> <p>These improvements will promote multi-person travel, including carpooling (3 people or more) and bus usage.</p>
2	General	<p>On 1 September 2023, TfNSW provided draft indicative road widening plans for Parramatta Road to Council to assist in updating the Masterplan and associated studies appropriately. TfNSW highlights that the request for additional land to be set aside for any road reserve in the Burwood North precinct is to provide opportunities for future public transport and/or active transport enhancements along the Parramatta Road Corridor in accordance with the PRCUTS.</p> <p>TfNSW encourages Council to consider this request and incorporate appropriate provisions in the future draft planning proposal.</p>
3	General	<p><u>Burwood Road</u></p> <ul style="list-style-type: none"> - Transport has identified Burwood Road as a significant strategic public transport corridor currently providing frequent services from Burwood to Sydney CBD, Chatswood, Parramatta and Liverpool via Bankstown. - This corridor will continue to transform into a vital public transport corridor; supporting Sydney Metro, PRCUTS the Parramatta Road Vision, and serving potential future rapid bus routes. - Burwood Road is a local road under the care and consideration of Council. - Noting Council’s references in both the Masterplan and Landscape and Public Domain Strategy reports supporting the transition of Burwood Road to enhance active and public transport connections, and the long term opportunity to potentially remove private vehicles from Burwood Road entirely leaving just public transport vehicles; Transport is committed to work with Council on any options which enhance public transport, enhance improved pedestrian outcomes through building setbacks, and support the corridor’s transformation.

No.	Section/Page ref	Comment/suggestion
4	General	<p><u>Parramatta Road/Wentworth Road and Parramatta Road/Shafesbury Road</u></p> <ul style="list-style-type: none"> - Considering the significant uplift proposed as part of the Burwood North Precinct, access to the precinct from the north would be from Parramatta Road via Wentworth Road and Shaftesbury Road. - Noting the intersection of Parramatta Road and Shaftesbury Road was upgraded by Transport in early 2021, consideration should be given to upgrading the intersection of Parramatta Road and Wentworth Road to mitigate impacts on both performance and safety expected to be generated as part of the proposed uplift associated with the Burwood North Precinct. - Transport is committed to work with Council on any options at this intersection, which mitigate potential performance and safety impacts associated with the proposed uplift and transformation of this important precinct.
5	General	<p>Buses transport many thousands of people to Burwood every day. The Masterplan should recognise this and ensure that bus movements are as fast and efficient as possible along Burwood Road. Attractive bus services replace many car movements and have the potential to further reduce general traffic to large centres such as Burwood as services are improved. Fast and frequent bus services excel at transporting large numbers of people to centres. Trains and metro provide excellent east-west links to Burwood, but buses provide important north-south links that support access to Burwood. Burwood Road is an important road for buses with many well patronised routes travelling along it. Bus links are provided to many centres in Sydney including Macquarie Park, Rhodes, Campsie, Hurstville, Sydney Airport, Bankstown, Chatswood and Sydney CBD.</p>
6	General	<p>Bus stops along Burwood Road should continue to be located at trip attractors such as Westfield Burwood and Burwood Station. This will ensure convenient access to these facilities by bus passengers in all weather. Optimal siting of bus stops also helps less mobile passengers access shops and train services (e.g. wheelchair users, mothers with prams and people with shopping carts).</p>
7	General	<p>Sydney Metro supports the draft Masterplan's intent to enable high quality urban renewal outcomes in Burwood North, which capitalises on the transformational benefits of the future metro station and aligns with transit-oriented development principles.</p>
8	General	<p>Sydney Metro welcomes the opportunity to collaborate further with Burwood Council to ensure optimised planning and design outcomes for the Sydney Metro site and its surrounding catchment prior to the Masterplan being finalised.</p>

Item Number 28/24 - Attachment 4

Attachment 4 - Engagement Outcomes Report - Burwood North Precinct Masterplan - May 2024

No.	Section/Page ref	Comment/suggestion
9	Burwood North Precinct Masterplan: Masterplan Report prepared by Cox Architecture Priority 2, page 30	TfNSW supports reallocation of road space to prioritise pedestrians as long as bus movements along Burwood Road are not impacted. TfNSW supports incentivising alternate routes to Burwood Road for private vehicles. The use of Shaftesbury Road for north-south movements by private vehicles should be considered.
10	Burwood North Precinct Masterplan: Masterplan Report prepared by Cox Architecture Priority 2 Master Plan Strategies, 1 st and 2 nd dot points, page 30	Consider re-wording to support priority for pedestrians – as well as people riding.
11	Burwood North Precinct Masterplan: Masterplan Report prepared by Cox Architecture Priority 2 Future Actions, 6th dot point, page 30	Consider requiring provisions for bike parking to be designed in accordance with TfNSW's Cycleway Design Toolbox, specifically section 4 (p56-60).
12	Burwood North Precinct Masterplan: Masterplan Report prepared by Cox Architecture Priority 5 Principles, 5th dot point, page 33	Consider re-wording to '...within a short ride, or walking distance to where people live'
13	Burwood North Precinct Masterplan: Masterplan Report prepared by Cox Architecture Master Plan Strategies, page 34	Consider adding a strategy involving mode-shift to active transport trips to reduce car-dependency and greenhouse gas emissions as a result.
14	Burwood North Precinct Masterplan: Masterplan Report prepared by Cox Architecture Active High Street, page 39	Maximising active frontages in new developments along Burwood Road is supported. This will provide a better environment for people walking to bus stops and waiting for buses, especially at night.
15	Burwood North Precinct Masterplan: Masterplan Report prepared by Cox Architecture Building Height, page 48 Height of Buildings, page 70	Page 48 of the draft Masterplan shows proposed building height of 28-30 metres while the Proposed Building Height Diagram on Page 70 shows 35 metres for the Sydney Metro site and adjacent lots. It is recommended to address this inconsistency, and further collaboration is requested to maximise opportunities around the future metro station.
16	Burwood North Precinct Masterplan: Masterplan Report prepared by Cox Architecture Primary Setbacks, page 52 Secondary Setbacks, page 53	The draft Masterplan proposes 0m primary setbacks along all frontages and with a 3m and 6m upper level setback to Parramatta Road and Esher Lane respectively. It is recommended to continue to collaborate with Sydney Metro to determine the appropriate built form typology and controls applying to the station site. Refer to Attachment B for Stage 3 CSSI

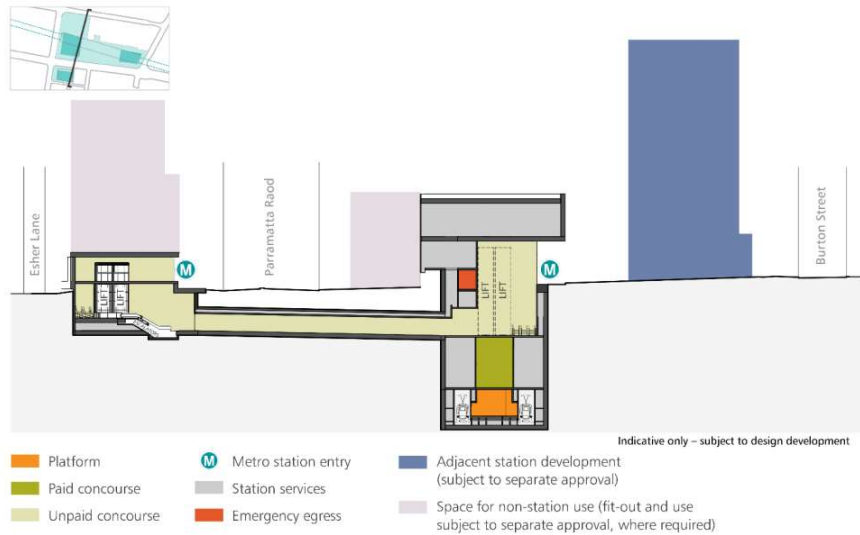
No.	Section/Page ref	Comment/suggestion
		built form envelopes for the Sydney Metro West Burwood North precinct.
17	Burwood North Precinct Masterplan: Masterplan Report prepared by Cox Architecture Active Transport Map, page 55	<p>Consider removing all 'existing cycle route in traffic' lines as road shoulders/painted bike symbols are not recognised as dedicated active transport facilities by TfNSW. Otherwise consider renaming this category to road shoulders or general streets.</p> <p>Can the proposed dedicated cycleway along Neich Parade be extended south to Comer Street to replace the existing on-road road shoulder lanes (shown on the map as 'cycling facilities in traffic' – this outcome is not in line with TfNSW guidance, including but not limited to the Cycleway Design Toolbox.</p> <p>Could the shared street along Park Road be extended to reach Parramatta Road? The current diagram shows it ending abruptly before reaching Parramatta Road.</p>
18	Burwood North Precinct Masterplan: Masterplan Report prepared by Cox Architecture Active Transport Map, page 55	<p>We propose the ideas and comments below to consider:</p> <ul style="list-style-type: none"> - Add priority crossings (at intersections of Milton and Archer Streets; over Meryla Street at the proposed pedestrian link to Wilga Street; over Parramatta Rd from Shaftesbury Rd to Concord Oval; and over Burwood Rd from Meryla St to Burwood Park) for pedestrians/riders to support green links - Add AT permeability across study area boundaries
19	Burwood North Precinct Masterplan: Masterplan Report prepared by Cox Architecture Active Transport Map, page 55	<ul style="list-style-type: none"> - In reference to 'Existing Cycle Route in Traffic facility category, for mixed traffic treatment, the master plan needs to demonstrate how traffic volumes and speeds will be limited according to the Cycleway Design Toolbox (p15) - This precinct needs safe cycling facilities (not on-road, unless a quietway) connecting into MLC school and Burwood Park - The precinct needs to include a cycling network
20	Burwood North Precinct Masterplan: Masterplan Report prepared by Cox Architecture Public Transport, page 57	TfNSW is generally not supportive of traffic calming measures along Burwood Road as it is a key bus route and such measures tend to provide an uncomfortable travel experience for bus passengers. Council should consider making public transport an attractive travel option by prioritising for buses along with local access for residents and delivery vehicles.

