



Request for Project-Specific SEARs

Housing Delivery Authority – State Significant Development

166-204 Parramatta Road and 1–1A Cheltenham Road,
Croydon

Submitted to Department of Planning, Housing and Infrastructure (DPHI)
on behalf of LSH Property (Alexandria) Pty Ltd

Prepared by Urban Planning

30 June 2026 | 2210896



'Gura Bulga'

Liz Belanjee Cameron

'Gura Bulga' – translates to Warm Green Country. Representing New South Wales.



'Dagura Buumarri'

Liz Belanjee Cameron

'Dagura Buumarri' – translates to Cold Brown Country. Representing Victoria.



'Gadalung Djarri'

Liz Belanjee Cameron

'Gadalung Djarri' – translates to Hot Red Country. Representing Queensland.

Colliers Urban Planning acknowledges the Traditional Custodians of Country throughout Australia and recognises their continuing connection to land, waters and culture.

We pay our respects to their Elders past and present.

In supporting the Uluru Statement from the Heart, we walk with Aboriginal and Torres Strait Islander people in a movement of the Australian people for a better future.

Contact

Stephen Gouge
Director

Stephen.Gouge@colliers.com

This document has been prepared by

Stephen Gouge

30 June 2026

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1.0 Introduction

This Project Specific SEARs Request letter (letter) has been prepared by Colliers Urban Planning on behalf of LSH Property (Alexandria) Pty Ltd (the Applicant) in support of a concurrent Concept State Significant Development Application (SSDA), detailed first stage State Significant Development Application (SSDA) and concurrent Planning Proposal (LEP Amendment) 166-204 Parramatta Road and 1–1A Cheltenham Road, Croydon (the site). This letter is to enable the preparation and issue of project-specific Secretary’s Environmental Assessment Requirements (SEARs) and rezoning study requirements.

On 15 July 2025, the Housing Delivery Authority (HDA) recommended the proposed development for the purpose of a mixed used development containing affordable housing and including the construction of indicatively 314 dwellings at the site be declared State Significant Development (SSD) under section 4.36(3) of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

It is noted that in light of discussion with DPHI, the proposal has been amended following the HDA recommendation to propose 375 dwellings.

The Minister for Planning and Public Spaces (the Minister) issued State Significant Development (SSD) Declaration Order (No. 14) 2025 on 24 September 2025, formally declaring the proposal known as EOI application 259242 as SSD. The proposal will be facilitated by a concurrent amendment to the applicable Environmental Planning Instrument (EPI), being the *Burwood Local Environmental Plan 2012* (BLEP) to allow amended height and FSR development standards.

This proposal has therefore been declared to be SSD for the purposes of the EP&A Act and requires the issue of Project-Specific SEARs to enable its assessment. This letter has been prepared with regard to section 3.33 of the EP&A Act and the NSW Department of Planning, Housing and Infrastructure’s (DPHI’s) Local Environmental Plan Making Guideline.

The letter provides a description of the site, the proposed development and statutory planning considerations, including eligibility for the State Significant Development (SSD) and project-specific SEARs pathway.

1.1 Applicant Details

The Applicant’s details are presented in **Table 1** below.

Table 1 *Applicant Details*

Applicant:	LSH Property (Alexandria) Pty Ltd
Address:	264-274 Sturt St, Southbank VIC 3006
ABN:	38604270466

1.2 Project Overview

This project seeks to provide additional housing in a highly accessible location, noting that the Burwood North Metro Station is approximately 700m west of the site (10-minute walk) and is anticipated to be operational shortly after the development is complete. It will anchor renewal of the site by replacing ageing residential dwellings and partially vacant land with 375 new dwellings over two main tower elements, podium and other smaller building forms that will be designed to exhibit design excellence. The proposed rezoning and development are driven by the following principles:

- Demonstrate the strategic and site-specific merit of accommodating the proposed mixed-use residential development on the site.
- Respond to the housing challenges facing Sydney by boosting the provision of housing, including affordable housing, in a highly accessible location.
- Demonstrate that the site is capable of accommodating an uplift in planning controls, while maintaining appropriate amenity outcomes to adjacent publicly accessible open spaces and residential development.
- Demonstrate design excellence through an overarching design excellence strategy for the site.
- Deliver public benefits by leveraging the opportunity to enhance the public domain, to enhance the urban design outcome on the ground plane including the provision of large activated publicly accessible open space and associated permeable linkages at the centre of the site.

2.0 Site Description

2.1 Site Description

The Site is located at 166-204 Parramatta Road and 1-1A Cheltenham Road, Croydon (Lot 1 DP206411, Lot 1 DP86926, Lots A-C DP84812, Lot 1 DP 86033, Lots 100-101 DP850953 and Lot 1 DP 817488) on the southern side of Parramatta Road and is bound by Lucas Road and Cheltenham Rd in the Burwood local government area. The Site is approximately 700m west of Burwood Station and Town Centre and 150m east of Concord Oval, and comprises an area of approximately 10,499sqm.

The site is not a heritage listed item nor within or adjacent to a heritage conservation area. The Site includes 1-1A Cheltenham Road which currently contains a single storey brick dwelling. A context plans is provided in **Figure 1**, a photograph of the surrounding precinct is provided in **Figure 2** and an aerial photo of the site is shown in **Figure 3**.

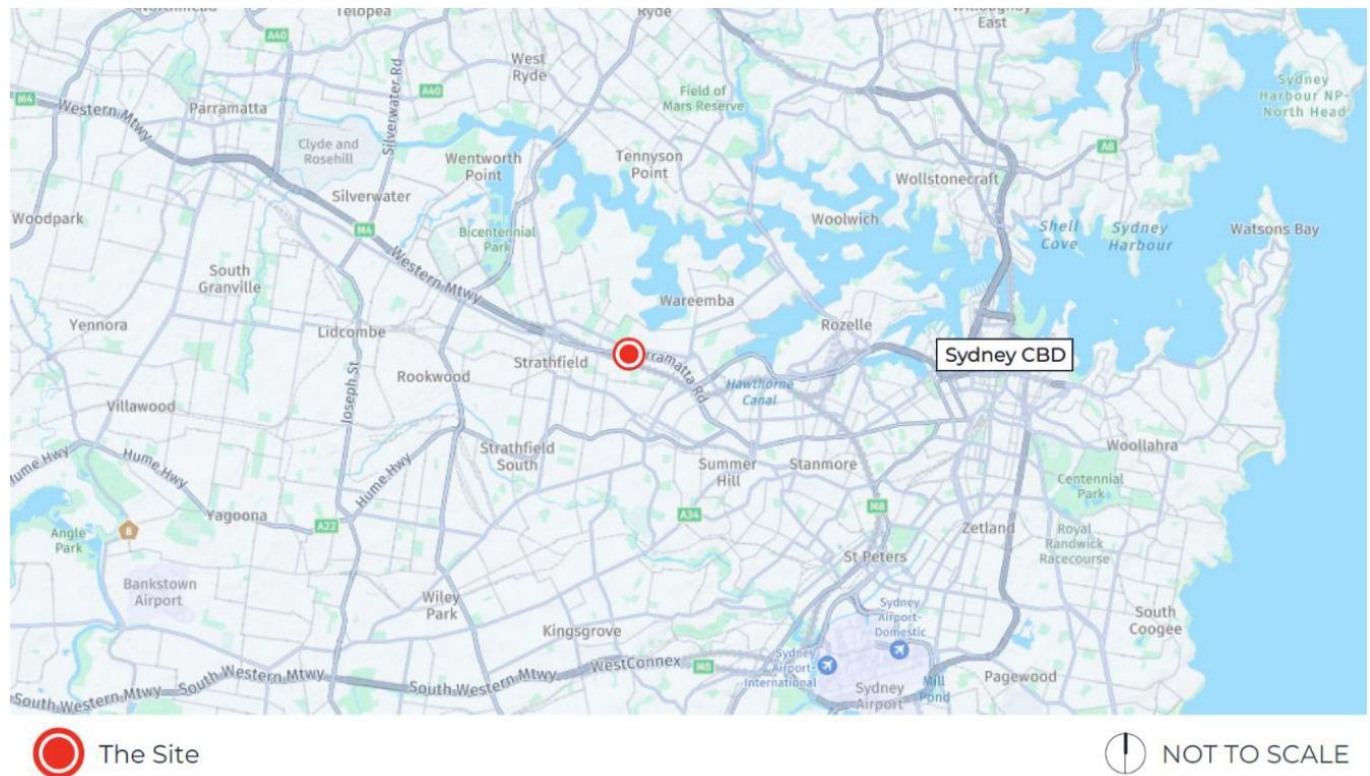


Figure 1 Context Plan

Source: Nearmap/Colliers Urban Planning

The site is well serviced by public transport. Burwood Station is also approximately a 20-minute walk from the site, which is served by the T1, T2, T3, T7 and T9 lines. Further, as previously noted, the Burwood North Metro Station is approximately 700m west of the site (10-minute walk). In addition, the site is well served by a number of regular bus services that provide access to Chatswood Station (530), Burwood Station (461X) and Campsie (415).



