

30 April 2025

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**REQUEST FOR SECRETARY’S ENVIRONMENTAL ASSESSMENT
REQUIREMENTS (SEARs) – 42-60 RAILWAY PARADE, BURWOOD
(BURWOOD PLACE)**

1. INTRODUCTION

This submission has been prepared on behalf of Burwood Tower Holdings Pty Ltd, by Gyde Consulting (Gyde) to support a SEARs request for amending State Significant Development Application (SSDA).

This request has been prepared in accordance with the requirements of the Department of Planning, Housing and Infrastructure’s *Guide to Faster Assessments for SSD Housing Applications*, and summarises the items discussed at our pre-scoping meetings on 28 January 2026 and 8 April 2026.

This letter should be read in conjunction with the Scoping Architectural Package prepared by Studio SC (Appendix 1).

2. THE PROPONENT

The proponent’s details are provided in the following table:

Table 1: Proponent Details

Proponent name	Burwood Tower Holdings Pty Ltd
ABN	72 615 842 290
Address	Suite 2/2-4 Giffnock Avenue, Macquarie Park NSW 2113

3. THE SITE

The site address and legal description of the site is provided in Table 2. The site has a total area of approximately 15,768.7 sqm.

Table 2: Site Description

Address	Lot/DP	Owner	Area (approx.)
42-50 and 52-60 Railway Parade, Burwood (Block 1 and Block 2)	Lot 1 DP 588368 and Lot 16 DP 832440	Burwood Tower Holdings Pty Ltd	14,363m ²
Wynne Avenue (part)	Lot 1 DP1135855 and an allotment with no legal description	Burwood Council	1,405.7
Total Area			15,768.7 m²

As with the original DA, Lot 1 DP 588368 is referred to as “Block 1” and Lot 16 DP 832440 is referred to as “Block 2”, as detailed in Figure 1.

The Council land, outlined in blue, located at 2-4 Conder Street, Burwood, is the location of a future park and forms part of the VPA which accompanied the original DA.

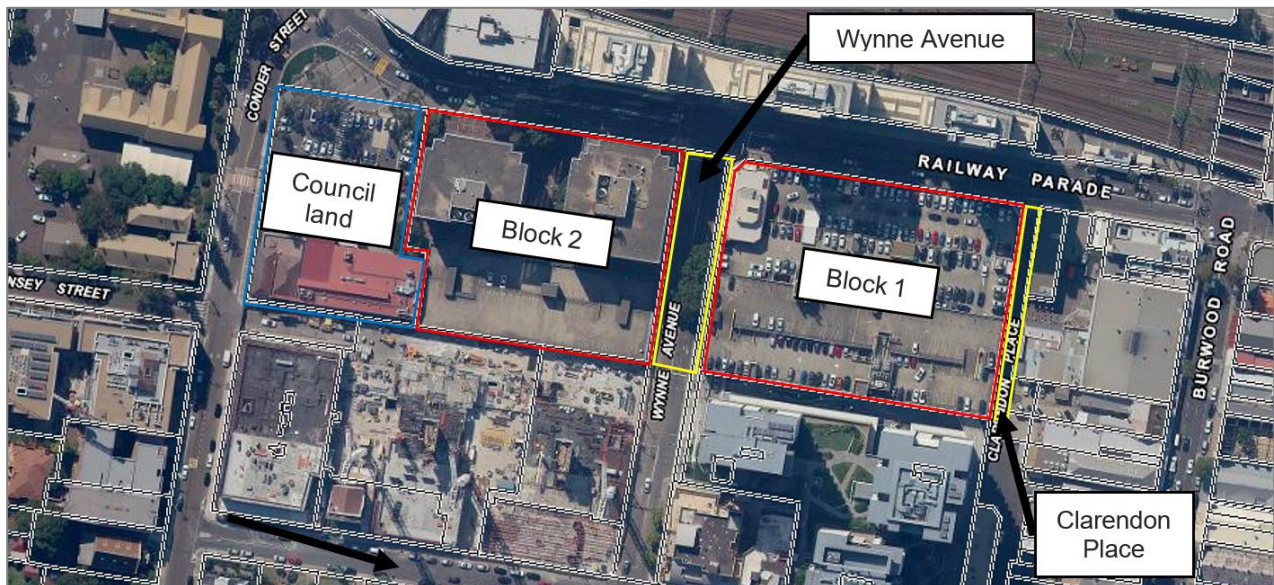


Figure 1: Aerial image, site outlined in red (Source: Six Maps)

4. The Approved Development

Development Consent DA 44.2021 was granted by the Sydney Eastern City Planning Panel on 28 November 2022 for (refer to Figure 2):

“Demolition of the existing structures and the construction of a mixed-use development known as ‘Burwood Place’ comprising five (5) towers above a three-storey podium with 1,041 residential units,

30,044sqm of non-residential gross floor area for retail, commercial, childcare and entertainment/cinema uses, 6-7 levels of basement parking with 1,757 car parking spaces, and public domain areas.”



Figure 2 **Approved Development (Source: Original DA 44.2021)**

Since the above consent was issued, the following applications have also been approved or submitted:

- On 29 September 2023 a development application (DA ref: 10.2023.32.1) was approved by Burwood Council, for the stratum subdivision of land for the purpose of road dedication.
- On 12 October 2023 a modification application (ref: 10.2021.44.2) was approved by Burwood Council to reinstate the area beneath the land to be acquired by Council for road widening purposes and add such land to the basement area of the development.
- On 5 February 2024 a modification application (ref: 10.2021.44.3) was approved by Burwood Council, to amend Condition 27 to change the lead architect to Scott Carver, increase the number of bicycle parking on Level B1 and to change the condition numbering.
- On 30 September 2025, a modification application (ref: 10.2021.44.04) was approved by Council to modify Water NSW's General Terms of Approval, to allow for a drained basement instead of a waterproofed/tanked basement. This application is still being assessed by Council.
- On 30 September 2025 a modification application (ref: DA.2021.44.5) was approved by the Sydney Eastern City Planning Panel, for internal changes, including the introduction of a Hawkers' Market and an additional basement level.

