



# **Amended Planning Proposal**


Burwood Place

42-50 and 52-60 Railway Parade, Burwood

Submitted to Burwood Council  
On Behalf of Holdmark Property Group

July 2019

## REPORT REVISION HISTORY

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Appendix	Document	Prepared by
1	Urban Design Analysis	Architectus and Cox
1.A	Council Meeting Minutes	Burwood Council
1.B	Retail Master Plan	Bonnefin and Associates
1.C	Visual Impact Assessment	Architectus
1.D	Floorplan Solar Assessment	Architectus
1.E	Aeronautical Impact Statement	Landrum & Brown Worldwide
1.F	Traffic Modelling	Road Delay Solutions
1.G	Strategic Transport Planning Assessment	AECOM
1.H	Services and Overland Flow	Arcadis
1.I	Heritage Impact Statement	Tropman & Tropman Architects
1.J	Contamination Assessment	Douglas Partners
1.K	Survey	Lockley and Associates
1.L	Economic Impact Assessment	AEC Group
1.M	Architectural Drawings	Architectus and Cox
1.N	Retail Impact Assessment	Location IQ
2	Council Resolution (dated 24 May 2016)	Burwood Council
3	Gateway Determination (2017)	Department of Planning, Industry and Environment
4	Part 6 Local Provision - Example wording	City Plan Strategy and Development
5	Aviation Approval	Department of Infrastructure, Regional Development and Cities
6	RMS Correspondence	Roads and Maritime Services
7	Council Resolution (dated 27 March 2018)	Burwood Council
8	Council Resolution (dated 21 December 2018)	Burwood Council
9	Draft Site-Specific Development Control Plan	City Plan Strategy and Development

## 1. EXECUTIVE SUMMARY

### Introduction

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

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

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

### Background

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

It has also been amended to reflect the Council resolution dated 21 December 2018 and an amended height, which is required to accommodate the additional 9,000sqm of GFA while minimising shadowing impact on surrounding buildings.

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

*Table 1: Summary of PP's Milestones*

Date	Milestone
28 September 2015	Lodgement of original PP with Council.
24 May 2016	Council resolved to forward the PP to DPIE for a Gateway Determination (GWD) (refer to <b>Appendix 2</b> ).
26 February 2017	DPIE issued GWD (refer to <b>Appendix 3</b> ).
2 March 2017	DPIE issued corrected GWD (refer to <b>Appendix 3</b> ).
6 March 2018	Department of Infrastructure, Regional Development and Cities issued approval for the proposed height (refer to <b>Appendix 5</b> ).
9 March 2018	Response obtained from the Roads and Maritime Services (RMS) outlining no objection to the proposal (refer to <b>Appendix 6</b> ).
27 March 2018	Council resolved to request an amended GWD to include additional GFA and to endorse the in principal terms of the Voluntary Planning Agreement (VPA) (refer to <b>Appendix 7</b> ).
11 December 2018	Council resolved to submit PP to DPIE for an amended GWD (refer to <b>Appendix 8</b> ).

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

### **Location**

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

As a 'Strategic Centre', Burwood provides a variety of different high-density land uses within walking distance from the Burwood train station. It is one of the few major centres within the region and services the broader district population of approximately 360,000 people (inner west LGAs).

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

### **Growth**

As of 2011, according to DPIE's 2016 population projections, Burwood had a population of approximately 34,200 people. By 2036, this is expected to increase by 23,300 to a total of 57,500 people. In order to accommodate this significant increase in population, DPIE's 2018 dwelling projections anticipate at least an additional 2,050 dwellings by 2022/23 (512 dwellings per year) are required.

According to the DPIE's Metropolitan Development Program, on average per year, Burwood has 241 dwellings constructed. This is not sufficient in order to accommodate the expected increase in population, as an additional 271 dwelling per year are required.

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

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

### **Urban Renewal**

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

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

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



## LEP Amendments

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

Table 2: LEP Amendments

Control	Existing	Proposed
Height	Lot 1 DP 588368 (Block 1) - 70 metres Lot 16 DP 832440 (Block 2) - 60 metres	Lot 1 DP 588368 (Block 1) - 144 metres Lot 16 DP 832440 (Block 2) - 136 metres
FSR	Lot 1 DP 588368 (Block 1) - 6:1 Lot 16 DP 832440 (Block 2) - 4.5:1	10.54:1 (combined over both Lot 1 DP 588368 and Lot 16 DP 832440)
Maximum Residential FSR	Lot 1 DP 588368 (Block 1) - 2:1 Lot 16 DP 832440 (Block 2) - 3:1	7.16:1 (combined over both Lot 1 DP 588368 and Lot 16 DP 832440)
Maximum FSR for Serviced Apartments	Lot 1 DP 588368 (Block 1) - 0.6:1 Lot 16 DP 832440 (Block 2) - 0.45:1	GFA cannot exceed 10% of total GFA across the combined land (both Lot 1 DP 588368 and Lot 16 DP 832440)
Savings Provision	n/a	Introduce a savings provision for the site to allow for a Development Application to be assessed concurrently with the PP

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

## Public Benefits

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

- **Employment:** providing jobs closer to existing homes: approximately 48,400 sqm of retail and commercial floor space is proposed (equating to approximately 3,299 direct and indirect jobs). Approximately 1,720 (direct and indirect) additional jobs will also be generated as a result of the development's construction phase. This will allow a variety of different businesses to establish in the local area, providing a range of different employment opportunities for the local community;
- **Housing:** approximately 1,100 apartments will be provided, of a range of different sizes and layouts, in a high demand and centrally located area of Sydney, in close proximity to public transportation and services;
- **Hotel:** there is currently an undersupply of hotel accommodation within the Burwood Town Centre. This PP has the potential to fill a 'gap' in the market by providing a hotel, currently proposed to incorporate approximately 5,600 sqm of GFA;
- **Improved public domain and amenity:** the site's existing buildings are currently ageing and incorporate large continuous blank frontages. The proposal will transform this area of the Burwood Town Centre, with ground floor retail (approximately 10,700 sqm), improved streetscapes and engaging public spaces (approximately 4,100 sqm). This will ultimately be an exceptionally positive contribution to the streetscape and create an attractive place to live, work and/or visit;



- **Public open space:** the PP will include the provision of providing additional public open space and public plazas within and around the subject site;
- **A master-planned approach displaying design excellence:** given the large size of the site, this redevelopment presents a unique opportunity to develop a cohesive concept plan to complement the existing surrounding built form. It includes appropriate building layouts, mixture of different land uses, public open spaces and pedestrian links and thoroughfares;
- **Access and transport:** this proposal has the potential to improve access and pedestrian links within the Centre. Subject to further discussions and investigations, this may include new public plazas, a commuter car park, bus interchange upgrades and further road improvements surrounding the site;
- **Community infrastructure:** this PP is capable of providing a 'community heart' for the Centre of Burwood and locality by providing a range of tangible direct public benefits to the local community. Such benefits may include:
  - A monetary contribution to Council;
  - Dedication of commercial office space to Council;
  - A community centre and childcare / learning centre;
  - Expansion of the Burwood Library;
  - New Council car park;
  - A new public park; and
  - A pedestrian-friendly environment along Wynne Avenue.

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

### Positive Impact on the Local Economy

The proposed development will result in numerous positive economic benefits to the local Burwood economy. It will provide approximately 15,400 sqm of contemporary and modern commercial floor space, which will assist in attracting large companies and government agencies to the Burwood Town Centre. Approximately 5,500 sqm of hotel floor space and 27,500 sqm of retail floor space will also be provided, which will allow a greater range of local businesses to establish including supermarkets, fresh food markets, cinemas and speciality retail stores.

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

Table 3: Economic Benefits (direct and indirect) (Source: AEC, 2018)

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

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

The development will also assist in providing more jobs for local residents, by providing approximately 3,299 full-time jobs (direct and indirect) once the development is complete.

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

- An injection of an estimated \$617.3 M into local businesses, which will support approximately \$238 M in Gross Regional Product (GRP). It is anticipated that this will occur through a series of direct and indirect impacts, which will see a boost and significant investment in local industries, including local trades and professional and technical services, required to support the construction phase of the development.
- Generate an estimated 1,720 direct and indirect jobs as a result of the construction phase of the development.

A significant amount of housing (of approximately 1,100 apartments) will also be provided as a result of this proposal. This will not only assist in increasing the volume of housing supply in this high demand and centrally located area of Sydney, but it will also assist in providing residential accommodation for the significant increase in population forecast for Burwood by 2036.