No.	Section/Page ref	Comment/suggestion
21	Burwood North Precinct Masterplan: Masterplan Report prepared by Cox Architecture Street Hierarchy and Movement, page 60	It is recommended to reconsider the proposal for a shared zone on Webbs and Esher Lanes, based on previous discussions with Council officers on the loading and servicing arrangements for the Sydney Metro southern entry building. The proposed shared zone conflicts with the loading dock to the Sydney Metro site, which would be serviced using a reverse movement for Medium Rigid Vehicles. This arrangement is similar to existing loading dock and servicing arrangements on neighbouring properties and is due to the narrow geometry of Webbs/Esher Lanes and the constraints of the Sydney Metro station and development site.
22	Landscape and Public Domain Strategy Report prepared by Oculus dated 31 August 2023 Street Hierarchy and Movement, page 23	Some streets identified as neighbourhood streets such as Wilga Street and Victoria Street will still be required to be used by buses terminating at Burwood and for use by buses on routes 490 and 492. The existing bus layover area on Victoria Street will be required on an ongoing basis. This layover area supports the provision of efficient and reliable bus services.
23	Rapid Transport Appraisal prepared by SCT Consulting dated 6 October 2023 Potential travel behaviour - Post Metro, page 12	The reference to “a metro every 3 minutes” is incorrect and should be amended to “a metro every 4 minutes in peak”. TfNSW also request the removal of the “to city or parramatta 10 minutes”.
24	Rapid Transport Appraisal prepared by SCT Consulting dated 6 October 2023 Assessment scenarios and assumptions, page 18	The residential person trip rates (trips per unit) have been derived from the average of Sites 1, 2, 5 and 8 for high-density residential from the TD 2013/04a. However, the computed person trip rates of 0.73 trips/unit (AM) and 0.62 trips/unit (PM) do not appear to match the average trip rate of the selected sites. The person trip rates should be reviewed and updated (if necessary).
25	Rapid Transport Appraisal prepared by SCT Consulting dated 6 October 2023 Assessment scenarios and assumptions, page 18	The non-residential person trip rates (trips per 100sqm GFA) have been derived from the average of office sites 1 to 8 from the TD 2013/04a and factored to an occupancy density of 1:35. It is recommended that calculations regarding factoring are provided in Appendix A for ease of reference.
26	Rapid Transport Appraisal prepared by SCT Consulting dated 6 October 2023 Assessment scenarios and assumptions, page 19-23	It is not clear why comparison of various scenarios with the Baseline scenario is only provided for AM Peak only. It is recommended that similar comparison is also provided for PM Peak.
27	Rapid Transport Appraisal prepared by SCT Consulting dated 6 October 2023 Project (with intervention) scenario, page 23	Replace the middle paragraph that references 15% contingency with: “ <i>Sydney Metro design capacity assumes an appropriate level of contingency above the proposed 2036 patronage assumptions. An increase in patronage as a result of this proposal would cause minimal impact to station and services performance</i> ”.

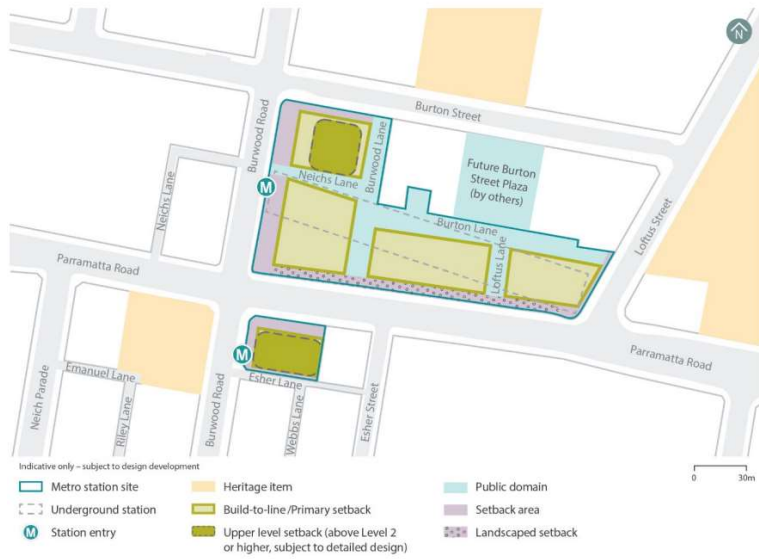
No.	Section/Page ref	Comment/suggestion
28	Rapid Transport Appraisal prepared by SCT Consulting dated 6 October 2023 Project (with intervention) scenario, page 23	Replace the final paragraph with: <i>“Therefore, if a significant majority of the increase of the 1,130 public transport trips opt for Sydney Metro, the increase in customers would not have an impact on the station performance”.</i>
29	Rapid Transport Appraisal prepared by SCT Consulting dated 6 October 2023 Parking requirements (residential), page 26	TfNSW supports inclusion of maximum parking rates (residential and non-residential) for the precinct in the proposed amendment to the <i>Burwood Local Environmental Plan 2012</i> .

Attachment B

Indicative Burwood North precinct layout and built form envelope approved under Stage 3 CSSI for Sydney Metro West Rail infrastructure, stations, precincts and operations (SSI-2276520)



Source: Response to Submissions report, Appendix B, page 98



Source: Response to Submissions report, Appendix B, page 103

Appendix B – Survey Results

Council provided the community an opportunity to participate in an online survey. The purpose of this survey was to understand community opinions on specific aspects of the draft Burwood North Masterplan. Overall, there were 16 survey contributors with 15 questions asked. A summary of the survey responses to the questions are provided below.

Participate Burwood

Report Type: Form Results Summary

Date Range: 24-10-2023 - 10-01-2024

Exported: 08-05-2024 15:27:02

Closed

Exhibition of draft Burwood North Masterplan
 Burwood North Precinct Masterplan

15
Contributors

16
Contributions

Contribution Summary

1. Q1. Rank in order of priority (with 1 being highest priority) the following: Required

Ranking | Skipped: 0 | Answered: 16 (100%)



	1	2	3	4	5	Count	Score	Avg Rank
Delivering a range of spaces within 200m of everyone's front door	46.67% 7	0% 0	13.33% 2	40.00% 6	0% 0	15	3.31	2.47
Creating new laneways and connections through the Burwood North Precinct	6.67% 1	26.67% 4	40.00% 6	13.33% 2	13.33% 2	15	2.81	3.00
Designing footpaths and laneways as places where people can sit and	6.67% 1	53.33% 8	13.33% 2	13.33% 2	13.33% 2	15	3.06	2.73

Item Number 28/24 - Attachment 4

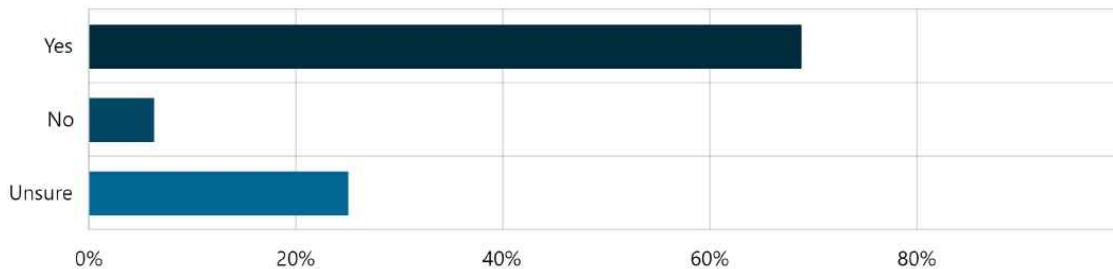
Attachment 4 - Engagement Outcomes Report - Burwood North Precinct Masterplan - May 2024

relax								
Improving walking and cycling connections to the Parramatta River.	20.00%	13.33%	20.00%	20.00%	26.67%	15	2.63	3.20
Upgrading and or expanding existing parks and playgrounds outside of Burwood North	25.00%	6.25%	12.50%	12.50%	43.75%	16	2.56	3.44
<p>Score - Sum of the weight of each ranked position, multiplied by the response count for the position choice, divided by the total contributions. Weights are inverse to ranked positions.</p> <p>Avg Rank - Sum of the ranked position of the choice, multiplied by the response count for the position choice, divided by the total 'Count' of the choice.</p>								

2. Is there anything missing from the list? If so, tell us below Short Text Skipped: 7 Answered: 9 (56.3%)
Sentiment No sentiment data
Tags No tag data
Featured Contributions No featured contributions

3. Q2. Do you agree with the proposal to have a requirement for maximum on-site car parking? Required

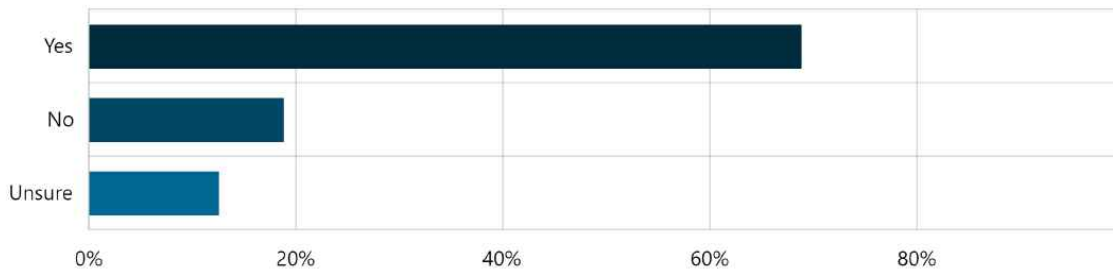
Select Box | Skipped: 0 | Answered: 16 (100%)



Answer choices	Percent	Count
Yes	68.75%	11
No	6.25%	1
Unsure	25.00%	4
Total	100.00%	16

4. Q3. Should all new development be built to have infrastructure for electric vehicles? Required

Select Box | Skipped: 0 | Answered: 16 (100%)



Answer choices	Percent	Count
Yes	68.75%	11
No	18.75%	3
Unsure	12.50%	2
Total	100.00%	16

5. Q4. Are there any other sustainable transport initiatives that you think should be introduced? Required Short Text Skipped: 0 Answered: 16 (100%)
Sentiment No sentiment data
Tags No tag data
Featured Contributions No featured contributions

6. Q5. Do you agree with the strategies identified in the draft Masterplan with respect to future housing?

Required

Select Box | Skipped: 0 | Answered: 16 (100%)



Answer choices	Percent	Count
Yes	56.25%	9
No	25.00%	4
Unsure	18.75%	3
Total	100.00%	16

7. Q6. Are there any other initiatives that could be introduced in Burwood North to deliver well designed, highly flexible housing? Required

Short Text | Skipped: 0 | Answered: 16 (100%)