5. **APPROVED VOLUNTARY PLANNING AGREEMENT**

A Voluntary Planning Agreement (VPA) is the product of negotiations between Council and the proponent Burwood Tower Holdings Pty Ltd. The VPA was publicly exhibited in conjunction with the planning proposal for a period of 28 days from 28 April 2020 to 26 May 2020.

The VPA will provide Council a monetary contribution and several works in kind as follows:

Monetary contributions

- Monetary contributions equating to \$30M (indexed annually from the date of the Development Consent) will be provided to Council for the provision of public purposes.
- The \$30M will be paid in six instalments of \$5M. The first instalment will be paid upon the granting of the first development consent. The second to the sixth instalments are tied to the issue of a Construction Certificate (CC) for that part of the works.

Works in kind

The works in kind at the Burwood Library site at 2-4 Conder Street Burwood includes the following:

- An underground car park consisting of 120 spaces, approximately 5,100 sqm gross.
- An urban park, approximately 2,200 sqm, to replace the current Council car park (adjacent to the Burwood Public Library) at ground level.

The works in kind at the development site at 42-50 and 52-60 Railway, Parade Burwood include:

- 4,242 sqm net leasable area or approximately 5,300 sqm gross A-grade commercial office space.
- 40 basement car spaces in association with the office space.

Council endorsed the VPA at the 23 June 2020 Council meeting.

It should be noted that the above commitments are in addition to any Section 7.11 contributions payable.

6. PROPOSED DEVELOPMENT

The proposed amending State Significant Development Application seeks to modify DA 44.2021 (which was granted by the Sydney Eastern City Planning Panel on 28 November 2022) to utilise the affordable housing bonus provisions under the State Environmental Planning Policy, Housing 2021 (Housing SEPP). The application proposes an uplift in residential gross floor area across Block 1 and Block 2, resulting in a total GFA increase of approximately 42,785 sqm, representing an overall increase of approximately 28.2% (however, it should be noted that the bonus may be increased to 30% as the design progresses).

The proposed uplift increases the height of four approved towers, with Tower A increasing from 144 metres to 154.9 metres, a 7% increase, Tower B from 81.1 metres to 161.3 metres, a 98% increase, Tower C from 134 metres to 156.2 metres, a 15% increase, and Tower D from 114.5 metres to 142.4 metres, a 23% increase. Tower E remains unchanged at 50.60 metres.

Accordingly, the proposed increases in FSR and building height are consistent with the infill affordable housing bonus provisions of the Housing SEPP, which permit up to 30% additional FSR and height, subject to the delivery of the requisite affordable housing contribution. As outlined in Section 8, the development will provide approximately 14.1% of the total GFA as affordable housing for a period of 15 years. Should the uplift increase to 30%, the quantum of affordable housing will be adjusted accordingly.

Architectural façade lighting is proposed across all towers to enhance site activation, contribute to the precinct's nighttime character, and reinforce its identity within the skyline. The approach is carefully curated (not over-illuminated) to highlight architectural form, support pedestrian movement, and create visual interest within the public domain. Lighting will be balanced with the residential context, ensuring it is controlled, warm in tone, and avoids spill or glare. A layered design will enhance amenity, safety, and identity while maintaining residential comfort. Detailed proposals will be provided as part of the SSDA documentation.

Refer to Scoping Architectural Package prepared by Studio SC (Appendix 1) for further information.

Table 3: Height and GFA Comparison

	Approved Height	Proposed Height	% Increase from LEP height	Approved GFA	Proposed GFA Increase	% Resi GFA increase
Tower A	144 metres / RL163.50 metres	154.9 metres / 4 additional storeys	7%	Block 1: 69,445 sqm	Block 1: 28,464 sqm increase / 97,909 sqm total	41%
Tower B	81.1 metres / RL 100.6 metres	161.3 metres / 25 additional storeys	98%			
Tower C	134 metres / RL155.50m	156.2 metres / 7 additional storeys	15%	Block 2: 75,884 sqm	Block 2: 14,321 sqm increase / 90,205 sqm total	19%
Tower D	114.5 metres / RL135.50m	142.4 metres / 9 additional storeys	23%			
Tower E	50.60 metres / RL70.10m	-	-			
Total	-	-	-	145,329 sqm	42,785 sqm increase / 195,818 sqm	28.2%*, however subject to detailed design this may be increased to 30%

*Note: In accordance with Clause 4.4A of the Burwood Local Environmental Plan 2012 the floor space ratio for the subject site, is to be calculated on the combined area of Lot 1, DP 588368 (Block 1 in red above) and Lot 16, DP 832440 (Block 2 in blue above).

6.1 Modifications to Approved Plans

6.1.1 Lift Cores

Initial lift strategy investigations indicate that no additional lift capacity is required for Towers A, C and D, with the projected uplift in apartments being able to be accommodated within the existing lift provisions and performance parameters.

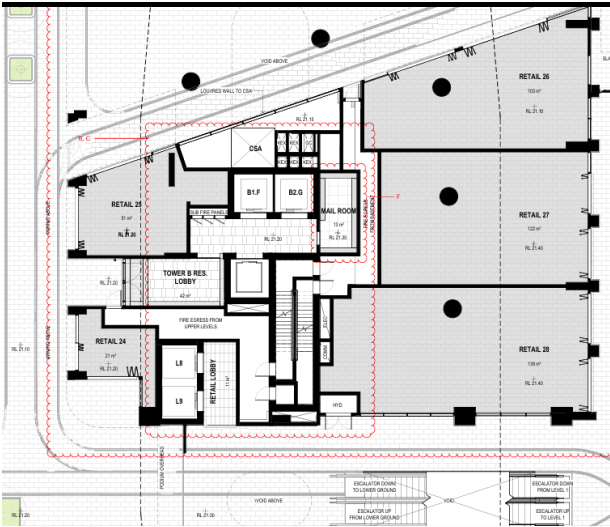
Tower B, however, requires 2 additional lifts to support the revised configuration.

