



ENGAGEMENT REPORT

Mixed Use Development comprising a Hotel, Commercial Office Premises and a Residential Flat Building

No. 2-4 Burleigh Street and No. 20-24 Railway Parade,

BURWOOD

Prepared for: NSW Housing Corporation Pty Ltd

REF: M230306

DATE: 10 April 2025





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1. Introduction

This Engagement Report ('Report') has been prepared for the Applicant to accompany an SSD application for a mixed use development comprising of a hotel, commercial office premises, and a residential flat building at No. 2-4 Burleigh Street and No. 20-24 Railway Parade, Burwood.

This Report has been prepared in response to the Industry Specific Secretary's Environmental Assessment (SEARs) issued by the Department of Planning, Housing and Infrastructure which was issued to the Applicant on 25 October 2024. At Item 26 of the SEARs, an Engagement Report is required to address the following:

'Detail engagement undertaken and demonstrate how it was consistent with the Undertaking Engagement Guidelines for State Significant Projects. Detail how issues raised, and feedback provided have been considered and responded to in the project. In particular, applicants must consult with:

o the relevant Department assessment team.

o any relevant local councils.

o any relevant agencies.

o the community.

o if the development would have required an approval or authorisation under another Act but for the application of s 4.41 of the EP&A Act or requires an approval or authorisation under another Act to be applied consistently s 4.42 of the EP&A Act, the agency relevant to that approval or authorisation.'

Following the above, this Report has been prepared in accordance with the *Undertaking Engagement Guidelines for State Significant Projects*.

As part of the engagement requirements, a comprehensive engagement process was undertaken between 6 November 2024 and 25 January 2025. As part of the community engagement process, a letterbox drop was undertaken in accordance with Burwood Councils *Community Engagement Strategy 2023-2026*, with consultation available to objectors following the public notification.

Furthermore, the following stakeholders were consulted during the engagement process:

- Burwood Council;
- NSW Police;
- Metro Aboriginal Land Council;
- NSW Rural Fire Service;
- Sydney Water; and
- Transport for NSW.

The purpose of this Report is to outline the engagement strategies used, including feedback provided and concerns raised by the community, government authorities and other organisational bodies.



2. Description of the Proposal

The SSD Application seeks consent for the construction of a mixed use development containing a hotel with 120 rooms, commercial office premises and a residential flat building with 48 residential apartments and basement car parking.

The proposal will sit at 39 storeys in height with a three storey podium and a 37 storey tower comprising of both the residential and non-residential uses, which have been purposefully grouped within the tower.

The proposal will sit above 5 levels of basement parking with a total of 138 spaces provided, including 88 residential spaces and 2 visitor spaces for the residential apartments, 42 spaces for the hotel and 6 spaces for the commercial premises. Vehicle access to the basement parking levels is provided off Railway Parade, with an additional service access provided off Burleigh Street for the purpose of waste collection and loading. A porte cochere entry is also provided off Railway Parade with an exit to Burleigh Street. The porte cochere will allow for drop off and pick up in front of the commercial entry for hotel guests.

The proposal will provide for a 120 room hotel with a lobby and café at the ground floor, function rooms including outdoor space at Level 1 and a gym and restaurant with outdoor dining at Level 2. The hotel rooms are contained at Level 20 to 31, with an additional hotel restaurant and bar with outdoor seating provided at Levels 36 and 37.

The proposal will also contain 48 residential apartments, with 18 of these dedicated to affordable housing. The residential entrance and lobby is separated from the non-residential uses. The apartments are contained within Levels 3 to 18, noting that the affordable housing units are solely located from Level 3 to 8. The proposal provides communal open space for the residential apartments at the Level 2 podium and at the rooftop.

Level 33 to 35 consist of the commercial office levels, which provide for a combined total of 998m² of commercial GFA.

It should be noted that demolition of the existing buildings across the site has been completed under an existing Complying Development Certificate, and as such does not form part of this application.

The proposed development is illustrated in the Architectural Plans prepared by PTI Architecture at Appendix 8 and is described in detail under Section 4 of this EIS.

Overall, the proposal seeks to make a contribution to addressing the housing crisis and to provide affordable accommodation for local key workers within a highly accessible location.



3. Engagement Objectives and Methods

3.1 CONSULTATION AND ENGAGEMENT OBJECTIVES

This report has been undertaken in response to the issued Industry Specific Secretary's Environmental Assessment (SEARs). The SEARs (Item 26) include the requirement the requirement to:

'Detail engagement undertaken and demonstrate how it was consistent with the Undertaking Engagement Guidelines for State Significant Projects. Detail how issues raised, and feedback provided have been considered and responded to in the project. In particular, applicants must consult with:

o the relevant Department assessment team.

o any relevant local councils.

o any relevant agencies.

o the community.

o if the development would have required an approval or authorisation under another Act but for the application of s 4.41 of the EP&A Act or requires an approval or authorisation under another Act to be applied consistently s 4.42 of the EP&A Act, the agency relevant to that approval or authorisation.'

The purpose of the engagement was to consult with the local community and government authorities to:

- Showcase the proposed development to relevant stakeholders;
- Provide an opportunity for the community to respond to the proposed development and ask questions about the SSD application and process;
- Engage with relevant government authorities and local community groups to consider their concerns or feedback in relation to the proposed development; and
- Provide the opportunity or the proposal to be amended, where reasonable based on feedback.

3.2 ENGAGEMENT GUIDELINES FOR STATE SIGNIFICANT PROJECTS

The Department of Planning, Housing and Infrastructure's *Undertaking Engagement Guidelines for State Significant Projects* identifies ways to effectively carry out engagement.

The Guidelines provide guidance on the following aspects of engagement:

- Planning the approach to engagement;
- Undertaking engagement to inform the development of the proposal and contribute to better planning outcome; and
- Reporting back and demonstrating how engagement has shaped the project being assessed.

This engagement report is integral to the SSD application as it demonstrates how engagement has been undertaken and how that has influenced the proposed application. The development application has carried out a meaningful engagement that is tailored to the needs of the community, government authorities and organisations.

The engagement strategy which has been undertaken has considered the requirements of the Department of Planning, Housing and Infrastructure's *Undertaking Engagement Guidelines for State Significant Projects*, by completing the following engagement activities:



- Notifying the community of the proposed development and their role in the engagement process;
- Directly responding to the concerns raised by the community and identifying how this feedback will be considered;
- Engaging with relevant NSW Government agencies, Council and other key stakeholders;
- Engaging with the Department of Planning with regard to key aspects of the proposed development;
- Advising all stakeholders of the formal public notification process following lodgement of the SSD; and
- Providing a variety of different methods of communication to allow for direct feedback.

3.3 CONSULTATION AND ENGAGEMENT METHODS

In accordance with the Department of Planning, Housing and Infrastructure’s *Undertaking Engagement Guidelines for State Significant Projects*, the proponent for an SSD is to engage with the community, councils and government agencies. The engagement strategy implemented for this project has utilised a range of engagement tools to satisfy the requirements and ensure that all stakeholders are made aware of the proposed development and their concerns about said development are heard and considered.

A summary of the engagement strategies which have been undertaken is provided in **Table 1** below.

Table 1 Summary of Engagement Strategies	
Technique	Description
Letter Box Drop to Neighbouring Sites	<p>A notification package was distributed on 6 November 2024 and contained key information regarding the proposal.</p> <p>The notification package included a letter providing details on the proposed development and provided contact details of where to seek further information and where to send submission documentation. The letter also advised community members of an online webinar to be held on 13 December 2024 for any members with questions about the proposal.</p> <p>The notification package included a site plan and the proposed elevations in accordance with the notification package requirements of Burwood Councils Community Engagement Strategy 2023-2026.</p> <p>A map illustrating where the notification plans were distributed is shown in Figure 1 below at Section 4.1 of this Report.</p>
Online Webinar	<p>As part of the engagement strategy it was intended that an online webinar be held with the Applicant and their representatives, on 13 December 2024 for those community members who provided submissions following the notification letterbox drop. The meeting was to provide community members with information about the proposed development and allow for a Q&A like seminar to hear and respond to concerns.</p> <p>As detailed in Section 4.1 of this Report, following neighbour notification there were no submissions received and no interest raised for a webinar to discuss the proposal.</p>
Notification Signage	<p>In accordance with Burwood Councils <i>Community Engagement Strategy 2023-2026</i>, a notification sign was placed on the site, that included contact details of where to seek further information and where to send submission documentation.</p>
Emails to government authorities and other community organisations	<p>The Architectural Plans and Scoping Report were sent to a range of government authorities and community groups, including:</p> <ul style="list-style-type: none"> • Transport for NSW; • Metropolitan Local Aboriginal Land Council; • Sydney Water;



	<ul style="list-style-type: none">• Rural Fire Service; and• NSW Police – Burwood Police Area.
Online consultation with Burwood Council	<p>The Architectural Plans and Scoping Report were sent to Burwood Council on 18 November 2024. An online briefing meeting was held with representatives of Burwood Council, the Applicant and their representatives on 19 December 2024.</p> <p>Following the meeting Burwood Council issued a letter of advice providing comments on the proposal. The comments made by Council are discussed in detail at Section 5.3 of this Report. A second meeting was held with Council on 13 February 2025 to discuss Councils advice and recommendations for the proposal, as detailed at Section 5.3.</p>



4. Community Consultation Outcomes

The process for and outcome of each of the consultation strategies described at Section 3.3 above is provided below.

4.1 NEIGHBOUR NOTIFICATION

Burwood Councils *Community Engagement Strategy 2023-2026* provides details on the standard notification methods for certain development types, consistent with Schedule 1 of *Environmental Planning and Assessment Act 1979*. For the proposed development, the notification requirements stipulate that for major DAs of commercial, non-residential, residential, or mixed use developments that 40 properties are to be notified in accordance with the diagram provided at **Figure 1** below.

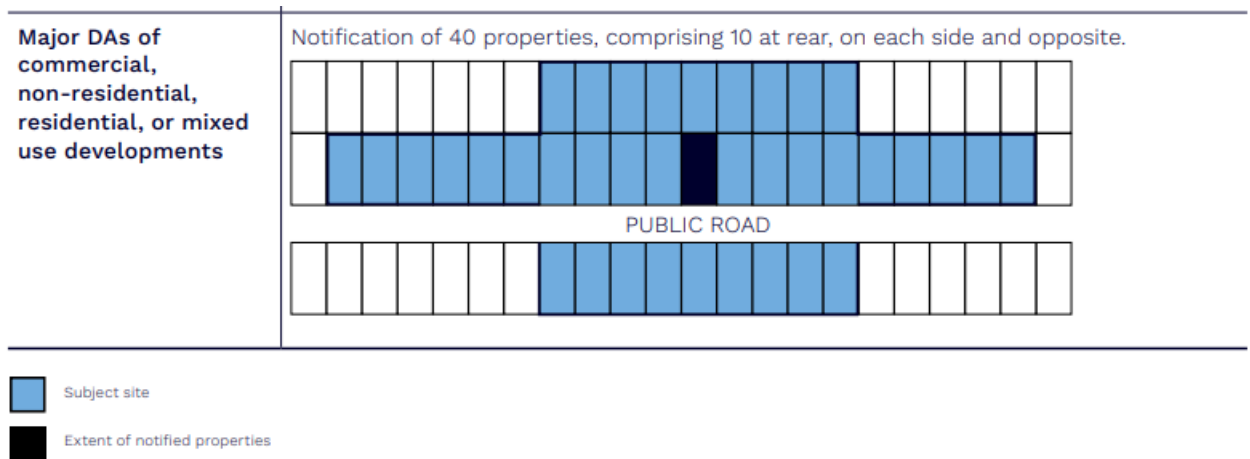


Figure 1 Extract of Extent of Notification for Development Applications.

In accordance with the above, a letterbox drop was conducted on 6 November 2024 to all dwellings within the diagram at **Figure 2** (overpage). The letterbox drop consisted of a notification package inclusive of a Notification Letter and Notification Plans which are provided at **Annexure A** and **Annexure B** of this Report, respectively.

The notification package contained the following information:

- Description (including the address) of the land to which the development application relates;
- Description of the proposed development;
- Copy of the site plan and elevations;
- Name of the applicant;
- Name of contact person through which enquiries can be directed; and
- Details for an online webinar for community members to attend.

The letter did not include any details relating to Councils DA tracker given this is not relevant to an SSD application.

In response to the letterbox drop, NIL (0) email submissions were received within 28 days of the initial notification, noting no submissions have been received since.

A display notice was also erected on the site for a duration of 28 days from 6 November 2024 in accordance with Schedule 1 of the *Environmental Planning and Assessment Act 1979*, which details public exhibition periods for State Significant Development.

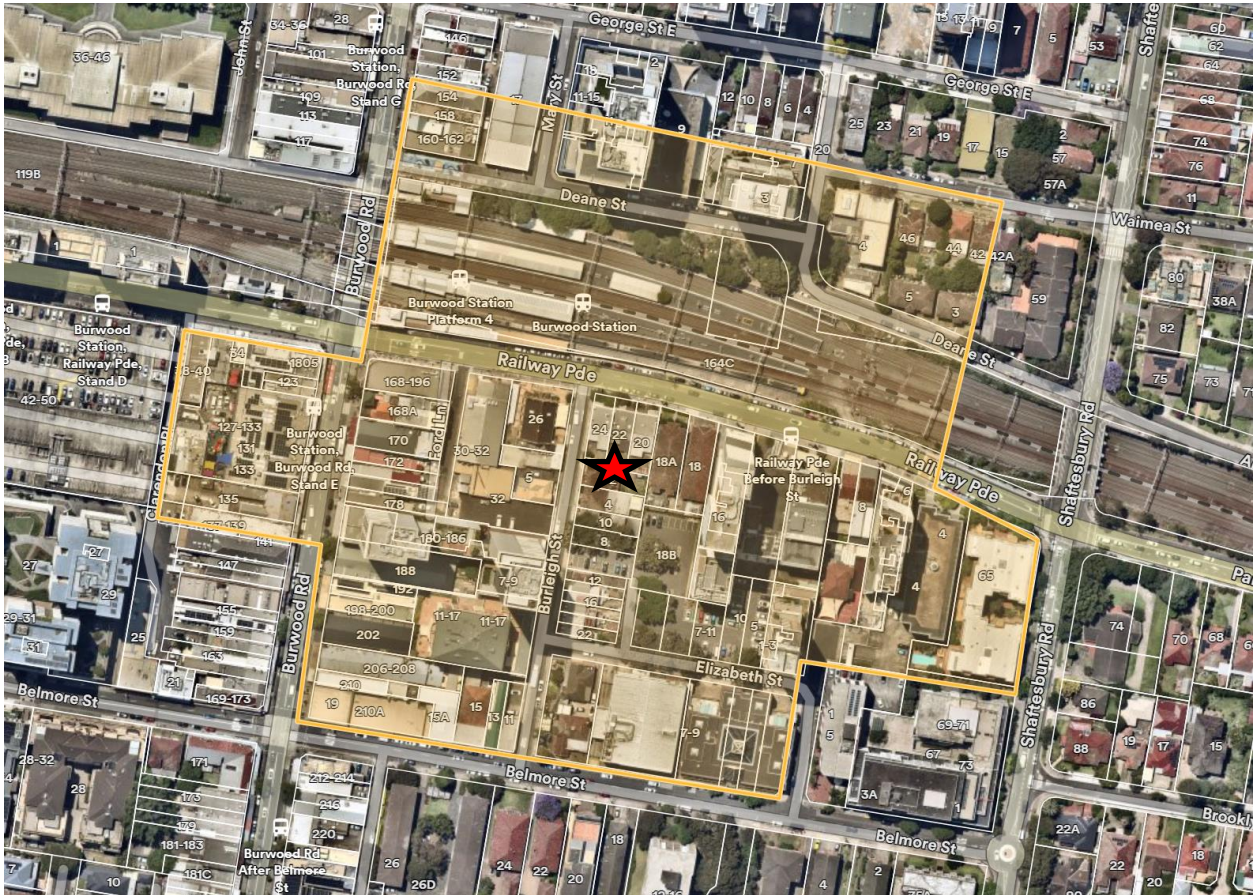


Figure 2 Extent of letterbox drop (Source: Near Maps).