Sentiment

No sentiment data

Tags

No tag data

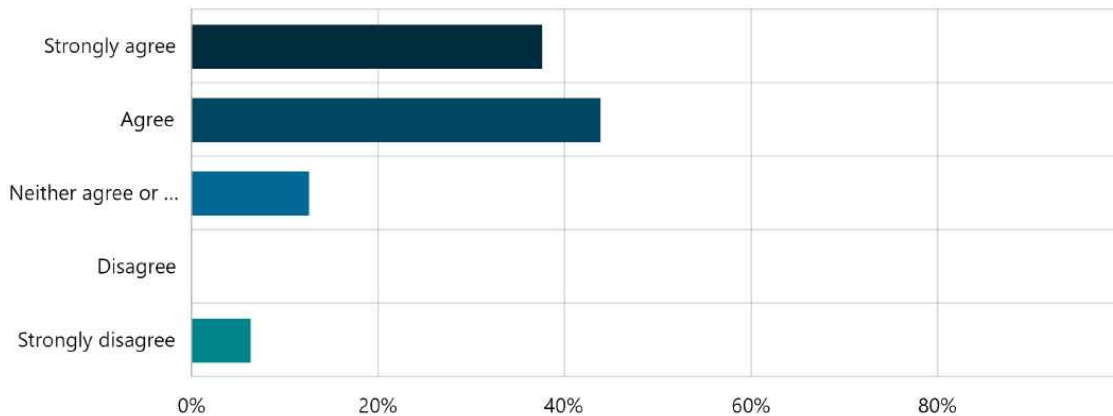
Featured Contributions

No featured contributions

8. Q7. What does "City Excellence" mean to you? Required Short Text Skipped: 0 Answered: 16 (100%)
Sentiment No sentiment data
Tags No tag data
Featured Contributions No featured contributions

9. Q8. Do you support the priority to increase jobs and business activity in Burwood North? Required

Select Box | Skipped: 0 | Answered: 16 (100%)

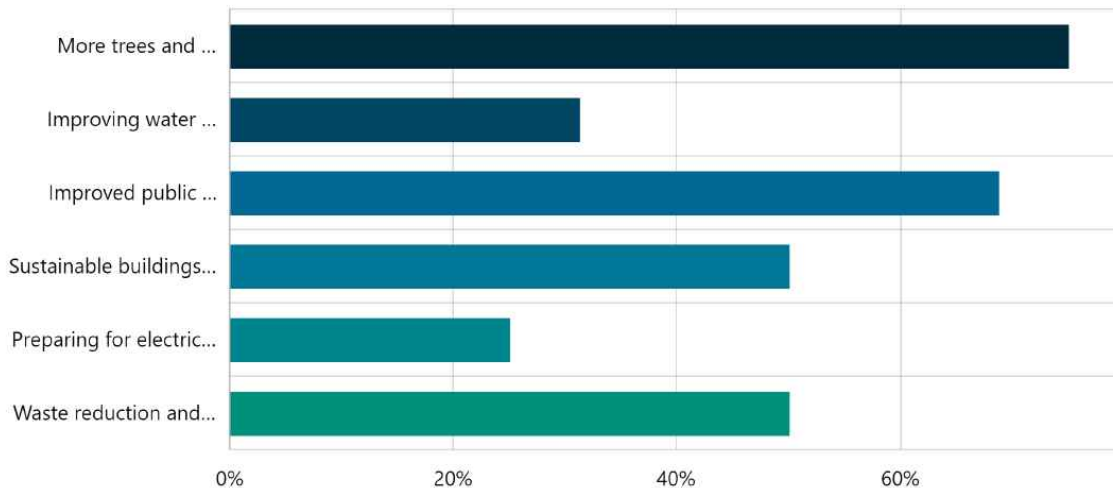


Answer choices	Percent	Count
Strongly agree	37.50%	6
Agree	43.75%	7
Neither agree or disagree	12.50%	2
Disagree	0%	0
Strongly disagree	6.25%	1
Total	100.00%	16

10. Q9. Please select your top 3 sustainability priorities (with 1 being highest priority) from the list below:

Required

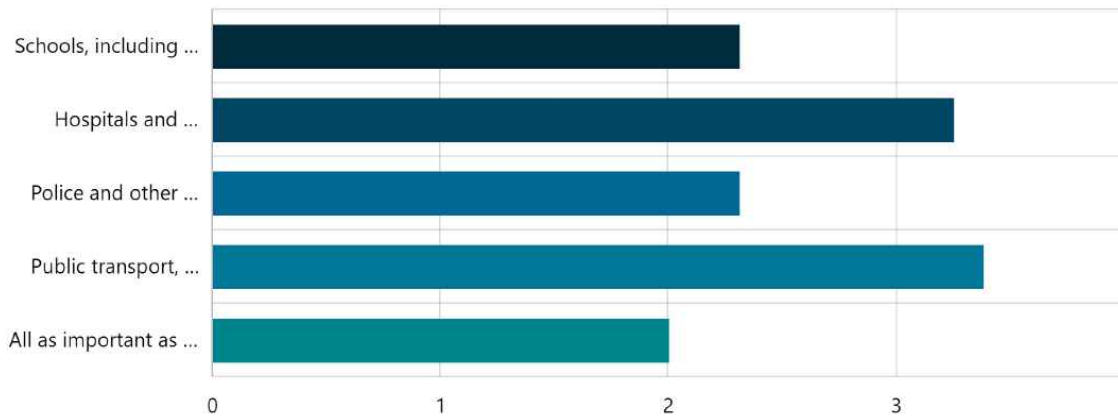
Multi Choice | Skipped: 0 | Answered: 16 (100%)



Answer choices	Percent	Count
More trees and green spaces	75.00%	12
Improving water efficiency and reducing flooding	31.25%	5
Improved public transport, and walking and cycling paths	68.75%	11
Sustainable buildings (through new standards and incentives such as solar panels on rooftops and having all-electric buildings)	50.00%	8
Preparing for electric vehicles	25.00%	4
Waste reduction and diversion of waste (FOGO)	50.00%	8

11. Q10. Please rank these options in order of importance to you Required

Ranking | Skipped: 0 | Answered: 16 (100%)



	1	2	3	4	5	Count	Score	Avg Rank
Schools, including pre-school and child care	23.08% 3	15.38% 2	7.69% 1	30.77% 4	23.08% 3	13	2.31	3.15
Hospitals and medical services	6.67% 1	46.67% 7	40.00% 6	0% 0	6.67% 1	15	3.25	2.53
Police and other emergency services	7.14% 1	7.14% 1	35.71% 5	42.86% 6	7.14% 1	14	2.31	3.36
Public transport, walking and cycling paths	42.86% 6	21.43% 3	14.29% 2	21.43% 3	0% 0	14	3.38	2.14
All as important as each other	55.56% 5	11.11% 1	0% 0	0% 0	33.33% 3	9	2.00	2.44

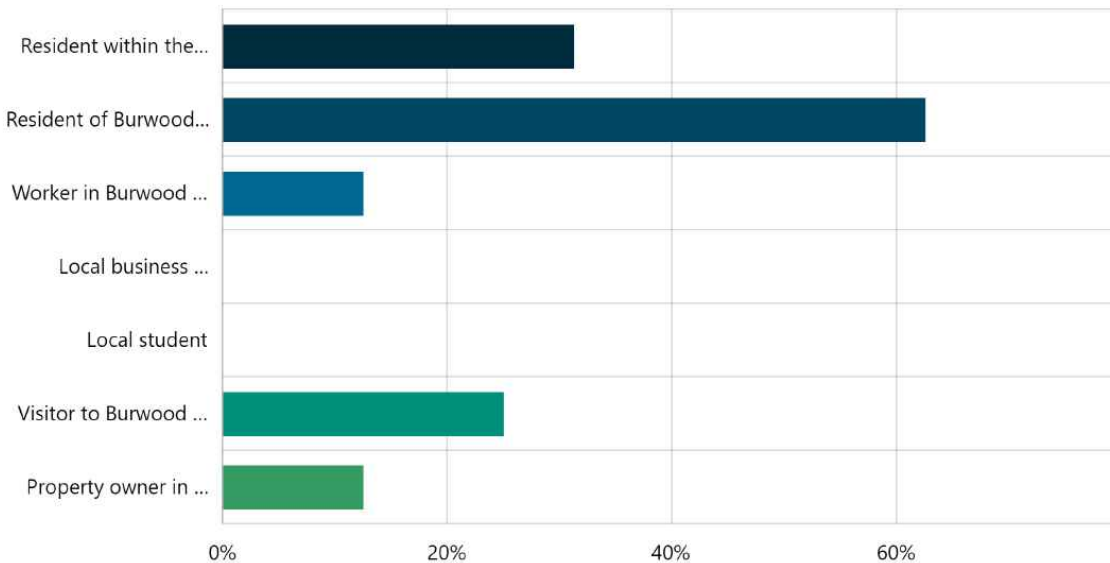
Score - Sum of the weight of each ranked position, multiplied by the response count for the position choice, divided by the total contributions. Weights are inverse to ranked positions.

Avg Rank - Sum of the ranked position of the choice, multiplied by the response count for the position choice, divided by the total 'Count' of the choice.