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

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

### **Consultant Studies**

This PP is accompanied by reports and concept plans prepared by expert consultants to provide a comprehensive analysis of the site's opportunities and constraints. The Urban Design Report and the Traffic Impact Assessment have been updated to reflect the proposed changes and the additional GFA. The proposed amendments do not alter the assessment of the other consultant reports which accompany this PP.

Careful attention has been given to potential impacts, in particular shadowing and traffic. In consultation with Council, the proposed building envelopes have been amended to reduce adverse impacts to the surrounding environment.

This PP addresses all relevant considerations under DPIE's Guidelines and demonstrates that the proposal is consistent with State, regional and local planning policies and also the relevant Ministerial Directions.

### **Conclusions**

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

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

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

### Key Master Plan Data

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

*Table 4: Key Master Plan Data*

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

## 2. GATEWAY DETERMINATION

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

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

The proposed amended height and FSR controls are required to accommodate an additional 9,000 sqm of GFA and public benefits such as a new urban park, Council car park and an expanded library for the Burwood Town Centre, while minimising shadowing to surrounding developments. The proposed public benefits are included in the VPA offered to Council.

Table 5: PP Comparison

	Original PP (2015)	Subject PP (2019)
Building Height	107 metres and 144 metres	136 metres and 144 metres
FSR	9.9:1	10.54:1
Max. Residential FSR	6.53:1	7.16:1
Serviced Apartments	GFA cannot exceed 10% of total GFA across the combined land	
Other	Introduce savings provision	

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

Table 6: Response to Gateway Determination

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

Gateway Conditions	Comment
address any advice from the above authorities:	
(a) an Urban Design Analysis to assess the impact of the development on neighbouring sites, in particular overshadowing on Burwood Public School, surrounding heritage items and open/public spaces;	The Urban Design Analysis has been updated to address overshadowing, refer to pages 77 to 102 of Appendix 1.
(b) an updated Traffic Impact Assessment to address any impacts raised during consultation with RMS on local and wider road network, and outline measures to mitigate these impacts; and	The Traffic Impact Assessment has been updated, refer to <b>Appendix 1.F</b> .
(c) an updated Economic Impact Assessment justifying the proposed increase and demand for the proposal, addressing the effect of the development on the Burwood Town Centre and nearby centres, and demonstrating how this uplift will support the District Centre status of Burwood, as outlined in the draft Central District Plan.	The Economic Impact Assessment has been updated to address the demand of commercial floor space in relation to Burwood's District Centre status (previous district plan), refer to page 36 of Appendix 1.L. A Retail Impact Assessment has been prepared by Location IQ - which states that the proposal will not impact other retail centres/facilities in the vicinity. Refer to Appendix 1.N.
3. A site-specific Development Control Plan (DCP) is to be prepared and exhibited concurrently with the planning proposal.	A draft site specific DCP has been prepared with extensive consultation with Council (refer to <b>Appendix 9</b> ).
4. The planning proposal is to be updated for clarification of the following:	The Planning Proposal report has been amended, including:
(a) remove the draft local clause 6.7 and replace with a plain English explanation of the proposal's provisions;	The example wording has been removed and inserted as <b>Appendix 4</b> . The provisions from the example wording have been inserted into the report.
(b) demonstrate consistency with the draft Central District Plan, released on 21 November 2016; and	Since the Gateway Determination was issued, the draft Central District Plan and 'A Plan for Growing Sydney' have been superseded by the Eastern City District Plan and The Greater Sydney Region Plan. Consistency with these plans have been demonstrated in Section 5.2 of the Planning Proposal report.
(c) include an updated Floor Space Ratio map reflecting the proposed local provision.	The Floor Space Ratio map has been updated to reflect the proposed local provision. Refer to Section 6 of the Planning Proposal report.

### 3. OBJECTIVES OR INTENDED OUTCOMES

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

This objective will be achieved through:

- Encouraging a mix of different and compatible land uses such as residential, retail and commercial, in a strategic and appropriate location;
- Creating a vibrant precinct by promoting and encouraging ground level active street frontages;
- Incorporating two large parcels of land into the development site, to enable a cohesive master planned development of an appropriate size with suitable provisions for easy access;
- Creating a landmark development for Burwood, incorporating the principles of design excellence;
- Providing opportunities to improve and introduce attractive, engaging and creative public domain spaces;
- Providing numerous direct and tangible benefits to the public, which will improve access, transport, the local streetscape and the amenity of the locality;
- Protecting and enhancing the existing surrounding environment by proposing a building envelope and form that will display world-class architectural design; and
- Stimulating growth of the local economy and offering opportunities for enhanced prosperity.

## 4. EXPLANATION OF THE PROVISIONS

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

Table 7: LEP Amendments

Control	Existing	Proposed
Height	Lot 1 DP 588368 (Block 1) - 70 metres Lot 16 DP 832440 (Block 2) - 60 metres	Lot 1 DP 588368 (Block 1) - 144 metres Lot 16 DP 832440 (Block 2) - 136 metres
FSR	Lot 1 DP 588368 (Block 1) - 6:1 Lot 16 DP 832440 (Block 2) - 4.5:1	10.54:1 (combined over both Lot 1 DP 588368 and Lot 16 DP 832440)
Maximum Residential FSR	Lot 1 DP 588368 (Block 1) - 2:1 Lot 16 DP 832440 (Block 2) - 3:1	7.16:1 (combined over both Lot 1 DP 588368 and Lot 16 DP 832440)
Maximum FSR for Serviced Apartments	Lot 1 DP 588368 (Block 1) - 0.6:1 Lot 16 DP 832440 (Block 2) - 0.45:1	GFA cannot exceed 10% of total GFA across the combined land (both Lot 1 DP 588368 and Lot 16 DP 832440)
Savings Provision	n/a	Introduce a savings provision for the site to allow for a Development Application to be assessed concurrently with the PP

The proposed FSR of 10.54:1, the maximum residential FSR and the maximum FSR for serviced apartments will be allocated over the combined land area i.e. Lot 1 DP 588368 (Block 1) and Lot 16 DP 832440 (Block 2). Any development proposed underneath Wynne Avenue, will be subject to the FSR of 4.5:1 under the existing BLEP provisions.

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

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

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

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

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

A draft site-specific Development Control Plan has been prepared with extensive consultation with Council. It is envisaged that it will be placed on exhibition, concurrently with the PP and VPA.



## 5. JUSTIFICATION

### 5.1. Need for a Planning Proposal

#### 5.1.1. Is the planning proposal a result of an endorsed local strategic planning statement, strategic study or report?

Council is currently preparing its Local Strategic Planning Statement (LSPS), however given the extensive consultation undertaken with Council over the last several years, it is anticipated that this PP will be consistent with the LSPS when finalised. The LSPS will align with the District Plan priorities for liveability, productivity and infrastructure/collaboration, to which this PP is consistent with.

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

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

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

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

#### Housing

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

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

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

In 2016, DPIE released their population projections and in 2018 released new dwelling projections. As outlined in Table 8, Burwood in 2011, had a population of approximately 34,200 people. This is expected to increase to a total of 57,500 people by 2036, an increase of 23,300 additional people.

Table 8: Burwood Population Projections

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

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

To accommodate the expected growth, DPIE's 2018 dwelling projections outline that the Burwood LGA requires an additional 2,050 dwellings by 2022/23, or 512 dwellings per year over a 4-year period. It should be noted that the Eastern City District Plan requires 520 dwellings to be constructed per year (by 2021), to a total of 2,600 to 2,021, which represents even further demand for housing in this location.

The table below summarises the dwelling approvals for the Burwood LGA. There has been a significant increase in the number of dwellings being approved within the LGA. On average 426 dwellings are approved per year.

Table 9: Burwood Dwelling Approvals

	09/10	10/11	11/12	12/13	13/14	14/15	15/16	16/17	17/18	Av.
Burwood	68	469	357	71	768	222	389	758	633	426

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

DPIE's Metropolitan Development Program monitors net dwelling completions for all LGAs with the Sydney Metropolitan Area. Table 10 indicates that the average number of dwellings constructed per year between 2009/10 and 2016/18 is 241 dwellings.