As a result of the amended lift configuration, several car spaces and a transfer stair will be removed. There will be slight retail reconfiguration along the ground level and the change of a 2 bedroom to a 1 bedroom along the residential levels to allow for the new start location.

Refer to the below comparison with the approved vs proposed (high-level) concept plans.

Table 4: Lift Core Amendments

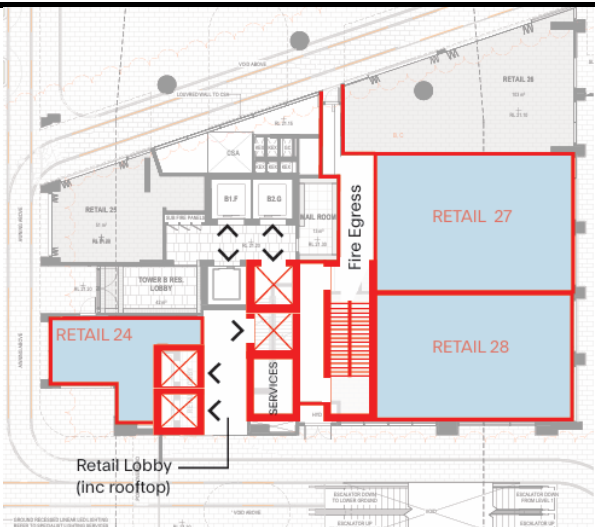
Approved	Proposed
Tower B Approved Ground Level	Tower B Proposed Ground Level



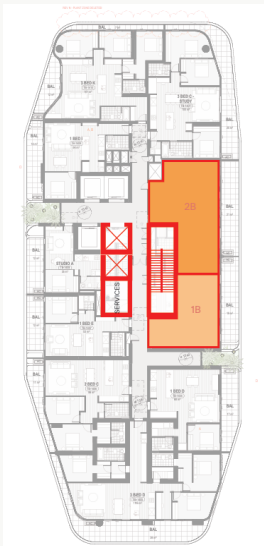
Tower B – Approved Residential Level 14



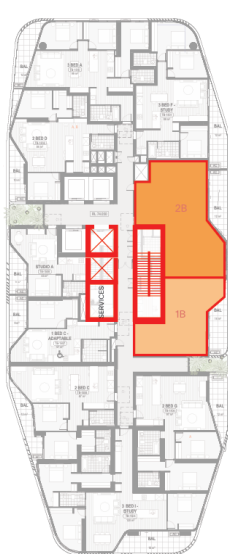
Tower B – Approved Residential Level 15-16



Tower B – Proposed Residential Level 14



Tower B – Proposed Residential Level 15-16



6.1.2 Waste Rooms

Initial waste management investigations indicate that the overall waste strategy can generally remain consistent with the approved scheme, with the existing approach of dual chute systems to each tower, and operational strategy to remain. The primary impact is an increase in the storage, handling and operational space required to service the higher residential yield. Based on a high-level pro-rata extrapolation of the approved provisions, the increase from approximately 1,041 dwellings to 1,480 dwellings would require a corresponding increase in residential waste-related areas. This suggests residential bin holding room to increase by approximately 80 sqm, chute discharge rooms to increase by approximately 15 sqm each and bulky waste storage to increase by approximately 90 sqm

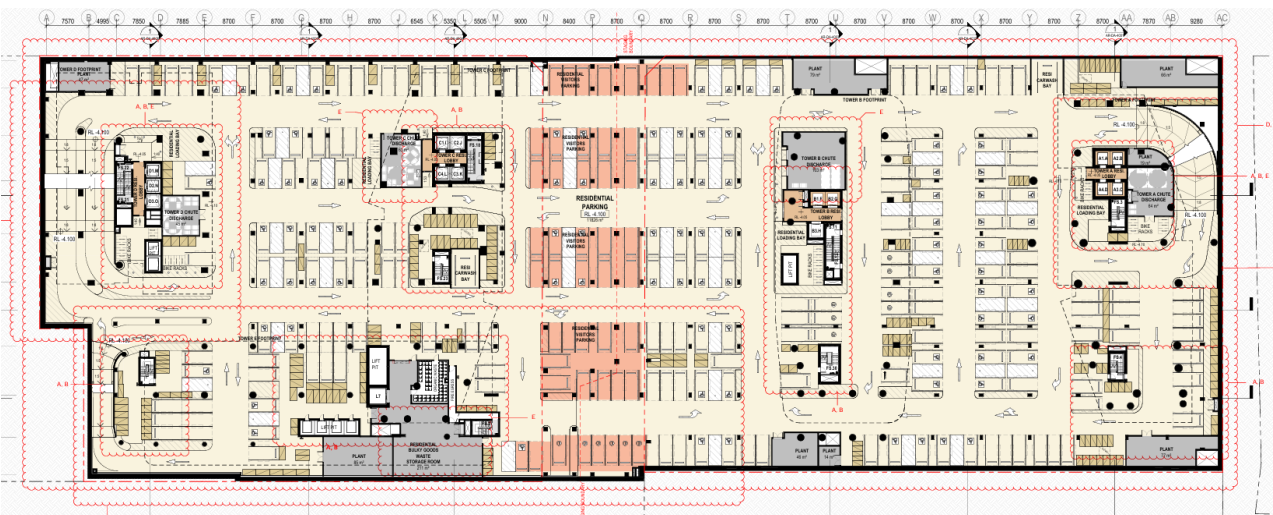
Overall, this will require a reduction of 1 car space, 4 bike spaces and 20m3 of residential storage cages

Note: there was a surplus of residential storage cages and bike parking included in the approved DA. Therefore, the reduction does not generate any non-compliance with the relevant provisions.