12. Q10A. Have we missed anything? Short Text Skipped: 9 Answered: 7 (43.8%)
Sentiment No sentiment data
Tags No tag data
Featured Contributions No featured contributions

13. Q11. What best describes you? Required

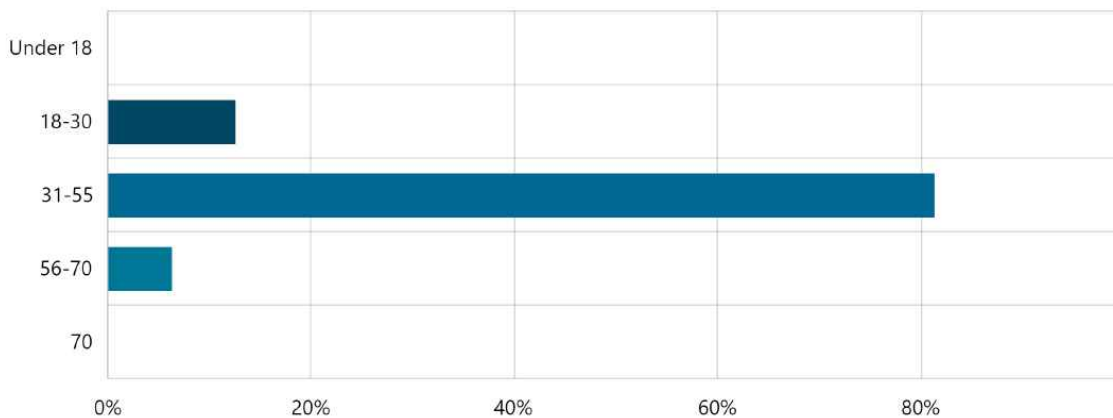
Multi Choice | Skipped: 0 | Answered: 16 (100%)



Answer choices	Percent	Count
Resident within the Burwood North Study Area (see map)	31.25%	5
Resident of Burwood Council (Local Government Area)	62.50%	10
Worker in Burwood Centre	12.50%	2
Local business owner in Burwood North	0%	0
Local student	0%	0
Visitor to Burwood Centre	25.00%	4
Property owner in Burwood North Study Area	12.50%	2

14. Q12. How old are you? Required

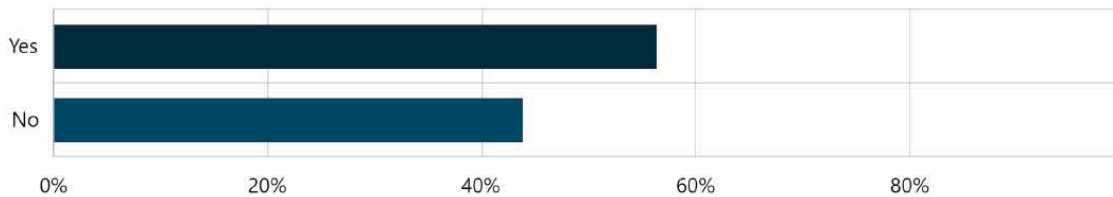
Select Box | Skipped: 0 | Answered: 16 (100%)



Answer choices	Percent	Count
Under 18	0%	0
18-30	12.50%	2
31-55	81.25%	13
56-70	6.25%	1
70	0%	0
Total	100.00%	16

15. Q13. Would you like to be kept updated on the Burwood North Precinct project? Required

Select Box | Skipped: 0 | Answered: 16 (100%)



Answer choices	Percent	Count
Yes	56.25%	9
No	43.75%	7
Total	100.00%	16

Appendix C – Fact sheets

Introduction to the Draft Burwood North Precinct Masterplan



Have
your
say

Why a draft Masterplan?

The draft Masterplan provides a framework that articulates a long term vision to ensure that the Burwood North Precinct becomes a liveable, vibrant place for people, supporting investment and job opportunities for both current and future residents.

It provides an opportunity to deliver significant community benefits, including open space and community infrastructure, quality urban design and building excellence, green and connected streets for people, all in a way that is environmentally and financially sustainable.

The draft Masterplan builds upon the work undertaken as part of the [Parramatta Road Corridor Urban Transformation Strategy \(PRCUTS\)](#) and to capture the opportunity afforded by the delivery of [Sydney Metro West](#), which is anticipated to open in 2030.

The draft Masterplan allows Council to:

- Plan for future growth of Burwood North in a coordinated way and ensure that development occurs close to existing and future infrastructure reducing the pressure for development in our low density, heritage character areas;
- Prioritise more than just housing by planning for jobs, community infrastructure and new open space;
- Set the vision for Burwood North and create controls to achieve that vision with input from the community, rather than reacting to individual rezoning proposals;
- Advocate to the NSW Government about the need for important community infrastructure that aligns with the growth envisaged in the Burwood North Masterplan.

Developing the draft Masterplan

The draft Masterplan provides clarity and a way forward for the urban renewal of the Burwood North Precinct.

It does not make changes to the planning controls – this will be done via the Planning Proposal process, which will be prepared following the public exhibition of the Masterplan and will include further community engagement.



Structure of the draft Masterplan

- **Vision** – sets the desired future character, ambitions for Burwood North
- **Big Moves** – draw on the Vision established for the Burwood North Precinct
- **Top Priorities** – there are 6 top priorities that focus on delivering a sustainable and livable precinct.

Each Priority includes:

- **Principles** - underpin the Top Priorities
- **Masterplan Strategies** – what the masterplan is proposing
- **Future Actions** – what is required to deliver on the principles and masterplan strategies



Top 6 Priorities

- 1 Deliver a Precinct with rich and varied open spaces that acknowledges connection with Country
- 2 Create a legible and comprehensive active transport network
- 3 Deliver a range of well-designed, highly flexible housing
- 4 Deliver a precinct with a richly defined identity and sense of place
- 5 Create a centre that is regional in outlook and local in amenity
- 6 Promote a sustainable, green, and resilient Precinct

Snapshot of the draft Masterplan for Burwood North

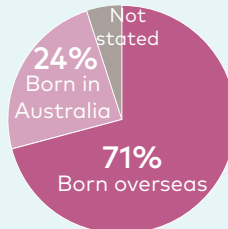
 Delivery of new housing, including affordable housing	 1,300 new jobs	 1.93 hectares of new public space	 Excellence in building design
 Delivery of sustainability initiatives to meet net zero	 Footpaths and streets to encourage cycling and walking	 Greening Parramatta Road	 Retain human scale and solar access on Burwood Road
 Vibrant streets and active laneways	 More shops, cafes and restaurants	 Protecting solar access to open space and schools	 New approaches to parking

Draft Burwood North Precinct Masterplan

Who Are We Planning For?



The **Burwood LGA** is currently home to **40,397 people**, with approximately **8,000** of those living within the northern portion of the suburb of Burwood. **2,652** of those residents live within the **Burwood North Precinct** (the area for this Masterplan).



71% of Burwood North residents were **born overseas** compared with 39% in Greater Sydney



28% of Burwood North residents are the **young workforce aged 25-34** compared with 16% in Greater Sydney

45% of residents have **Chinese ancestry**

- 11% Nepalese
- 13% English & Australian
- 3% Indian
- 3% Italian
- 3% Vietnamese



16% of Burwood North residents live in a **separate house** compared with 53% in Greater Sydney



58% of Burwood North residents **rent their home** compared with 35% in Greater Sydney



66% of Burwood North residents live in a **high density apartment** compared with 27% in Greater Sydney



31% of Burwood North residents **do not own a car** compared with 11% in Greater Sydney



20% of Burwood North households are **couples with children** compared with 34% in Greater Sydney



14% of Burwood North households are **group households** compared with 4% in Greater Sydney

49% of Burwood North residents **travel to work by public transport** compared with 23% in Greater Sydney (2016 statistic)



2021 statistics (unless noted as 2016) for the suburb of Burwood (north) - Profile.id
 The geography for these statistics extends outside the Burwood North Precinct boundary and includes the area between the rail corridor to the south, Wentworth Road to the west, Lucas Road to the east and Parramatta Road to the north.

The Illustrative Masterplan

The Burwood North Precinct Masterplan envisions a highly connected Precinct with pedestrian-oriented streets interwoven with high-quality public spaces, building upon the vibrant Burwood Town Centre



Have Your Say



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<https://participate.burwood.nsw.gov.au/burwood-north-precinct-masterplan>

I want to talk to someone:

Contact Burwood Council on **9911 9911**

Email: council@burwood.nsw.gov.au

Exhibition closes: **Friday 15 December 2023**



To learn more about the draft Masterplan in your language

Please contact the Telephone Interpreter Service directly on 131 450 (free service) and ask them to call Burwood Council on 9911 9911 on your behalf.

다른 언어로 정보가 필요하시면 전화통역서비스(Telephone Interpreter Service)에 바로 연락하세요(131 450번, 무료) 귀하를 대신해 버우드 카운슬(9911 9911번)로 전화를 걸어 달라고 요청하십시오.

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अरू भाषामा यहाँलाई जानकारी आवश्यक भएमा 131 450 (ननशुल्क सेवा) मा नसधे टेलिफोन टिभाषे सेवामा समपर्कक गनुकहोस् र आफनो तफर्क बाट 9911 9911 मा बन्कवुड काउनसलमा समपर्कक गन्कका लागि उनीहरूलाई भन्नुहोस्।

Draft Burwood North Precinct Masterplan

Priority 1 - Rich and Varied Open Spaces that acknowledge connection with Country



A network of new open spaces, laneways and plazas throughout the Precinct will offer a diversity of high quality public places for recreation, gathering and for active transport permeability.

The draft Masterplan aims to:

- Provide access to a diverse range of spaces across the Precinct, that complement Burwood Park
- Deliver quality open space within 200m of everyone's front door
- Integrate places and spaces within streetscapes and public domain, enabling the community to come together informally and for chance encounters to occur
- Support the delivery of spaces that contribute and connect to the green and blue grid network
- Acknowledge the opportunity for connection to Country by celebrating the cultural landscape.



Draft Masterplan Strategies

- Provide a new open space network through the precinct, including 1.93 ha of new open space and a linear green corridor that from Burwood Park towards Concord Oval and the Parramatta River.
- Distribute open spaces throughout the Precinct to enable the majority of residents to have access to an open space within 200m that has a minimum size of 1500sqm.
- Maximise the delivery of open space as part of development sites and within the public domain.
- Locate open spaces with good passive surveillance from surrounding development and from the public domain
- Maximise functionality of open space to provide for a range of activities and gathering sizes, as well as environmental and ecological benefits.

More detailed open space principles are contained within the *Burwood North Precinct Masterplan: Landscape and Public Domain Strategy Report*, by Oculus.

The Future Actions will link to how these strategies will be reflected in proposed Local Environmental Plan and Development Control Plan

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Draft Burwood North Precinct Masterplan

Priority 2 - Create a legible and comprehensive active transport network



The proposed active transport network will increase opportunities for east-west connections in Burwood North. New routes will utilise the proposed open space network, allowing cyclists to more safely connect to the wider active transport network.

The draft Masterplan aims to:

- Maximise active and public transport connectivity to the Burwood North Metro station
- Support a connected open space network with enhanced local and regional cycle connections
- Enable connections through to the Parramatta River
- Support the transition of Burwood Road to enhance active and public transport connections
- Create walkable activated laneways, through-site links and shared zones as part of an integrated walking network
- Reduce the need for private car ownership.