Table 10: Burwood LGA Dwelling Completions

	09/10	10/11	11/12	12/13	13/14	14/15	15/16	16/17	17/18	Av.
Burwood	39	66	251	530	46	56	612	256	318	241

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

Assuming these trends continue, the Burwood LGA will not be able to accommodate DPIE's dwelling projections, as an additional 271 dwellings are required per year.

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

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

## Employment

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

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

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

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

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

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

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

Table 11: Burwood Town Centre Employment Forecast

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

Source: Bureau of Transport and Statistics, Transport for NSW

The PP can therefore significantly assist the LGA and district area in meeting this expected increase. Any redevelopment could include a significant amount of employment floor space equating to approximately 3,299 jobs (direct and indirect jobs). An additional 1,720 jobs could also be provided during the construction phase of the development.

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

The proposed development will strengthen the business precinct of the Town Centre and will enable the availability of more substantially sized retail, commercial and hotel spaces. The result of which is to add flexibility and diversity to the broadening retail mix and support the viability of the distinctive commercial potential of Burwood, which will contribute to meeting employment and growth targets. Furthermore, the population growth resulting from this PP and revitalisation/redevelopment will contribute further to retail and commercial enhancement.

### Built Form and Urban Design

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

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

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

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

The bulk, scale and location of the buildings will consider local views into, over, through and from within the site. The design will also take into consideration effective architectural approaches to mitigating

potential amenity and overshadowing impacts of neighbouring sites which have been extensively examined in the Urban Design Report at **Appendix 1**.

### **Transport and Access**

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

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

### **Benefits to the Community**

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

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

The PP also has the potential to provide a new public park, car parking, expanded/upgraded civic areas and an expansion of the Burwood Public Library.

### **Sustainability**

The future redevelopment is capable of implementing the best practice Ecologically Sustainable Development (ESD) principles in design and construction.

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

#### **5.1.2. Is the planning proposal the best means of achieving the objectives or intended outcomes, or is there a better way?**

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

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

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

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

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

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

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

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

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

*Table 12: Consistency with Potential Objectives for the Burwood Town Centre*

Potential Objective	Comment
To enhance the relevance of the Burwood Town Centre as a "Strategic Centre" as outlined in the Greater Sydney Region Plan.	<p>This PP will reinforce Burwood's status and role as a "Strategic Centre", by revitalising an ageing built form, providing jobs closer to homes, improving the streetscape and public domain and by providing a landmark development in a highly accessible location.</p> <p>The proposal will allow for a redevelopment consistent with other comparable Strategic Centres such as St Leonards and Chatswood, which have recently seen approved and/or constructed developments of over 160 metres.</p> <p>A summary of these developments has been provided below:</p> <p><b>1. Chatswood:</b></p> <p>The Chatswood Interchange development comprises three towers with heights of 161.8m, 151.3m and 106.1m. These heights were provided by Cox, the development's architects, and are well above the proposed height as per the amended PP for Burwood Place.</p> <p>A Part 3A development was also approved at Albert Avenue and Thomas Street, Chatswood incorporating a FSR of 10.44:1.</p> <p><b>2. St Leonards:</b></p> <p>St Leonards is currently experiencing a significant level of development activity, with numerous development applications and PPs being approved or proposed, including:</p>

Potential Objective	Comment
	<ul style="list-style-type: none"> <li>1-13 Marshall Avenue, St Leonards - a development application has been approved by the JRPP on 29 June 2016, for a development with a FSR of 10:1</li> <li>472-494 Pacific Highway, St Leonards - a development application was approved on 26 May 2016 with a FSR of up to 12:1</li> </ul> <p>It should also be noted, that within these centres, numerous other PPs are being assessed by the relevant Councils, proposing significant uplift, including building heights of up to 47 storeys.</p>
To ensure that any increase in height or FSR allows appropriate levels of sunlight, privacy and broader amenity protection to residential properties surrounding the Centre.	<p>Substantial analysis and careful consideration has been given to understand the potential impacts of the built form on the surrounding environment.</p> <p>This is supported by the Urban Design Analysis at <b>Appendix 1</b>, which outlines that, despite the high-density urban context of surrounding sites, the proposed built form can be achieved without any unreasonable adverse impacts.</p>
To increase employment floorspace (and therefore jobs) in the Centre.	<p>The site's existing buildings provide approximately 28,250 sqm of non-residential GFA.</p> <p>The proposed development could provide a minimum of approximately 48,467 sqm of non-residential GFA.</p> <p>This will generate approximately 3,299 direct and indirect full-time jobs.</p> <p>This is a significant net increase compared to the site's existing buildings.</p>
To minimise traffic generated for any increased yield, with reduced parking close to the train station being encouraged, consistent with strategies for Transport Orientated Development.	<p>Given the site's location, the proposal has the potential to incorporate the principles of a Transit Oriented Development.</p> <p>Subject to discussions with Council, minimal parking will be provided to encourage alternative modes of transportation such as walking, cycling and the use of bus and train infrastructure.</p>
To ensure that any increase in height or FSR of buildings exhibits design excellence.	<p>This proposal has the potential to transform and activate this end of the Centre, with a high-quality landmark development. This will be achieved with the implementation of world class design techniques and standards which will display the principles of design excellence.</p>
To create new community facilities and public domain spaces.	<p>The proposed development is capable of providing a mixture of different land uses within the one location, ultimately creating a vibrant and active 'community heart' for the Centre of Burwood, with improved streetscapes and the provision of new high quality public open spaces.</p>
To provide a pedestrian-friendly public domain integrated with contemporary retail offerings.	<p>As outlined in the indicative concept, the PP is capable of providing a wide range of unique retail offerings, with through site links and permeability, within the site including restaurants, cafes and fresh-food markets.</p>
To address demand for high-quality housing close to transport and amenities.	<p>The PP is able to deliver new high-quality residential apartments in a centrally located position and in close proximity to existing public infrastructure and existing jobs and services.</p>



## 5.2. Relationship to Strategic Planning Framework

### 5.2.1. Will the planning proposal give effect to the objectives and actions of the applicable regional, or district plan or strategy (including any exhibited draft plans or strategies)?

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

Table 13: Location Criteria for Urban Renewal

Location Criteria	Comment
Alignment with investment in regional and district infrastructure which acknowledges the catalytic impacts of infrastructure such as Sydney Metro Northwest and Sydney Metro City & Southwest, NorthConnex, WestConnex, CBD and South East Light Rail, Parramatta Light Rail, Northern Beaches Hospital. Other possible future investments such as Western Harbour Tunnel and Beaches Link and Sydney Metro West and opportunities created by enhancements to existing infrastructure such as upgrades to schools, open space including sporting facilities and transport.	There is significant city shaping transport infrastructure investment occurring within the vicinity of the subject site, including: WestConnex, Parramatta to Sydney Metro and the Parramatta Light Rail. There could also be a significant increase to public transportation services to and from the Burwood Town Centre, with the possible location of a new metro station at North Burwood. Significant investment in new school and upgrades to existing schools, within the vicinity of the site, as outlined in the Department of Education's School Assets Strategic Plan. This includes the upgrade of Burwood Girls High School, which is DA approved. The proposed development aligns with this new infrastructure.
Accessibility to jobs, noting close to half of Greater Sydney's jobs are generated in strategic centres.	Burwood is a "Strategic Centre" comprising of 10,297 existing jobs. This is expected to increase as a result of the proposed development, which could accommodate approximately 3,299 jobs. The site is also in the vicinity of several other "Strategic Centres" and major employment hubs, including the Parramatta and Sydney CBDs, which can both be accessed from the site within under 30 minutes
Accessibility to regional transport, noting that high frequency transport services can create efficient connections to local transport services and expand the catchment area of people who can access regional transport.	The site is within a 400-metre walking catchment of the Burwood train and bus interchange, which provides frequent express bus and train services to major centres within the Sydney metropolitan area. Significant improvements to public infrastructure within the town centre are expected, with the recent announcement from the NSW Government, that the following additional services will be provided from November 2017 (Source: Sydney Morning Herald, 2017): <ul style="list-style-type: none"> <li>More than 1500 new weekly train services across the network, including 750 at weekends; and</li> <li>Almost 7000 new weekly bus services on routes servicing the northern beaches, eastern suburbs, inner west, lower north shore and northern suburbs, Macarthur and the hills districts.</li> </ul>