Refer to the below comparison with the approved vs proposed (high-level) concept plans.

Table 5: Waste Room Amendments

Approved



Proposed



6.1.3 Storage

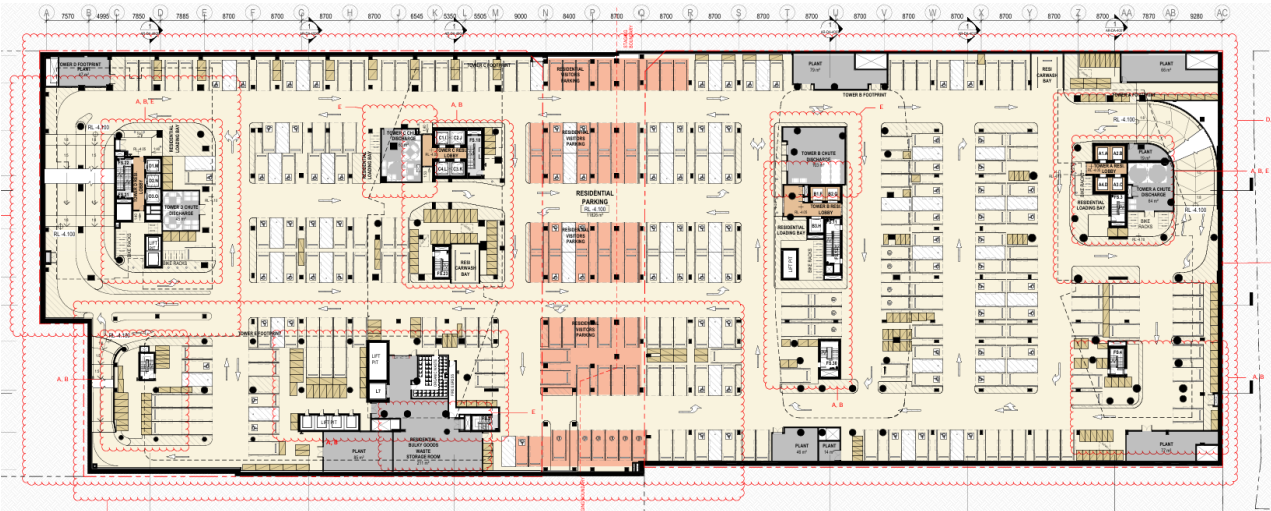
The uplift scenario increases the total residential storage requirement to approximately 5,890 sqm, compared with 4,626 sqm currently provided. This results in an additional storage requirement of approximately 1,260 sqm. Assuming a typical storage height of 2.4 metres, this equates to approximately 530 sqm of net storage area. Allowing for circulation, access aisles and structural constraints, the total additional basement area required is estimated to be in the order of 750–820 sqm.

The diagrams below illustrate the area included over a typical residential level of parking. Over 3 levels of parking, this is approximately 250-300 sqm per level. This requires approximately 6 tandem spaces and 7 regular spaces per floor to be removed, or in total 39 spaces.

Refer to the below comparison with the approved vs proposed (high-level) concept plans.

Table 6: Basement Amendments

Approved basement level (B6)



Proposed basement level (B6)



6.1.4 Basement Parking

The approved development provides a total of 1,805 parking spaces across the basement levels, including

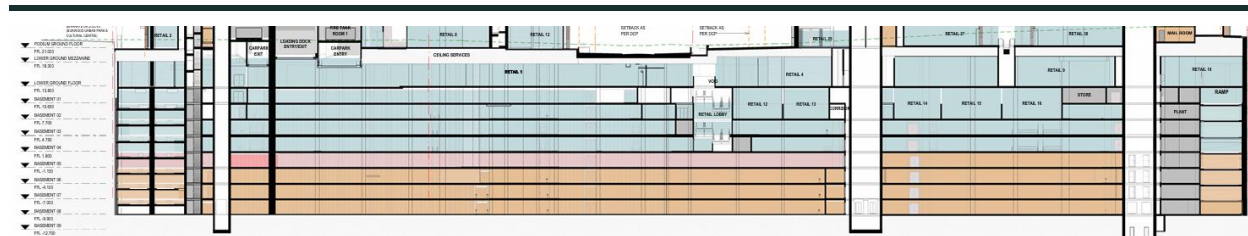
766 residential spaces and 147 residential visitor spaces. The proposed uplift amendment increases the residential dwelling yield from 1,041 to approximately 1,480 apartments, which generates additional demand for visitor and accessible parking.

Based on the existing visitor parking provision of approximately 1 space per 7 dwellings, the proposed amendment increases the visitor parking requirement from 147 spaces to approximately 209 spaces, representing an additional approximate 62 visitor spaces. The increased residential apartments would also generate additional accessible parking requirements, estimated to be in the order of 20 additional accessible spaces, meaning a loss of approximately 10 spaces to allow for clear zone in between.

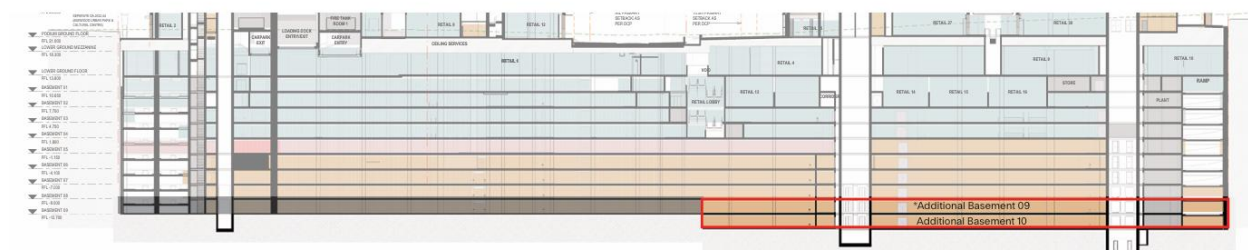
The provision of one additional full basement level and a partial basement beneath Block 2 (refer to table below) is proposed to efficiently accommodate the increased residential parking demand generated. This approach allows the development to maintain compliance with parking requirements within the site footprint.