4.2 ONLINE WEBINAR

As previously discussed, it was intended that an online webinar was held with those members of the community which made a submission or expressed interest in the webinar following the neighbour notification process. No submissions were received nor did any community members request details to attend the online webinar and therefore it was not held.



5. Feedback and Analysis

5.1 NEIGHBOUR NOTIFICATION FEEDBACK

As previously stated, there were no submissions received during the 28 day notification period, nor have there been any submissions made since.

5.2 GOVERNMENT AUTHORITIES

Notification letters and emails were sent to a range of government authorities who are considered to be stakeholders in the proposed development, including:

- Transport for NSW;
- Metropolitan Aboriginal Land Council;
- Sydney Water;
- Rural Fire Service (RFS); and
- NSW Police – Sutherland Police Area Command.

All of the above stakeholders were provided with the Architectural Plans and the Scoping Report for the application and were asked to provide any comments or raise any initial concerns they have with the proposal.

A summary of responses received from the abovementioned government authorities is provided below.

- Transport for NSW

Transport for NSW (TfNSW) responded via email on 16 January 2025 to the notification package. TfNSW provided the following comments:

Please note that a desktop review of the submitted documents has been carried out by Sydney Trains. Considering the location and size of the proposed mixed-use building development, Sydney Trains' EIM recommends that detailed structural drawings and a comprehensive geotechnical investigation report for the proposed building be reviewed and accepted by Sydney Trains' Engineering & Systems Integrity (ESI) team prior to issuing the construction certificate.

It is noted that the SSD has been accompanied by a Geotechnical Assessment prepared by Green Geotechnics and provided at Appendix 12. Any further information required from Sydney Trains can be conditioned to be provided prior to the issue of a construction certificate.

No comments were received from any other, who were contacted at least 8 weeks prior to the preparation of this Report.

5.3 BURWOOD SHIRE COUNCIL

As the relevant local council, a briefing meeting was held with Burwood Council on 19 December 2024. It is important to highlight that a meeting request was originally made on 11 November 2024 where the Architectural Plans and Scoping Report were submitted alongside the meeting request. A follow up meeting request with the supporting documentation was sent directly to the Manager of City Development on 18 November 2024 and further calls and emails were made in order to set a meeting with Council.

Meeting attendance included representatives from Council, the Applicant and their Town Planner.

The meeting ran for approximately 30 minutes.



Unfortunately, during the meeting Council advised that they had not yet reviewed the package sent on both 11 and 18 November. Therefore, during the meeting the Applicant presented the proposed development to Council and Council advised that they would conduct a detailed review of the proposal following the meeting and issue a letter of advice.

A letter of advice was received by Council on 4 February 2025.

Whilst the Applicant appreciates the business shutdown period over the Christmas holidays, the SSDA documentation was progressed between the time in which the meeting with Council was held and receipt of Council's comments. Indeed, upon receipt of Council's comments the architectural package was advanced to the point that all consultant input and recommendations had been implemented, and a final plan set had been realised.

Notwithstanding this, the Applicant is eager to work with Council and therefore has conducted a detailed review of Council's comments in their letter dated 4 February 2025 and amended the proposal where practicable and reasonable.

The table below provides a summary of Council's comments and a correlated response to each of the items raised. As shown in the table, a number of comments raised by Council relate to details and information to be provided which have been addressed by the documentation accompanying the SSDA.

Notably, some of the design changes requested by Council have not been incorporated into the current design as they are not considered reasonable or necessary by the Applicant and their Project Team.

Table 2 Council Comments and Response

Council Comment	Applicant Response
<p><u>Clause 4.4A(5) and Clause 4.4A(6) of BLEP 2012</u></p> <p>The site is permitted a maximum FSR under the BLEP of 6.6:1 in accordance with clause 4.4A(5) subject to the provision of community infrastructure and the limitation on residential development.</p> <p>Should you wish to utilise these provisions of the LEP it is recommended you commence discussions with Council's City Planning Team. The Manager City Planning Sumathi Navaratnam can be contacted on 9911 9911.</p> <p>Should you wish to utilise the bonus provisions of the Housing SEPP further information will be required to demonstrate how the GFA would be calculated when taking into consideration the bonus.</p> <p>It is recommended you review Council's policy – Carrying Out Bonus Development in the Public Interest which can be found at the following link under the voluntary planning agreement policy tab.</p>	<p>As detailed within the EIS, the site is located within 'Area 1' on the FSR Map and as such Clause 4.4A(5) applies as follows:</p> <p><i>(5) Despite clause 4.4, the floor space ratio for a building on land in Area 1 or Area 2 may exceed the floor space ratio shown for the land on the Floor Space Ratio Map if—</i></p> <p><i>(a) the floor space ratio for the building does not exceed—</i></p> <p><i>(i) 6.6:1—if the building is in Area 1, or</i></p> <p><i>(ii) 4.95:1—if the building is in Area 2, and</i></p> <p><i>(b) the gross floor area of the part of the building used for the purpose of residential accommodation does not exceed the following percentage of the gross floor area of the building—</i></p> <p><i>(i) 40 percent—if the building is in Area 1, or</i></p> <p><i>(ii) 70 percent—if the building is in Area 2.</i></p> <p>In accordance with the above clause, the site is permitted a maximum FSR under the BLEP 2012 of 6.6:1 so long as the maximum gross floor area (GFA) of the building used for the purpose of residential accommodation does not exceed 40%.</p> <p>The proposed development contains a total residential GFA of 4,887m², inclusive of 1,800m² of affordable housing in accordance with the affordable housing bonus GFA requirements under the Housing SEPP. Notwithstanding this, the maximum 40% residential GFA is a pre-requisite for an FSR of 6.6:1 under the BLEP exclusively and does not apply to the Housing SEPP provisions.</p>



	<p>Therefore, it is logical that the bonus 30% GFA afforded by the Housing SEPP, and the subsequent GFA dedicated to affordable housing within the development, both be excluded when calculating the residential GFA percentage for the purpose of Clause 4.4A(5). Based on this application, the proposal provides a maximum residential GFA of 3,087m², exclusive of the affordable housing component. This equates to 35.19% of the permissible GFA for the site being 8,771.4m² when applying only the 6.6:1 FSR permitted under the BLEP.</p> <p>As such, the proposal does not exceed the maximum residential FSR permitted on the site in accordance with Clause 4.4A(5) when rightfully considering the BLEP controls in isolation.</p> <p>Furthermore, Clause 4.4A(6) applies to development seeking to utilise the bonus FSR under Clause 4.4A(5).</p> <p>Clause 4.4A(6) is reproduced below:</p> <p><i>(6) Subclause (5) applies in relation to proposed development only if—</i></p> <p><i>(a) the proposed development on the land includes development resulting in community infrastructure or the use of land as community infrastructure, and</i></p> <p><i>(b) the consent authority is satisfied that the community infrastructure is appropriate for the Burwood Town Centre, taking into account the nature of the community infrastructure and its value to the community working or residing in the Burwood Town Centre.</i></p> <p>In order to satisfy Clause 4.4A(6), a Voluntary Planning Agreement (VPA) is submitted and is to be negotiated with Burwood Council during the SSDA process. The VPA is to include a monetary contribution in place of the provision of community infrastructure on the site.</p> <p>A VPA Letter of Offer has been prepared to accompany this application. The VPA is to be formalised prior to the approval of the SSDA.</p> <p>Notably, the VPA Letter of Offer has been prepared in accordance with Council's policy – Carrying Out Bonus Development in the Public Interest. Furthermore, we have made numerous efforts to contact The Manager City Planning Sumathi Navaratnam to discuss the VPA however have not received any feedback. The VPA Letter of Offer has been submitted to Council and we will continue to work with Council to come to a suitable agreement.</p>
<p><u>Insufficient Information</u></p>	<p>Refer to Architectural Plans at Appendix 8 and Architectural Design Report and Statement at Appendix 9.</p>





<p>No affordable housing has been depicted on the submitted plans. Further information is to be provided in order for Council to ascertain which units will be used for the purposes of affordable housing.</p> <p>Insufficient information has also been provided with relation to cost of works details.</p>	<p>The affordable housing apartments are now depicted on the submitted Architectural Plans at Appendix 8, specifically the floor plans, sections and apartment schedule. Notably affordable housing is dedicated at Level 3 to 8 and consist of 18 dual key units in total.</p> <p>Refer to the EDC Report at Appendix 5,</p>
<p><u>Heritage</u></p> <p>A heritage assessment of the potential impact on the adjoining locally listed terraces and church is to be provided with meaningful strategies to mitigate impact.</p> <p>The development needs to be set back from north-west corner to provide a curtilage to the church to the west that is listed as a local heritage item.</p> <p>The site previously contain the 'AC/DC house' until demolished by the applicant in December 2024. Any redevelopment is to provide meaningful acknowledgment of the former house and the contribution of the band to Australian music culture.</p>	<p>A HIS has been prepared to accompany this EIS at Appendix 23.</p> <p>The DCP specifically identifies a 3m street front setback to Burleigh Street. This has been provided by the proposal. Furthermore, the north-west corner of the podium is chamfered at 45 degrees, which is significantly more than the minimum 3m requirement.</p> <p>A meaningful acknowledgement to AC/DC can be incorporated into the development in various ways including, but not limited to the potential of incorporating:</p> <ul style="list-style-type: none"> - External public art; - Commemoratives plaques; - Integrated interior design elements; - Themed restaurant located on Level 36 similar to a "Hard Rock Café". <p>Further details will be provided at CC stage.</p>
<p><u>Traffic</u></p> <p>The proposed four (4) driveways are not supported.</p> <p>The proximity of the porte-cochere to the intersection of Railway Parade and Burleigh Street is not supported</p>	<p>Refer to Transport and Accessibility Impact Statement at Appendix 26, Waste Management Plan at Appendix 29, Access Report at Appendix 15 and BCA Report at Appendix 16.</p> <p>The site has two street frontages. Burleigh St is a one way street hence why this location is ideal for service vehicles entry/exit and porte-cochere exit only.</p> <p>Locating the basement entry on Burleigh St would be inconvenient and confusing for visitors & hotel guests that would be unfamiliar with the area to navigate entry to the site from Belmore St.</p> <p>The porte-cochere driveway entry at Railway Pde and exit at Burleigh St are a minimum of 6m from the tangent point of the intersection, compliant with AS2890.1:2004 Figure 3.1.</p> <p>Locating the porte-cochere entry on the intersection is the most convenient for drivers that are dropping off/ picking up hotel guests unfamiliar with the area, having to navigate entry to the porte-cochere as Burleigh St is one-way.</p> <p>The porte-cochere location also minimises the crossover of driveway and usable pedestrian space that's valuable for active frontages and public domain footpath.</p>





<p>Waste facilities are to be provided onsite. No street presentation will be supported.</p> <p>All residential waste facilities including any loading area are to comply with Council's standards including waste vehicles.</p> <p>Bicycle parking is to meet DCP controls as a minimum</p> <p>All car parking is to comply with Australian Standards and Council's DCP provisions</p> <p>All visitor car parking is to be provided at the upper basement levels</p> <p>All parking must be provided on-site per Council's DCP requirements for B4 Mixed use zone parking requirements.</p> <p>The design of bicycle parking facilities (racks and lockers) must be in accordance with the provisions of Australian Standard 2890.3 – Parking Facilities or Cycling Aspects of Austroads Guides.</p> <p>Provide parking spaces and accessible pedestrian paths for people with disabilities per AS/NZS 2890.6 and Council DCP requirements.</p> <p>All the parking module dimensions must be designed per AS/NZS 2890.1:2004 - Section 2.4.4 – parallel parking in parking aisles.</p> <p>Sight lines for vehicles exiting the property must comply with AS2890.1 Figure 3.3, including no visual obstructions along the first 2.5 metres within the boundary of the driveway.</p>	<p>Waste facilities are provided at ground floor, out of view from the public domain. Collection is via the loading dock, service vehicles are not required to enter the basement.</p> <p>The residential and commercial waste areas including recycling have been designed and located in coordination with a Waste Consultant.</p> <p>The waste areas have now been relocated to all be directly accessed and serviced from the ground floor loading dock for ease of servicing maintenance.</p> <p>Bicycle parking has been provided to meet DCP requirements as follows:</p> <ul style="list-style-type: none">- 3 spaces for hotel/ commercial at ground- 6 spaces for residential visitors at ground- 27 spaces for residential over basements 3-5 within a secured dedicated room. <p>Car parking complies with AS2890.1:2004 and the DCP requirements.</p> <p>Residential visitor car parking is currently shown on basement 3, however can be easily relocated to basement 1 as required. On-site parking numbers are based on Bitzios Consulting/SEPP rates. 138 car spaces are provided in total.</p> <p>The design of bicycle parking facilities are readily capable of complying with both AS2890.3 and Cycling Aspects of Austroads Guides.</p> <p>Further details will be provided at CC stage.</p> <p>Accessible parking spaces and accessible pedestrian paths of travel have been provided as per AS2890.6 and Council DCP requirements.</p> <p>All the parking module dimensions are designed per AS2890.1:2004 as required.</p> <p>Sight lines for vehicles exiting the property are now shown on the drawings and comply with AS2890.1</p> <p>The access driveway arrangements and aisle widths are designed per AS2890.1 as required.</p>
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<p>The access driveway, arrangement of internal roadways and aisle width must be designed per AS/NZS 2890.1:2004</p> <p>Provide information in relation to driver sight distance/visibility requirements based on a minimum gap sight distance of 5 seconds in accordance with AS2890.1 - 2004 published by Standards Australia and also in Chapter 3.4 Site Distance at Property Entrances (Austroads 2009).</p> <p>Given the current restricted parking restrictions along Railway Parade Road and the high demand for parking in this area is in not expected that a compliant egress from the site would be possible.</p> <p>All car parking spaces, garages and vehicle manoeuvring driveways shall be designed so that vehicles can easily enter and leave the premises by movement in a forward direction.</p> <p>Removal of on-street public parking to facilitate a private development is not supported.</p> <p>Clearly label on-site parking areas for hotel visitors, commercial, residents and residential visitors.</p>	<p>Sight lines for vehicles exiting the property are now shown on the drawings and comply with AS2890.1 as required.</p> <p>Further details will be provided at CC stage.</p> <p>A high level review of NCC requirements regarding egress has been coordinated with both BCA and Fire Engineers. The proposed development is deemed capable of complying with the relevant NCC requirements.</p> <p>Performance Solutions will be prepared where DTS provisions of the NCC are not achievable.</p> <p>Further details will be provided at CC stage.</p> <p>All vehicle manoeuvring is designed so that vehicles can enter and leave the premises in a forward direction.</p> <p>There is currently no public parking available directly in front of the site on Burleigh St.</p> <p>The removal of 3-4 on-street car parking spaces will be required on Railway Pde due to the proposed driveways.</p> <p>It is noted that there is currently a Council car park directly behind the site to the south for public use.</p> <p>The removal of the on-street car spaces on Railway Pde will not adversely impact public car parking. Refer to TIA prepared by Solution 1 Traffic Engineers</p> <p>The car parking allocations for each use are now clearly labelled on the floor plans:</p> <ul style="list-style-type: none"> - Basements 1-2 are allocated to hotel and commercial use - Basements 3-5 are allocated to residential use <p>Residential visitor car parking is currently shown on basement 3, however can be easily relocated to basement 1 if required.</p>
<p><u>Sustainability</u></p> <p>An entire glass façade is not supported due to heat load and the requirement for continuous artificial cooling and heating</p>	<p>Refer to BASIX Certificate at Appendix 18 and ESD Report at Appendix 19.</p> <p>The glass façade is an aesthetic design intent, in the form of a curtain wall system in concept. This has been designed in coordination with the BASIX Consultant and passes BASIX requirements.</p> <p>In detail and practicality, the glass facade is a combination of various glazing types to suit each situation where required including:</p> <ul style="list-style-type: none"> - fixed glass panels at hotel and commercial spaces - operable glass louvres at residential habitable spaces for natural ventilation requirements