Figure 2 *Precinct Aerial Photograph*

Source: Nearmap/Colliers Urban Planning



Figure 3 *Site Aerial*

Source: Nearmap/Colliers Urban Planning

2.2 Site Plan



Figure 4 Site Plan

Source: Nearmap/Colliers Urban Planning

2.3 Surrounding Development

The current surrounding development is defined by large bulky goods retail, showrooms, and light industrial sites to Parramatta Road and medium to low density residential south of the site along Cheltenham and Lucas Roads.

- North: to the north across Parramatta Road are car dealerships and areas of future transformation through the PRCUTs (including parts of the Kings Bay precinct to the north-west). Along Parramatta Road, the streetscape is predominantly characterised by commercial and light industrial uses, interspersed with showrooms, warehouses, and automotive-related services. Also to the south of Parramatta Road is the residential suburb of Concord.
- East: to the east the Site adjoins a warehouse development on the opposite side of Cheltenham Road. Further to the east is a mix of residential development and industrial uses fronting Parramatta Road. Directly east of the site is the Kings Bay Precinct Stage 1 rezoning, which was gazetted in 2021.
- South: to the south is residential development in the form of two storey townhouses with single detached dwellings beyond that.
- West: To the west across Lucas Road, is located a Kennards hire store. Lucas Road has a left-in left-out intersection with Parramatta Road while Cheltenham Road has a fully signalised intersection with Parramatta Road providing for left and right turning movements out of Cheltenham Road and left turn movements from Parramatta Road into Cheltenham Road. Further west is Concord Oval and St Luke's Park which comprises a variety of social infrastructure including tennis courts and netball courts.

3.0 Strategic Merit

This section sets out the relevant strategic planning documentation that is relevant to the project justification and evaluation. In accordance with the DPHI's 'Scoping Report Template' dated December 2021, the following documents have been considered:

- The relevant region and district strategic plan (Greater Sydney Region Plan and Eastern City District Plan);
- The relevant local strategic planning statement (Burwood Local Strategic Planning Statement);
- Other relevant approved local planning strategies (Burwood Housing Strategy); and
- Parramatta Road Corridor Urban Transformation Strategy (PRCUTS).

It is noted that these matters will be assessed in more detail in the EIS.

As a major residential project that includes a component of affordable housing units, is within proximity to Burwood North Metro Station and provides site linkages, the proposed development demonstrates high strategic merit. The development is anticipated to deliver approximately 375 dwellings. The Applicant is also committed to contributing a minimum of 5% (with the final feasibility still being modelled) which is consistent with the rest of the rezoned land in the Parramatta Road Corridor Transformation Strategy (PRCUTS). This provision of housing, particularly affordable housing, in an area well serviced by public transport, strongly aligns with National and State housing strategies.

The proposed amendments to the BLEP align with and give effect to the proposed master plan for the site, as evidenced by the acceptance of the proposal by the HDA and its declaration as State significant. The proposal is a direct response to the current housing crisis and the State's commitments to the National Housing Accord, which highlights that the need to deliver housing is urgent.

A summary of the key strategic plans that identify the strategic context of the project is provided in **Table 4**.

Table 2 Summary of alignment with key strategic plans

Strategic Plan / Strategy	Analysis
<i>NSW Housing Strategy: Housing 2041</i>	The NSW Housing Strategy supports the provision of new housing stock in NSW. Within the Strategy, residential flat buildings are identified as a housing typology to support the diversity and affordability of the rental market. Affordable housing provision will also directly deliver this pillar. Housing supply relates to the delivery of housing in the right location at the right time. The proposal seeks to increase housing supply in the right location (excellent access to the future Burwood North Metro Station) and at the right time (delivery will be accelerated through the HDA process, in a direct response to the NSW housing crisis). The proposal will be delivered in accordance with long term resilience and sustainability principles, including compliance with minimum energy efficiency standards and high-quality public domain improvements. These features support climate resilience, long-term housing quality, and enhanced liveability outcomes for future residents. Accordingly, the project has the capacity to support all of the four key pillars of the NSW housing system, demonstrated in Figure 5 below.



Figure 5 NSW Housing Strategy Key Pillars

Source: Housing 2041, NSW Government

National Housing Accord 2022

The Federal Government announced the National Housing Accord in October 2022, which committed to delivering 1.2 million houses in well-located areas in the 5 years starting from July 2024. There is a combined Federal and State Government commitment to deliver up to 20,000 additional new, affordable dwellings.

The Accord lays the groundwork to improving housing supply and affordability by addressing Australia's housing supply challenges and enabling the delivery of more social and affordable housing. The Housing Accord includes:

- an initial, aspirational national target of delivering a total of 1.2 million new, well-located homes over 5 years from 2024, and
- immediate and longer-term actions for all parties to support the delivery of more affordable homes.

The proposed development is aligned with the National Housing Accord as it seeks to deliver additional housing, including a contribution to the provision of affordable housing, in a well-serviced location, that is within walking distance of the future Burwood North and Five Dock metro stations, public schools, and other social infrastructure.

NSW Housing Targets

The NSW Government has recently released 5-year housing completion targets for 43 councils across Greater Sydney, Illawarra-Shoalhaven, Central Coast, Lower Hunter and Greater Newcastle and one target for regional NSW.

These targets replace outdated targets and reflect NSW's commitment to deliver 377,000 new homes across the State by 2029 under the National Housing Accord. A 5-year target of 3,300 new dwellings has been identified for the Burwood LGA. Acknowledging the commitment to quickly deliver as a part of the EOI process, this project will assist delivery of this target by 2029. Solely, the project can indicatively delivery 10.33% of the total dwellings identified in the LGA's housing target (including a proportion of affordable dwellings).

Greater Sydney Region Plan – A Metropolis of Three Cities

The proposal will give effect to the goals and directions of *The Greater Sydney Region Plan – A Metropolis of Three Cities*. The Plan sets out key directions that collectively form a framework for liveability, productivity and sustainability that underpins the growth of Sydney. Five Dock is identified as a local centre within the broader 'Eastern Harbour CBD' with the site positioned between Five Dock and Burwood North which is also identified as being on the periphery on of the Burwood TOD and renewal area.

Key themes and directions applicable to the proposal include:

- Accelerating housing supply across Sydney.
- Improving housing choices to suit affordability and diversity.
- Design great places that bring people together.
- Integration of land use and transport planning to foster a '30-minute city'.
- Creating healthy built environment and encouraging the adaption to the impacts of urban and natural hazards and climate change.

The site is located within the Eastern City District, in which an additional 92,000 dwellings are required between 2016-2036.