Table 7: Parking Amendments

Approved



Proposed



7. ESTIMATED DEVELOPMENT COST

The Estimated Development Cost for the proposed additions to the approved development is \$162,320,000. Refer to attached letter from Atlas Group for further information.

8. PROPOSED PUBLIC BENEFITS

The proposed development will deliver significant public benefits, most notably through the provision of affordable housing for a minimum period of 15 years. This includes approximately 14.1% of the total GFA across the site, subject to the final design outcome and full utilisation of the Housing SEPP bonus provisions. However, please note, should the bonus increase to 30% (based on detailed design) then the affordable housing contribution will increase to 15%, accordingly.

Condition 14 of Development Consent DA 44.2021 (refer to below extract) currently requires 5% of the approved dwellings, being 51 one bedroom units, to be used for affordable housing for a minimum period of 15 years. As part of the proposed SSDA, it is proposed to amend Condition 14, to reflect the new quantum of

affordable housing being provided, which is approximately 14.1% affordable housing across the development, consistent with the bonus floor space being sought under the Housing SEPP.

It is proposed that the affordable housing be distributed across the lower levels of each tower (to be confirmed by the selected community housing provider), in proximity to key amenity areas, including the communal open space located atop the podium and the non-residential uses within the podium, to ensure equitable access to shared facilities and services.

74. Affordable housing:

a. At least 5% of the dwellings within the development (51 one bedroom units) or the equivalent floor space allowing a mix of one- and two-bedroom dwellings, must be used for affordable housing (as defined in the Environmental Planning and Assessment Act 1979) for a period of at least 15 years from the date an Occupation Certificate is issued (the affordable housing dwellings). Changes to the unit mix shall be approved by the Manager City Development;

b. The affordable housing dwellings must be managed by a registered community housing provider, as defined in the Community Housing Providers (Adoption of National Law) Act 2012, section 13;

c. The applicant is to provide evidence to Council and the Registrar of Community Housing appointed under the Community Housing Providers (Adoption of National Law) Act 2012, section 10 of an agreement entered into with a registered community housing provider for the management of the affordable housing dwellings prior to the issue of an Occupation Certificate;

d. Notice of any change in the registered community housing provider who manages the affordable housing dwellings must be given to the Registrar of Community Housing and the consent authority no later than 3 months after the change; and

e. The registered community housing provider who manages the affordable housing dwellings must apply the NSW Affordable Housing Guidelines published by the Department of Community and Justice and approved by the Minister for Families, Communities and Disability Services from time to time.

In addition, during early scoping discussions the potential pedestrianisation of Wynne Avenue was identified as a desirable public domain outcome. Following further consideration of the technical approval complexities, it remains an intended outcome. However, given its broader implications and coordination requirements, it is proposed to be progressed via a separate modification application to Council in the future, rather than as part of the proposed SSDA.

9. CONDITIONS OF CONSENT

It is proposed that a single consolidated set of conditions apply to the development. This would involve adopting the approved conditions issued by Council under Development Consent DA 44.2021 and updating them where relevant to incorporate conditions applicable to the amended proposal, including amendments necessary to reflect the additional storeys proposed and any associated requirements. As part of the SSDA, a marked up version of the existing conditions will be provided to the Department, clearly identifying the proposed amendments required to facilitate the changes to the development.

10. STATUTORY PLANNING CONTEXT

This section sets out the proposal's key statutory requirements to be considered within the Environmental Impact Statement (EIS). These matters will be further elaborated upon in the EIS.

10.1 Zoning and Permissibility

The Burwood Local Environmental Plan 2012 (BLEP) is the applicable Environmental Planning Instrument (EPI). The combined site, including the Burwood Tower Holdings Pty Ltd land parcel and Wynne Avenue, is

zoned MU1 Mixed Use.

On the Burwood Tower Holdings Pty Ltd land, the proposed development continues to provide shop top housing and commercial premises, including offices, retail tenancies and food and drink premises, a centre based child care facility, a future health services facility including a medical centre, and an entertainment facility including cinemas.

All of the above uses are permissible with consent within the MU1 Mixed Use zone. The proposed amendment does not alter the permissibility of the development and remains consistent with the objectives and land use table of the zone.

10.2 Accessible Area

The site is located within the Burwood Town Centre, directly opposite Burwood Station and within approximately 250 metres walking distance of the station. Accordingly, the site is located within an accessible area in accordance with Schedule 10 of State Environmental Planning Policy (Housing) 2021 (Housing SEPP).

Therefore, the infill affordable housing provisions of the Housing SEPP, including the applicable bonus provisions, apply to the site.

10.3 Development Standards

10.3.1 Site Specific Development Control Plan

While it is acknowledged that development control plans are switched off for State significant development applications pursuant to section 2.10 of the State Environmental Planning Policy (State Significant Development) 2021, it is nonetheless relevant to note that the subject site is governed by a site-specific Development Control Plan prepared in response to the particular characteristics and constraints of the precinct.

In this context, while certain provisions of the site-specific DCP, such as those regulating tower envelopes, height and bulk, may be overridden where they directly conflict with the proposed amending development application, other provisions remain a useful and appropriate benchmark for assessment. This is particularly the case for matters such as solar access, which reflect site-specific considerations that informed the original approval and which the approved development already satisfies. Accordingly, provisions relating to solar access continue to provide relevant guidance in assessing whether the proposed amendments maintain acceptable amenity outcomes consistent with the intent of the original development consent.