<p>Sustainability initiatives are to be identified</p> <p>The two floors of plant are to be justified with a mechanical engineers report</p>	<ul style="list-style-type: none"> - non-operable glass louvres fixed at 45 degrees at residential balconies and hotel outdoor spaces as to not enable these areas to be fully enclosable - vision glass for views - opaque glass for privacy - false glass over solid walls <p>Refer to BASIX Certificate at Appendix 18 and ESD Report at Appendix 19.</p> <p>The two plant levels 19 and 32 have been located and coordinated at a high-level concept design in conjunction with Goldfish & Bay Engineers.</p> <p>Level 19 plant:</p> <ul style="list-style-type: none"> - residential services - hotel room services <p>Level 32 plant:</p> <ul style="list-style-type: none"> - stair pressure mechanical - fire services - commercial offices services - hotel facility services
<p><u>Building Separation</u></p> <p>Concern is raised regarding site isolation to the site to the east.</p> <p>'Privacy' glazing is an inappropriate treatment to a constrained site and would limit development potential of adjoining sites</p> <p>ADG compliance is required in terms of separation. This is to be shown on floor plans</p>	<p>Refer to Architectural Plans at Appendix 8 and Architectural Design Report and Statement at Appendix 9.</p> <p>A concept development scheme of the surrounding sites is included in the submission. It shows that a potential mixed-use development is achievable without site isolation.</p> <p>Refer to Architectural Drawings 46, 47, & 48 at Appendix 8.</p> <p>The use of opacified glazing is minimal and only proposed in the external curtain walls that directly face side boundaries.</p> <p>This is also a factor in the reasoning as to the oval form of the building design, allowing the corner habitable spaces to face the site corners instead of the side boundaries for optimum outlook and visual privacy.</p> <p>The site constraints limit the possibility of fully complying with ADG building separation as well as achieving an efficient and feasible building floor plate.</p> <p>As noted above, this is also a factor in the reasoning as to the oval form of the building design, allowing the corner habitable spaces to face the site corners instead of the side boundaries for optimum outlook and visual privacy.</p>
<p><u>Site Planning</u></p> <p>The applicant is to demonstrate an integrated approach to the block to allow connectivity and integration with the</p>	<p>Refer to Architectural Plans at Appendix 8, Architectural Design Report and Statement at Appendix 9, Noise and Vibration Impact Assessment at Appendix 24, Stormwater Management Plan at Appendix 20 and Landscape Design Report at Appendix 10.</p> <p>The integration of public domain & connectivity has been considered and addressed including:</p>





surrounding sites. This needs to extend to the wider network of buildings to the Burwood town centre including how the site will integrate with any through site links. The current design treats the site in isolation.	<ul style="list-style-type: none">- street address- pedestrian permeability & links- vehicular movements
No ground floor modelling, place making, public art or wayfinding information has been provided	<p>Refer to the Part 5 of the Architectural Design Report at Appendix 9.</p> <p>A concept development scheme of the surrounding sites is included in the submission. It shows that a potential mixed-use development is achievable without site isolation.</p> <p>Refer to Architectural Drawings 46, 47, & 48 at Appendix 8.</p> <p>The ground floor is capable of incorporating place making, public art or wayfinding information.</p> <p>Further details will be provided at CC stage.</p>
No modelling for railway noise has been provided	<p>Traffic and railway acoustics has been considered, an Acoustic report will be submitted with the application.</p>
No stormwater details have been provided.	<p>A concept stormwater design has been prepared and incorporated onto the proposed development.</p>
Confirmation is required that one substation will be sufficient to support the new building including basement EV charging	<p>A chamber substation is conceptually located at the south-west corner of the site based on Austgrid spatial requirements.</p> <p>The planning of the ground floor and basement 1 below allows for increase if the substation spatial requirements and cable pits if need be.</p> <p>Further details will be provided at CC stage.</p>
Booster locations are to be provided	<p>The booster location is conceptually located adjacent the basement driveway on Railway Pde. This location is ideal as it minimises visual impact on the active frontages, far from the substation, and easily accessible for the fire brigade, and close to the fire control room.</p>
Any affordable housing apartments are to be identified with specific unit numbers given	<p>The affordable housing apartments are now depicted on the floor plans, sections and apartment schedule:</p> <ul style="list-style-type: none">- Affordable housing is dedicated at L3 to L8- 18 dual key units in total
ADG compliance is to be shown on plans including depth of apartments, apartment sizes, cross vent, solar access, storage, private open space size and dimensions etc	<p>ADG compliance relating to apartment sizes, natural cross ventilation, solar access, storage, private open space size and dimensions are now shown.</p>
Communal open space needs to be shown on the plans	
Deep soil calculations are to be provided	<p>Residential communal open space is located levels 2 & 38 as shown on the floor plans.</p> <p>The site is located in the Commercial Core Area of the Burwood Town Centre, Zoning MU1 Mixed Use.</p>





<p>Any AC for individual units is to be shown on plans</p> <p>Back of house facilities including linen store is to be accommodated and shown on plans</p>	<p>As such, no deep soil has been provided to maximise the efficiency of the basement layout. Landscaping on structure has been provided at 25%.</p> <p>The plant level 19 is dedicated to house the residential AC plant equipment coordinating with Goldfish & Bay Engineers. No AC condenser units are proposed to be located on apartment balconies.</p> <p>All back of house and service facilities for residential, hotel and commercial are shown on the plans. Additional spaces are capable of being included where required. Further details will be provided at CC stage.</p>
<p><u>Environmental Health</u></p> <p>An Environmental Management Plan will need to accompany the application.</p> <p>An acoustic report is to be prepared near Railway Corridors and Busy Roads by a qualified engineer. The acoustic report is to be submitted with the development application. The report must demonstrate how the site planning and building design minimise noise impacts inclusive of plant rooms, air conditions/comfort ventilation system and the like.</p> <p>The acoustic report is also to detail how the proposed uses can operate while protecting the amenity of surrounding uses. This includes the hotel uses, communal open space and hotel function areas.</p> <p>A car wash bay is to be provided within the basement level carpark that is graded and drained to waste disposal system.</p> <p>A stage 1 contamination report is to be provided.</p> <p>A plan of management is to be provided regarding the hotel function use and restaurant areas.</p>	<p>Refer to Noise and Vibration Impact Assessment at Appendix 24 and Preliminary Site Investigation prepared by Appendix 11. Suitable documents and reports have been prepared to accompany the EIS, in accordance with the Industry Specific SEARs.</p> <p>Refer to Noise and Vibration Impact Assessment report prepared by Acoustic Logic at Appendix 24.</p> <p>Refer to Noise and Vibration Impact Assessment report prepared by Acoustic Logic at Appendix 24.</p> <p>A residential car space can be readily converted to a car wash bay, given residential car parking spaces is in excess of the minimum requirement.</p> <p>Refer to the Preliminary Site Investigation report prepared by EI Australia at Appendix 11.</p> <p>This is not considered necessary at this stage of the application. It is requested that a condition of consent be placed to require a plan of management prior to the issue of a CC.</p>
<p><u>Urban Design</u></p> <p>The site is located within the MU1 Zone and as such the Design Excellence provisions of Clause 6.5 of the Burwood Local Environmental Plan apply. Specifically, the provisions require the highest standard of architectural, landscape and urban design.</p>	<p>Refer to Architectural Plans at Appendix 8, Architectural Design Report and Statement at Appendix 9, Visual Impact Assessment at Appendix 22, BASIX Certificate at Appendix 18, ESD Report at Appendix 19 and Pedestrian Wind Environment Assessment at Appendix 25.</p>





<p>The applicant has not demonstrated the following clauses have been met or addressed:</p> <p>(a) whether a high standard of architectural, landscape and urban design has been achieved (including in the materials used and in detailing appropriate to the location, building type and surrounding buildings),</p> <p>(b) whether the form and external appearance of the proposed building, and ground level detailing, will significantly improve the quality and amenity of the public domain,</p> <p>(c) how any streetscape and heritage issues have been addressed,</p> <p>(d) whether the amenity of the surrounding area, including any view corridors, vistas or landmark locations, will be adversely affected,</p> <p>(e) how traffic circulation and vehicular access will be addressed and whether the proposed development supports the provision of high quality pedestrian, cycle and service access,</p> <p>(f) whether any adverse effect on pedestrian movement and experience will be avoided (and whether the public transport interchange as the focal point for pedestrian movement in the surrounding area will be reinforced and the ease of pedestrian access to and from that interchange will be facilitated),</p>	<p>The proposed development provides a high standard of architectural, landscape and urban design throughout a bulk and scale of development that is appropriate in the existing and desired context of the site. The development has been designed to adequately respond to the streetscape and present as a high quality built form that will improve the quality and amenity of the public domain, with no adverse impacts on the amenity of the surrounding area.</p> <p>The proposed development represents a suitable response to the allocation of the permitted density at the site. The proposed development will have a visual presence and urban form that is consistent with the desired future character of the locality as envisaged by the BLEP. The mass of the development is reduced by the slender design of the proposed tower above the podium creating a well-defined and strong streetscape character.</p> <p>The site is not identified as containing heritage items and is not located within a heritage conservation area. The site is located adjacent to St Nectarios Greek Orthodox Church which is identified as an item of local heritage significance.</p> <p>The two storey podium of the proposed development is primarily sandstone which relates to the heritage church in terms of materials and scale.</p> <p>Refer to View Impact Assessment report prepared by Urbane.</p> <p>The proposed development has two frontages; the primary being Railway Parade, and the secondary being Burleigh St. Access to basement car parking for residents, hotel guests and commercial offices is from Railway Parade.</p> <p>For hotel guests, entry to the porte-cochere is also from Railway Parade and exits onto Burleigh St. To reduce impacts on residents and hotel guests, service access is from Burleigh St. It should also be noted that Burleigh St is one-way.</p> <p>The proposed development introduces a 3m setback at ground floor to both Railway Parade and Burleigh St in compliance with the DCP requirements. This setback improves the pedestrian movement and experience by increasing the publicly accessible width of the existing footpath on both frontages providing street activation.</p> <p>The pedestrian movement and experience is further improved by the proposed porte-cochere, allowing pedestrians an alternative route between both street frontages directly through the site.</p>
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<p>(g) whether the development supports an integrated land use mix in Zones E1 and MU1, including a diversity of public open spaces at the ground level, as well as the roof and other levels of buildings,</p> <p>(h) how the bulk, mass, modulation, separation, setback and height of buildings have been addressed and whether they are appropriate in the context of existing and proposed buildings,</p> <p>(i) whether a high standard of ecologically sustainable design (including low-energy or passive design) will be achieved and overshadowing, wind effects and reflectivity will be minimised.</p>	<p>The site has convenient access to public transport via Burwood Train Station, which has its entry some 200m away. The proposed development has no impacts on the existing pedestrian access to Burwood Train Station.</p> <p>The proposed development provides a mixed use comprising of residential, hotel and commercial offices.</p> <p>The residential apartments provide residents both affordable and non-affordable housing options. The hotel and commercial offices provide employment opportunities and uses that serve the needs of people who live, work in or visit the area. The ground floor provides active street frontages though commercial uses that directly integrate with public spaces. These all support the objectives of Zones E1 and MU.</p> <p>The building mass has been arranged on site to mitigate perceived bulk and scale of the proposal, particularly when viewed at street level. Specifically, tower elements are set back from the edge of the podium and this ensures that the building retains a 'human' scale at the street edge.</p> <p>In addition to building setbacks, physical articulation is incorporated into building facades to ameliorate perceived bulk and scale of the development.</p> <p>Recessed balconies are provided at the residential levels. Similarly, balconies are provided at a number of the hotel levels. These features serve to break up the verticality of the tower and adds visual interest.</p> <p>Importantly, the proposed plant levels, whilst necessary, are further utilised to break up the tower and provide articulation to the built form to alleviate the proposed FSR and height and the associated visual bulk of the development.</p> <p>The proposed development incorporates energy efficient plant equipment, photovoltaic systems, fixtures and fittings that meet the minimum requirements of BASIX.</p> <p>To reduce the reliance on mechanical heating and cooling through passive design, 100 % of dual key apartments and 83% of individual apartments achieve of solar access between 9am and 3pm, exceeding the minimum 70% ADG requirement.</p> <p>67% of apartments achieve natural cross ventilation, exceeding the minimum 60% ADG requirement.</p> <p>The proposed development has a slender and curved tower with a minimised footprint to reduce the impacts wind and reflectivity. The slender design also minimises overshadowing to surrounding sites.</p>
<p><u>Setbacks and Separation Distances</u></p>	