The proposed amendments to the **Burwood** LEP will support and facilitate the direction of the Greater Sydney Region Plan, including, but not limited to the following objectives:

- *Objective 7: Communities are healthy, resilient and socially connected.*
- *Objective 10: Greater housing supply.*
- *Objective 11: Housing is more diverse and affordable.*
- *Objective 12: Great places that bring people together.*
- *Objective 18: Harbour CBD is stronger and more competitive.*
- *Objective 22 – Investment and business activity in centres.*
- *Objective 31: Public open space is accessible, protected and enhanced.*

Specifically, the development will facilitate the above priorities by virtue of the following:

- The proposal will contribute to a primarily residential (with some mixed-uses) neighbourhood within Five Dock Kings Bay Precinct and in close proximity to current and

Strategic Plan / Strategy	Analysis
	future planned public transport. This improves the opportunity to walk to commercial uses and services, which has benefits including healthier people, and reducing traffic congestion. • The proposal is recognised to be of State significance, through the provision of 345 dwellings, including an affordable housing contribution of 5%. (with final feasibility numbers currently being finalised). There is a direct delivery of housing supply through the proposal. • The proposal responds to the critical need for additional dwellings to be provided within the Eastern City District by 2036. • The proposal provides for high quality housing and amenities including public open space within walking distance of nearby services and public transport. • The proposal will grow the vibrancy of the Eastern broader Harbour CBD and Health and Education precinct of Rhodes by providing residential development in proximity to these centres without compromising commercial development. Retail uses will activate the Parramatta Road street frontage, further enhancing its vibrancy.
<i>Our Greater Sydney 2056 – Eastern City District Plan</i>	The Eastern City District Plan (District Plan) supports the Greater Sydney Region Plan and is a 20-year plan to manage growth. The location and size of the site support the proposal and assists in giving effect to the strategic objectives of the District Plan. The proposal responds to the applicable priorities, strategies and actions of the District Plan as: • It responds to the critical need for additional housing supply within the Eastern District by 2036. • It supplies housing that has optimal access to public transport. • It leverages the site's walking distance to public transport options, including the future Burwood North Metro Station and Five Dock Metro Station and bus services adjacent to the site. • It will provide a well-designed development that will contribute positively to its setting, which includes contributions to street activation, land use mix, enhancements to the public domain including the provision of site through links, and the potential to provide upgrades to the public domain. • It will complement the Rhodes Precinct offering by delivering high-amenity residential development with commercial uses that will provide residential development for workers to this commercial precinct. Specifically, the following planning priorities will be achieved through the proposed development: • <i>Planning Priority E1: Planning for city support by infrastructure.</i> • <i>Planning Priority E3: Providing services and social infrastructure to meet people's changing needs.</i> • <i>Planning Priority E4: Fostering healthy, creative, culturally rich and socially connected communities.</i> • <i>Planning Priority E5: Providing housing supply, choice and affordability, with access to jobs, services and public transport.</i> • <i>Planning Priority E6: Creating and renewing great places and local centres and respecting the District's heritage.</i> • <i>Planning Priority E10: Delivering integrated land use and transport planning and a 30-minute city.</i> • <i>Planning Priority E17: Protecting and enhancing scenic and cultural landscapes.</i>
<i>Parramatta Road Corridor Urban Transformation Strategy (PRCUTS)</i>	Urban Growth NSW released the PRCUTS together with a package of implementation and reference documents in November 2016. Direction 7.3 issued by the Minister for Planning under Section 9.1 of the EP&A Act gives the Strategy and Implementation Tool Kit statutory weight. The proposal aligns with PRCUTS in that directly supports Parramatta Road to be socially and economically activated through the proposed ground floor retail frontage. Furthermore, the proposal aligns with the intent of PRCUTS in that the site capitalises on its proximity to rapid

Strategic Plan / Strategy	Analysis										
	transit, and that the amalgamation of the sites will encourage the envisioned ‘mixed-use’ outcome for the site. The proposal has considered the design principles within PRCUTS which have informed the overall built form of the development. This is discussed in Section 3.1.1 below.										
<i>Burwood Local Strategic Planning Statement</i>	The Greater Sydney Commission (GSC) endorsed the Burwood Local Strategic Planning Statement (LSPS) in May 2020. The LSPS sets out Council’s vision for how the LGA will respond to significant residential growth, including new housing and jobs to be delivered under the PRCUTS. The proposal is generally consistent with the relevant planning priorities as outlined below: <table border="1"> <thead> <tr> <th data-bbox="528 524 858 582">Local Planning Priority</th><th data-bbox="858 524 1473 582">Assessment</th></tr> </thead> <tbody> <tr> <td data-bbox="528 582 858 734">P1: Planning for a City that is supported by infrastructure</td><td data-bbox="858 582 1473 734">The proposal will support this priority through the delivery of new infrastructure as well as activated land use mixes. The proposal provides higher density residential in walking distance of planned West Metro stations.</td></tr> <tr> <td data-bbox="528 734 858 1048">P3. Provide housing supply, choice and affordability in close proximity to jobs, services and public transport.</td><td data-bbox="858 734 1473 1048">The proposal is consistent with this priority as it provides additional housing supply in the form of high-density mixed-use development which is accessible and useable. The proposal will deliver on a range housing options (market housing and affordable housing), and well as a differing apartment typologies. The proposed housing will be in the right location, being in immediate proximity to North Burwood Metro, with good access to Five Dock Metro, local bus services, and open space.</td></tr> <tr> <td data-bbox="528 1048 858 1238">P4. Provide high quality planning and urban design outcomes for key sites and precincts.</td><td data-bbox="858 1048 1473 1238">The proposal is consistent with this priority as it provides additional housing supply in the form of high-density mixed-use development and is in the right location, being in immediate proximity to Burwood North Metro Station, with good access to, local bus services, and open space.</td></tr> <tr> <td data-bbox="528 1238 858 1485">P6. Strategically grow investment, business opportunities and jobs.</td><td data-bbox="858 1238 1473 1485">The proposal will respond to this priority by providing some employment opportunities in the form of a modest amount of supporting non-residential floorspace (i.e. retail and cafes). This will grow the vibrancy of the Kings Bay Precinct, by providing uses that will activate Parramatta Road, thereby strengthening its position within the broader Eastern Harbour region.</td></tr> </tbody> </table>	Local Planning Priority	Assessment	P1: Planning for a City that is supported by infrastructure	The proposal will support this priority through the delivery of new infrastructure as well as activated land use mixes. The proposal provides higher density residential in walking distance of planned West Metro stations.	P3. Provide housing supply, choice and affordability in close proximity to jobs, services and public transport.	The proposal is consistent with this priority as it provides additional housing supply in the form of high-density mixed-use development which is accessible and useable. The proposal will deliver on a range housing options (market housing and affordable housing), and well as a differing apartment typologies. The proposed housing will be in the right location, being in immediate proximity to North Burwood Metro, with good access to Five Dock Metro, local bus services, and open space.	P4. Provide high quality planning and urban design outcomes for key sites and precincts.	The proposal is consistent with this priority as it provides additional housing supply in the form of high-density mixed-use development and is in the right location, being in immediate proximity to Burwood North Metro Station, with good access to, local bus services, and open space.	P6. Strategically grow investment, business opportunities and jobs.	The proposal will respond to this priority by providing some employment opportunities in the form of a modest amount of supporting non-residential floorspace (i.e. retail and cafes). This will grow the vibrancy of the Kings Bay Precinct, by providing uses that will activate Parramatta Road, thereby strengthening its position within the broader Eastern Harbour region.
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<i>Burwood Local Housing Strategy (LHS)</i>	The <i>Burwood Housing Strategy</i> was endorsed by Council in February 2020 and conditional approval in May 2021 from the NSW DPIE. The Strategy guides the quantity, location and type of future residential development within Burwood. Specifically, the Housing Strategy identifies “continued development of well-designed high-density housing around the Burwood and Strathfield Town Centres. Redevelopment at Burwood North will occur in the longer term, taking advantage of the new Metro Station to extend the Burwood Town Centre to the north”. The proposed development will support applicable priorities, strategies and actions of the <i>Burwood Housing Strategy</i> as: • It appropriately locates high quality housing to meet the changing needs to the community within a 400-700m of rapid transport. • It will deliver quality housing that contributes positively to residents’ quality of life and surrounding public spaces. • The proposed co-location of housing, services, employment and community facilities reflect a balanced approach that will deliver a substantial benefit to the local community of Burwood and Croydon.										