Draft Masterplan Strategies

- Slow vehicular speeds through and within the Precinct to support pedestrian priority.
- Allocate road space to prioritise pedestrians, wherever possible.
- Utilise the existing laneway network as shared zones and deliver new shared zones and pedestrian connections, to enable pedestrian priority and permeability through the Precinct.
- Adopting maximum car parking rates supported by improving access to public transport, providing access to car share and ride share services and giving homeowners the opportunity to choose whether they want a car space (unbundled parking) noting that 31% of households in Burwood North don't own a car.



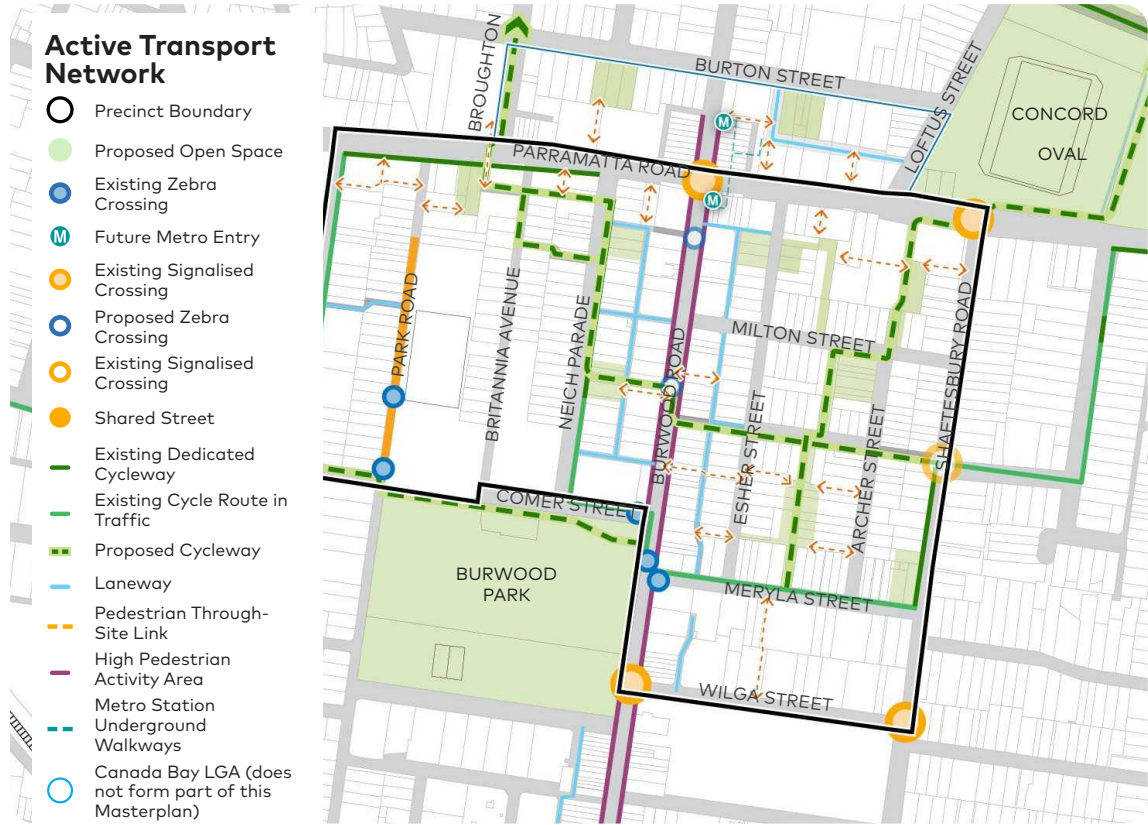
2 Conder St, Burwood NSW 2134
PO Box 240 Burwood NSW 1805

P 02 9911 9911
E council@burwood.nsw.gov.au



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Active Transport



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Draft Burwood North Precinct Masterplan

Priority 3 - Deliver a range of well-designed highly flexible housing



To support Burwood's growing population, we need to ensure future housing will provide a wider variety of housing choices to cater to the evolving needs of our diverse community. Future housing in Burwood North will be well designed and will provide a range of housing types to suit difference needs and lifestyles and allow people of all ages to stay in the Burwood LGA as their life circumstances change.

The draft Masterplan aims to:

- Deliver 5,366 new homes in Burwood North to help meet NSW Government's housing targets.
- Encourage a range of housing typologies and options to support a diverse population, including catering for multi-generational living.
- Create opportunities for both medium and high rise development, to ensure the delivery of community oriented neighbourhoods.
- Encourage provisions that deliver a mix of unit sizes and allow for flexibility to suit a range of households.
- Allow for a diverse range of tenures, including opportunities for the delivery of affordable housing (minimum 5%) and build to rent accommodation.



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Draft Masterplan Strategies

- Provide a range of densities across the Burwood North Precinct that enable a variety of housing typologies to be delivered within the precinct to support a diverse population, including catering for multi-generational living.
- Encourage provisions that deliver a mix of unit sizes and allow for flexibility to suit a range of households
- Putting in measures to promote design excellence
- Position new housing around open spaces to provide good amenity and a connection to the landscape.
- Organise built form and densities within unique neighbourhood zones that each have a distinctive character, providing a sense of place and community.
- Require the delivery of a minimum of 5 percent of new dwellings as affordable housing, consistent with PRCUTS
- Encouraging a variety of homes in Burwood North for all stages of life.

Have Your Say

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Exhibition closes: **Friday 15 December 2023**



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Draft Burwood North Precinct Masterplan

Priority 4 - Richly defined identity and sense of place



The focus on City Excellence is responding to the growth which will be occurring around Burwood North and recognising the regional significance of Burwood North.

The Burwood Town Centre already has a reputation as a vibrant dining precinct, is receiving continue investment with several major projects in the pipeline and has a strategic location midway between Parramatta and the City of Sydney. There is a need to respond to these opportunities in a positive manner which reinforces the place based outcomes and builds upon the unique identity of Burwood North as a place.

The draft Masterplan aims to:

- Deliver an exemplar precinct with a diversity of residential building types that prioritise high amenity.
- Encourage innovative architectural, design and delivery models to ensure design excellence in new development and the public domain.
- Respect, build on and celebrate how culture has influenced the way people live, work and play in Burwood and ensure that future development acknowledges this culture and diversity.
- Build on the existing fine grain character by encouraging laneway activation and small scale, fine grain retail tenancies.

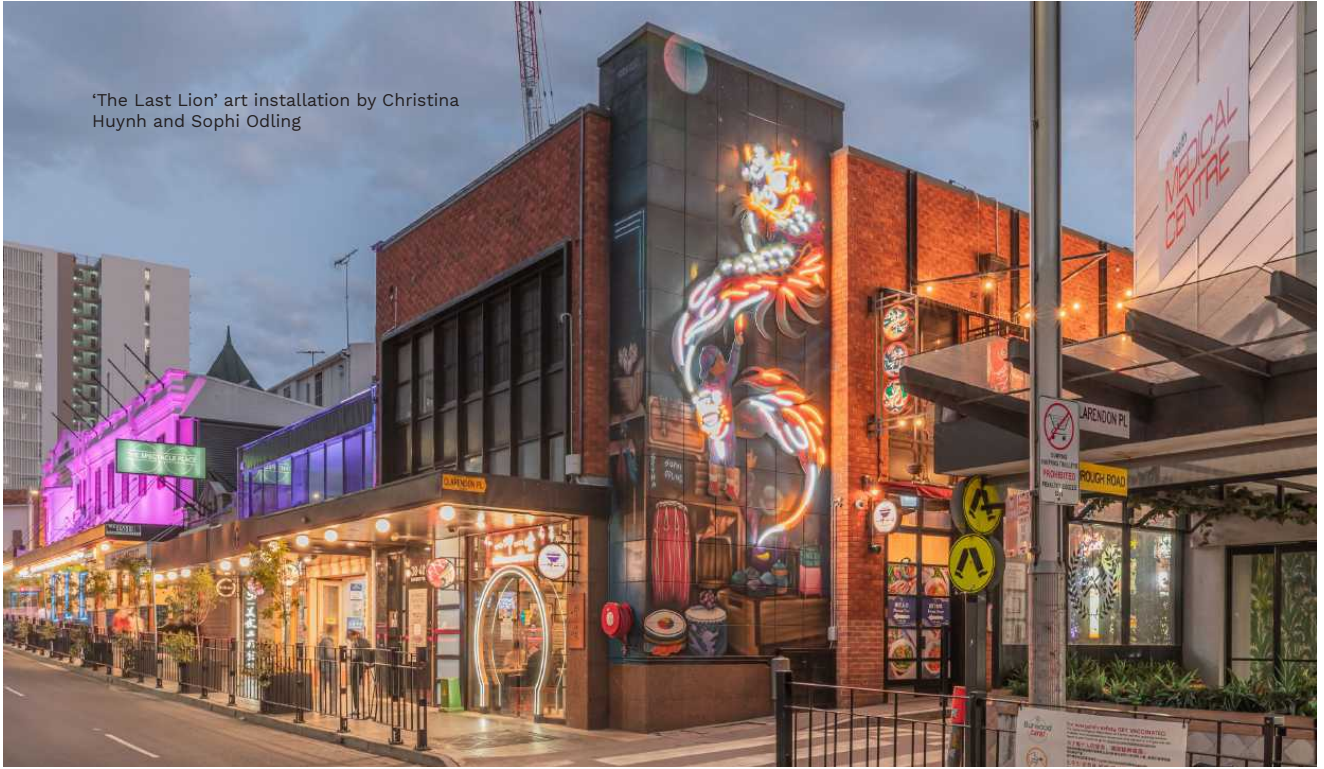


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'The Last Lion' art installation by Christina Huynh and Sophi Odling

Draft Masterplan Strategies

- Position higher density and taller building forms in the blocks behind Burwood Road and Parramatta Road, to retain the human scale.
- Encourage active frontages along Burwood Road and Parramatta Road, as well as on the adjoining laneways to draw activation into the adjoining neighbourhoods and away from higher traffic zones, both day and night.
- Provide opportunities for the incorporation of public art throughout the precinct.
- Implement appropriate place based design objectives and standards within the Development Control Plan for new development within the Burwood North Precinct.
- Consider the development of a Design Excellence provision and Design Excellence Competition process for key sites within the Burwood North Precinct.

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Draft Burwood North Precinct Masterplan

Priority 5 - Create a Centre that is regional in outlook and local in amenity



The Burwood North Masterplan seeks to build upon the vision envisaged by PRCUTS and aims to create opportunities for the delivery of an additional 1,355 jobs by 2043.