<p>The proposed separation distances to the south above level 8 is less than 12m (half of 24m required by the ADG). The proposed design attempts to reduce the visual impacts through using opacified glasses; however, greater levels of separation distances provides opportunities for a better view/landscape corridors and balances the density of built form and open spaces.</p> <p>Opacified glasses which limit the view of the internal spaces are not supported as a solution to compensate for insufficient separation distances.</p>	<p>The use of opacified glazing is minimal and only proposed in the external curtain walls that directly face side boundaries.</p> <p>The site constraints limit the possibility of fully complying with ADG building separation as well as achieving an efficient and feasible building floor plate.</p> <p>This is also a factor in the reasoning as to the oval form of the building design, allowing the corner habitable spaces to face the site corners instead of the side boundaries for optimum outlook and visual privacy.</p> <p>As above.</p>
<p><u>Presentation to the street</u></p> <p>The proposal provides frontages to both Burleigh Street and Railway Parade which are heavily dedicated to vehicle entrances and ramps. The active part of façade particularly on the ground level is less than 50% of the façade which does not meet the requirements of the BDCP Part 3.2.1 P15 for the purpose of maximising the facade activation by 90%. This aims to prioritise a pedestrian environment over vehicle.</p> <p>Combining/minimising the number of vehicle entrances to the building on the ground level is required.</p> <p>Due to a large area of services and back of house areas for different uses, the usable part of the ground level is a small portion of the site area.</p>	<p>The proposed development comprises of residential, hotel and commercial office uses, each having separate access requirements in addition to NCC servicing requirements.</p> <p>The integration of public domain & connectivity has been considered and addressed including:</p> <ul style="list-style-type: none"> - street address - pedestrian permeability & links - vehicular movements <p>Refer to the Part 5 of the Architectural Design Report at Appendix 9.</p> <p>The site has two street frontages. Burleigh St is a oneway street hence why this location is ideal for service vehicles entry/exit and porte-cochere exit only.</p> <p>Locating the basement entry on Burleigh St would be inconvenient and confusing for visitors & hotel guests that would be unfamiliar with the area to navigate entry to the site from Belmore St.</p> <p>Locating the porte-cochere entry on the intersection is the most convenient for drivers that are dropping off/ picking up hotel guests unfamiliar with the area, having to navigate entry to the porte-cochere as Burleigh St is one-way.</p> <p>The porte-cochere location also minimises the crossover of driveway and usable pedestrian space that's valuable for active frontages and public domain footpath.</p> <p>Given the site constraints and separate uses that require 5 lifts, providing the loading dock and waste storage areas on ground floor the ideal location. Having service vehicles enter the basement would require excessive driveway ramp lengths resulting in an inefficient basement layout.</p> <p>To increase publicly accessible areas compromised at ground floor, a restaurant and bar is provided on levels 36 & 37 for public use.</p> <p>As above.</p>





<p>It is recommended that the service areas are consolidated and/or concentrated on the basement level as much as possible to free up the ground level floorplate to provide opportunities for retail /active uses.</p> <p>Further design analysis is required to demonstrate the relationship with the heritage item to the west. How the proposed design relates to/responds to the 2-storey heritage building?</p>	<p>The DCP notes a maximum podium height of 15m. The height of the proposed podium is set to closely align with the height of the ridge of the heritage church. Refer to Part 4.2 of the Architectural Design Report at Appendix 9.</p>
<p><u>Environmental Impact</u></p> <p>The development proposes a full glass façade which wraps around the building. The level of sun protection for internal spaces particularly on the western façade for the residential component is questionable.</p>	<p>The glass façade is an aesthetic design intent, in the form a curtain wall system in concept. The glass façade design meets the BASIX and ESD requirements. In detail and practicality, the glass facade is a combination of various gazing types to suit each situation where required including:</p> <ul style="list-style-type: none"> - fixed glass panels at hotel and commercial spaces - operable glass louvres at residential habitable spaces for natural ventilation requirements - non-operable glass louvres fixed at 45 degrees at residential balconies and hotel outdoor spaces as to not enable these areas to be fully enclosable - vision glass for views - opaque glass for privacy - false glass over solid walls
<p><u>Unit sizes and amenity</u></p> <p>The plans appear to show dual-key 2 bedroom apartments which are fully separated through internal walls. The proposed total area for each component is less than 50sqm recommend by the AGD for one-bedroom units (i.e. units 2 & 3 in each level) and less than a minimum requirement for studio (i.e. Unit 1B, 3B). It is expected that each unit will comply with the minimum standards.</p> <p>Balconies (i.e. 02B) do not meet the minimum requirement as per the ADG 4E-1.</p> <p>Clarification required to demonstrate if each balcony meets the minimum depth required as per the ADG 4E-1.</p>	<p>The layout of the residential floor plan levels are now amended to meet the minimum ADG size requirements for 1B and Studio sizes when in dual key and individual key configurations. This also applies to solar access and natural cross ventilation requirements. Refer to the Parts 7.2, 8.2 & 8.3 of the Architectural Design Report at Appendix 9.</p> <p>The layout of the residential floor plan levels are now amended to meet the minimum ADG size requirements balconies when in dual key and individual key configurations. This also applies to solar access requirements. Refer to the Parts 7.2, 8.2 & 8.3 of the Architectural Design Report at Appendix 9.</p> <p>The balconies meet the minimum depths as required by the ADG. These are now shown on the floor plans. Refer to Architectural drawings 15 and 16 at Appendix 8.</p>
<p><u>Engineering Comments</u></p> <p><u>Stormwater Management</u></p> <p>The stormwater management and sediment control plans must be designed and prepared by suitably qualified Hydraulic/ Civil engineer in accordance with Council's Stormwater Management Code to Council's satisfaction.</p>	<p>Refer to Stormwater Management Plan at Appendix 20.</p> <p>A concept stormwater design has been prepared and incorporated onto the proposed development.</p>





<p><u>Public Domain Improvement</u></p> <p>High quality Public Domain and Streetscape Improvement elements and finishes on all publicly accessible areas at the property frontages on Railway Parade and Burleigh Street in accordance with Council’s DCP & Public Works Element Manual are to be provided. In this regard a detailed ‘Public Domain Plan’ shall be prepared and submitted to Council.</p>	<p>A Public Domain plan to be prepared.</p>
<p><u>Building Comments</u></p> <p><u>Accessibility</u></p> <p>Design drawings SK08 P24, SK09 P24 and SK10 P24 do not show bollards in the shared space adjoining the accessible parking (allocated) space. In addition, dimensions are not shown for the accessible parking spaces (across all basement levels).</p> <p>On drawing SK10 P24, there appears to be a substation pit above the accessible parking space. Recommendation for services designer/engineer to consider relocation of this pit. Otherwise, the construction of this space must be in accordance with AS2890.6-2022 – car parking spaces for disabilities</p> <p>The construction of shared spaces must be designed to ensure that there are no impediments or encroachments into the shared spaces. The location of bulky goods and doorways leading into shared spaces can create unintended obstructions for the user of the accessible parking space. There is further obstruction from the location of support pillars (assumed).</p> <p>In the above screenshot (western end of basement), there is only 1.021m of clearance between the edge of accessible parking space and the edge of adjoining parking space. The length of space and parking angle meant that a big utility vehicle, as is now common in Australia, will not only reduce the 1.02m clearance, and make it difficult to exit shared zone if there is concurrent access to bulky goods storage.</p> <p>Basement 1-shared space for accessible parking space (eastern end of basement) is adjacent to a main switch room with two outward opening doors. The two doors, and the first door being additional obstruction in close proximity to a support pillar will result in an unknown path of travel for the user exiting shared space.</p> <p>Reconsider locations of all bulky goods storage. Reconsider the siting of doorways to each storage and review the actual</p>	<p>Refer to Architectural Plans at Appendix 8, Access Report at Appendix 15, BCA Report at Appendix 16, Stormwater Management Plan at Appendix 20, Transport and Accessibility Impact Assessment at Appendix 26, BASIX Certificate at Appendix 18 and ESD Report at Appendix 19.</p> <p>Bollards and dimensions have now been shown to all accessible car spaces and shared zones.</p> <p>All accessible car spaces and shared zones have a minimum 2.5m head clearance as per AS2890.6.</p> <p>All shared zones are located and designed to comply with AS2890.6.</p> <p>All accessible car spaces and shared zones are designed in compliance as per AS2890.6.</p> <p>Further to this, the bulky goods storage has been relocated adjacent the loading dock on ground floor.</p> <p>All accessible car spaces and shared zones are designed in compliance as per AS2890.6.</p> <p>Further to this, the column has been relocated and the doors to the main switch room at required to be on automatic closers as per NCC requirements.</p>





<p>door width. The door widths are not compatible with the bulky goods storage – refer to Basement 1 drawing SK10 P24 (below) with double doors exceeding 850mm.</p> <p>There are other accessibility matters for assessment by the certifier, including but not limited to path of travel accessibility, TGSI – tactile, hearing loop installation, Braille signs and accessibility, ramps, luminance contrast of building surfaces throughout the building, location of adult changing rooms – public if required.</p>	<p>The bulky goods storage has been relocated adjacent the loading dock on ground floor.</p> <p>The proposed development has been designed in coordination with an Access Consultant and has been deemed capable of complying with all access requirements.</p> <p>Further details to as CC stage.</p>
<p><u>Ground Floor</u></p> <p>The ground floor level consists of residential access lobby, hotel and commercial offices lobby and potentially a café (cannot identify location of café from drawing SK11 P24). Certifier to consider appropriate classification of each part of the building, and to make an assessment under NCC 2022 on fire safety.</p> <p>Fire separation for consideration by the certifier – wall between bulk goods storage and the substation. The bulky goods storage (depending on management of access) may contain hazardous goods such as a portable BBQ.</p>	<p>The proposed development has been designed in coordination with a BCA Consultant & Fire Engineer and has been deemed capable of complying with all NCC requirements.</p> <p>The design of the hotel/ commercial lobby and café will be detailed at a CC Stage. This is left as an open space and will be determined by each specific hotel operator’s requirements.</p> <p>Further details to will be provided at CC stage.</p> <p>The substation will be designed to Austgrid requirements.</p> <p>The proposed development has been designed in coordination with a BCA Consultant & Fire Engineer and has been deemed capable of complying with all NCC requirements.</p> <p>Further details to will be provided at CC stage.</p>
<p><u>Fire Separation Between Floor Levels</u></p> <p>Notwithstanding Council’s concerns with glazed façade, inadequate design details for the curtain walls are shown. Specifically:</p> <p>Minimum design considerations as per NCC 2022 Volume 1 for the application of spandrels, or curtain walls that are utilized for this proposed development.</p> <p>Separation of external window openings to prevent spread of fire between levels must cover 900mm, with 600mm at minimum from the edge of floor above. Red arrows are critical information gaps where it is unknown how this curtain wall design will achieve compliance, or a performance solution warranted for the proposal.</p> <p>The transome is 1000mm, and fixed vision glass is 800mm. Subtracting the fixed vision glass from transom leaves 200mm. 200mm of opacified glass, fixings and 40mm of flooring meant that the curtain wall construction has vertical protection (assumed) to 240mm.</p> <p>This meant 360mm of the minimum 600mm vertical protection is non-compliant.</p> <p>There is no detail whether the material behind fixed opaque glass is non-combustible, including the structural slab and extent of fire resistance for those materials shown.</p>	<p>The glass façade is an aesthetic design intent, in the form a curtain wall system in concept. The concept wall section details have been updated to show more information.</p> <p>Further resolved details will be developed with a façade engineer and curtail wall manufacturer to achieve full compliance with all fire rating, waterproofing, acoustic separation and thermal requirements of the NCC.</p> <p>The proposed façade concept has been designed in coordination with a BCA, Fire, BASIX, and Acoustic Engineers. It has been deemed capable of complying with all NCC requirements.</p> <p>Further details to will be provided at CC stage.</p>
<p><u>Plant Rooms and Level 19 and 22</u></p>	





<p>Design details for separation between levels are not included specific to spread of fire to the hotel or offices parts of building. Generally, a spandrel would be required at the top and bottom edges of both Level 19 and Level 32 plant or a curtain wall construction as designed for this proposed development.</p> <p>Consideration is required for fire separation and management of hazards arising from entire floor level used for plant / utilities prior to issuing construction certificate.</p>	<p>Further resolved details will be developed with a façade engineer and curtain wall manufacturer to achieve full compliance with all fire rating, waterproofing, acoustic separation and thermal requirements of the NCC.</p> <p>The proposed façade concept has been designed in concept in coordination with a BCA, Fire, and Acoustic Engineers. It has been deemed capable of complying with all NCC requirements.</p> <p>Further details to will be provided at CC stage.</p>
<p><u>NCC Class 9b parts of proposed building</u></p> <p>Level 1 has two function rooms that are Class 9b. There is also a pre function space at 71m2 and an outdoor space.</p> <p>Level 2 has a space for hotel gymnasium – Class 9b.</p> <p>Level 36 to Level 37 can be classified as 9b considering the adaptability of floor layouts to accommodate functions/events. Both levels do have the Class 6 parts – restaurant and food bar.</p> <p>Level 38 is a Class 9b part of residential component of the building. It included a pool and open spaces for residents to share similar to private open spaces. Consideration to NCC 2022 Volume 1 Part G6 Occupiable outdoor areas is a requirement for the design team to provide details for the certifier.</p>	<p>As above.</p>
<p><u>EV Charging and EV related storage/uses</u></p> <p>EV vehicles including electrical bicycles, scooters and other appliances may occupy spaces within the proposed development. Any proposal should comply with NCC 2022 Volume 1 E1D17 and E2D21.</p> <p>There is no documented details on managing EV including but not limited to charging of EV batteries, mitigating fire hazards from EV charging and managing fires resulting from EV.</p> <p>This would include end-of-trip EV charging for hotel clients. Majority of hotels in Sydney are installing EV charge stations.</p> <p>No charging of e-bicycles or e scooters inside apartments, or bicycle storage space at ground level. Fire suppression mitigation infrastructure in the bicycle storage space is required prior to any use of space to charge e-bicycles.</p> <p>Reference to the practice note by Fire and Rescue NSW on EVs as special hazards in a building.</p>	<p>EV charging has been considered and allowed for.</p> <p>Service cupboards have coordinated at a high-level concept design in conjunction with Goldfish & Bay Engineers.</p> <p>This is located in basement 1 adjacent the fire pump room.</p> <p>Further details will be provided at CC stage.</p>
<p><u>Conclusion</u></p> <p>Burwood Council has completed its preliminary assessment/review of the pre-Da based on the set of plans provided. The application in its current state is not suitable for lodgement as there is considerable development of the design required to ensure an appropriate local response and to meet the Design Excellence provisions of the Burwood Local Environmental Plan 2012.</p>	<p>The comments received by Council have been considered and the Architectural Plans have been amended where practicable and reasonable.</p> <p>It is noted that the majority of comments raised by Council relate to additional information which has been prepared to accompany the EIS.</p>





<p>It is recommended that a further pre-DA meeting be held at the scoping stage once design responses are developed to address Council’s concerns.</p> <p>Thank you once again for engaging with Council. The above identified matters relate only to a preliminary review of the proposal within the limited timeframe provided. The comments provided do not represent a full review of all potential impacts of the proposal on the site and the surrounding community.</p>	<p>A further meeting was held with Council on 13 February 2025 to discuss Councils concerns.</p> <p>Council will have the opportunity to provide a formal submission at the exhibition stage of the SSD.</p>
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Following receipt of Council’s comments, a further meeting was held with Burwood Council representatives on 13 February 2025.

The meeting was held online and ran for one (1) hour.

The purpose of the meeting was to discuss Councils comments on the proposed development and the VPA process.

Notably, with regard to the VPA, numerous calls and emails were made to Council to facilitate discussions in order to come to an agreement with Council prior to the lodgement of the SSDA. No response was received. Evidence of the attempted correspondence are provided at Appendix 36.