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

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



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

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

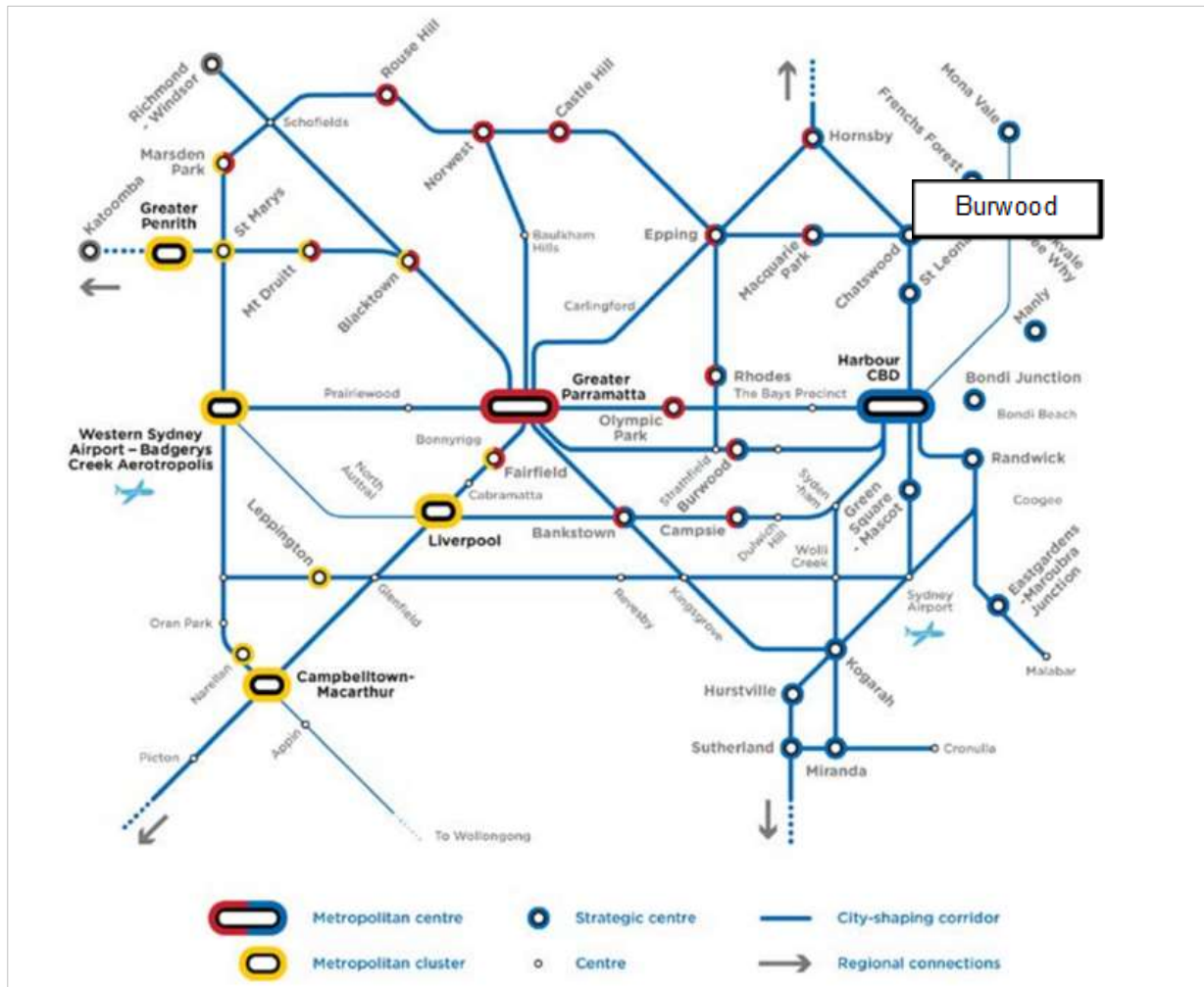


Figure 2: Future Transport 2056 vision for the Greater Sydney mass transit network (Source: Greater Sydney Region Plan).

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

Table 14: Consistency with the Eastern District Plan

Planning Priority	Greater Sydney Region Plan objective	Action	Comment	Consistent
<b>Priority E1:</b> Planning for a city supported by infrastructure	<b>Objective 2:</b> Infrastructure aligns with forecast growth – growth infrastructure compact. <b>Objective 4:</b> Infrastructure use is optimised.	<b>Action 3:</b> Align forecast growth with infrastructure. <b>Action 6:</b> Maximise the utility of existing infrastructure assets, and consider strategies to influence behaviour changes, to reduce the demand for new infrastructure, including supporting the development of adaptive and flexible regulations to allow decentralised utilities.	The proposed development will promote urban renewal and the use of alternative modes of transportation, including walking and cycling. It proposes a high-density mixed-use development, directly opposite the Burwood bus and train interchange, providing direct services to the major centres, such as the Sydney and Parramatta CBDs.	Yes
<b>Priority E3:</b> Providing services and social infrastructure to meet peoples changing needs	<b>Objective 6:</b> Services and infrastructure meet communities' changing needs	<b>Action 8:</b> Deliver social infrastructure to reflect the needs of the community now and in the future <b>Action 9:</b> Optimise the use of available public land for social infrastructure	The indicative concept provides new social infrastructure such as new public domain areas, through site links and improved streetscapes. The PP also proposes a mixed-use development, incorporating non-residential floorspace (such as retail, commercial and a hotel). This will provide additional employment, reinforcing Burwood's status as a "Strategic Centre".	Yes
<b>Priority E4:</b> Fostering healthy, creative, culturally rich and socially connected communities	<b>Objective 7:</b> Communities are healthy, resilient and socially connected. <b>Objective 8:</b> Greater Sydney's communities are culturally rich with diverse neighbourhoods.	<b>Action 10:</b> Deliver healthy, safe and inclusive places for people of all ages and abilities that support active, resilient and socially connected communities <b>Action 14.</b> Facilitate opportunities for creative and artistic expression and participation, wherever feasible with a minimum regulatory burden <b>Action 15:</b> Strengthen social connections within and between	The subject site is within walking distance of train and also bus services. The proposed development will also provide additional community infrastructure such as community space, improved parking and traffic conditions, parks, and pedestrian and cycling links. This will improve the overall amenity of the area and will provide opportunities for people to walk and cycle, which promotes social cohesion and community connectivity. Overall the proposal supports strong, healthy and well-connected communities.	Yes

Planning Priority	Greater Sydney Region Plan objective	Action	Comment	Consistent
	<b>Objective 9:</b> Greater Sydney celebrates the arts and supports creative industries and innovation.	communities through better understanding of the nature of social networks and supporting infrastructure in local places.	The proposed development will also incorporate public art, within the public domain, encouraging creative and artistic expression within the town centre.	
<b>Priority E5:</b> Providing housing supply, choice and affordability, with access to jobs, services and public transport	<b>Objective 10:</b> Greater housing supply. <b>Objective 11:</b> Housing is more diverse and affordable.	<b>Action 16:</b> Prepare local or district housing strategies that address the following: <b>Action 17:</b> Prepare Affordable Rental Housing Target Schemes following development of implementation arrangements.	Burwood has been identified in strategic policy, as being within a suitable location for increased housing. The site is located in a unique position, in close proximity to existing infrastructure such as the train and bus interchange. Providing additional housing in this location will therefore support Burwood's roles as a "Strategic Centre".  The PP also has the opportunity to provide an appropriate mix and number of dwellings which will contribute to affordable housing in the locality.	Yes
<b>Priority E6:</b> Creating and renewing great places and local centres, and respecting the District's heritage	<b>Objective 12:</b> Great places that bring people together. <b>Objective 13:</b> Environmental heritage is identified, conserved and enhanced.	<b>Action 20:</b> Identify, conserve and enhance environmental heritage. <b>Action 21:</b> Use place-based planning to support the role of centres as a focus for connected neighbourhoods. <b>Action 22:</b> Use flexible and innovative approaches to revitalise high streets in decline.	The proposal is sympathetic to surrounding heritage items. Refer to Section 5.3 for further detail.  The PP encourages urban renewal of a key strategic site within the town centre, which creates an opportunity for place-based planning.  The PP has the potential to revitalise Railway Parade, Wynne Avenue and Clarendon Place, by providing a modern mixed-use development, new public domain areas, land dedication for road widening and active street frontages.	Yes
<b>Priority E10:</b> Delivering integrated land use and transport	<b>Objective 14:</b> A Metropolis of Three Cities – integrated land	<b>Action 33:</b> Integrate land use and transport plans to deliver the 30-minute city.	The site is located within 30-minutes of existing and future employment opportunities, within the Burwood Town Centre, and other major centres such as the	Yes