The delivery of Sydney Metro West makes Burwood North one of the most connected and accessible places in Greater Sydney and has the potential to attract significant investment in employment; and the delivery of housing and provides opportunities to build on the established health/medical, educational and professional industry in the Precinct, further cementing Burwood's role in the Eastern City District as a Strategic Centre.

The draft Masterplan aims to:

- Maximise opportunities for job creation to support the continued growth of the Burwood

Town Centre as a strategic centre within the Eastern City

- Support small business and start-ups of different scales and types
- Maximise opportunities for activation of streets and public spaces, to create a hub around the future Burwood North Metro station.
- Maintain and expand existing land uses and diversify dining and retail experiences
- Provide local service and community facilities within walking distance to where people live
- Enable people to experience both a quiet and bustling neighbourhood, with defined areas of genuine mixed use, balanced with quieter streets and spaces.



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Draft Masterplan Strategies

- Concentrate non-residential uses around the Burwood North Metro station and along Parramatta Road.
- Continue to support Burwood Road as an active mixed use street with only non-residential uses at ground floor.
- Enable small scale commercial, dining and retail outlets to activate laneways perpendicular to Burwood Road and Parramatta Road, extending activity into the surrounding precinct to encourage and support both day and night time economies.
- Encourage community facilities in areas of high amenity to support the community.

Have Your Say



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Draft Burwood North Precinct Masterplan

Priority 6 - A sustainable, green and resilient Precinct



The draft Burwood North Masterplan is supported by a Sustainability Statement to support the movement towards zero carbon in Burwood North by 2050. Sustainability strategies aim to maximise urban greening, reduce urban heat island effect, increase green infrastructure and deliver water sensitive urban design treatments to minimise stormwater and flooding impacts.

The draft Masterplan aims to:

- Ensure that Burwood North is a sustainable urban renewal precinct, that supports the

movement towards zero carbon operations

- Maximise urban greening of Burwood North with increased tree canopy, rain gardens, rooftop gardens, community gardens and enhanced ecosystem biodiversity
- Incorporate water sensitive urban design – stormwater management integrated with public domain and open space
- Support sustainable technologies and initiatives that will reduce carbon emissions.



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Draft Masterplan Strategies

- Provide development controls (building setbacks, solar access and deep soil landscaping) that ensure buildings are sustainable and energy and water efficient
- Support the transition to net zero emissions in the precinct by:
 - Improving overall building energy and water efficiency
 - Encouraging fully electric to progressively eliminate fossil fuel demand towards net zero emissions
 - Encouraging solar power to reduce dependency on the main grid
- Requiring all new development to be electric vehicle ready
- Requiring the diversion of building materials from landfill
- Ensuring waste management is efficient and diverts waste away from landfill - separated recycling streams, new waste technologies, communal areas for organic waste composting (FOGO).
- Manage stormwater flooding impacts through delivery and design of open space and introducing water sensitive urban design controls.

Have Your Say



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Draft Burwood North Precinct Masterplan Implementing the Vision

Have
your
say



The preparation and delivery of the draft Masterplan is a collaborative effort between the local community, Council and the NSW Government.

The draft Masterplan has been released for the purpose of seeking the community's feedback. It is a draft and at this stage no decisions have been made with respect to the proposed land uses, density (FSR) and building heights

Proposed Changes to Planning Controls

The proposed changes to land use, density (FSR) and height within the Burwood North Precinct have been developed as a result of detailed urban design and taking into account the context of adjoining land uses, both within and adjacent to the Precinct.

Based on feedback received during the exhibition of the draft Masterplan, the proposed maps may change.

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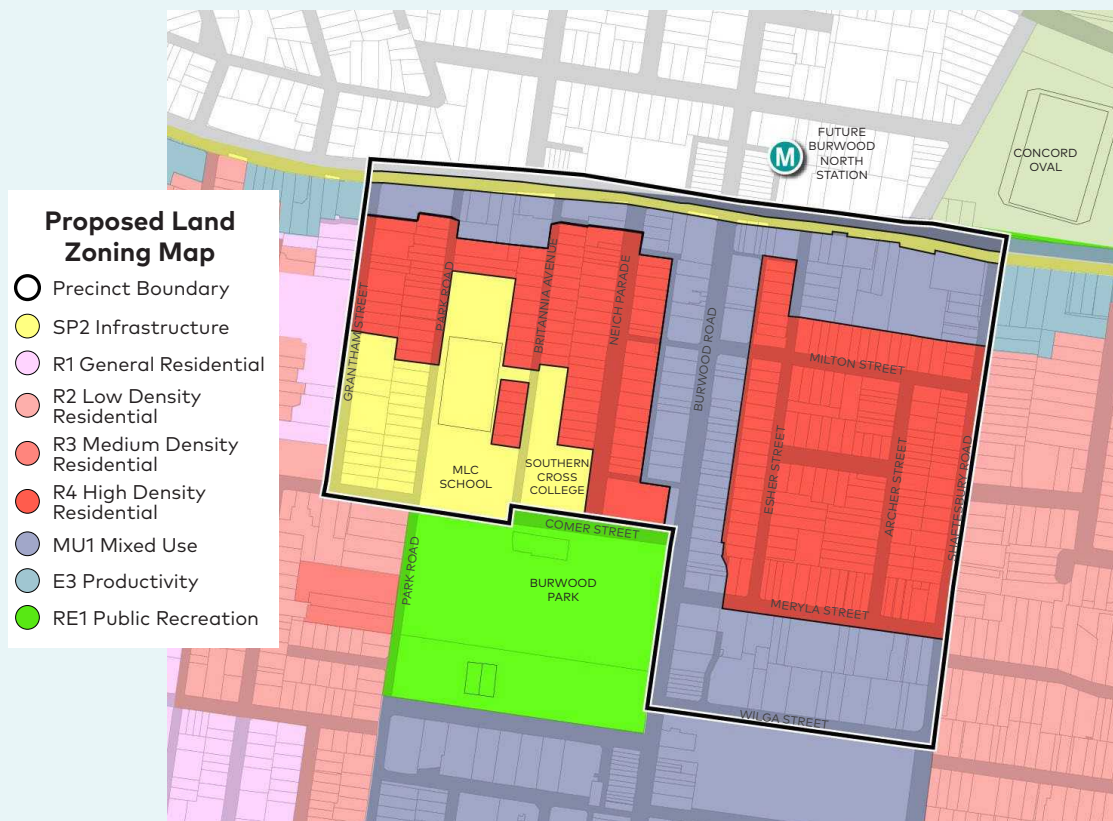
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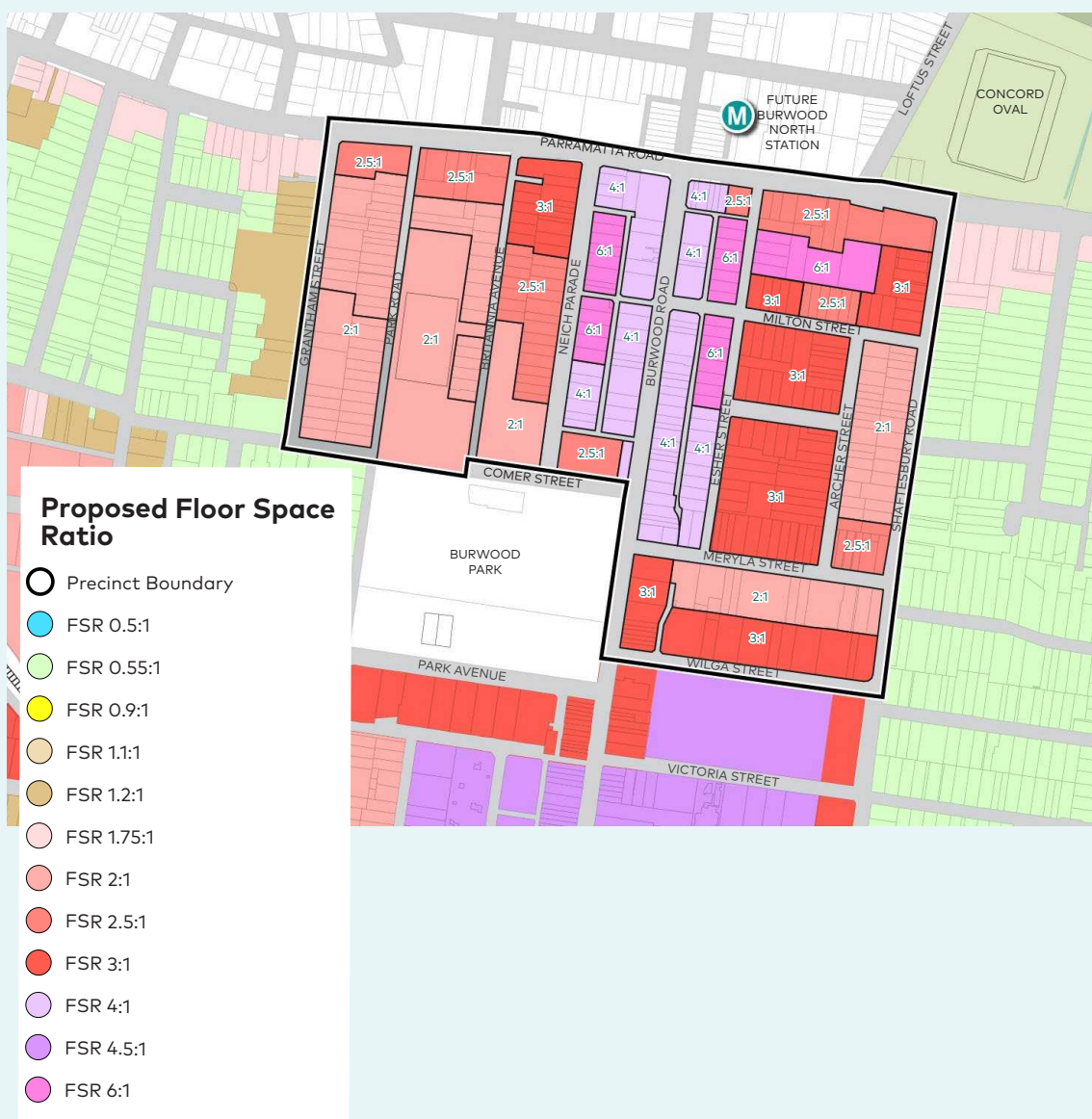
Burwood North - Proposed Land Uses