During the meeting Council advised that their main concern with the proposal was how it related to the surrounding sites, particularly with regard to the lower level interface to the south. They stated that their interest in this interface was because Council own the land directly to the south of the site, in addition to the Elizabeth Street Car Park.

Furthermore, Council advised that they are in the process of commencing a Planning Proposal under the *Environmental Planning and Assessment Act 1979* to update the provisions of *Burwood Local Environmental Plan 2012* (BLEP), to reclassify and list certain Council-owned public land from Community Land to Operational Land under the *Local Government Act 1993* (LG Act).

This is detailed within the report prepared by the Director of City Strategy which was put forward at Council’s Ordinary Meeting held on 11 February 2025. Extracts from the report are provided in **Figure 3** and **4** below, which indicates the extent of Council owned land adjoining the site and what Council intends to do with the land as it becomes operational.

Notably, as detailed in the report extracts, at present Council does not have any plan or vision for the adjoining sites and therefore there is nothing to guide the Applicant on how the proposal should address the southern interface to the Council owned land. Furthermore, despite references to ‘Council’s strategic vision’ for the area, there are currently no strategic planning documents for the precinct to guide development on the site and instead, the proposed development has been designed in accordance with the current built form controls. Specifically with regard to the podium form, nil setbacks have been proposed to both the eastern and southern boundaries in accordance with the DCP requirements. Without knowing what Councils vision or desired use of the adjoining site is, the proposed podium achieves compliance with Councils current controls for the site, which are assumed to be complied with by the adjoining properties when they are redeveloped.

Ultimately, whilst the Applicant appreciates Councils comments in relation to treatment of the southern interface, these comments do not align with the current planning controls. If Council were to advise their intentions for the south adjoining site then the Applicant would be willing to review the ground plane design and provide a suitable interface to south.

Furthermore, given the location of Council owned land, the Applicant would like to raise whether Council has a conflict of interest in objecting to this development.

With regard to the VPA, despite Sumathi Navaratnam being in attendance at the meeting on 13 February 2025, Council advised that the Applicant would need to set up a meeting with a different team of Council officers, including Sumathi, who are responsible for VPAs. Efforts have been made to contact Sumathi and team to no avail. Evidence of the attempted correspondence are provided at Appendix 36A.

The Applicant intends to continue their efforts in coming to an agreement with Council in relation to the VPA. The VPA Letter of Offer has been issued to Council concurrently with the lodgement of the SSDA.


Item 7		Burleigh Street Dwellings	
Address	6, 12, 14, 16, 18, 20, 22 Burleigh Street, Burwood		
Title	Lot 1 DP 205162, Lots 1 – 6 DP 202437		
Zoning	Mixed Use MU1		
Land Use	Single Dwellings		
Description	<p>6 and 12-22 Burleigh Street are seven terrace houses used for residential purposes.</p> <p>12-22 Burleigh Street is a heritage item in the LEP as Victorian Terraces.</p>		
<p>The properties located at 6, 12, 14, 16, 18, 20, and 22 Burleigh Street, Burwood, comprising Lot 1 DP 205162 and Lots 1 - 6 DP 202437, were acquired by Council at various times as part of its long-term strategic vision for the area. These terraced properties were individually purchased over a period of time, reflecting Council's forward-thinking approach to land assembly for future community needs.</p> <p>The acquisitions of these properties occurred progressively between 1976 – 2023.</p> <p>The strategic nature of these purchases indicates a deliberate and planned approach by Council to secure key sites within the Burwood area.</p> <p>The properties were acquired through direct purchases from private owners, aligning with Council's practice of strategically obtaining land to support future community development and urban planning objectives. This approach allowed Council to gradually assemble a significant land holding in a key location, providing flexibility for future use and development in line with evolving community needs.</p> <p>Currently, only three of these terraces remain leased due to the dilapidated state of the buildings. The remaining properties require significant capital investment to remediate their condition, making them unsuitable for use. As a result, Council proposes to reclassify these properties as operational land. This reclassification will enable Council to develop a long-term masterplan for the entire precinct, allowing for a comprehensive approach to revitalisation and future development that aligns with Council's strategic vision.</p> <p>The proposed reclassification to operational land will provide Council with the necessary flexibility to address the significant remediation needs of these properties and to explore various options for their future use. This approach will ensure that these valuable assets can be effectively utilised to meet the evolving needs of the Burwood community.</p> <p>Council's decision to seek reclassification demonstrates its commitment to responsible asset management and its dedication to realising the long-term strategic vision for this important precinct in Burwood. As the premises are and intend to be an operational use it is appropriate to classify it as operational land.</p>			

Figure 3 Extract from Report for Operational Land Classification of certain Council Owned Land for Burleigh Street Dwellings.


Item 8		Elizabeth Street Car Park	
Address	5-11 Elizabeth Street, 18B Railway Parade and 8-10 Burleigh Street, Burwood		
Title	Lot 1 DP 574391 Lot 2 DP 205162 Lots A & B DP420885 Lot 3 DP 511953 Lots A & B DP321515 Lot 1 DP 305065		
Zoning	Mixed Use MU1		
Land Use	Car Park		
Description	<p>The Elizabeth Street Car Park is a town centre car park located behind buildings fronting Railway Parade and accessed off Burleigh and Elizabeth Streets</p> <p>As the carpark is in operational use it is appropriate to classify it as operational land.</p>		
<p>The properties located at 5-11 Elizabeth Street and 8-10 Burleigh Street, were acquired by Council at various times as part of its long-term strategic vision for the area. These properties were individually purchased over a period of time, reflecting Council's forward-thinking approach to land assembly for future community needs.</p> <p>The acquisitions of these properties occurred progressively between 1976 – 2023.</p> <p>The strategic nature of these purchases indicates a deliberate and planned approach by Council to secure key sites within the Burwood area.</p> <p>The properties were acquired through direct purchases from private owners, aligning with Council's practice of strategically obtaining land to support future community development and urban planning objectives. This approach allowed Council to gradually assemble a significant land holding in a key location, providing flexibility for future use and development in line with evolving community needs.</p> <p>Council's decision to seek reclassification demonstrates its commitment to responsible asset management and its dedication to realising the long-term strategic vision for this important precinct in Burwood.</p> <p>The land is not leased and is not a public reserve. There are no development approval records available, however the use of land as a car park is permitted with consent in the MU1 zone. It has been used as a car park since before the Burwood LEP commenced in 2012.</p>			

Figure 4 Extract from Report for Operational Land Classification of certain Council Owned Land for Elizabeth Street Car Park.



6. Conclusion

This Report provides an overview of the engagement and consultation strategies undertaken prior to the lodgement of the State Significant Development (SSD) application for the proposed mixed use development at No. 20-24 Railway Parade and 2-4 Burleigh Street, Burwood.

This engagement strategy and practices implemented have been informed by the Undertaking *Engagement Guidelines for State Significant Projects* and Burwood Councils *Community Engagement Strategy 2022-2026*. The proposal satisfies the guidelines in achieving efficient community engagement prior to submission.

There were no concerns raised by the community following the notification process.

The proposal will be placed on Public Exhibition by the Department of Planning, Housing and Infrastructure in accordance with SSD application. This will provide an opportunity for additional stakeholders to provide further feedback or raise any concerns through a formal submission process. Formal submissions will be taken into consideration and addressed by the Applicant.



ANNEXURE A

Notification Letter



Our Ref: M230306

6 November 2024

Dear Sir/Madam,

**STATE SIGNIFICANT DEVELOPMENT APPLICATION
20-24 Railway Parade and 2-4 Burleigh Street, Burwood**

We act as town planning consultants to the owner of the above property, the NSW Housing Corporation Pty Ltd. We wish to inform you of the above-mentioned State Significant Development Application as you are the owner/occupied of land which adjoins or is in the vicinity of the affected development site.

The owner of the site is in the process of preparing a State Significant Development (SSD) Application in relation to the subject site. Please note that given this is an SSD Application it will be assessed and determined by the Department of Planning, Housing and Infrastructure NOT Burwood Council. Notwithstanding this, Burwood Council will offer their advice and commentary on the proposal during the development of the project.

The SSD Application will seek consent for the construction of a mixed use development containing a hotel with 120 rooms, commercial office premises and a residential flat building with 48 dual key residential apartments and basement car parking. Specifically, the proposal will consist of 39 storeys containing a mix of hotel rooms and facilities, residential apartments and commercial offices, above 5 basement parking levels. The hotel use will be supported by a lobby and café, gym, two restaurants, function space and various communal open spaces, whilst the residential apartments will be provided with its own lobby and a communal space at Level 38 including a swimming pool and seating.

The proposed development complies with the maximum building height permitted for the site by the building height plane under the Burwood Local Environmental Plan 2012. The proposal also complies with the maximum floor space ratio (FSR) for the site, inclusive of the bonus FSR permitted under the new State Environmental Planning Policy (Housing) 2021; subject to the development providing 15% of the total GFA as affordable housing.

Importantly, the proposal provides for significant social public benefits, in that it will provide for additional affordable housing apartments within the locality which will assist in addressing the housing crisis and demand for affordable housing, particularly for key workers within the Burwood LGA, whilst also contributing to the commercial floor space within the Town Centre.

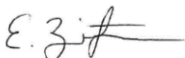
We have enclosed a notification plan for you to view.

Should you wish to make a written submission it will need to be sent by email to emma.z@planningingenuity.com.au before 5.00pm on **6 December 2024**. It should be noted that submissions will be made publicly available and may be referred to in a report to the Department of Planning, Housing and Infrastructure.

We also invite you to an online webinar to ask any questions that you may have about the proposed development. The webinar will be held on **13 December 2024**. If you would like to attend the webinar please send an email to emma.z@planningingenuity.com.au for further details.

If you require clarification of the above, please contact the undersigned on 02 9531 2555.

Yours faithfully,
Planning Ingenuity Pty Ltd



Emma Ziegenfusz
SENIOR PLANNER



PLANNING INGENUITY

Suite 210, 531-533 Kingsway
Miranda NSW 2228
P 02 9531 2555

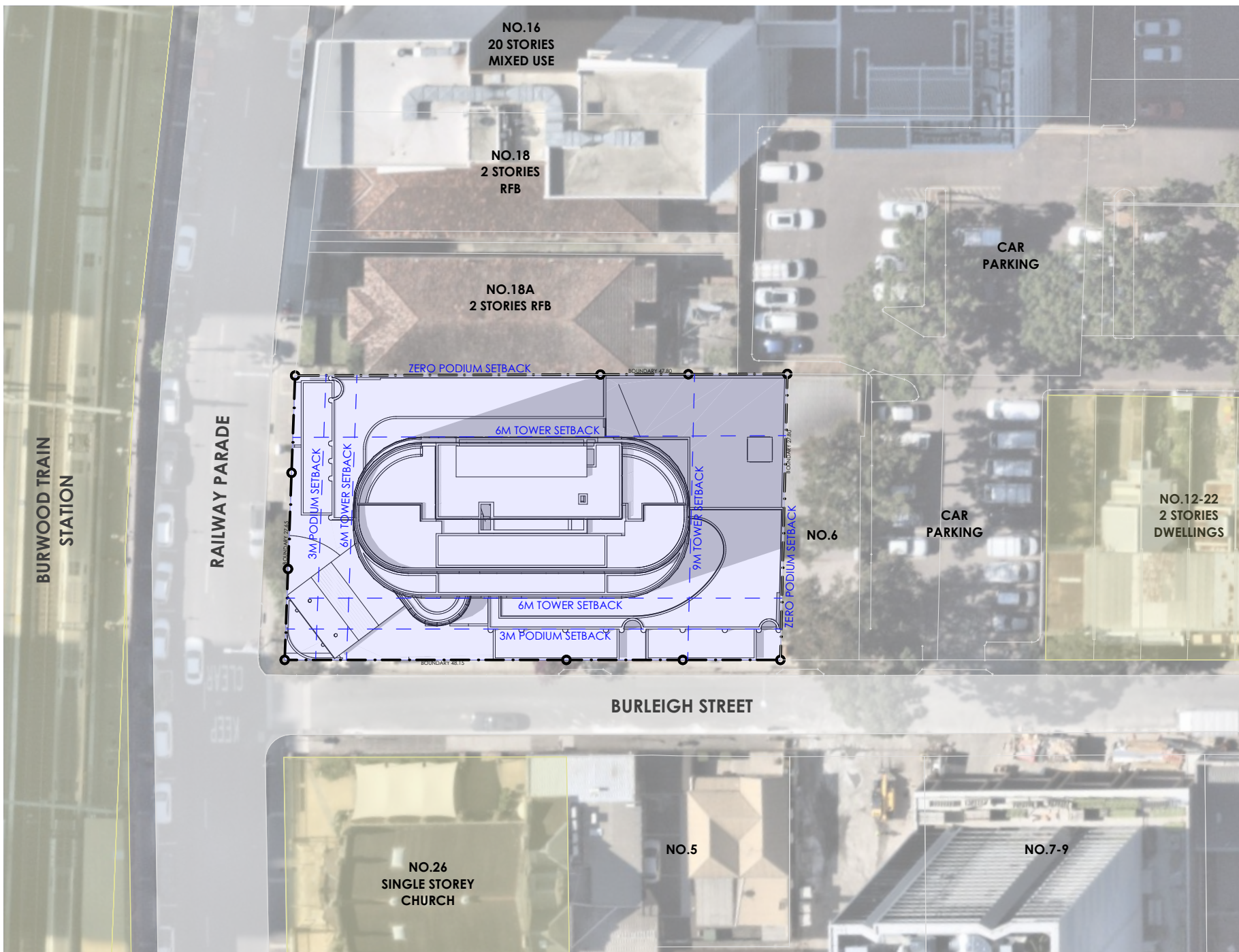
Suite 6, 65-67 Burelli St
Wollongong NSW 2500
P 02 4254 5319



ANNEXURE B

Notification Plans





- SUBJECT SITE
- HERITAGE ITEMS

NOTIFICATION PLANS

A	SSD NOTIFICATION PLANS	VD	05.11.24
REV	DESCRIPTION	BY	DATE

ARCHITECTURE
 Tourism + Residential

Office: Level 2, 68 Sophia Street, Surry Hills NSW 2010
 + 61 2 9253 0880 | www.ptiarchitecture.com.au
 National Registered Architect Peter Turner (Reg no 5596)
 AIN 90 050 071 022

CLIENT:
CONQUEST

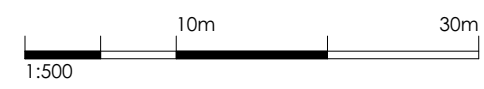
PROJECT:
**RESIDENTIAL/ AFFORDABLE HOUSING, HOTEL & COMMERCIAL OFFICES
 2-4 BURLEIGH ST & 20-24 RAILWAY PDE, BURWOOD**