Planning Priority	Greater Sydney Region Plan objective	Action	Comment	Consistent
planning and a 30-minute city	use and transport creates walkable and 30-minute cities	<b>Action 36:</b> Plan for urban development, new centres, better places and employment uses that are integrated with, and optimise opportunities of, the public value and use of Sydney Metro City & South West, CBD and South East Light Rail, and Westconnex as well as other city shaping projects.	Sydney and Parramatta CBDs, which can be accessed via the Burwood train and bus interchange.	
<b>Priority E11:</b> Growing investment, business opportunities and jobs in strategic centres	<b>Objective 22:</b> Investment and business activity in centres	<b>Action 38:</b> Provide access to jobs, goods and services in centres by: <b>Action 41:</b> Co-locate health, education, social and community facilities in strategic centres along the economic corridor. <b>Action 43:</b> Review the current planning controls and create capacity to achieve the job targets for each of the District's strategic centres. <b>Action 45:</b> Encourage opportunities for new smart work hubs	The proposal provides for a net increase of employment when compared to existing development. The provision of non-residential floorspace will provide an opportunity to incorporate health, education, social and community facilities within the future development.	Yes
		<b>Action 46:</b> Strengthen Burwood through approaches: (a) protect capacity for job targets and a diverse mix of uses to strengthen and reinforce the economic role of the centre. (b) considers development initiatives that encourage the	(a) Consistent - the District Plan outlines a 2036 higher target of 14,000 jobs for the Burwood LGA. The proposed development will assist meeting this target by providing approximately 3,299 jobs. (b) Consistent - the proposal could include large non-residential floorplates.	Yes

Planning Priority	Greater Sydney Region Plan objective	Action	Comment	Consistent
		<p>development of large floorplate mixed-use buildings.</p> <p>(c) improves connections across the centre including permeability of the rail line</p> <p>(d) expands the function and type of land uses in the centre</p> <p>(e) investigates opportunities to improve and diversify high-time economy offerings</p> <p>(f) promote place making initiatives to improve the quality of public spaces</p>	<p>(c) Consistent - the proposal includes a range of different land uses, including residential, retail and commercial.</p> <p>The District Plan outlines that 2,600 residential dwellings must be provided with the Burwood LGA between 2016-2021. This PP will assist meeting this target by providing approximately 1,100 dwellings.</p> <p>(d) Consistent - the proposal could include a variety of different land uses including residential, commercial, retail and floorspace for a hotel.</p> <p>(e) Consistent - the proposal includes space for retail uses such as restaurants and cafes, which could be open at night and on weekends.</p> <p>(f) Consistent - the proposal includes a range of different high-density uses and new public domain areas, adjacent to the Burwood train and bus interchange. It will be a new landmark for the town centre, attracting visitors from other parts of Sydney.</p>	

DPIE have released new assessment criteria for assessing PPs, in order to justify and determine if the PP has strategic planning merit.

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

Table 15: DPIE's Assessment Criteria

Does the proposal have strategic merit? Is it	
Consistent with the relevant regional plan outside of the Greater Sydney Region, the relevant district plan within the Greater Sydney Region, or corridor/precinct plans applying to the site, including any draft regional, district or corridor/precinct plans released for public comment;	<p><b>District Plan</b></p> <p>Table 14 outlines consistency with the Eastern City District Plan.</p> <p>There are no other corridor/precinct strategies applicable to the site.</p>
Consistent with the relevant local council strategy that has been endorsed by the Department; or	<p>There are no local council strategies, that we are aware of, that have been endorsed by DPIE.</p>
<p>Responding to a change in circumstances, such as the investment in new infrastructure or changing demographic trends what have not been recognised by existing planning controls.</p> <p>Does the proposal have site-specific merit, having regard to the following:</p> <p>The natural environment (including known significant values, resources or hazards),</p> <p>The existing uses, approved uses, and likely future uses of land in the vicinity of the proposal; and</p>	<p><b>Infrastructure</b></p> <p>There is significant infrastructure investment occurring within the vicinity of the subject site, including the construction of the WestConnex and the Parramatta Light Rail.</p> <p>This PP has the potential to maximise the usage of this new infrastructure, in addition to existing infrastructure such as the Burwood train and bus interchange, directly opposite the site.</p> <p>As outlined previously in this report, this PP also responds to changing demographics.</p> <p><b>Local Environmental Plans</b></p> <p>The preparation of the Burwood Local Environmental Plan (Burwood Town Centre) (BTCLEP) 2010 commenced in 2006 by the Burwood Town Centre Planning Panel. It was prepared in order to cater for the growth as outlined in a previous Metropolitan Strategy. This LEP was gazetted in 2010.</p> <p>In 2012 this LEP was translated into the Standard Instrument and amalgamated into the Burwood Local Environmental Plan 2012 (BLEP).</p> <p>Therefore, the BTCLEP (which was amalgamated into the BLEP in 2012) is nearly 12 years old when its preparation commenced and approximately 8 years old from the date of initial gazettal.</p> <p><b>Changing Demographics</b></p> <p>The Greater Sydney Region Plan, the District Plans and the 2016 population and 2018 dwelling projections were released after the gazettal of the BTCLEP.</p> <p>In order to accommodate this significant increase in population, DPIE's dwelling projections anticipate Burwood will need to accommodate at least an additional 2,050 dwellings by 2022/23 (512 dwellings per year).</p>



	<p>According to the DPIE's MDP, on average per year, Burwood has 241 dwellings constructed. This is not sufficient in order to accommodate the expected increase in population, as an additional 271 dwelling per year are required.</p> <p>The Centre is also expected to accommodate additional jobs, in order to provide employment opportunities to the district population, which is expected to significantly increase. This is supported by statistics from the BTS which forecast the number of jobs within the Centre to increase by approximately 3,000 jobs by 2031.</p> <p>As the planning controls applicable to the Town Centre are more than 5 years old, a review of planning controls is therefore required in order to ensure the Town Centre and the LGA can accommodate the forecast growth.</p> <p>This PP is capable of significantly assisting the Centre in accommodating this growth by providing approximately 1,100 apartments and approximately 3,299 (direct and indirect) jobs.</p>
<b>Does the proposal have site-specific merit, having regard to the following:</b>	
The natural environment (including known significant values, resources or hazards),	The PP is located within an existing urban environment and is not subject to environmental constraints.
The existing uses, approved uses, and likely future uses of land in the vicinity of the proposal; and	<p>There is a significant amount of development occurring surrounding the subject site.</p> <p>Given the dense urban context of the area surrounding the site, existing (approved and constructed) developments mutually overshadow each other.</p> <p>Whilst these surrounding developments were approved on the basis of generally achieving the solar criteria in the Apartment Design Guide (ADG), the modelling undertaken did not take into consideration any built form outcome for the subject site. Furthermore, due to the deep balconies on Emerald Square, the purported solar penetrations on the living rooms was not achievable. For this reason, strict consistency with the ADG in terms of impact on surrounding development will not be achievable, but as set out in the objectives of the draft DCP, solar access will not be unreasonably reduced.</p> <p>As outlined in the Urban Design Report at <b>Appendix 1</b>:</p> <ul style="list-style-type: none"> <li>▪ All single dwellings south of the proposed development received 3 hours or more sunlight between 9am - 3pm during the winter solstice; and</li> <li>▪ 50% of apartments south of the proposed development (e.g. Emerald Square and Burwood Grand) receive 2 hours or more sunlight between 9am-3pm during the winter solstice. This is considered appropriate given the dense urban context and the design of the surrounding developments, which would restrict solar access strictly complying with the ADG.</li> </ul> <p>Careful consideration has also been given to the use of Council's land, to the west of the site. As part of the public benefits which accompany this PP, this land could be transformed into a new urban park (with public parking underground). As outlined in the Urban Design Report,</p>

	appropriate setbacks and pedestrian connections will be provided, to activate the park whilst enhancing connectivity and accessibility.
The services and infrastructure that are or will be available to meet the demands arising from the proposal and any proposed financial arrangements for infrastructure provision.	<p>As outlined in the Urban Design Report at <b>Appendix 1</b>, there is sufficient infrastructure available to accommodate the proposed development.</p> <p>This PP also proposes a range of community, social and transport infrastructure upgrades. If these upgrades are implemented, it has the potential to not only accommodate the development, but also improve the amenity and traffic conditions within the town centre.</p> <p>This is further discussed in the Urban Design Report at <b>Appendix 1</b>.</p>

### 5.2.2. Will the PP give effect to a council's endorsed local strategic planning statement, or another endorsed local strategy or strategic plan?