3.1.1 Ministerial Planning Directions

The following points provide a summary response indicating how the proposal/EIS will address the relevant Ministerial Directions:

- **Direction 1.1 (Implementation of Regional Plans)** – As noted above the proposal achieves the overall intent of the Greater Sydney Regional Plan and does not undermine the achievement of the vision, land use strategy, goals, directions and actions of the Plan. Further, the proposal will support the redevelopment of strategically identified land, and the realisation of the residential focussed outcomes of the State Government's Eastern City District Plan and the PRCUTS, as well as Council's LSPS and LHS.
- **Direction 1.3 (Approval and Referral Requirements)** – The proposal does not seek to increase requirements for concurrence, consultation or referral provisions and does not identify any developments as designated development.
- **Direction 1.4 (Site Specific Provisions)** – the proposal will not create unnecessarily restrictive or complicated planning controls.
- **Direction 1.5 (Parramatta Road Corridor Urban Transformation Strategy)** – The proposal provides for a considered mix of uses (in the form of housing and non-residential) in a form and scale that is both responsive to the context and capacity of the site, amenity and impacts. It is noted that the PRCUTS controls are now more than 10 years old, outdated, and no longer fit for purpose. Importantly, previous detailed design testing has demonstrated that the site can accommodate additional FSR and building height within a high-quality urban design outcome, without adverse impacts. In the context of the current housing crisis in NSW, it is both reasonable and necessary to revisit and amend these controls to better respond to contemporary housing supply and urban renewal needs.
- **Direction 4.4 (Remediation of Contaminated Land)** – the proposal will undertake and provide the necessary investigations to demonstrate the site, if contaminated, will be made suitable through remediation works (as necessary) for its intended use.
- **Direction 5.1 (Integrating Land Use and Transport)** – the proposal improves access to housing and jobs by walking, cycling and transport, by taking into consideration the proximity of the site to existing transport networks, including the future Burwood North and Five Dock Metro Station and local bus stops.
- **Direction 6.1 (Residential Zones)** – the proposal provides for a diversity of housing types and makes efficient use of existing infrastructure by increasing density at a suitable location, where it can be accommodated without any significant environmental impact.

3.1.2 Cumulative Impacts

In accordance with the *Cumulative Impact Assessment Guidelines for State Significant Projects* document dated October 2022 by DPHI, cumulative impacts can be caused by the compounding effects of multiple projects in an area.

The proposal has been designed to have regard to the future redevelopment of surrounding properties and will consider cumulative impacts as part of the Environmental Impact Statement (EIS). This also includes surrounding development recently approved and currently under construction as highlighted in **Table 3**.

Table 3 *Surrounding Developments*

Address	Description	Status
129-153 Parramatta Road and 53-75 Queens Road, Five Dock (SSD-73228210)	Excavation, tree removal, remediation, subdivision and construction of a mixed-used development ranging in 6 – 31 storeys with 1185 apartments including 219 affordable housing apartments and commercial, retail, an indoor recreational facility and public park land uses	Approved on 30 on June 2025
51-55 Parramatta Road, Five Dock (SSD-89477725)	Mixed-use development consisting of 3 x shop top housing buildings, commercial premises, and 1 x co-living / built-to-rent building with heights ranging 8-28 storeys and a total of 674 dwellings (inclusive of 50 affordable living units).	Prepare EIS

Address	Description	Status
79-81 Queens Road/2-8 Spencer Street, Five Dock (SSD-78287462)	The Planning Proposal sought to amend the CBLEP 2013 to exclude the adjoining land at 10-12 Spencer Street from Area 17 and prescribe new development standards for each site. A new site-specific provision will apply allowing a height of building of 19m and floor space ratio of 2.17:1 subject to relevant requirements being met at 10-12 Spencer Street.	Response to Submissions
Mixed-use development, Parramatta/Queens Road (SSD-96622458)	Concept proposal for 4 x mixed-use buildings ranging 4-30 storeys. Proposal seeks construction of stage 1 consisting of part 6 and part 11 storey mixed-use building, 100 residential units, affordable housing and commercial premises	Prepare EIS
Burwood North Precinct	On Monday 11 August 2025, the NSW Government announced that it will take the lead in rezoning the Burwood North Metro Precinct, to deliver new homes near the future Burwood North Metro station. The controls under the Burwood North Masterplan include FSR controls up to 6.1:1 and building heights up to 98m.	Under assessment under the State-led rezoning of Burwood North Precinct
Kings Bay Precinct	The Kings Bay Precinct is located between the established centres of Burwood and Five Dock. Masterplans for Kings Bay have been developed to consolidate information presented in the PRCUTS and other studies and plans to guide the future built form and urban environment and to inform amendments to the Canada Bay LEP 2013. Under the Canada Bay LEP, Stage 1 of the Kings Bay Precinct, which adjoins the site currently allows for incentive building height of up to 79m and incentive FSR of up to 3:1. We note that amendments Canada LEP to rezone the Stage 2 PRCUTs are in progress.	Controls adopted for the Kings Bay Precinct under the Canada Bay LEP, with Stage 2 controls in progress.
Burwood North State Led Rezoning	In 2026, NSW DPHI exhibited a state led rezoning for the Burwood North Metro precinct. The objectives of the rezoning proposal are to: - increase housing supply in the Precinct, including maximising appropriate density close to existing and future - public transport infrastructure - facilitate a variety of land uses (residential, mixed use, employment and recreational) within walking distance of - the future Burwood North Metro Station	Current being reviewed and finalised by DPHI following the conclusion of public exhibition in April 2026. The site is located immediate to the east of the state led rezoning boundary.

Address	Description	Status
	▪ deliver housing that is supported by attractive public spaces, vibrancy, and community amenity ▪ introduce affordable housing contribution requirements to increase the amount of affordable housing in the ▪ Precinct ▪ build on Councils vision for the Precinct, which includes the Burwood North Precinct Masterplan (Burwood ▪ Council) and the PRCUTS Stage 1 and 2 Planning Proposals (Canada Bay Council).	

4.0 The Proposal

An overview of the key components of the project is described in **Table 4** below.

Table 4 *Project Detail*

Component	Description
Land Use	Mixed Use Development (containing residential flat buildings, affordable housing and non-residential uses (retail and cafes)).
Project Description	In accordance with Section 4.22 of the EP&A Act 1979, the proposed development will seek consent for: • Demolition of existing structures on the site and site excavation for a new basement; • Construction of a new 19-24 storey mixed-use development consisting of: - Ground floor retail/commercial premises; - Two (2) residential towers, comprising a total of 375 apartments (inclusive of approximately 19 affordable housing units - 5% in perpetuity) above podium and other smaller building form to the south; - Community facilities - Residential lobbies and a podium; and - Communal open space. • Basement car parking across the site, with entry and exit from Lucas Road and Cheltenham Road (no access from Parramatta Road) comprising: - Car, motorcycle and bicycle parking for residents, workers and visitors across basement levels including associated waste storage, plant rooms and other associated services. • Associated landscaping and public domain works. The concurrent Rezoning seeks the following amendments to the Burwood Local Environmental Plan 2012 (BLEP 2012) to facilitate the proposed development: • Permit land uses (either under site specific provision of Schedule 1 of Burwood LEP) to reflect an additional permitted use on the E3 zoned land for residential flat buildings and commercial premises and an additional permitted use on the R3 zoned land for residential flat buildings. • Amend the Height of Buildings Map under Clause 4.3 to increase the building height from 12.5m and 15m to a maximum building height of up to 93m with varied building heights across the site. • Amend the Maximum Floor Space Ratio Map under Clause 4.4 to change the maximum Floorspace Ratio (FSR) from 1.5:1-1.75:1 to 3.75:1.
Gross Floor Area	Approximately 39,371.25m ²
Floor Space Ratio	3.75:1
Building Height	Maximum height approximately 93m with lower heights distributed across the site generally in accordance the Concept Scheme.
Estimated Development Cost	\$300 million (excluding GST). It is noted that this is indicative only and subject to more detailed cost reporting to be provided as part of the SSDA.