- To promote a vibrant residential and mixed use Precinct
- Mixed use developments will be focused along Burwood Road and Parramatta Road
- Some non-residential uses will be permitted in streets behind Burwood Road for developments fronting new open space
- Remainder of the Precinct is proposed to be residential development

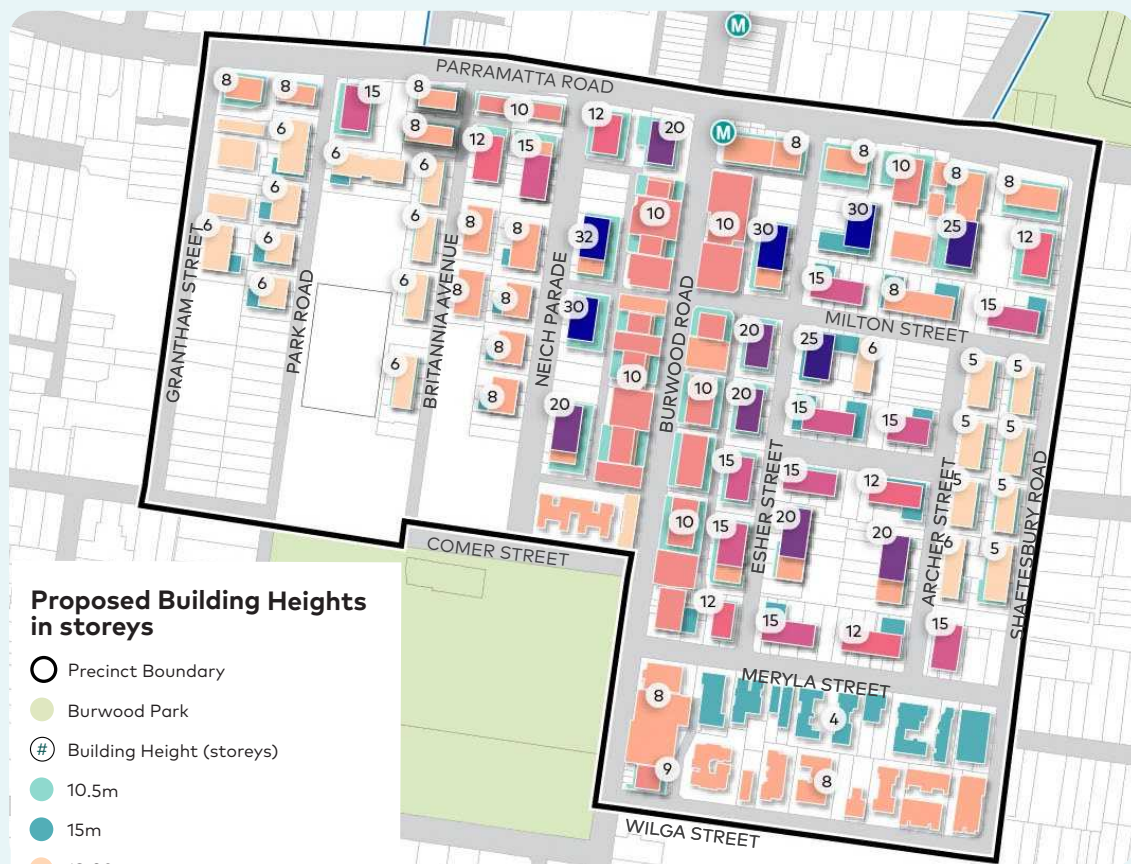
Burwood North - Proposed Density (FSR)

- The highest densities are located close to the Burwood North Metro Station, set back behind Parramatta Road and Burwood Road, to minimise the impacts of overshadowing on the public domain and preserving the human scale along Burwood Road.
- Higher densities are also proposed adjoining new open spaces, so as to ensure that delivery of open space is feasible.
- Parramatta Road generally retains a lower scale character, with an increased landscaped setback (minimum 6m) to create a boulevard character.
- Between Parramatta Road and Meryla Street development steps down in density from north to south.
- Medium rise development adjoins the existing schools and allows for a transition to the low density development on Shaftesbury Road.



Burwood North - Proposed Building Height (HOB)

- Limits of 65m and 41m (20 storeys and 8-12 storeyes) at the Parramatta Road and Burwood Road intersection will encourage the development of a gateway site.
- The tallest buildings are proposed to be located behind Burwood Road, fronting Neich Parade and Esher Street, to minimise overshadowing on Burwood Road.
- Building height along Burwood Road aims to protect the human scale
- Height transitions down to the adjoining low density neighbourhoods that surround the Precinct.
- In the west of the Precinct, buildings adjacent to the schools and St John of God Hospital are limited to 20.5m (6 storeys) to mitigate the impact of overshadowing and to reduce the impacts of overlooking to school property.



Draft Burwood North Precinct Masterplan

Next Steps: What happens after the exhibition?



A draft Master Plan does not result in changes to planning controls. It will make recommendations for a separate 'Planning Proposal' process, which will implement the draft Master Plan and involve further engagement with the community. This process typically takes a year or more. Once the draft Master Plan is adopted, we can begin to implement it. This process includes planning amendments and advocating for our community.

Planning amendments

Council will update its planning controls, including the Burwood Local Environmental Plan and Development Control Plan. These will set land use zoning changes, building heights changes and floor space ratio changes as well as detailed design controls. Council will engage with the community specifically on these controls as part of a future Planning Proposal.

Advocating for our community

The draft Masterplan shows the NSW Government that change is happening in Burwood North and gives the NSW Government an opportunity to respond to this change by planning and delivering new and upgraded community infrastructure.

The delivery of the Vision for the Burwood North Precinct will result in the need for additional State Government investment (upgrades to schools, regional roads, government services which are outside of Council's control and are the responsibility of the NSW Government).

Although we are currently advocating to the NSW Government as part of the exhibition of the draft Masterplan, this will continue so as to ensure that enhancement and delivery of the required supporting infrastructure happens.

Have Your Say



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The Next Steps

Preparing and finalising the draft Masterplan



Late 2022

Early engagement with the community to understand the vision for Burwood North



Early 2023

Prepare the draft masterplan for engagement with the community



Late 2023

Public exhibition of the draft masterplan for community input



Review feedback from the community. Council to consider the draft masterplan for adoption and whether to progress to a formal Planning Proposal process



Should Council adopt the draft masterplan, a Planning Proposal will be prepared and submitted to the NSW Government to commence formal process of amending planning controls



Formal exhibition of a Planning Proposal including draft planning controls

Implementing the Masterplan



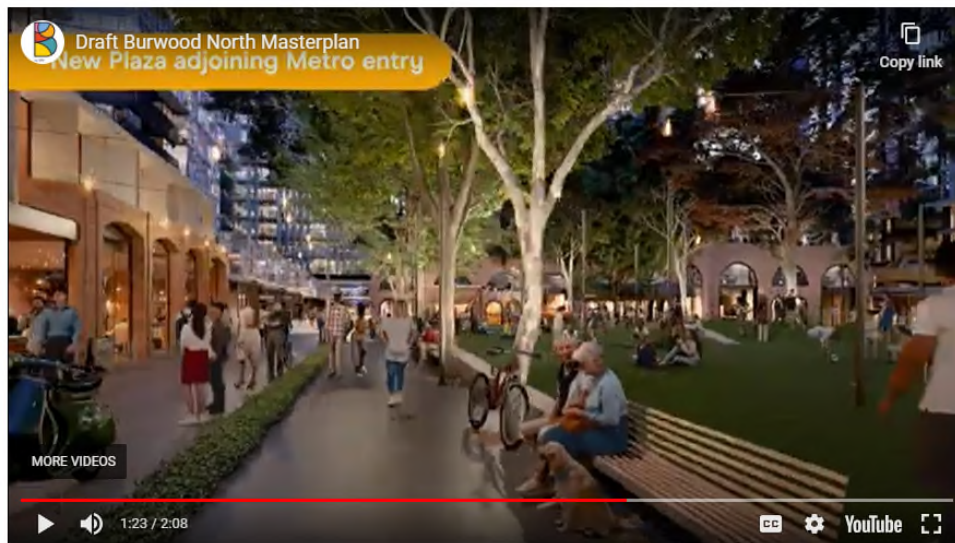
Review submissions and finalisation of the Planning Proposal

Appendix D – Postcards



Appendix E - Video Screenshot of 3D Animation

Screenshots from Video available on Participate Burwood page and Council's YouTube page



Appendix F – Exhibition Collateral and Artist Impression Images



Exhibition collateral – draft masterplan, notification flyer and postcards



Drop in session at Burwood Community Hub



The Strand, Croydon - Pop Up Stall (31 October)



Burwood Chinatown Night Markets Pop Up Stall (3 November)







Appendix G – Notification Flyer



Be part of the future of Burwood North



Discover our exciting vision for the Burwood North Precinct

Burwood Council has prepared a draft Masterplan for the Burwood North Precinct, building upon the work undertaken as part of the Parramatta Road Corridor Urban Transformation Strategy (PRCUTS) and to capture the opportunity presented by the delivery of Sydney Metro West.

This offers us a unique opportunity to craft a new vision and strategic direction for the Burwood North Precinct.

Your feedback is important

The draft Burwood North Precinct Masterplan has been released for the purpose of seeking the community's feedback. At this stage no decisions have been made and we are eager to hear what the community has to say.

We invite you to take an active role in shaping the future of the Burwood North Precinct. The draft Burwood North Precinct Masterplan presents a vision for a liveable, vibrant, sustainable, and well-planned community that benefits residents, attracts investment, and creates job opportunities for both current and future generations.

The draft Burwood North Precinct Masterplan will be on public exhibition until **Friday 15 December 2023**.

Thank you for being a part of our vision for the future. We look forward to hearing your feedback.