10.3.2 Non-discretionary development standards

The proposal will be considered against the relevant non-discretionary development standards under the Housing SEPP. As the application seeks to amend an existing development consent, with the scope of works limited to an increase in the number of storeys and dwellings and no changes proposed to the approved building footprint, basement size, access arrangements, landscaping or parking provision, the application of some non-discretionary standards is inherently constrained.

In particular, standards relating to matters such as deep soil zones, site landscaping and car parking are unlikely to be capable of strict compliance, as these elements were established under the original consent and are not altered by the proposed amendments. Notwithstanding this, no additional parking is proposed beyond that already approved, and the amended development will continue to operate within the parameters of the existing consent.

Where strict compliance with any non-discretionary standard cannot be achieved, this will be clearly identified and supported by a detailed justification demonstrating that the proposal continues to meet the underlying intent of the Housing SEPP and maintains acceptable design quality and amenity outcomes.

10.4 Apartment Design Guide

The proposal will give consideration to the Apartment Design Guide. As the amendments are limited to the addition of new levels above the approved towers, no changes are proposed to the approved building footprint, setbacks or internal and external separation distances, which will remain consistent with the existing consent and the intent of the ADG.

Cross-ventilation outcomes are also unchanged, noting that the ADG cross-ventilation requirements apply only to the first 9 storeys of a building.

Solar access will be reassessed for the proposed additional apartments, with compliance demonstrated having regard to the relevant site-specific DCP provisions being the basis for the original rezoning and DA approval.

Full compliance will continue to be achieved for all other relevant ADG requirements, including minimum internal areas, private open space, storage, minimum ceiling heights and minimum apartment mix standards, and this will be demonstrated in the SSDA.

10.5 Indicative Timeframe for Lodgment

The applicant intends to retain the existing consultant team as DA 2021.44 to build upon previously completed assessments, enabling a streamlined and efficient preparation of the Amending SSDA. The target lodgement timeframe is the first half of 2026.

11. HIGH-LEVEL IDENTIFICATION OF IMPACTS

The below section outlines a high-level summary of the impacts discussed at the meeting held with the department on 28 January 2026. A detailed assessment of all impacts will be considered in the SSDA package and in accordance with the Secretary's Environmental Assessment Requirements.

11.1 Aviation

The below preliminary aviation advice has been provided from Aviation Management and Safety Advisers.

The Sydney Airport PANS-OPS overlay indicates that the Burwood Place site is located beneath the Category C and D Circling Area, which has a lower limit of 184.8 m AHD (which is above the proposed 174.95m AHD amended height). Airservices Australia overlays for Sydney Airport are often marginally higher than those published by Sydney Airport, and accordingly the applicable PANS-OPS lower level may be several metres higher. The precise applicable level will be confirmed through a formal airspace assessment at the SSDA stage. The figure below illustrates the site's location relative to the PANS-OPS surfaces.

Airservices Australia permits buildings and structures to extend up to, but not penetrate, the base of the prescribed PANS-OPS surfaces. While the Airports (Protection of Airspace) Regulations 1996 allow for temporary penetration of PANS-OPS surfaces for a maximum period of 3 months, such approvals are rarely granted and are not anticipated for this development. On this basis, construction will be required to ensure that all cranes, hoists, plant, and equipment remain below the applicable PANS-OPS limit, as confirmed by Airservices Australia.

Sydney Airport, Airservices Australia, and the Civil Aviation Safety Authority are primarily concerned with ensuring that development and associated construction activities do not intrude into prescribed airspace. The specific construction methodology is not regulated, provided airspace protection requirements are met.

Detailed airspace assessment documentation, including confirmation of applicable PANS-OPS limits and a construction strategy demonstrating compliance, will be prepared at the SSDA stage and lodged with the EIS. This documentation will be submitted to Sydney Airport, CASA, and Airservices Australia for assessment. While the proposal is likely to be identified as penetrating the Obstacle Limitation Surfaces, this is a common outcome for developments of this scale and is typically addressed through conditions of approval. Subject to the detailed assessment and as outlined in Section 6, the proposal is not expected to infringe PANS-OPS surfaces or the Radar Terrain Clearance Chart.

The relevant aviation authorities adopt a pragmatic and solutions-focused approach to complex developments. Provided the SSDA demonstrates that the proposal can be constructed and operated in compliance with prescribed airspace requirements, the development is expected to be capable of approval, with any necessary conditions clearly identified through the assessment process.