DRAWING TITLE:
SITE PLAN

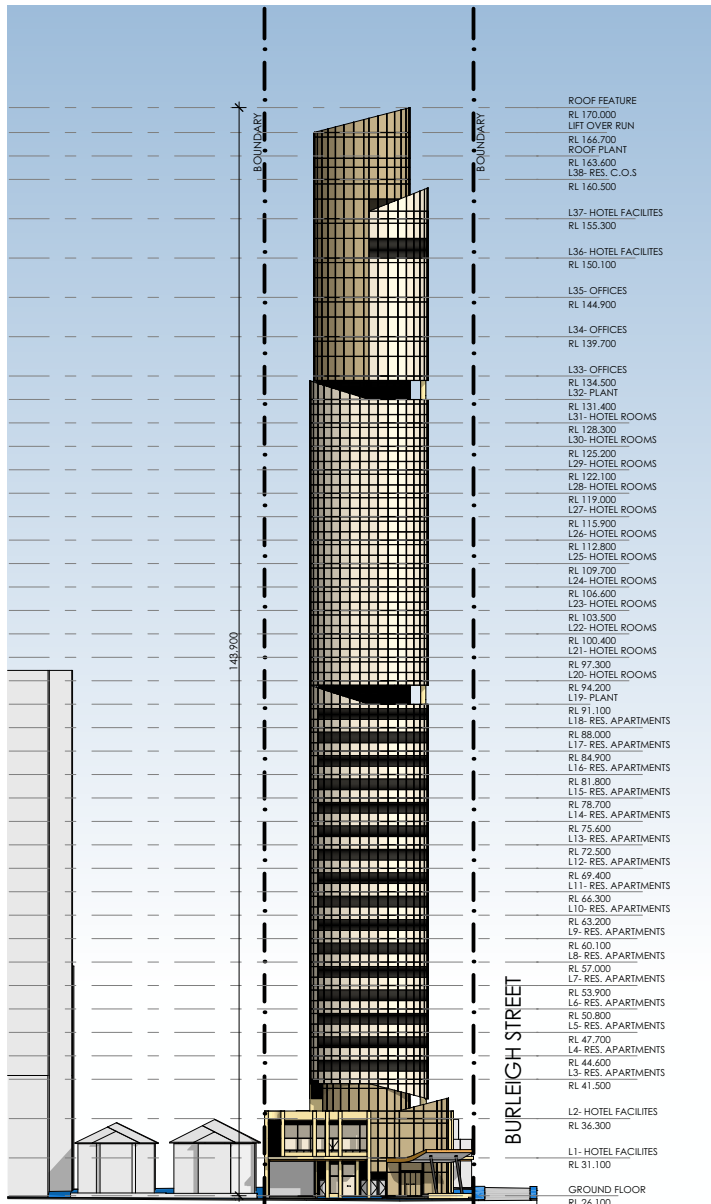
SCALE: 1:500 AT A4	NORTH POINT:
DRAWN BY: VD	
CHECKED BY: PJ	
PROJECT NO: P709	

1

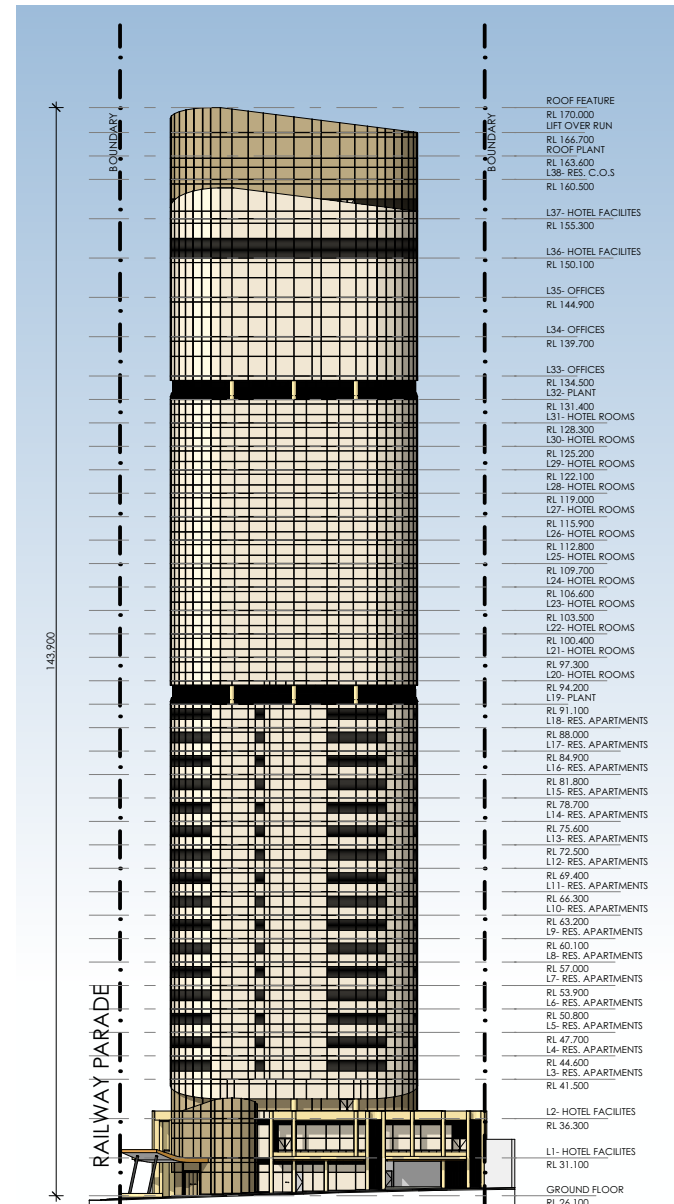
SITE PLAN
 1:500



NP	00	A
stage.	dwg no.	revision



1 NORTH ELEVATION
 1:1000



2 WEST ELEVATION
 1:1000



NOTIFICATION PLANS

A SSD NOTIFICATION PLANS VD 05.11.24

REV DESCRIPTION BY DATE



Office: Level 2, 68 Sophia Street, Surry Hills NSW 2010
 + 61 2 9253 0880 | www.ptiarchitecture.com.au
 Nominated Registered Architect Peter Torralba (Reg no 50594)
 AIN 90 050 071 022

CLIENT:

CONQUEST

PROJECT:

RESIDENTIAL/ AFFORDABLE
 HOUSING, HOTEL &
 COMMERCIAL OFFICES
 2-4 BURLEIGH ST & 20-24
 RAILWAY PDE, BURWOOD

DRAWING TITLE:

ELEVATIONS- NORTH & WEST

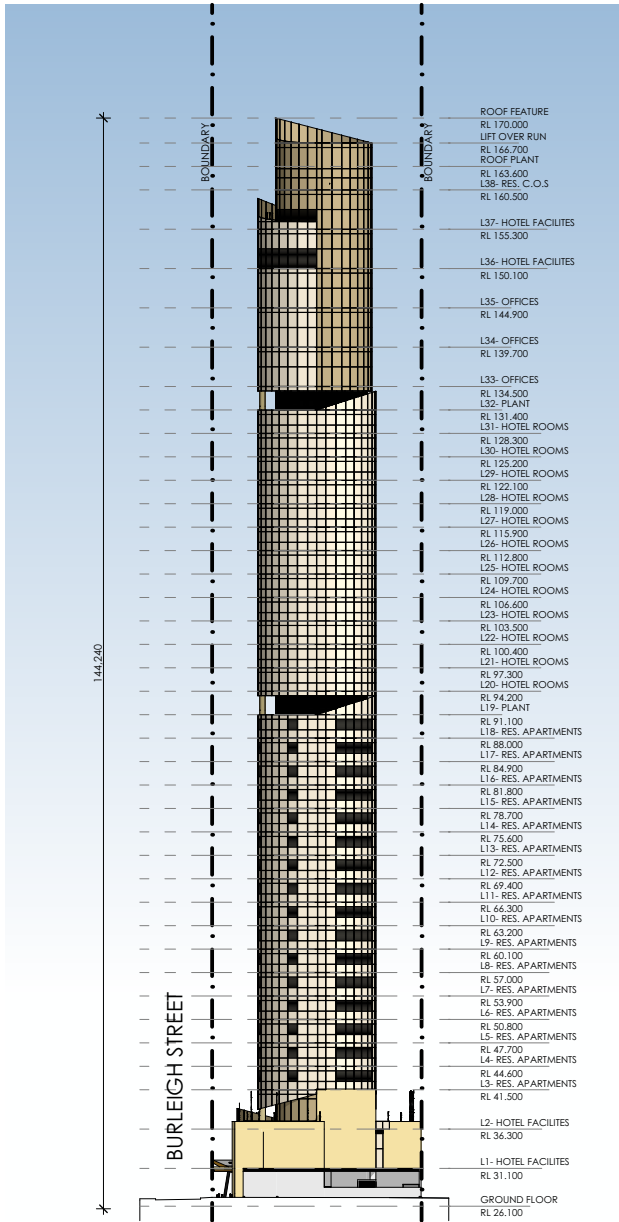
SCALE: 1:1000 AT A4 NORTH POINT:

DRAWN BY: VD

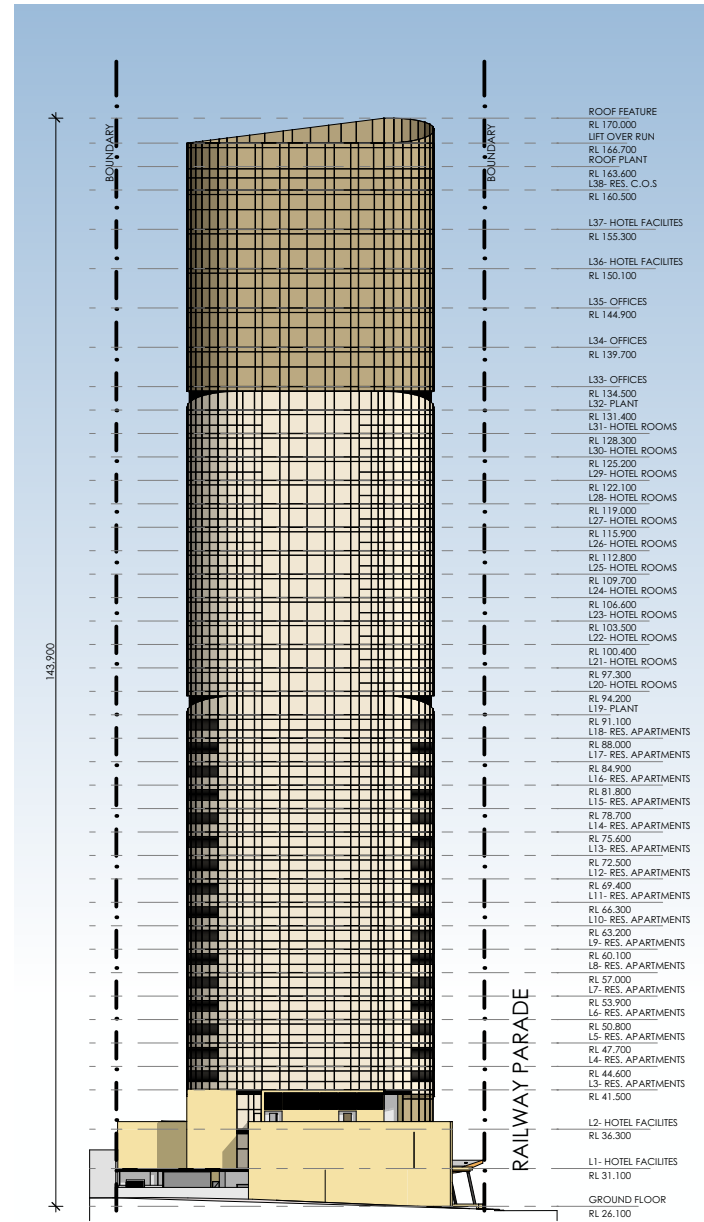
CHECKED BY: PJ

PROJECT No: P709

NP 01 A
 stage. dwg no. revision



1 SOUTH ELEVATION
 1:1000



2 EAST ELEVATION
 1:1000



NOTIFICATION PLANS

A SSD NOTIFICATION PLANS VD 05.11.24

REV	DESCRIPTION	BY	DATE



Office: Level 2, 68 Sophia Street, Surry Hills NSW 2010
 + 61 2 9253 0880 | www.ptiarchitecture.com.au
 Notional Registered Architect Peter Torral (Reg. no 5596)
 AIN 91 050 071 022

CLIENT:
CONQUEST

PROJECT:
**RESIDENTIAL/ AFFORDABLE
 HOUSING, HOTEL &
 COMMERCIAL OFFICES
 2-4 BURLEIGH ST & 20-24
 RAILWAY PDE, BURWOOD**

DRAWING TITLE:
ELEVATIONS- SOUTH & EAST

SCALE: 1:1000 AT A4 NORTH POINT:

DRAWN BY: VD

CHECKED BY: PJ

PROJECT No: P709

NP 02 A
 stage. dwg no. revision

ANNEXURE C

Burwood Council Advice Letter





Sam Au
Conquest
Level 1 / 60 Burwood Road, Burwood NSW 2134

Our Ref: PD.2024.020
4 February 2025

PRE-DA ADVICE No.20-24 Railway Parade and No.2-4 Burleigh Street, Burwood

Applicant Name: Sam Au (Conquest)
Land to be Developed: 20-24 Railway parade and 2-4 Burleigh Street, Burwood
Proposed Works: Mixed-Use development comprising 5 levels of basement parking, 3 levels podium including retail at ground level, 15 levels affordable housing apartments, 11 levels hotel, 3 levels office, and associated lifts, plant and equipment.

I refer to your request for Pre-DA advice and potential SSDA relating to the above site. Council has reviewed the submitted information and can provide the following advice, design recommendations and suggested next steps.

Thank you for participating in the Pre-DA process and allowing early stage feedback. This will facilitate a streamlined process going forward. We are pleased to learn about your vision of the development and eager to assist you going forward.

In summary, the development comprises the following:

Basement Level 2-5 - 30 parking spaces, five (5) lifts storage services and stair access.

Basement Level 1 - 19 Parking spaces, 5 lifts, storage, recycling waste room, fire pump room and stairs.

Ground Floor - Residential lobby, hotel commercial lobby, bathrooms, bicycle parking, commercial and residential waste room, storage, hotel vehicle drop off zone, 5 lifts, two-way basement driveway, MRV loading/service bay.

Level 1 - Hotel function space with communal open space, heating kitchen, storage, bathrooms, 5 lifts, stair access and services.

Level 2 - Hotel restaurant, hotel gym, car park exhaust plant, bathrooms, rooftop planning, 5 lifts, stair access.

Level 3-18 - 3 x dual key residential apartments, 5 lifts, stair access and services.

Level 19 - Plant level, 5 lifts, stair access and services.

Level 20-25 -10 x hotel rooms, 5 lifts, stair access and services.

Level 26-31 – 10 x hotel rooms, 5 lifts stair access and services.

Level 32 – Plant level, 5 lifts, stairs access and services.

Level 33-35 – commercial offices, bathrooms, 5 lifts, stair access and services.

Level 36 - hotel restaurant, bathrooms, 5 lifts, stair access and services.

Level 37 – hotel bar, bathrooms, 5 lifts, stair access and services.

Roof – lift overruns, roof plant including hot water plant.

This submission is not conclusive or able to cover all potential issues given the tight timeframe and information limited to plans only.