The objectives of the development are to deliver a high-quality mixed-use development on land that is suitably located to key transport infrastructure. The proposal will generally be undertaken in accordance with the concept scheme provided in **Figure 6**.

In light of the site context and surrounding development profile (including as proposed by DPHI under the Burwood State Led Rezoning), refinements to the proposal have been made in order to deliver 375 apartments and 19 affordable housing units.

The SSD may be submitted pursuant to Section 4.22 of the EP&A 1979), with a detailed stage 1 SSDA for part of the site, ensuring all applications are made within with housing accord period.



Figure 6 *Concept Scheme*

Source: Architectus



Figure 7 *Indicative Concept Scheme Montage*

Source: Architectus

4.1 Overview of Alternatives

In deciding the appropriate path for the proposed development, a number of options and alternatives were presented and considered. The development of the project was driven by the focus to provide the most appropriate design response to the environmental opportunities and constraints of the site.

An overview of alternatives considered is provided in **Table 5**.

Table 5 *Overview of Alternatives*

Alternative	Consideration
Do Nothing	Leave the site as it currently exists as a vacant excavated site. This outcome would not align with the strategic merits of the site which provides a unique opportunity to deliver a high-density mixed-use development in proximity to the future Burwood North Metro or the adjacent Burwood North State Led Rezoning. The site is extremely well positioned to deliver housing that are appropriately located in proximity to existing transport infrastructure, employment opportunities, and access to services. Doing nothing would entail not lodging a SSDA or concurrent rezoning proposal. This would be contrary to the commitment made by the Applicant in submitting a HDA EOI, particularly 'capability to lodge application quickly – within 9 months of SEARs issued'.
Delaying the Development	Considering the current demand for housing in areas close to centres and high frequency public transport, and the nature of the site conditions, delaying the development is contrary to housing delivery objectives of the State and Federal governments. Delaying the development would also be contrary to the commitment made by the Applicant in submitting a HDA EOI, particularly 'capability to lodge application quickly – within 9 months of SEARs issued', and 'capability to commence development quickly – within 12 months of approval'.
HDA SSDA and Rezoning (this proposal)	The proposed development represents the most suitable and appropriate pathway to achieve the strategic objectives and additional housing density for the site. This pathway enables a fast-tracked assessment and delivery of well-designed housing to respond to the housing supply and delivery challenges across NSW and the nation.. This pathway is consistent with the commitment made by the Applicant in the HDA EOI, noting that the Applicant maintains its commitment to lodge the application quickly, being within 9 months of SEARs This Scoping Proposal will assist DPHI in issuing Project-Specific SEARs.

4.2 High Level Opportunities and Constraints Analysis

4.2.1.1 Opportunities

- Ability to provide a significant uplift in new infill housing in an area that has been earmarked for renewal for more than 10 years and is adjacent to key transport infrastructure in the form of Sydney Metro West.
- Deliver both market housing contribution and an affordable housing contribution in the form of infill dwellings to the Burwood market.

- Provide residential accommodation to supplement the variety of surrounding uses and social infrastructure, while providing active street frontages, enhancing street life before/after business hours.
- The site is highly visible due to its proximity to Burwood North Metro, emphasising the need for design quality.
- The provision of significant public benefit through a large activated publicly accessible open space and associated permeable linkages at the centre of the site.

4.2.1.2 Constraints

- Overshadowing impacts to approved residential development to the west and south of the site, though able to be effectively managed due to the site's location south of the major arterial (Parramatta Road) as demonstrated through urban design analysis.
- Noise sensitivity from Parramatta Road.
- heritage items within the vicinity and heritage conservation areas which will be sensitively considered, including through built form.

5.0 Statutory Planning Considerations

The relevant statutory considerations at this stage of the project, including eligibility for the SSD and project specific SEARs pathways are outlined in **Table 6** below.

Table 6 Statutory Planning Considerations

Component	Assessment
Power to Grant Consent	Development consent will be sought under ‘Division 4.7 Stage Significant Development’ of the EP&A Act. Section 4.36(3) of the EP&A Act states that: <i>(3) The Minister may, by a Ministerial planning order, declare specified development on specified land to be State significant development, but only if the Minister has obtained and made publicly available advice from the Independent Planning Commission about the State or regional planning significance of the development.</i> The HDA Order establishes the HDA as a panel under section 2.3(2) of the EP&A Act in which they have the delegated authority from the Independent Planning Commission (IPC) to recommend the declaration of projects which meet the specific requirements for the HDA assessment pathway as SSD. On 15 July 2025, the HDA recommended the proposed development be declared SSD and be concurrently rezoned under section 4.36(3) of the EP&A Act. This proposal is therefore declared to be SSD for the purposes of the EP&A Act. Section 4.5 of the EP&A Act and section 2.7 of <i>State Environmental Planning Policy (Planning Systems) 2021</i> stipulate that the consent authority is the Minister for Planning and Public Spaces (or the HDA as their delegate) unless the development triggers the matter set out in section 2.7(1), in which case, the consent authority will be the IPC.
Permissibility	The proposed development is currently proposed as residential apartments above ground floor non-residential and retail uses fronting Parramatta Road as defined under the Standard Instrument LEP. The site is currently zoned E3 Productivity Support and R3 Medium Density Residential. Residential flat buildings are not permissible with consent under the E3 Productivity Support zone and commercial uses are not permissible on R3 zoned land. Accordingly, the HDA application includes the concurrent rezoning of the site under Division 3.4 of the EP&A Act, as outlined in Section 6.0, which, along with the proposed height and floor space controls, seeks to include additional permitted use on the E3 zoned land for residential flat buildings and commercial premises and an additional permitted use on the R3 zoned land for residential flat buildings. It is noted that commercial uses will continue to be prohibited on the R3 zoned land. These minor inclusions to the zone allow for commercial/retail uses that activate the ground floor and mixed-use development which would otherwise be prohibited in the E3 zone, when considered under the shop top housing definition. This is discussed further in Section 6.0.
Pre-conditions to exercising the power to grant consent	<i>State Environmental Planning Policy (Resilience and Hazards) 2021</i> – A consent authority must be satisfied that the land is suitable in its contaminated state - or will be suitable, after remediation - for the purpose for which the development is proposed to be carried out. This matter is relevant at the detailed DA stage and not the rezoning stage.
Other Approvals	Approvals not required for SSD, otherwise required • <i>Fisheries Management Act 1994</i> – Not required • <i>Heritage Act 1977</i> – Not required • <i>National Parks and Wildlife Act 1974</i> – Not required • <i>Rural Fires Act 1997</i> – Not required • <i>Water Management Act 2000</i> – Only proposed if the basement is not tanked. This is yet to be confirmed. Approvals that must be applied consistently • Nil <i>EPBC Act Approval</i> The Project is not likely to impact a matter of National Environmental Significance. Therefore, the Project is not required to be referred to the Federal Department of the Environment to determine if it

Component	Assessment
	constitutes a controlled action and the bilateral agreement applies. A BDAR waiver will be prepared and submitted.
Mandatory Matters for Consideration	• <i>The following sections of the relevant legislation are expected to be relevant to the assessment of the EIS:</i> • <i>Environmental Planning & Assessment Act 1979 – section 1.3, section 4.15;</i> • <i>Biodiversity Conservation Act 2016 – Section 7.9;</i> • <i>State Environmental Planning Policy (Housing) 2021 –Chapter 4;</i> • <i>State Environmental Planning Policy (Planning Systems) 2021 – Chapter 2, Part 2.2;</i> • <i>State Environmental Planning Policy (Resilience and Hazards) 2021 – Chapter 4, clause 4.6;</i> • <i>State Environmental Planning Policy (Sustainable Buildings) 2022 – Chapter 2, clause 2.1;</i> • <i>State Environmental Planning Policy (Transport and Infrastructure) 2021 – Chapter 2, clause 2.98, clause 2.99, clause 2.100 clause 2.122; and</i> • <i>State Environmental Planning Policy (Biodiversity and Conservation) 2021 – Chapter 6.</i>

5.1.1 Apartment Design Guide

It is noted that the requirements of the Apartment Design Guide (ADG) must be considered in the design of residential apartment development, as per Chapter 4 of the Housing SEPP. The proposed development is capable of achieving a high level of amenity for future residents, and will be designed in accordance with the standards relating to the following matters:

- Visual privacy,
- Solar and daylight access,
- Common circulation and spaces,
- Apartment size and layout,
- Ceiling heights,
- Private open space and balconies,
- Natural ventilation, and
- Storage.