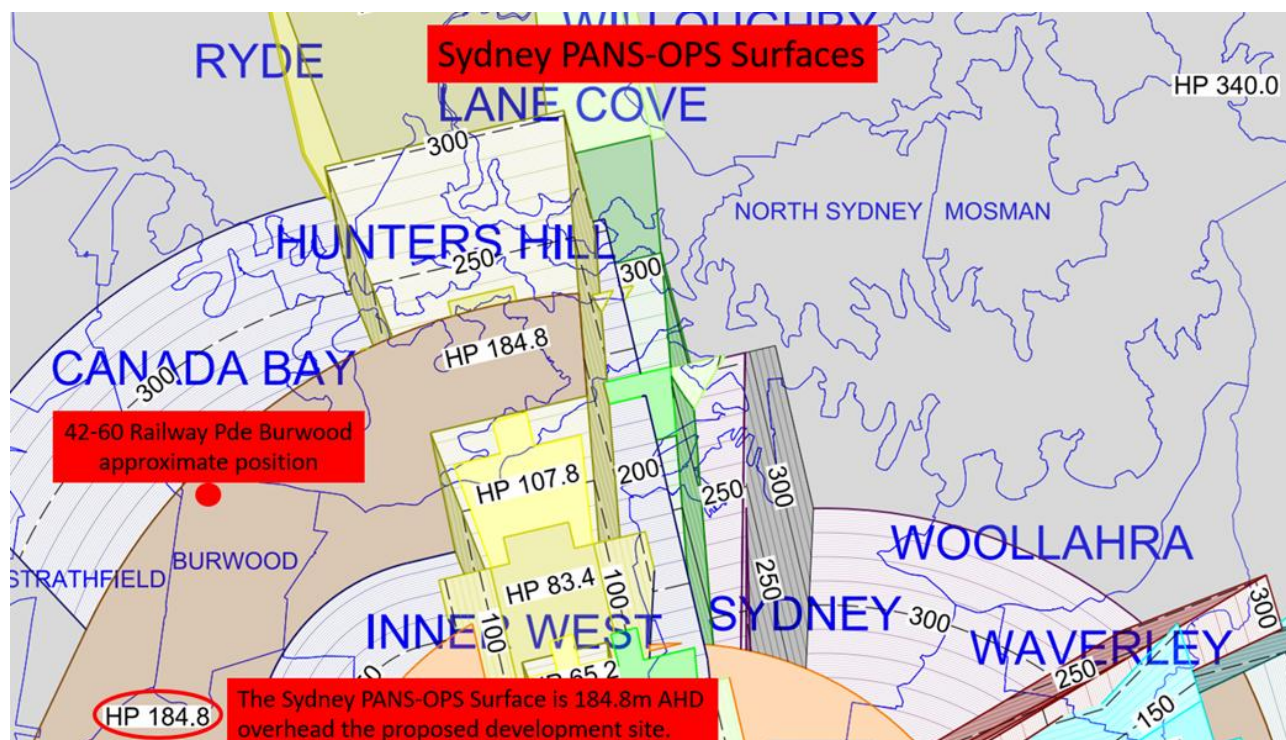


Figure 3 Sydney PANS-OP Surfaces (Source: Aviation Management and Safety Advisers)

11.2 Traffic and Parking

The amending application proposes an uplift in the number of apartments from 1,041 to up to 1,480. The approved development currently provides a total of 1,811 car parking spaces across the site. In order to accommodate the additional residential apartments, it is proposed to increase the number of parking spaces to 2,353 parking spaces (with an increase of residential parking spaces from 768 to 1,216 spaces).

Refer to below breakdown for further information.

Table 8: Approved vs Proposed Parking Spaces

Current				Proposed			
PARKING BY TYPE	STAGE 1	STAGE 2	TOTAL	PARKING BY TYPE	STAGE 1	STAGE 2	TOTAL
Retail	370	290	660	Retail	417	259	676
Valet	19	-5	14	Valet	35	-3	32
Carshare	22	4	26	Carshare	22	-4	18
Supermarket Pickup	5	0	5	Supermarket Pickup	5	0	5
Childcare	28	0	28	Childcare	29	0	29
Commercial	91	66	157	Commercial	104	65	169
Residential Visitor	115	36	151	Residential Visitor	142	64	206
Residential	258	510	768	Residential	405	811	1216
Residential carwash	1	1	2	Residential carwash	1	1	2
Total	909	902	1811	Total	1160	1193	2353

The provision of one additional full basement level and a partial basement beneath Block 2 is proposed to accommodate the increased parking demand generated.

An updated travel and parking assessment will be provided at the SSDA stage.

11.3 Shadowing

The proposed uplift results in additional overshadowing to developments located to the south of the site, namely Emerald Square and Burwood Grand. Under the approved development, 118 apartments at Emerald Square, representing 56% of apartments, achieved a minimum of two hours of solar access in mid-winter.

The proposed uplift reduces this by 28 apartments, with 90 apartments, or 43%, achieving at least two hours in mid-winter. At Burwood Grand, the approved scheme allowed 283 apartments, or 57%, to receive two hours of mid winter solar access. The uplift reduces this by 24 apartments, resulting in 259 apartments, or 52%, achieving the two hour benchmark. When both developments are assessed on a combined precinct basis, 349 apartments, equating to 49.2%, achieve a minimum of two hours of solar access in mid-winter (refer to Figure 4).

While development control plans do not strictly apply to SSDAs, the site specific DCP is of particular relevance given this is an amending development application. The approved development was assessed and determined having regard to, and in accordance with, the provisions of that DCP following the gazettal of the planning proposal in 2020. The DCP provides that, in recognition of the dense urban context, solar access to surrounding developments is not to be unreasonably reduced and, as a minimum, 50% of apartments within a development, including Emerald Square and Burwood Grand, are to retain at least two hours of solar access between 9am and 3pm in mid-winter. When assessed on a combined precinct basis, the proposal broadly aligns with the numeric benchmark and remains consistent with the underlying intent of the control.

It is important to note that the solar access analysis has been prepared on the basis of concept design only. Further refinement and detailed design development of the proposed additions will be undertaken as the scheme progresses, which is likely to result in improved solar outcomes to developments located to the south. This will be carried out with the objective of aligning with the DCP provisions, including the requirement for at least 50% of apartments to achieve the prescribed minimum solar access.

Importantly, the proposal facilitates additional residential apartments on a strategically located site directly opposite the train station, reinforcing its role as a transit oriented location suitable for increased density. The scheme remains at a concept stage and is subject to further detailed design refinement, through which solar access outcomes may be improved.

Refer to Scoping Architectural Package prepared by Studio SC (Appendix 1) for further information.

	Burwood Place DA +S4.55	Uplift (9am-3pm)
Emerald Square		
Units	118	90
% of Apartments	56%	(-28) 43%
Burwood Grand		
Units	283	259
% of Apartments	57%	(-24) 52%
Total Combined		
Units	401	349
% of Apartments	57%	(-52) 49.2%

Figure 4 Overshadowing to Burwood Grand and Emerald Square (Source: Studio SC)

11.4 Visual Impacts

The proposal results in an increase in building height across each of the approved towers. Tower A will increase to 46 storeys, Tower B 49 storeys, Tower C 47 storeys and Tower D 42 storeys.