Council supports the provision of significant development at 20-24 Railway Parade and 2-4 Burleigh Street and acknowledges the increasing need to provide more affordable housing within the Burwood Local Government Area to keep up with population growth and the current Sydney housing crisis. Notwithstanding this, Council has conducted a preliminary review of the supplied documentation and raises the following items that we need to be addressed before further discussions and lodgment of a development application:

Clause 4.4A(5) and Clause 4.4A(6) of BLEP 2012

The site is permitted a maximum FSR under the BLEP of 6.6:1 in accordance with clause 4.4A(5) subject to the provision of community infrastructure and the limitation on residential development.

Should you wish to utilise these provisions of the LEP it is recommended you commence discussions with Council's City Planning Team. The Manager City Planning Sumathi Navaratnam can be contacted on 9911 9911.

Should you wish to utilise the bonus provisions of the Housing SEPP further information will be required to demonstrate how the GFA would be calculated when taking into consideration the bonus.

It is recommended you review Council's policy – Carrying Out Bonus Development in the Public Interest which can be found at the following link under the voluntary planning agreement policy tab

<https://www.burwood.nsw.gov.au/Planning-Building/Development-Contributions-Voluntary-Planning-Agreements>

Insufficient Information

- No affordable housing has been depicted on the submitted plans. Further information is to be provided in order for Council to ascertain which units will be used for the purposes of affordable housing.
- Insufficient information has also been provided with relation to cost of works details.

Heritage

- A heritage assessment of the potential impact on the adjoining locally listed terraces and church is to be provided with meaningful strategies to mitigate impact.
- The development needs to be set back from north-west corner to provide a curtilage to the church to the west that is listed as a local heritage item.
- The site previously contain the 'AC/DC house' until demolished by the applicant in December 2024. Any redevelopment is to provide meaningful acknowledgment of the former house and the contribution of the band to Australian music culture.

Traffic

- The proposed four (4) driveways are not supported.
- The proximity of the porte-cochere to the intersection of Railway Parade and Burleigh Street is not supported
- Waste facilities are to be provided onsite. No street presentation will be supported.
- All residential waste facilities including any loading area are to comply with Council's standards including waste vehicles.
- Bicycle parking is to meet DCP controls as a minimum
- All car parking is to comply with Australian Standards and Council's DCP provisions
- All visitor car parking is to be provided at the upper basement levels
- All parking must be provided on-site per Council's DCP requirements for B4 Mixed use zone parking requirements.
- The design of bicycle parking facilities (racks and lockers) must be in accordance with the provisions of Australian Standard 2890.3 – Parking Facilities or Cycling Aspects of Austroads Guides.
- Provide parking spaces and accessible pedestrian paths for people with disabilities per AS/NZS 2890.6 and Council DCP requirements.
- All the parking module dimensions must be designed per AS/NZS 2890.1:2004 - Section 2.4.4 – parallel parking in parking aisles.
- Sight lines for vehicles exiting the property must comply with AS2890.1 Figure 3.3, including no visual obstructions along the first 2.5 metres within the boundary of the driveway.
- The access driveway, arrangement of internal roadways and aisle width must be designed per AS/NZS 2890.1:2004
- Provide information in relation to driver sight distance/visibility requirements based on a minimum gap sight distance of 5 seconds in accordance with AS2890.1 - 2004 published by Standards Australia and also in Chapter 3.4 Site Distance at Property Entrances (Austroads 2009).
- Given the current restricted parking restrictions along Railway Parade Road and the high demand for parking in this area is not expected that a compliant egress from the site would be possible.
- All car parking spaces, garages and vehicle manoeuvring driveways shall be designed so that vehicles can easily enter and leave the premises by movement in a forward direction.
- Removal of on-street public parking to facilitate a private development is not supported.
- Clearly label on-site parking areas for hotel visitors, commercial, residents and residential visitors.

Sustainability

- An entire glass façade is not supported due to heat load and the requirement for continuous artificial cooling and heating
- Sustainability initiatives are to be identified
- The two floors of plant are to be justified with a mechanical engineers report

Building Separation

- Concern is raised regarding site isolation to the site to the east.
- 'Privacy' glazing is an inappropriate treatment to a constrained site and would limit development potential of adjoining sites
- ADG compliance is required in terms of separation. This is to be shown on floor plans

Site Planning

- The applicant is to demonstrate an integrated approach to the block to allow connectivity and integration with the surrounding sites. This needs to extend to the wider network of buildings to the Burwood town centre including how the site will integrate with any through site links. The current design treats the site in isolation.
- No ground floor modelling, place making, public art or wayfinding information has been provided
- No modelling for railway noise has been provided
- No stormwater details have been provided.
- Confirmation is required that one substation will be sufficient to support the new building including basement EV charging
- Booster locations are to be provided
- Any affordable housing apartments are to be identified with specific unit numbers given
- ADG compliance is to be shown on plans including depth of apartments, apartment sizes, cross vent, solar access, storage, private open space size and dimensions etc
- Communal open space needs to be shown on the plans
- Deep soil calculations are to be provided
- Any AC for individual units is to be shown on plans
- Back of house facilities including linen store is to be accommodated and shown on plans

Environmental Health

- An Environmental Management Plan will need to accompany the application.
- An acoustic report is to be prepared near Railway Corridors and Busy Roads by a qualified engineer. The acoustic report is to be submitted with the development application. The report must demonstrate how the site planning and building design minimise noise impacts inclusive of plant rooms, air conditions/comfort ventilation system and the like.
- The acoustic report is also to detail how the proposed uses can operate while protecting the amenity of surrounding uses. This includes the hotel uses, communal open space and hotel function areas.
- A car wash bay is to be provided within the basement level carpark that is graded and drained to waste disposal system.
- A stage 1 contamination report is to be provided.
- A plan of management is to be provided regarding the hotel function use and restaurant areas.

Urban Design

The site is located within the MU1 Zone and as such the Design Excellence provisions of Clause 6.5 of the Burwood Local Environmental Plan apply. Specifically, the provisions require the highest standard of architectural, landscape and urban design.

The applicant has not demonstrated the following clauses have been met or addressed:

- (a) whether a high standard of architectural, landscape and urban design has been achieved (including in the materials used and in detailing appropriate to the location, building type and surrounding buildings),
- (b) whether the form and external appearance of the proposed building, and ground level detailing, will significantly improve the quality and amenity of the public domain,
- (c) how any streetscape and heritage issues have been addressed,
- (d) whether the amenity of the surrounding area, including any view corridors, vistas or landmark locations, will be adversely affected,
- (e) how traffic circulation and vehicular access will be addressed and whether the proposed

- development supports the provision of high quality pedestrian, cycle and service access,
- (f) whether any adverse effect on pedestrian movement and experience will be avoided (and whether the public transport interchange as the focal point for pedestrian movement in the surrounding area will be reinforced and the ease of pedestrian access to and from that interchange will be facilitated),
 - (g) whether the development supports an integrated land use mix in Zones E1 and MU1, including a diversity of public open spaces at the ground level, as well as the roof and other levels of buildings,
 - (h) how the bulk, mass, modulation, separation, setback and height of buildings have been addressed and whether they are appropriate in the context of existing and proposed buildings,
 - (i) whether a high standard of ecologically sustainable design (including low-energy or passive design) will be achieved and overshadowing, wind effects and reflectivity will be minimised.

More specifically the following concerns are raised:

Setbacks and Separation Distances

- The proposed separation distances to the south above level 8 is less than 12m (half of 24m required by the ADG). The proposed design attempts to reduce the visual impacts through using opacified glasses; however, greater levels of separation distances provides opportunities for a better view/landscape corridors and balances the density of built form and open spaces.
- Opacified glasses which limit the view of the internal spaces are not supported as a solution to compensate for insufficient separation distances.

Presentation to the street

- The proposal provides frontages to both Burleigh Street and Railway Parade which are heavily dedicated to vehicle entrances and ramps. The active part of façade particularly on the ground level is less than 50% of the façade which does not meet the requirements of the BDCP Part 3.2.1 P15 for the purpose of maximising the facade activation by 90%. This aims to prioritise a pedestrian environment over vehicle.
- Combining/minimising the number of vehicle entrances to the building on the ground level is required.
- Due to a large area of services and back of house areas for different uses, the usable part of the ground level is a small portion of the site area.
- It is recommended that the service areas are consolidated and/or concentrated on the basement level as much as possible to free up the ground level floorplate to provide opportunities for retail /active uses.
- Further design analysis is required to demonstrate the relationship with the heritage item to the west. How the proposed design relates to/responds to the 2-storey heritage building?

Environmental Impact

- The development proposes a full glass façade which wraps around the building. The level of sun protection for internal spaces particularly on the western façade for the residential component is questionable.

Unit sizes and amenity

- The plans appear to show dual-key 2 bedroom apartments which are fully separated through internal walls. The proposed total area for each component is less than 50sqm recommend by the AGD for one-bedroom units (i.e. units 2 & 3 in each level) and less than a minimum requirement for studio (i.e. Unit 1B, 3B). It is expected that each unit will comply with the minimum standards.

- Balconies (i.e. 02B) do not meet the minimum requirement as per the ADG 4E-1.
- Clarification required to demonstrate if each balcony meets the minimum depth required as per the ADG 4E-1.

Engineering Comments

Stormwater Management

- The stormwater management and sediment control plans must be designed and prepared by suitably qualified Hydraulic/ Civil engineer in accordance with Council's Stormwater Management Code to Council's satisfaction.

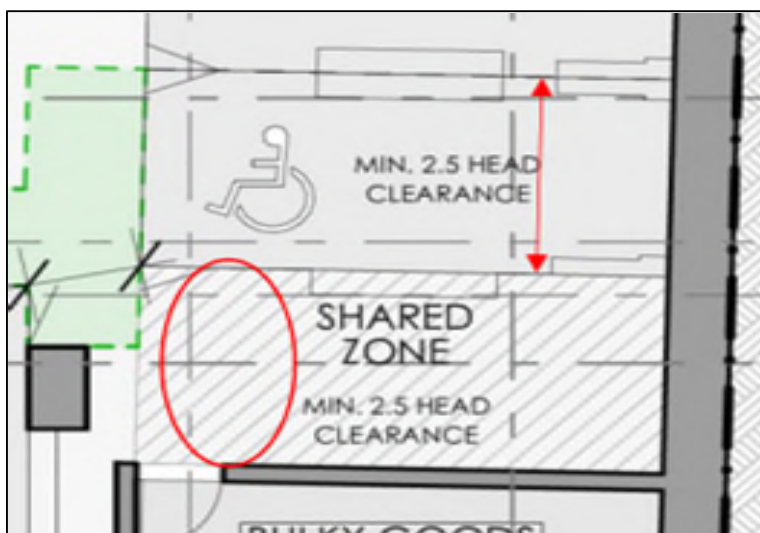
Public Domain Improvement

- High quality Public Domain and Streetscape Improvement elements and finishes on all publicly accessible areas at the property frontages on Railway Parade and Burleigh Street in accordance with Council's DCP & Public Works Element Manual are to be provided. In this regard a detailed 'Public Domain Plan' shall be prepared and submitted to Council.

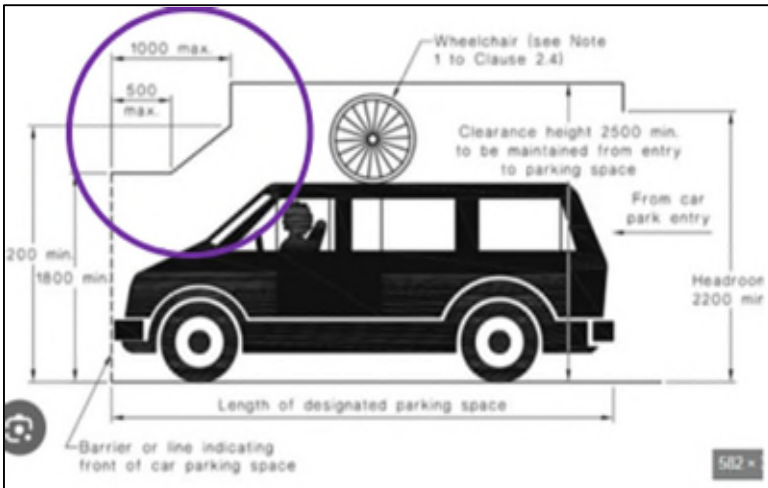
Building Comments

Accessibility

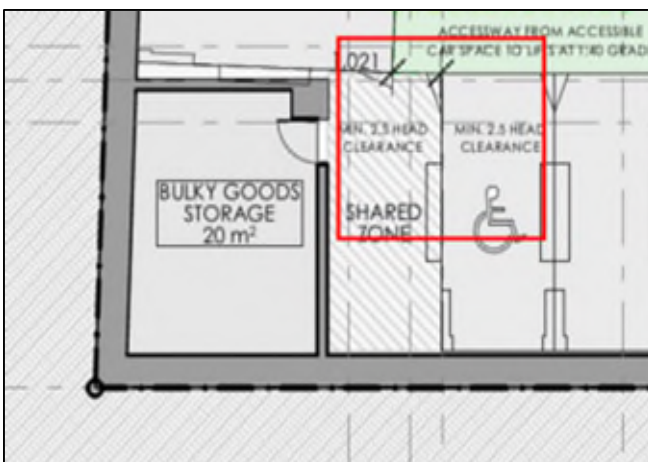
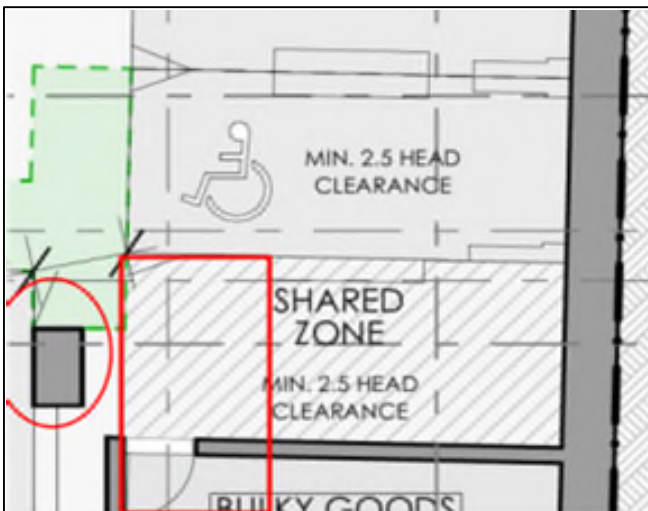
Design drawings SK08 P24, SK09 P24 and SK10 P24 do not show bollards in the shared space adjoining the accessible parking (allocated) space. In addition, dimensions are not shown for the accessible parking spaces (across all basement levels).