Specifically, the requirements of the ADG are detailed in

Table 7 below, and it is noted that the proposed development is capable of demonstrating compliance with these provisions.

Table 7 *Preliminary compliance with the Apartment Design Guide*

Criteria		Comment
Part 3 – Sitting the Development		
Part 3D – Communal and Public Open Space		
Communal open space has a minimum area equal to 25% of the site.		Capable of compliance. Subject to further design development.
Developments achieve a minimum of 50% direct sunlight to the principal usable part of the communal open space for a minimum of 2 hours between 9 am and 3 pm on 21 June (mid-winter).		Capable of compliance. Subject to further design development.
Part 3E – Deep Soil Zones		
Deep soil zones are to meet the following minimum requirements:		Capable of compliance. Subject to further design development
Site Area	Min. dimension	Deep soil zone
Greater than 1,500m ²	6m	7%

Criteria	Comment						
<i>Design guidance: Achieving the design criteria may not be possible on some sites including where:</i> <i>the location and building typology have limited or no space for deep soil at ground level (e.g. central business district, constrained sites, high density areas, or in centres)</i> <i>there is 100% site coverage or non-residential uses at ground floor level</i> Where a proposal does not achieve deep soil requirements, acceptable stormwater management should be achieved and alternative forms of planting provided such as on structure.							
Part 3F – Visual Privacy							
Separation between windows and balconies is provided to ensure visual privacy is achieved. Minimum required separation distances from buildings to the side and rear boundaries are as follows:	Capable of compliance. Subject to further design development.						
<table><tr><th>Building height</th><th>Habitable rooms and balconies</th><th>Non-habitable rooms</th></tr><tr><td>Up to 25m (5-8 storeys)</td><td>9m</td><td>4.5m</td></tr></table>	Building height	Habitable rooms and balconies	Non-habitable rooms	Up to 25m (5-8 storeys)	9m	4.5m	
Building height	Habitable rooms and balconies	Non-habitable rooms					
Up to 25m (5-8 storeys)	9m	4.5m					
Part 3J – Bicycle and Car Parking							
For development in the following locations: - on sites that are within 800 metres of a railway station or light rail stop in the Sydney Metropolitan Area; or - on land zoned, and sites within 400 metres of land zoned, B3 Commercial Core, B4 Mixed Use or equivalent in a nominated regional centre, the minimum car parking requirement for residents and visitors is set out in the Guide to Traffic Generating Developments, or the car parking requirement prescribed by the relevant council, whichever is less.	Capable of compliance. Subject to further design development.						
Part 4 – Designing the Building							
Part 4A – Solar and Daylight Access							
Living rooms and private open spaces of at least 70% of apartments in a building receive a minimum of 2 hours direct sunlight between 9 am and 3 pm at mid-winter in the Sydney Metropolitan Area and in the Newcastle and Wollongong local government areas.	Capable of compliance. Subject to further design development.						
In all other areas, living rooms and private open spaces of at least 70% of apartments in a building receive a minimum of 3 hours direct sunlight between 9 am and 3 pm at mid-winter.	N/A						
A maximum of 15% of apartments in a building receive no direct sunlight between 9 am and 3 pm at mid-winter.	Capable of compliance. Subject to further design development.						
Part 4B – Natural Ventilation							
At least 60% of apartments are naturally cross ventilated in the first 4 storeys of the building. Apartments at 8 storeys or greater are deemed to be cross ventilated only if any enclosure of the balconies at these levels allows adequate natural ventilation and cannot be fully enclosed.	Capable of compliance. Subject to further design development.						
Overall depth of a cross-over or cross-through apartment does not exceed 18m, measured glass line to glass line.	Capable of compliance. Subject to further design development.						
Part 4C – Ceiling Heights							
Measured from finished floor level to finished ceiling level, minimum ceiling heights are:	Capable of compliance. Subject to further design development.						
<table><tr><th>Minimum ceiling height</th></tr><tr><td>Habitable rooms</td></tr><tr><td>2.7m</td></tr></table>	Minimum ceiling height	Habitable rooms	2.7m				
Minimum ceiling height							
Habitable rooms							
2.7m							

Criteria		Comment
Non-habitable rooms	2.4m	
If located in mixed use areas	3.3m for ground floor and first floor to promote future flexibility of use	

Part 4D – Apartment Size and Layout

Apartments are required to have the following minimum internal areas:

Capable of compliance. Subject to further design development.

Apartment type	Minimum internal area
1 Bed	50m ²
2 bedrooms	70m ²
3 bedrooms	90m ²
4 bedrooms	102m ²

The minimum internal areas include only one bathroom. Additional bathrooms increase the minimum internal area by 5m² each.

Every habitable room must have a window in an external wall with a total minimum glass area of not less than 10% of the floor area of the room. Daylight and air may not be borrowed from other rooms.

Capable of compliance. Subject to further design development.

Habitable room depths are limited to a maximum of 2.5m x the ceiling height.

Capable of compliance. Subject to further design development.

In open plan layouts (where the living, dining and kitchen are combined) the maximum habitable room depth is 8m from a window.

Capable of compliance. Subject to further design development.

Master bedrooms have a minimum area of 10m² and other bedrooms 9m² (excluding wardrobe space).

Capable of compliance. Subject to further design development.

Bedrooms have a minimum dimension of 3m (excluding wardrobe space).

Capable of compliance. Subject to further design development.

Living rooms or combined living/dining rooms have a minimum width of:

- 3.6m for studio and 1 bedroom apartments
- 4m for 2 and 3 bedroom apartments

Capable of compliance. Subject to further design development.

The width of cross-over or cross-through apartments are at least 4m internally to avoid deep narrow apartment layouts.

Capable of compliance. Subject to further design development.

Part 4E – Private Open Space and Balconies

All apartments are required to have primary balconies as follows:

Capable of compliance. Subject to further design development.

Dwelling type	Min. area	Min. depth
1 Bed	4m ²	-
2 beds	10m ²	2m
3 beds +	12m ²	2.4m

Part 4F – Common Circulation Spaces

Criteria	Comment
The maximum number of apartments off a circulation core on a single level is eight. <i>Design guidance: Where design criteria 1 is not achieved, no more than 12 apartments should be provided off a circulation core on a single level.</i>	The indicative current design seeks circa 11 apartments per floor. This is subject to further design development.
Part 4G – Storage	
In addition to storage in kitchens, bathrooms and bedrooms, the following storage is provided:	Capable of compliance. Subject to further design development.
Apartment type	Storage size volume
1 bedroom	6m ³
2 bedrooms	8m ³
3 + bedrooms	10m ³
At least 50% of the required storage is to be located within the apartment.	

5.2 Burwood Local Environmental Plan 2012

A preliminary assessment of consistency with the BLEP 2012 clauses is provided in **Table 8**.