As previously discussed, Council is currently preparing its LSPS. The relevant existing local strategy, which has not been endorsed by DPIE is Burwood 2030. Burwood 2030 aims to ensure the diversity and prosperity of Burwood is embraced and celebrated into the future. It is the community's 20-year plan which will provide a blueprint for Council's activities and set clear directions for the future of Burwood. The plan outlines the community's vision and aspirations for the area into the future. The community, council, state and federal governments and other organisations all have responsibilities to implement and deliver on the strategies outlined in this plan and the success of the plan will rely on collaborative partnerships between the community and these organisations.

Table 16: Consistency with Burwood 2030

Strategic Goal	Comment
1.1 A safe community for residents, workers and visitors	<p>The proposal will provide an attractive built form, vibrant streetscapes and unique public spaces, with the use of high-quality building materials and creative architectural designs.</p> <p>It will also ensure any future built form will assist in providing a safe and community friendly environment.</p>
1.5 A sense of community pride	<p>The site currently consists of ageing buildings. The development will promote urban renewal whilst not detracting from the heritage significance of the area. This will be a positive contribution to the streetscape, ultimately improving the local amenity and make the area an attractive place for people to live, work and/or visit.</p>
3.1 Maintain and enhance open green spaces and streetscapes	<p>The proposal will improve the surrounding streetscape with the incorporation of active street frontages and creative and inviting public domain spaces.</p>
3.3 Educate the community on sustainable practices	<p>This development has the potential to include the latest ESD principles.</p> <p>This will ultimately result in a development with a minimal ecological footprint and will encourage and lead the way for other similar developments to take place.</p>
4.1 Effective traffic management and adequate parking provision	<p>Given the site's location, opposite the train and bus interchange, the development will encourage the use of alternative modes of transportation.</p> <p>The development will however include sufficient parking to accommodate and satisfy Council's requirements.</p>

Strategic Goal	Comment
4.4 Encourage active and healthy lives	The PP encourages alternative modes of transportation such as public transportation, walking and cycling, which promote healthy, active and sustainable lifestyles.
4.5 Vibrant and clean streetscape	The proposal will include a high-quality architectural design with aesthetically appealing buildings. This will improve the current area, with an attractive built form and active streetscape.
5.1 Support and manage Burwood's major centre status	The proposed development will reinforce Burwood's role as a "Strategic Centre", with the incorporation of mixed-use buildings, providing a range of different land uses such as residential, retail and commercial.  This will strengthen the function of the town centre, making it an attractive location to live, work and visit.
5.2 Support small business	The redevelopment of the site will include a range of commercial and retail spaces, encouraging a variety of businesses to establish within the Burwood Town Centre.

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

Table 17: Consistency with SEPPs

SEPP Title	Consistency	Comment
1.Development Standards Consistent	N/A	Not applicable
19.Bushland in Urban Areas	N/A	Not applicable
21.Caravan Parks	N/A	Not applicable
33.Hazardous and Offensive Development Complex	N/A	Not applicable
36.Manufactured Home Estates	N/A	Not applicable
44.Koala Habitat Protection	N/A	Not applicable
47.Moore Park Showground	N/A	Not applicable
50.Canal Estate Development	N/A	Not applicable
55.Remediation of Land	Yes	The PP will not contain provisions that will contradict or would hinder the application of this SEPP.  A contamination report has been prepared and accompanies this PP. The report concludes that the site can be made suitable for the proposed development once certain recommendations have been implemented.
64.Advertising and Signage	N/A	Not applicable
65.Design Quality of Residential Flat Development	Yes	The PP will achieve consistency with the SEPP through application of design excellence provisions. The Urban Design Analysis investigates the implications for realising the design quality principles in the SEPP and demonstrates an

SEPP Title	Consistency	Comment
		appropriate built form on the site. Any future DA to be submitted to Council for this site will demonstrate the development satisfies the requirements of this SEPP.
70.Affordable Housing (Revised Schemes)	Yes	The PP has the opportunity to provide an appropriate mix and number of dwellings which will contribute to affordable housing in the locality.
SEPP Aboriginal Land 2019	N/A	Not applicable
Affordable Rental Housing 2009	N/A	Not applicable
SEPP (Building Sustainability Index: BASIX) 2004	Yes	The PP will not contain provisions that will contradict or would hinder application of this SEPP.
SEPP Coastal Management 2018	N/A	Not applicable
SEPP Concurrence 2018	N/A	Not applicable
SEPP Educational Establishments and Child Care Facilities 2017	N/A	Not applicable
SEPP Gosford City Centre 2018	N/A	Not applicable
SEPP (Housing for Seniors or People with a Disability) 2004	N/A	Not applicable
SEPP (Infrastructure) 2007	N/A	Not applicable
SEPP (Kosciuszko National Park-Alpine Resorts) 2007	N/A	Not applicable
SEPP (Kurnell Peninsula) 1989	N/A	Not applicable
SEPP (Mining, Petroleum Production and Extractive Industries) 2007	N/A	Not applicable
SEPP (Miscellaneous Consent Provisions) 2007	N/A	Not applicable
SEPP (Penrith Lakes Scheme) 1989	N/A	Not applicable
SEPP Primary Production and Rural Development 2019	N/A	Not applicable
SEPP (State and Regional Development) 2011	N/A	Not applicable
SEPP State Significant Precincts 2005	N/A	Not applicable
SEPP (Sydney Drinking Water Catchment) 2011	N/A	Not applicable
SEPP (Sydney Region Growth Centres) 2006	N/A	Not applicable
SEPP (Three Ports) 2013	N/A	Not applicable
SEPP (Urban Renewal) 2010	N/A	Not applicable
SEPP Vegetation in Non-Rural Areas 2017	N/A	Not applicable

SEPP Title	Consistency	Comment
SEPP (Western Sydney Employment Area) 2009	N/A	Not applicable
SEPP (Western Sydney Parklands) 2009	N/A	Not applicable

#### 5.2.4. Is the planning proposal consistent with the applicable Ministerial directions (s.9.1 directions)?

It is considered that the PP is consistent with the relevant Directions issued under Section 9.1(2) of the Act by the Minister to Councils, as demonstrated in the assessment of the following:

Table 18: Consistency with S9.1 Ministerial Directions

Direction Title	Consistency	Comment
<b>Employment and Resources</b>		
1.1 Business and Industrial Zones	Yes	<p>The site's existing buildings provide approximately 28,250 sqm of non-residential GFA.</p> <p>The PP provides a net increase in employment floor space by providing a minimum of 48,400 sqm of non-residential GFA.</p> <p>The PP promotes population and employment growth in this highly connected and accessible location, which offers numerous retail and employment services and opportunities.</p> <p>It will also allow residents to live in close proximity to existing employment. This will allow people to use public transport to access jobs without the need of travelling large distances.</p> <p>An Economic Impact Assessment (<b>Appendix 1.L</b>) has been prepared which supports and provides justification for the proposed LEP amendments.</p>
1.2 Rural Zones	N/A	Not applicable
1.3 Mining, Petroleum Production and Extractive Industries	N/A	Not applicable
1.4 Oyster Aquaculture	N/A	Not applicable
1.5 Rural Lands	N/A	Not applicable
<b>Environment and Heritage</b>		
2.1 Environment Protection Zones	N/A	Not applicable
2.2 Coastal Management	N/A	Not applicable
2.3 Heritage Conservation	Yes	<p>A Heritage Assessment/ Heritage Impact Statement has been prepared by Tropman &amp; Tropman Architects and accompanies this PP. The subject site is not a heritage item, however several heritage items are located in the vicinity.</p>