While the additional height will increase the overall scale of the towers and will not materially alter the pedestrian level perception of height, the proposal remains consistent with the established built form typology of tall, slender towers rising from defined podium elements. From the public domain, the experience of the development will continue to be shaped primarily by the podium scale, street wall treatment, landscaping and activation interfaces, rather than the ultimate tower height. The increased storeys are accommodated within the established tower footprints and approved separation distances, ensuring that the development continues to present as a series of discrete vertical elements rather than a continuous built mass. In strategic terms, the uplift in height reflects the site's location within a designated strategic centre, in close proximity to high capacity public transport and services, where increased density is anticipated.

The detailed architectural expression, façade articulation and material treatment will play a critical role in managing perceived bulk and ensuring visual interest at both near and distant viewpoints.

11.5 Construction Impacts

The primary additional construction impact associated with the proposed amendments relates to a potentially extended construction timeframe, arising from the increased scale and quantum of development. No new construction methodologies are anticipated beyond those already approved under DA 44.2021. To mitigate any potential impacts associated with the extended program, it is proposed that the same construction management and mitigation measures approved under the existing consent be carried forward and applied to the amended development. This will include adherence to approved construction hours, implementation of dust suppression and air quality controls, traffic and access management measures, noise and vibration management, and ongoing site management protocols to minimise disruption to surrounding properties and the broader environment.

12. ANTICIPATED SECRETARY'S ENVIRONMENTAL ASSESSMENT REQUIREMENTS

Based on the above high-level impact assessment and the proposed amendments to the approved local development application, we anticipate that the following items would be included in the project's SEARs.

This list reflects the industry-standard SEARs for infill housing. While we acknowledge that the Department cannot modify these standard requirements, it would be beneficial to obtain in-principle agreement on items we consider unnecessary, particularly where certain SEARs components are noted as “if required.” Early clarification on these matters would help mitigate future risk and improve efficiency, especially given the substantial assessment work already completed as part of the original local DA approval and subsequent modification applications.

Table 9: Anticipated SEARs

SEARs No. (Based on Industry Standard SEARs for Infill Housing)	Comment
1. Statutory Context	Required, to be addressed in Environmental Impact Statement (EIS).
2. Estimated Development Cost and Employment	Required, limited to the proposed additions.
3. Contributions and Public Benefit	Required.
4. Engagement	Required.
5. Design Quality	Required, limited to architect addressing LEP design excellence objectives (limited to the proposed additions). As noted in the meeting with the Department on 8 April 2026, the application does not need to be referred to the State Design Review Panel.
6. Built Form and Urban Design	Required, limited to the proposed additions. As noted in the meeting with the Department held on 8 April 2026, the architectural plans do not need to be clouded but rather show new additions in a different colour (or alternatively “grey” out areas where no changes are proposed). A new survey is not considered necessary, given the site is under construction and being excavated.
7. Environmental Amenity	Required, the documentation will address (limited to the proposed additions) solar access/impacts (internal and external), visual privacy, view loss/sharing (a separate view loss/sharing report will be prepared), wind, lighting and reflectivity impacts.
8. Visual Impact	Required, limited to the proposed additions. Additionally, a separate Visual Impact Assessment will be prepared.
9. Transport	Required, in particular a transport impact assessment will be prepared, limited to addressing the impacts of the proposed additions. A separate preliminary construction traffic/transport management plan is not considered necessary, given the proposed additions do not alter the assessment of construction impacts of the originally

	approved development.
10. Noise and Vibration	Required, limited to the proposed additions.
11. Water Management	Required, limited to the proposed additions.
12. Ground and Groundwater Conditions	Required, however, it is proposed that this is limited to an addendum to the original report (submitted as part of the original local development application), which addressed the additional basement levels being proposed.
13. Contamination and Remediation	Not required, given the site is subject to an approved remediation action plan.
14. Trees and Landscaping	Required, limited to a landscape plan to address any changes as a result of the proposed additions. No arborist report is considered necessary, as no additional trees require removal to facilitate the proposed additions.
15. Ecologically Sustainable Development (ESD)	Required, limited to the proposed additions.
16. Biodiversity	Not required. BDAR is not required, given the proposed additions do not require any further tree removal.
17. Waste Management	Required.
18. Social Impact	Required, limited to a basic social impact assessment.
19. Flood Risk	Not required, as no changes to the ground level are proposed and the design (which is already under construction) has already incorporated the required flood mitigation measures.
20. Bush Fire Risk	Not required, as the site is not within a bushfire prone area.
21. Aboriginal Cultural Heritage	An Aboriginal Cultural Heritage Assessment is not required. The approved local development application already allows for demolition and basement excavation across the entire site, addressing any potential heritage considerations at that stage. The proposed amendments do not change the extent or nature of these works. As development remains within the previously approved and disturbed footprint, no further assessment is warranted.
22. Environmental Heritage	Required, limited to proposed additions.

23. Public Space	Required, limited to the proposed additions and focused only on changes to the approved public domain necessary to support the development.
24. Hazards and Risks	Not required.
Additional item: 1. Amended conditions 2. Aviation report 3. Letter from community housing provider	1. In addition to the above, it is anticipated that a marked up copy of the approved conditions is required, outlining which conditions need to be deleted, added or modified to support the proposed development. 2. To demonstrate the proposed increase in height will not impact the operation of nearby airports. 3. To demonstrate that a community housing provider supports the management of the proposed affordable apartments.

13. CONCLUSION

We trust that the information provided in this letter is sufficient to obtain industry standards SEARs for the proposed development.

Should you require any further information, please do not hesitate to contact the undersigned on (02) 9071 1842.

Yours sincerely,



Anthony Kazacos
Associate Director