Table 8 Assessment against BLEP 2012

Clause	Provision/standard	Comment
Clause 2.2 Land Use Zoning	Split Zoning being partly E3 Productivity Support fronting Parramatta Road and a small portion of the site being R3 Medium Density Residential	The Rezoning Proposal aims to incorporate amendments to the LEP (either as site specific provisions or Schedule 1 Additional Permitted Uses) the site to reflect an additional permitted use on the E3 zoned land for residential flat buildings and commercial premises and an additional permitted use on the R3 zoned land for residential flat buildings. It is noted that commercial uses will continue to be prohibited on the R3 zoned land.
Clause 4.3 Height of Buildings	12.5 maximum on R3 zoned portion of the site. 15m maximum (fronting Parramatta Road).	The rezoning proposal seeks to amend the maximum building of up to 93m.
Clause 4.4 Floor Space Ratio	1.5:1 maximum on R3 zoned portion of the site. 1.75:1 maximum (fronting Parramatta Road).	The rezoning proposal seeks to amend the maximum FSR to 3.75:1 across the entirety of the site.
Clause 5.10 Heritage Conservation	(2) Development consent is required for any of the following— (a) demolishing or moving any of the following or altering the exterior of any of the following (including, in the case of a building, making changes to its detail, fabric, finish or appearance)— - a heritage item, - an Aboriginal object, - a building, work, relic or tree within a heritage conservation area, altering a heritage item that is a building by making structural changes to its interior or by making changes to anything inside the item that is specified in Schedule 5 in relation to the item.	The site is not identified as a heritage item or within a heritage conservation area. However, the site is in proximity to one heritage conservation area being the Rostherne Avenue Heritage Conservation Area (C17). The development of the site is not expected to undermine the heritage values of the surrounding HCA. This will be further assessed in the Rezoning Proposal and SSDA.

Clause	Provision/standard	Comment
Clause 6.1 Acid Sulfate Soils	The site is identified as comprising Class 5 acid sulfate soils.	The site is identified as containing Class 5 Acid Sulfate Soils. Accordingly, a Geotechnical Report will be prepared to accompany the EIS, informing any requirement for an Acid Sulfate Soils Management Plan.
Clause 6.2 Earthworks	Consent is required for earthworks	Earthworks will be ancillary to the development in order to accommodate for the proposed basement excavation. A Geotechnical Report will be prepared to accompany the EIS, informing any mitigation measures required for excavation.
6.5 Design excellence in Zones R1, R3, E1 and MU1	(2) This clause applies to development involving the erection of a new building of at least 3 storeys, or with a height of at least 12m, on land in the following zones— (a) Zone R1 General Residential, (b) Zone R3 Medium Density Residential, (c) Zone E1 Local Centre, (d) Zone MU1 Mixed Use. (3) Development consent must not be granted for development to which this clause applies unless the consent authority is satisfied that the development exhibits design excellence.	As a portion of the proposed development is situated on R3 Medium Density Residential zoned land, the development may be subject to this clause. If required, the proposal will adequately address the requirements of design excellence, and a design excellence strategy will be submitted with the EIS.
Clause 6.7 - Development on land at 1-1A Cheltenham Road, Croydon	(1) This clause applies to land at 1-1A Cheltenham Road, Croydon, being Lot 1, DP 817488. (2) Development consent must not be granted to development on land to which this clause applies unless the consent authority is satisfied that the proposed development will adequately address vehicular and service access.	Noted. The proposed development will be designed to appropriately ensure the site adequately addresses vehicular and service access.

6.0 Rezoning Proposal

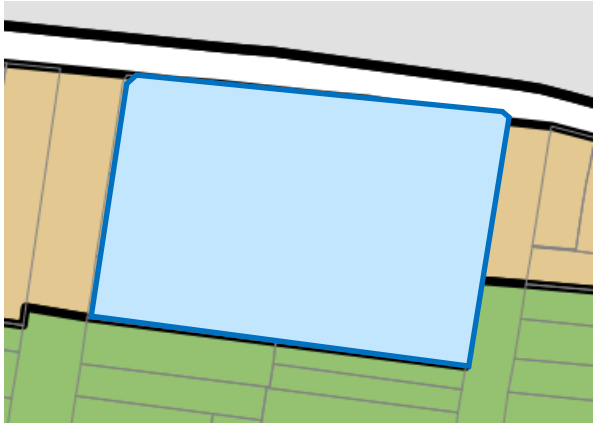
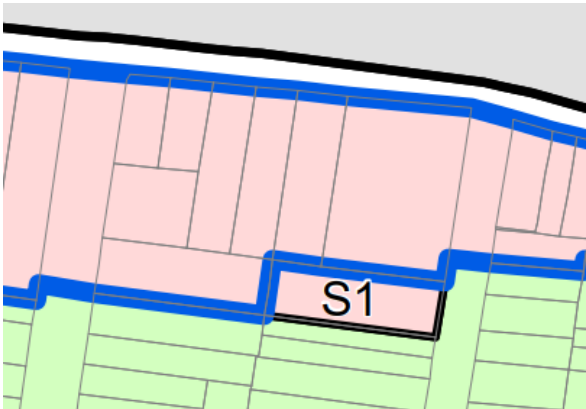
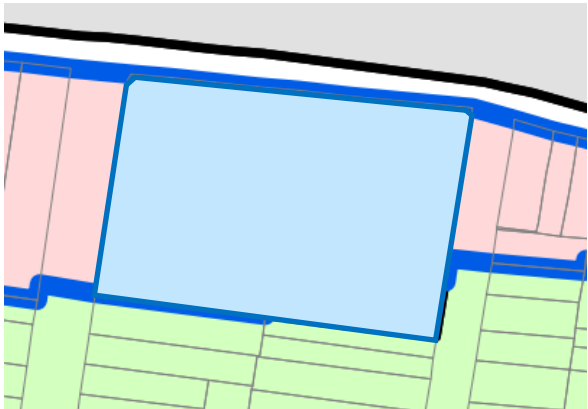
6.1 Amendments to the Burwood Local Environmental Plan 2012

The concurrent Rezoning seeks the following amendments to the Burwood Local Environmental Plan 2012 (BLEP 2012) to facilitate the proposed development:

- Amend the Height of Buildings Map under Clause 4.3 to increase the building height from 12.5m and 15m to a maximum building height of up to 93m.
- Amend the Maximum Floor Space Ratio Map under Clause 4.4 to change the maximum Floorspace Ratio (FSR) from 1.5:1-1.75:1 to 3.75:1.
- Include site specific provisions (or Schedule 1 of Burwood LEP) to reflect an additional permitted use on the E3 zoned land for residential flat buildings and commercial premises and an additional permitted use on the R3 zoned land for residential flat buildings.

A summary of the existing and proposed planning control amendments to the BLEP 2012 is provided in **Table 9**.

Table 9 Existing and proposed controls under the BLEP 2012

Clause	Existing BLEP Map	Proposed BLEP Map
Clause 4.3 Height of Buildings Map Height of Buildings Map - Sheet HOB_002A <i>Or alternat site specific provision within Burwood LEP</i>	 M 12.5 O 15	 93m
Clause 4.4 Floor Space Ratio Map Floor Space Ratio Map - Sheet FSR_002A <i>Or alternat site specific provision within Burwood LEP</i>	 S1 1.5 S2 1.75	 3.75:1

7.0 Community Engagement

This section describes the proposed community engagement strategy to be undertaken during the preparation of the EIS. The Applicant's approach to community engagement is informed by DPHI's *Undertaking Engagement Guidelines for State Significant Development (2021)*. This includes adopting the following community participation objectives provided in the Guideline:

"Engagement is to be:

- *open and inclusive,*
- *easy to access,*
- *relevant,*
- *timely, and*
- *meaningful."*

7.1.1 Key Stakeholders

The Applicant will be undertaking pre-lodgement consultation with Council and DPHI. A Community Engagement Strategy will be prepared for the project, and likely identify the key stakeholders for this project as follows:

- Local community, including
 - Immediate and wider neighbours, and
 - Local schools and adjoining churches.
- Burwood Council and Elected Officials.
- Government agencies, including:
 - DPHI,
 - Transport for NSW,
 - Relevant Commonwealth body associated with Sydney Airport, and
 - Service providers such as Ausgrid and Sydney Water.