Direction Title	Consistency	Comment
		<p>The impact of the towers will be reduced by the slender tower forms, with the towers appearing as a backdrop to the town centre.</p> <p>The report concludes that the impact on the heritage listed items will be minimal and will not detract further from the heritage significance of the listed items.</p>
2.4 Recreation Vehicle Areas	N/A	Not applicable
2.5 Application of E2 and E3 Zones and Environmental Overlays in Far North Coast LEPs	N/A	Not applicable
<b>Housing, Infrastructure and Urban Development</b>		
3.1 Residential zones	Yes	<p>The PP encourages a variety and choice of housing types, whilst making efficient use of existing infrastructure and services. The subject site is located within a high-density, mixed-use area. The PP will encourage urban renewal within this established suburb, by providing an appropriate built form, whilst minimising the impact of the development on the environment.</p> <p>The introduction of extra dwellings on the site satisfies the criteria of the Greater Sydney Region Plan and the District Plans, which include increased housing targets for the LGA. This approach provides a suitable yield of residential density of the subject site, by providing housing choice in an appropriate location, supporting the growth of the Burwood Town Centre, and utilising existing infrastructure for renewal of the urban development of the precinct.</p>
3.2 Caravan Parks and Manufactured Home Estates	N/A	Not applicable
3.3 Home Occupations	N/A	Not applicable
3.4 Integrating land use and transport	Yes	The PP will enable a mixed-use development in close proximity to jobs and services. This will ultimately encourage alternative modes of transport such as walking, cycling and the use of public transport.
3.5 Development Near Licensed Aerodromes	Yes	<p>An Aeronautical Assessment has been prepared and accompanies this PP (<b>Appendix 1.E</b>).</p> <p>The Department of Infrastructure, Regional Development and Cities provided approval for the proposed maximum height limit on 6 March 2018 (<b>Appendix 5</b>).</p>
<b>Hazard and Risk</b>		
4.1 Acid sulphate soils	N/A	A contamination report has been prepared and accompanies this PP. The site is located on Class 5 Acid sulphate soils and is not within 500 metres of any Class 1, 2, 3 or 4 land. Based on published

Direction Title	Consistency	Comment
		1:25,000 Acid Sulfate Soil Risk mapping data (1994-1998), the site is not located in an area with a probability of acid sulphate soil occurrence. Accordingly, Direction 4.1 is not applicable.
4.2 Mine Subsidence and Unstable Land	N/A	Not applicable
4.3 Flood Prone Land	N/A	The site is not located within an identified flood prone area. Accordingly, Direction 4.3 is not applicable.
4.4 Planning for Bushfire Protection	N/A	The site is not located within a Bushfire prone area. Accordingly, Direction 4.4 is not applicable.
<b>Regional Planning</b>		
5.1 Implementation of Regional Strategies	N/A	Not Applicable. No regional strategies apply to the subject site.
5.2 Sydney Drinking Water Catchments	N/A	Not applicable
5.3 Farmland of State and Regional Significance on the NSW Far North Coast	N/A	Not applicable
5.4 Commercial and Retail Development along the Pacific Highway, North Coast	N/A	Not applicable
5.5 Development in the vicinity of Ellalong, Paxton and Millfield (Cessnock LGA)	N/A	Not applicable
5.6 Sydney to Canberra Corridor	N/A	Not applicable
5.7 Central Coast	N/A	Not applicable
5.8 Second Sydney Airport: Badgerys Creek	N/A	Not applicable. As with Direction 3.5, an Aeronautical Assessment has been prepared which confirms that the site is suitable from an aviation perspective.
5.9 North West Rail Link Corridor Strategy	N/A	Not applicable
5.10 Implementation of Regional Plans	N/A	Not applicable
<b>Local Plan Making</b>		
6.1 Approval and Referral Requirements	Yes	The PP will be consistent with this Ministerial Direction.
6.2 Reserving Land for Public Purposes	Yes	The PP will be consistent with this Ministerial Direction.
6.3 Site Specific Provisions	Yes	Given the size of the subject site, the scale of the proposed development and its significance to the Burwood town centre, we believe the most appropriate and simplistic mechanism to



Direction Title	Consistency	Comment
		<p>implement the proposed controls is via a new site-specific additional local provision.</p> <p>This allows for appropriate site-specific provisions and objectives to apply to the development.</p> <p>The original PP for the site, which received a GWD, proposed a site-specific provision.</p> <p>We are happy to discuss with both Council and DPIE to ensure the most appropriate mechanism has been selected.</p>
<b>Metropolitan Planning</b>		
7.1 Implementation of the Metropolitan Plan for Sydney	Yes	Refer to Section 5.2 of the PP for detail.
7.2 Implementation of Greater Macarthur Land Release Investigation	N/A	Not applicable
7.3 Parramatta Road Corridor Urban Transformation Strategy	N/A	Not applicable
7.4 Implementation of North West Priority Growth Area Land Use and Infrastructure Implementation Plan	N/A	Not applicable
7.5 Implementation of Greater Parramatta Priority Growth Area Interim Land Use and Infrastructure Implementation Plan	N/A	Not applicable
7.6 Implementation of Wilton Priority Growth Area Interim Land Use and Infrastructure Implementation Plan	N/A	Not applicable
7.7 Implementation of Glenfield to Macarthur Urban Renewal Corridor	N/A	Not applicable

### 5.3. Environmental, Social and Economic Impact

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

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

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

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

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

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

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

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

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

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

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

#### **Positive Impact on the Local Economy**

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

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

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

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

- Direct injection of an estimated \$617.3 M into local businesses during construction, which will support around \$238 M in Gross Value Added (GVA) (direct and indirect impacts);
- Generate an approximately 1,720 direct and indirect jobs as a result of the construction phase of the development;

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

### Potential Social and Economic Benefits:

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

- **Employment:** the development includes a significant amount of commercial and retail floor space (approximately 48,467 sqm equating to approximately 3,299 indirect and direct jobs) in the heart of the Burwood Town Centre, where existing residential apartments are currently located.
- This will specifically include:
  - Replacing the existing shopping centre with a new high-quality shopping destination, offering the broader subregional population with a range of retail services including supermarkets, cinemas and homewares retail shops. As outlined in the Retail Impact Assessment at **Appendix 1.N**, the proposed retail will significantly improve the range of retail facilities available to residents without impacting on the ongoing viability of any existing or future retail uses within the trade area.
  - Commercial office floor space (approximately 15,429 sqm) - given the site's central location, the development provides an opportunity to create a new office hub for the district. The proposal will reflect the needs of the local commercial market, by offering open planned modern office spaces. This has the potential to attract a range of high-profile businesses to the Burwood Local Government Area. As outlined in the Economic Impact Assessment at **Appendix 1.L**, the proposed commercial floorspace represents a positive addition to the Burwood Town Centre, which will not negatively impact the dynamics of the Inner West Office market.
  - Hotel - there is a currently a lack of supply in hotel accommodation within the Burwood Town Centre. This PP is able to provide a hotel facility with approximately 5,536 sqm of floorspace.

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

The redevelopment will also increase employment opportunities during the construction phase of the development, generating approximately 1,720 jobs (indirect and direct full-time jobs).

- **Housing:** this proposal will provide approximately 1,100 apartments which will contribute to district and local housing targets for the area. The dwelling types and sizes will respond to the needs of the local community and provide a mix of forms to provide ageing in place, affordable housing, and adaptable and accessible housing. It will also provide opportunities for first home buyers, young families and the downsizing elderly, providing a range of housing options in a high demand and centrally located area of Sydney, in close proximity to public transportation and services.
- **Improved streetscape:** this PP benefits the greater locality by providing public domain improvements, located both within and around the site, which will improve the overall social cohesion of the centre and community.  
The proposal will also allow for the site's existing ageing buildings to be redesigned, reinvigorating the presentation of the streetscape. More notably, the redevelopment of the ground floor benefits the local community by creating a positive sense of delineation between the public and private domains to provide an active and engaging space for pedestrians.
- **Sustainable living:** the proposed development includes a cluster of high density land uses in a centrally located area. This will enable people to work and live within the one area, reducing the need for people to travel large distances.

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

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

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

As a result, the proponent is welcoming the opportunity to work with Council and the community to ensure this development incorporates and satisfies the needs of the community, by providing adequate public and community infrastructure to improve the overall amenity of the centre.

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

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

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

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

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

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

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

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

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

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

## 5.4. State and Commonwealth Interests

### 5.4.1. Is there adequate public infrastructure for the planning proposal?

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

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

#### Infrastructure Improvements

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

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

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

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

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

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

Table 19: Response from Government Agencies

Gateway Condition	Response
Initial consultation regarding the planning proposal is to be undertaken with the following public authorities:	
<ul style="list-style-type: none"> <li>▪ Sydney Airport Corporation Limited (SACL), Bankstown Airport Limited (BAL), Civil Aviation Safety Authority (CASA) and Airservices Australia (AsA) in relation to maximum building heights; and</li> </ul>	The Department of Infrastructure, Regional Development and Cities issued approval for the proposed height of 163.5 metres (AHD) on 6 March 2018 ( <b>Appendix 5</b> ). An approval was also received for the proposed crane height of 181.5 metres on 23 April 2018.