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Community Engagement Activities	Location	Date and time
Drop In Session – Burwood Park Community Centre	Burwood Park Community Centre 2B Comer Street, Burwood	Tuesday 24 October 3.00pm-7.00pm
Drop In Session – Burwood Community Hub	Amphitheatre Burwood Council 2 Conder Street, Burwood	Wednesday 25 October 10.00am-2.00pm Thursday 26 October 3.00pm-7.00pm Wednesday 1 November 1.00pm-4.00pm Thursday 2 November 4.00pm-7.00pm
Drop In Session – Croydon Village	The Strand, Croydon Paisley Road Reserve, next to Croydon Railway Station	Tuesday 31 October 8.00am-11.00am 2.00pm-5.00pm
Burwood Chinatown Night Markets	Clarendon Place Burwood	Friday 3 November 6.00pm-9.00pm
Request to speak to a Planner A Planner will be available on request or via appointment for meeting	Burwood Customer Service 2 Conder Street, Burwood or call 9911 9911	23 October to 15 December 2023 (during business hours)
Online Survey	Participate Burwood website	23 October to 15 December 2023

Snapshot of the draft Masterplan for Burwood North

Delivery of new housing, including affordable housing	1,300 new jobs	1.93 hectares of new public space	Excellence in building design
Delivery of sustainability initiatives to meet net zero	Footpaths and streets to encourage cycling and walking	Greening Parramatta Road	Retain human scale and solar access on Burwood Road
Vibrant streets and active laneways	More shops, cafes and restaurants	Protecting solar access to open space and schools	New approaches to parking

To learn more about the draft Masterplan in your language

Please contact the Telephone Interpreter Service directly on 131 450 (free service) and ask them to call Burwood Council on 9911 9911 on your behalf.

Korean

다른 언어로 정보가 필요하시면 전화통역서비스 (Telephone Interpreter Service)에 바로 연락하셔서 (131 450번, 무료) 귀하를 대신해 버우드 카운슬 (9911 9911번)로 전화를 걸어 달라고 요청하십시오.

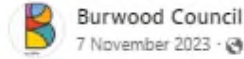
Mandarin

如果您需要以其他语言了解信息, 请致电131 450联系电话传译服务中心(免费服务), 并请他们代您致电9911 9911联系Burwood市议会。

Nepali

अरू भाषामा यहाँलाई जानकारी आवश्यक भएमा 131 450 (ननशुलक सेवा) मा नसधै टेलफोन िभाषे सेवामा समपकक गनुकहोस् र आफनो तफुक बाट 9911 9911 मा बनकवुड काउननसलमा समपकक गनकका लानग उनीहरूलाई भनुहोस्।

Appendix H – Social Media Posts



We're inviting you to shape the future of the Burwood North Precinct.

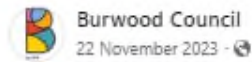
Burwood Council has prepared a draft Masterplan for the Burwood North Precinct, building upon the work undertaken as part of the Parramatta Road Corridor Urban Transformation Strategy (PRCUTS) and to capture the opportunity presented by the delivery of the Sydney Metro West train station.

This offers us a unique opportunity to craft a new vision and strategic direction for the Burwood North Precinct and has been released for the purpose of seeking the community's feedback. At this stage no decisions have been made and we are eager to hear what you have to say.

The draft Burwood North Precinct Masterplan will be on public exhibition until Friday 15 December 2023.

Click here <https://participate.burwood.nsw.gov.au/burwood-north...> for all upcoming community information session dates.





Burwood Council has unveiled the draft Masterplan for the Burwood North Precinct.

The draft Masterplan focuses on innovative and sustainable design, the celebration of cultural influences and creating the capacity for a new and vibrant mixed-use neighbourhood. With strategies like the delivery of active frontages along Burwood and Parramatta Road, creation of places for people and embedding culture through the public domain, Burwood North is set to be a place with a richly defined identity and sense of place.

Click here <https://participate.burwood.nsw.gov.au/burwood-north...> for more information.





Burwood Council

24 November 2023 · 🌐



The draft Burwood North Precinct Masterplan focuses on delivering a diverse range of well-designed, flexible housing to meet the evolving needs of our community. With plans for 5,366 new homes, varied housing options, and a commitment to affordability, we're shaping a vibrant, inclusive future for Burwood North.

Our vision includes unique character areas, open space, and design excellence measures to create a sense of place and community.

Click the link in bio to have your say. 🔗





Burwood Council
29 November 2023 - 🌐

...

The draft Burwood North Precinct Masterplan aims to build on our strategic location in Greater Sydney to encourage investment and provide the capacity to deliver over 1,300 new jobs.

With the delivery of Sydney Metro West, Burwood North will be one of the most accessible and connected places, attracting investment in existing and emerging industries and connecting our residents to employment hubs across Greater Sydney. The draft Masterplan aims to maximise job creation, support small businesses and start-ups, and activate streets and public spaces, creating a centre that is regional in outlook and local in amenity.

Have your say on the draft Burwood North Precinct Masterplan.

Click the link in bio to find out more. 🔗



Attachment 5 – Summary of Intended Effects of future Planning Proposal

Council needs to resolve to prepare the Planning Proposal, which then needs to be prepared and reported to the Burwood Local Planning Panel prior to being reported to Council for submission to Department of Planning, Housing and Industry.

The list below provides an overview of the proposed amendments which will be included in the future Planning Proposal, noting that there may be additional amendments:

Mapping and built form changes

- Amend the Land Zoning (LZN) Map to:
 - To expand the MU1 Mixed Use zone along Parramatta Road and extend down towards Milton Street in specific locations within the Burwood North Precinct to facilitate new dwellings and job opportunities, as per the recommended land use zoning map in the amended draft Plan.
 - To rezone R2 Low Density Residential areas to R4 High Density Residential to accommodate increased opportunities for new housing in areas most capable of supporting such growth due to proximity to infrastructure and access to public open space.
 - To rezone educational facilities from R2 Low Density Residential to SP2 Infrastructure (Educational Facilities) to recognise and protect the importance of social infrastructure.
- Amend the Lot Size (LSZ) Map to apply controls consistent with the proposed zoning changes.
- Amend the Floor Space Ratio (FSR) Map to remove FSR from land that is proposed to be zoned SP2 Infrastructure (Educational Establishments).
- Introduce an Incentive Floor Space Ratio (FSR) Map
- Introduce an Incentive Height of Building (HOB) Map
- Amend Active Street Frontages Map to include areas zoned MU1
- Introduce a Key Sites Map to ensure delivery of community infrastructure, open space and through sites links
- Amend the Heritage Map to remove two properties being Item I16 Nos.12-14 Burwood Road and Item I83 – No.7 Neich Parade.
- Amend Land Use Table to introduce new land use zone being R4 – Residential High Density zone
- Introduce an additional local provision that requires developments to satisfy the below criteria to access incentive FSR and HOB:
 - Achieve minimum site area (site amalgamation requirement) for appropriate development pattern and high-quality built form
 - Provide active street frontages
 - Achieve higher sustainability targets
 - Incorporate mechanisms to reduce urban heat, provide deep soil zones, tree canopy requirements and cooling measures such as green roofs
 - Adequate solar access to parks and main streets
 - Provide appropriate dwelling size mix within developments
 - Provide affordable housing contributions
 - Maximum car parking requirements
 - Deliver and dedicate community infrastructure on site
- Amend the Design Excellence provision
- Amend the Schedule 5 Environmental Heritage to remove Terraces Houses at Nos.12-14 Burwood Road and Federation House at No.7 Neich Parade
- Amend VPA provisions
- Amend height plane maps

The Hon Paul Scully MP
Minister for Planning and Public Spaces



Clr John Faker
Mayor
Burwood Council
PO Box 240
BURWOOD NSW 1805
mayor@burwood.nsw.gov.au

11 April 2024

Dear Clr Faker, 

I write regarding the Transport Oriented Development State Environment Planning Policy (TOD SEPP) and its implementation in the Burwood Council area.

Firstly, I thank you and Burwood Council for your support of the TOD SEPP to date and the ongoing constructive conversations between Council and Department of Planning, Housing and Infrastructure (DPHI) officials. Additionally, I recognise the work that Council has done, and continues to do, in local planning and assessment for housing.

I acknowledge that Burwood Council has been a leader in housing delivery for a number of years and has done considerable strategic planning work to achieve this outcome. This is work which will be enhanced by the opportunities of the TOD SEPP.

Importantly, Council has also planned for additional community and public space alongside this housing growth. I commend you for the work that has been done in this area and encourage Council to continue to deliver on important community amenities by utilising local contributions from development for the greatest benefit to the community.

I appreciate Council's submission on the TOD SEPP and the collaborative attitude with which Council have worked with the Department on this matter.

I am pleased to outline the TOD SEPP implementation within the Burwood Council area, and thank you for the proposal of additional stations for inclusion within the TOD program.

The details for each station, including those suggested by Council, are:

- Croydon Station to be included and to be finalised in January 2025, as suggested through your submission, to allow Council to complete the local planning, including considerations for areas of Malvern Hill Estate and Cintra Estate. I note that part of Croydon precinct is located in the Inner West Council area and the delayed commencement will apply to both council areas.
- Burwood North Station was suggested as a new Accelerated Precinct in your submission, however this requires further analysis of the transport and infrastructure services, and a decision to be made by NSW Government on the inclusion. The Department will be in contact with you as soon as the Government has determined any potential future Accelerated Precincts.

All other matters raised in Council's submission regarding the specific control settings for the TOD SEPP will be considered in drafting the final instrument, and the Department may seek additional consultation on this.

The Department will provide logistical support to Council to complete the local planning work required for all of these stations, and will continue to work closely with Council to make sure that this strategic work is completed within the prescribed timeframes.

The Commonwealth Government has recently announced the Housing Support Program, which is grants of up to \$50 million to provide support to governments to deliver housing projects. The first stream will provide funding to improve planning capability, including resources for councils to complete master planning work to support increased housing in well-located areas.

I strongly encourage Council to apply for any funding required to assist in completing the local planning for the TOD site. The Department is able to provide a letter of reference for Council's funding application if desired.

As you would be aware, the NSW Government has been clear – if the master planning work above is not completed by its relevant date, nor provide equal or greater housing outcomes, the TOD SEPP will come into immediate effect in those locations, and remain in place until local planning controls that meet or exceed the planning parameters in the TOD SEPP are developed and implemented.

If you would like to discuss the details of any of the outcomes above, please contact Tom Loomes, Executive Director, Strategic Planning and Policy, on 0413 877 490 or via email at tod.program@planning.nsw.gov.au.

Again, thank you for your support of the NSW Government's plans to address the housing crisis and your collaboration on the TOD SEPP.

I look forward to continuing to work with Burwood Council to enable the delivery of more homes for the people who would like the opportunity to live in our community.

Yours sincerely

[Redacted signature block]

Paul Scully MP
Minister for Planning and Public Spaces