The SSDA process will provide further opportunities for community input and for the Applicant to respond to any issues raised. The project team remains committed to continuing dialogue with the relevant stakeholders and agencies throughout the development assessment process.

7.1.2 Proposed Community Consultation Actions

Engagement will be undertaken to inform the preparation of the EIS and on an ongoing basis throughout the life of the project. Details of issues raised in the consultation process and how these have been responded to will be documented in the Consultation Outcomes Report, which will accompany the EIS.

The Proponent will continue to engage with community stakeholders following the determination of the proposal to provide information and seek feedback on the design process and project delivery phases. The Outcomes Report will also include details of strategies to monitor, review and adapt engagement methodologies over the course of the project. This engagement will be complementary to and independent of Department-led consultation during their assessment of the DA.

The engagement techniques adopted during the preparation of the EIS may include letterbox drops, agency and stakeholder briefings and the maintenance of a project email.

7.1.3 Previous Consultation

As part of previous applications on the site, including a site specific Planning Proposal, engagement activities were undertaken, through letterbox drops, in person information sessions (across multiple days), community webinar, and dedicated project email and contact number. Notification of the Planning Proposal also occurred with Burwood Council during their assessment of the previous Planning Proposal.

8.0 Proposed Assessment of Impacts

This section provides an overview of the key matters requiring and not requiring further assessment in the EIS and the proposed approach to assessing each of these matters. The purpose of considering these factors at this stage is to inform the preparation of the SEARs which will guide the preparation of the EIS.

8.1 Matters Requiring Further Assessment in EIS

8.1.1 Height, bulk, scale

Site-specific consideration will be given to the building height proposed for the site and its relationship to surrounding development, including how the building envelope is formed and the relationship to surrounding development to preserve amenity.

The EIS will demonstrate the capability to deliver a high-quality built form outcome for the site. The Design Report that will accompany the EIS will include documentation that will consider matters that include (but are not limited to) massing and scale, streetscape amenity, setbacks and building separation, active frontages, landscape, the strategic positioning of the site, and relationship with upcoming surrounding developments.

8.1.2 Overshadowing

Preliminary overshadowing drawings prepared (as part of the previous Planning proposal) and demonstrate the extent of potential additional shadows cast by the proposal between 9am and 3pm on June 21. The Design Report supporting the EIS will assess the overshadowing impact of the proposal. It will demonstrate through the indicative concept design that the proposed LEP amendments are capable of facilitating a built form that does not generate unreasonable overshadowing onto adjacent properties, particularly the low density residential dwellings to the south of the proposal.

8.1.3 Residential Amenity

The EIS will demonstrate through the indicative concept design that the residential dwellings to be delivered at the site will provide a high degree of residential amenity. Further, the EIS will demonstrate that by virtue of the proposed LEP amendments, the proposal will be capable of responding to the relevant provisions of Chapter 4 of *State Environmental Planning Policy (Housing) 2021* (Housing SEPP) and its accompanying Apartment Design Guide.

A high degree of residential amenity for surrounding residential properties will be a driving principle for the proposal. Solar access and visual privacy for surrounding properties will be documented as a part of the Design Report supporting the EIS.

8.1.4 Traffic and transport

The Planning Proposal will be accompanied by a Traffic Impact Assessment (TIA) that will consider all transport and traffic matters that are relevant to the context of the site. It will assess the impact of additional traffic as a result of the proposed residential mixed-use development on the surrounding area, assess the performance of the road network and include a preliminary assessment of the future parking requirements. A request has been made with Council to clarify the appropriate benchmark for car parking and we are awaiting feedback.

In accordance with Schedule 3 of the State Environmental Planning Policy (Transport and Infrastructure) 2021, the site is identified as '*traffic generating development*' as more than 300 dwellings are proposed. Referral to TfNSW is required to assess the appropriateness of proposed accessibility at the site and any potential traffic impacts of the development prior to granting development consent.

8.1.5 Affordable Housing

In accordance with Chapter 2, Part 2 of the Housing SEPP, the project will provide 5% of total residential FSR as affordable housing for a period of 15 years. The specific allocation of apartments designated as affordable housing, and the related management measures is subject to ongoing design development and engagement with a preferred Community Housing

Provider (CHPs). The allocations of these apartments have not yet been determined, however, they will be considered in light of achieving equitable residential amenity across the development.

8.1.6 Other matters

The following matters will be further provided/assessed as a part of the EIS:

- Estimated Development Cost Report.
- Engagement Report.
- Survey Plan.
- Architectural Drawings, Design Report, Schedule of Colours, Materials and Finishes, Design Verification Statement, Shadow Diagrams, Chapter 4 Housing SEPP Assessment (ADG), Design Review Responses.
- Landscape Plans.
- Arboricultural Impact Assessment.
- Integrated Water Management Plan.
- Preliminary Site Investigation Report;
- ESD Report.
- Flood Statement confirming the site is not flood affected.
- Acoustic Report.
- BASIX Certificate.
- Waste Management Plan.
- Alternative Design Excellence Strategy.
- Visual Impact Assessment.
- Biodiversity Development Assessment Report Waiver.

8.2 Matters not Requiring Further Assessment in the EIS

This section outlines the matters that are not relevant and/or do not require further assessment. It is noted that the final deliverables will be confirmed pending the outcome of on-site investigations.

An assessment of the matters not requiring further assessment in the EIS is provided in **Table 10**.

Table 10 *Matters not requiring further assessment in the EIS*

Matter	Assessment	Anticipated Deliverable/s
Biodiversity	There is no vegetation upon the site. A BDAR Waiver Request will be lodged to confirm the site has no biodiversity value.	N/A.
Groundwater Impact Assessment Salinity Management Plan Management Plan	The site is not identified mapped on the NSW Spatial Viewer Groundwater Vulnerability Map, nor the Salinity Map.	N/A.
Flood	The Section 10.7 Certificate states that the site is not within a flood planning area.	N/A.
Bushfire	The site is not affected by bushfire prone land.	N/A.
Aboriginal Cultural Heritage Assessment Report Archaeological Assessment	Land beneath the site has been highly disturbed because of the railway corridor. Accordingly, potential Aboriginal cultural sites and potential archaeological sites are unlikely.	N/A.
Hazard Analysis	From a preliminary analysis, it appears that the development is not affected by above ground dangerous goods storages from surrounding developments nor are there underground high-pressure dangerous goods pipelines in the vicinity of the site.	N/A.

9.0 Conclusion

This Project Specific SEARs Request letter has been prepared by Colliers Urban Planning on behalf of LSH Property (Alexandria) Pty Ltd in support of a SSDA and concurrent rezoning for a mixed-use shop-top housing development on the land at 166-204 Parramatta Road and 1-1A Cheltenham Road, Croydon.

It seeks to inform the HDA for issue of the project-specific SEARs and rezoning requirements to enable the preparation of an EIS that will accompany a Stage 1 Detailed SSDA and concurrent rezoning. It has outlined preliminary information regarding the project including the site, the proposed development, the relevant strategic and statutory context and planned stakeholder engagement. The scoping of the proposed assessment of impacts within the EIS and rezoning report for the proposed development will enable the HDA with input from other government agencies to prepare and issue project-specific SEARs.

As discussed throughout this report, the proposal is considered to have strategic merit as it will:

- Facilitate the provision of additional housing supply, including affordable housing, in an area that is very well serviced by public transport.
- Directly respond to recent National and State housing targets and strategies.
- Enable development that can effectively minimise any potentially adverse environmental impacts, particularly surrounding development.
- The provision of publicly accessible open space and associated permeable linkages at the centre of the site.
- Replace ageing housing stock and a predominantly vacant site with a mixed-use development of high design quality.

We trust that the information provided is sufficient to enable the Secretary to issue SEARs for the preparation of the EIS and will enable a productive discussion with the relevant agencies in due course.

Should you have any queries about this matter, please do not hesitate to contact the undersigned.

Yours faithfully,

Stephen Gouge

Director - Planning

Stephen.Gouge@colliers.com



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