Gateway Condition	Response
	The amended PP does not propose to increase the above heights. We therefore do not believe any additional consultation is required.
<ul style="list-style-type: none"> <li>Roads and Maritime Services (RMS) in relation to traffic impacts of the proposed density on the site.</li> </ul>	<p>The RMS provided a response on the 9 March 2018 (<b>Appendix 6</b>). This response did not raise any objection to the subject PP.</p> <p>The amended PP proposes additional GFA. The RMS will therefore need to be re-notified. We propose that this could be undertaken concurrently with the public exhibition period.</p>

It is anticipated that consultation with the following public authorities will also be undertaken concurrently, with the community consultation period: Office of Environment and Heritage; Transport for NSW; Sydney Trains; Sydney Water; Energy Australia; Ministry for Health; and Department of Education.



## 6. MAPPING

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

Table 20: Existing and Proposed Controls

Control	Existing	Proposed
Height	60 metres and 70 metres	136 metres and 144 metres
FSR	4.5:1 and 6:1	10.54:1
Maximum Residential FSR	2:1 and 3:1	7.16:1
Maximum FSR for Serviced Apartments	0.45:1 and 0.6:1	GFA cannot exceed 10% of total GFA across the combined land
Savings Provision	N/A	Introduce a savings provision for the site to allow for a Development Application to be assessed concurrently with the PP

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

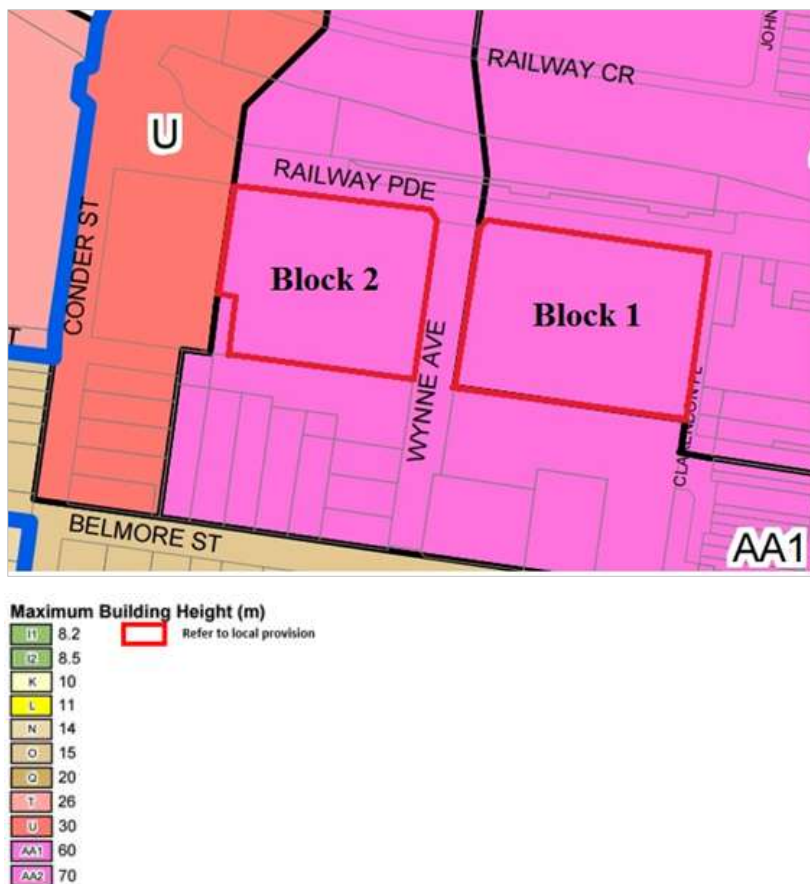


Figure 3: Proposed Maximum Building Height Map

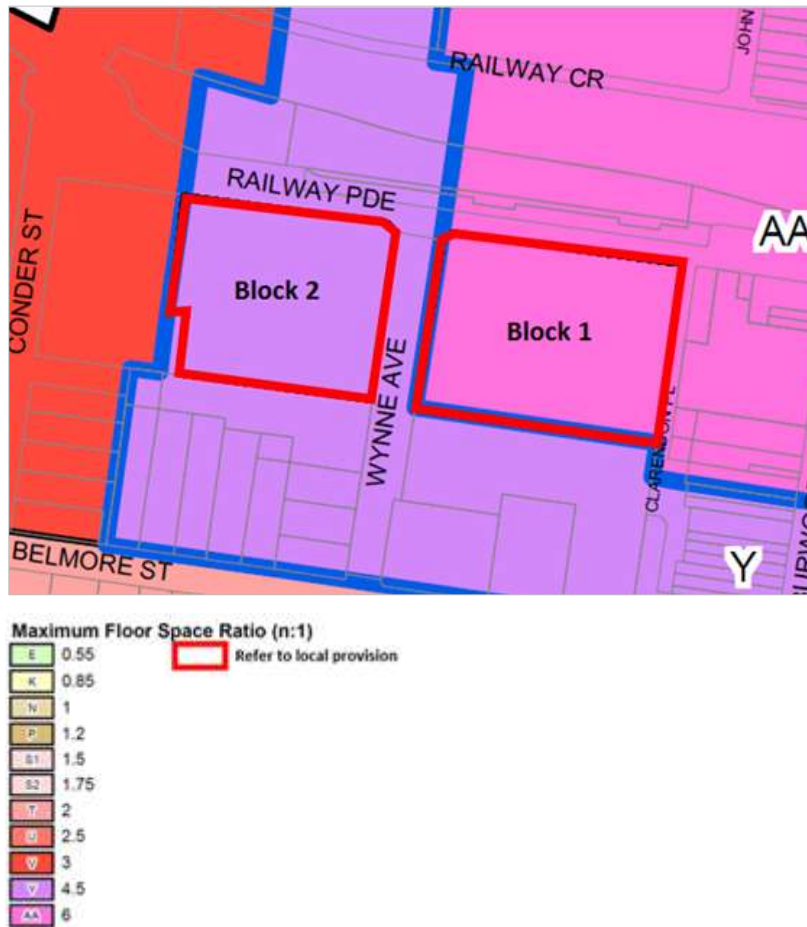


Figure 4: Proposed FSR Map

## 7. COMMUNITY CONSULTATION

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

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

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

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

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

## 8. PROJECT TIMELINE

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

Table 21: Indicative Project Timeline

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

## 9. CONCLUSION

### Statutory Planning Issues

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

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

Table 22: Summary of Amendments

Control	Existing	Proposed
Height	Lot 1 DP 588368 (Block 1) - 70 metres Lot 16 DP 832440 (Block 2) - 60 metres	Lot 1 DP 588368 (Block 1) - 144 metres Lot 16 DP 832440 (Block 2) - 136 metres
FSR	Lot 1 DP 588368 (Block 1) - 6:1 Lot 16 DP 832440 (Block 2) - 4.5:1	10.54:1 (combined over both Lot 1 DP 588368 and Lot 16 DP 832440)
Maximum Residential FSR	Lot 1 DP 588368 (Block 1) - 2:1 Lot 16 DP 832440 (Block 2) - 3:1	7.16:1 (combined over both Lot 1 DP 588368 and Lot 16 DP 832440)
Maximum FSR for Serviced Apartments	Lot 1 DP 588368 (Block 1) - 0.6:1 Lot 16 DP 832440 (Block 2) - 0.45:1	GFA cannot exceed 10% of total GFA across the combined land (both Lot 1 DP 588368 and Lot 16 DP 832440)
Savings Provision	n/a	Introduce a savings provision for the site to allow for a Development Application to be assessed concurrently with the PP

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

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

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

### Positive Impact on the Local Economy

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

Table 23: Economic Benefits (Source: AEC, 2018)

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

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

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

### Public Benefits

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

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

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

### Summation

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

- Is consistent with the principles of Council's community strategic policies;
- Is consistent with the Greater Sydney Region Plan and the Eastern City District Plan;
- Is consistent and complies with the strategic planning test outlined in DPIE's 'A Guide to preparing planning proposals';
- Is consistent with the relevant Ministerial Directions under Section 9.1 of the Act; and
- Does not pose any adverse environmental or social impacts to the surrounding community.

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

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