On drawing SK10 P24, there appears to be a substation pit above the accessible parking space. Recommendation for services designer/engineer to consider relocation of this pit. Otherwise, the construction of this space must be in accordance with AS2890.6-2022 – car parking spaces for disabilities

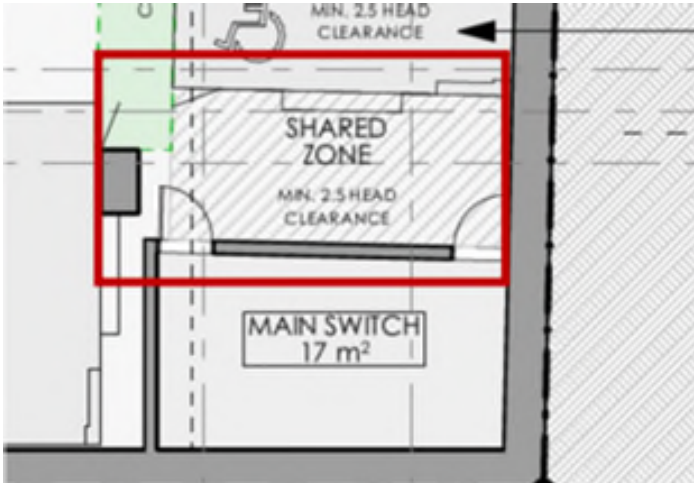


The construction of shared spaces must be designed to ensure that there are no impediments or encroachments into the shared spaces. The location of bulky goods and doorways leading into shared spaces can create unintended obstructions for the user of the accessible parking space. There is further obstruction from the location of support pillars (assumed).

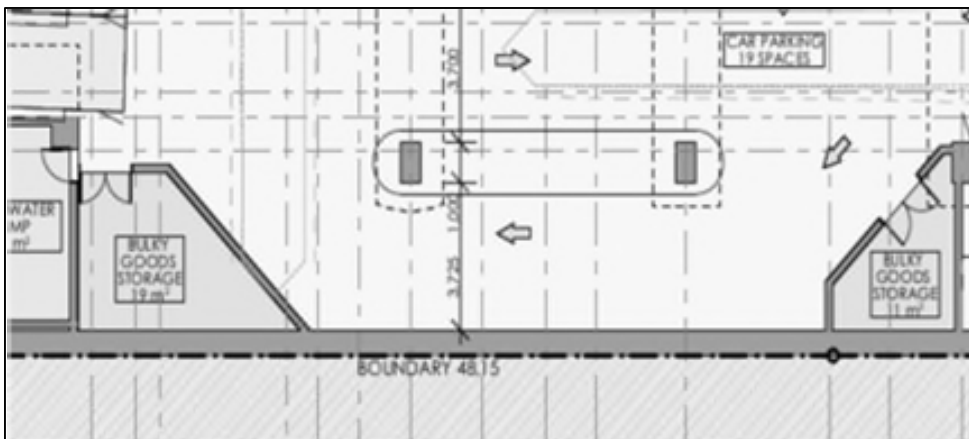


In the above screenshot (western end of basement), there is only 1.021m of clearance between the edge of accessible parking space and the edge of adjoining parking space. The length of space and parking angle meant that a big utility vehicle, as is now common in Australia, will not only reduce the 1.02m clearance, and make it difficult to exit shared zone if there is concurrent access to bulky goods storage.

Basement 1-shared space for accessible parking space (eastern end of basement) is adjacent to a main switch room with two outward opening doors. The two doors, and the first door being additional obstruction in close proximity to a support pillar will result in an unknown path of travel for the user exiting shared space.



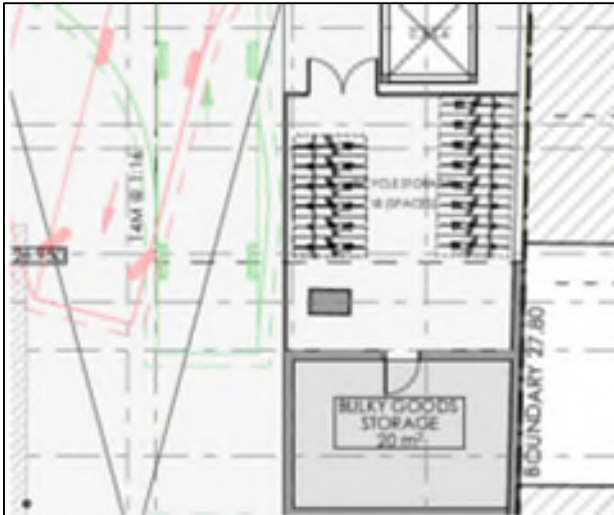
Recommendation: Reconsider locations of all bulky goods storage. Reconsider the siting of doorways to each storage and review the actual door width. The door widths are not compatible with the bulky goods storage – refer to Basement 1 drawing SK10 P24 (below) with double doors exceeding 850mm.



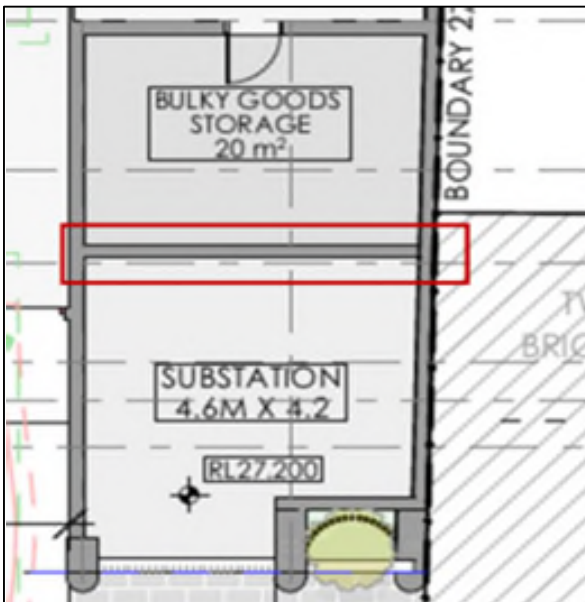
There are other accessibility matters for assessment by the certifier, including but not limited to path of travel accessibility, TGS1 – tactile, hearing loop installation, Braille signs and accessibility, ramps, luminance contrast of building surfaces throughout the building, location of adult changing rooms – public if required.

Ground Floor

The ground floor level consists of residential access lobby, hotel and commercial offices lobby and potentially a café (cannot identify location of café from drawing SK11 P24). Certifier to consider appropriate classification of each part of the building, and to make an assessment under NCC 2022 on fire safety.

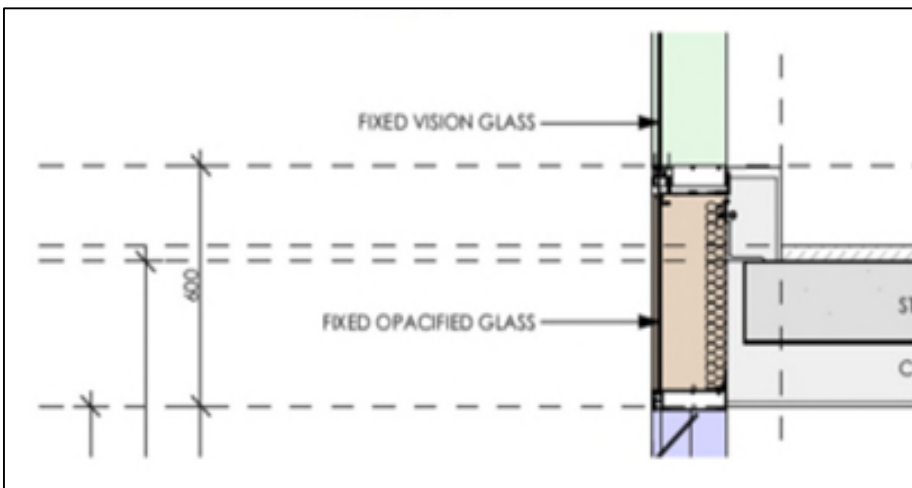
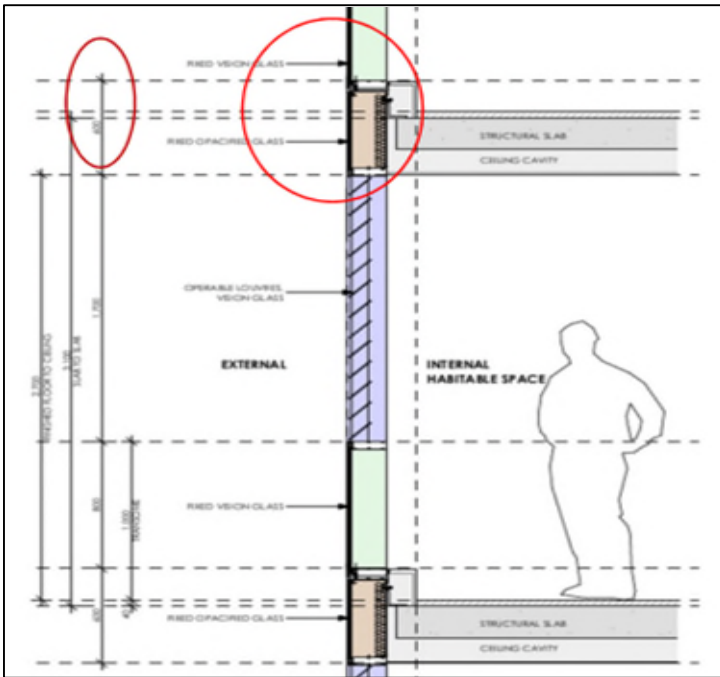


Fire separation for consideration by the certifier – wall between bulk goods storage and the substation. The bulky goods storage (depending on management of access) may contain hazardous goods such as a portable BBQ.

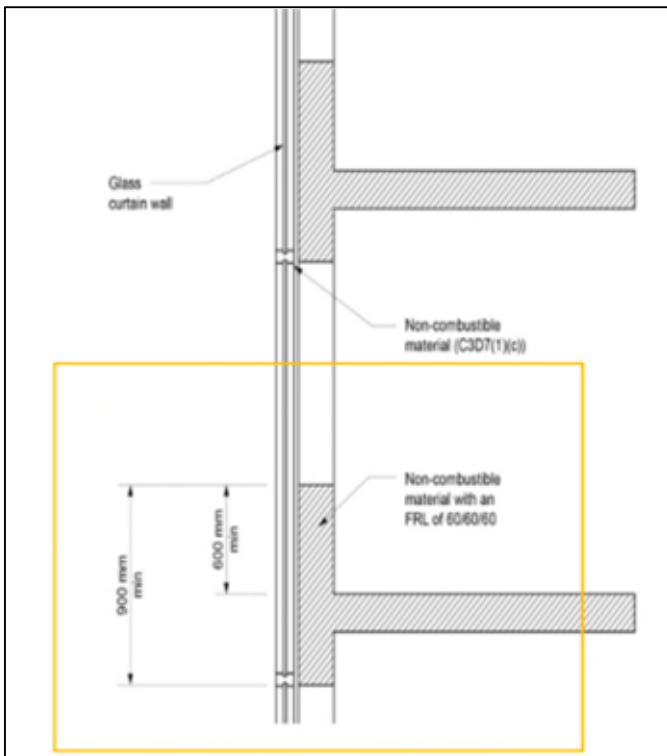


Fire Separation Between Floor Levels

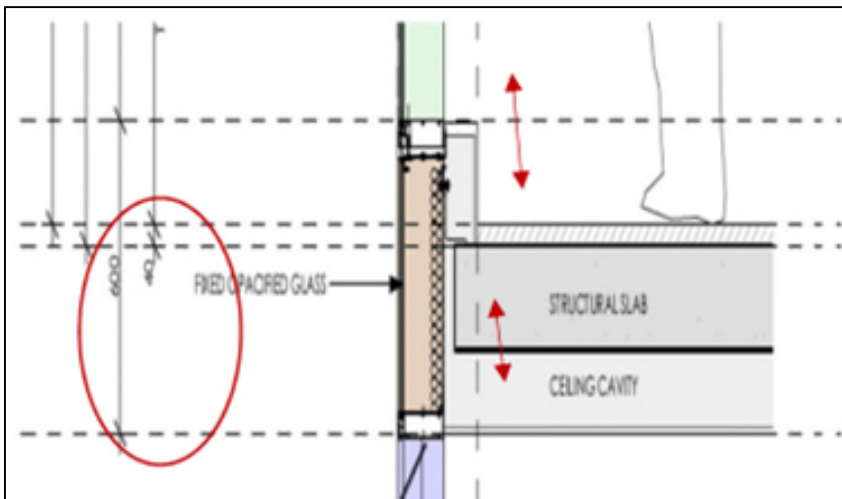
Notwithstanding Council's concerns with glazed façade, inadequate design details for the curtain walls are shown. Specifically:



Minimum design considerations as per NCC 2022 Volume 1 for the application of spandrels, or curtain walls that are utilized for this proposed development.



Separation of external window openings to prevent spread of fire between levels must cover 900mm, with 600mm at minimum from the edge of floor above. Red arrows are critical information gaps where it is unknown how this curtain wall design will achieve compliance, or a performance solution warranted for the proposal.



The transome is 1000mm, and fixed vision glass is 800mm. Subtracting the fixed vision glass from transom leaves 200mm. **200mm of opacified glass, fixings and 40mm of flooring meant that the curtain wall construction has vertical protection (assumed) to 240mm.**

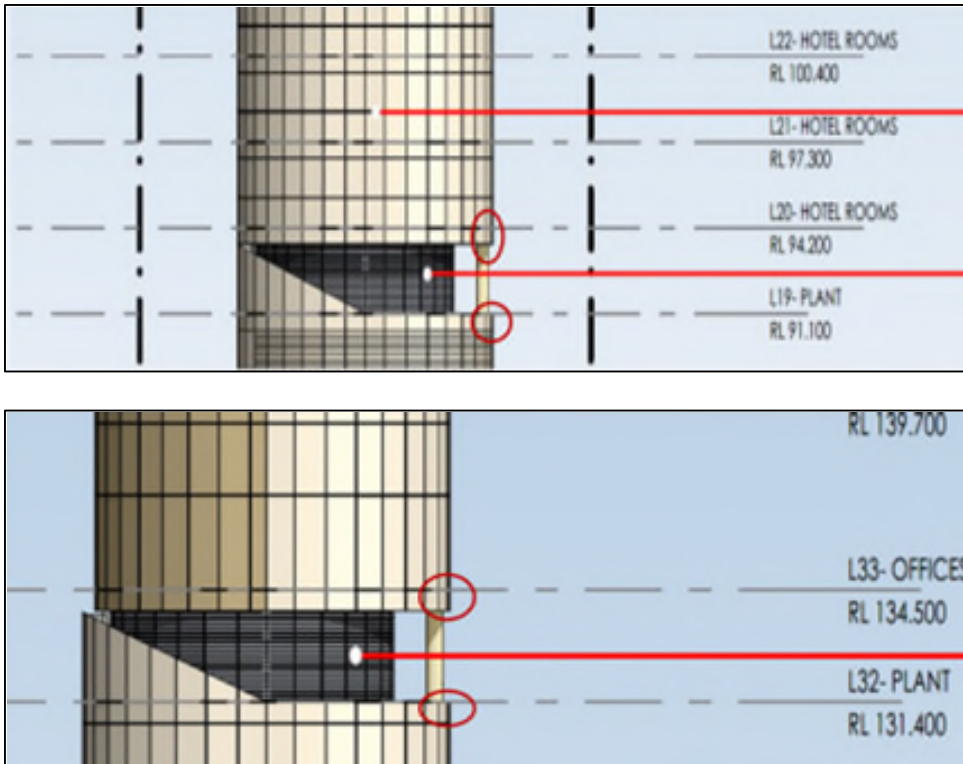
This meant 360mm of the minimum 600mm vertical protection is non-compliant.

There is no detail whether the material behind fixed opaque glass is non-combustible, including the structural slab and extent of fire resistance for those materials shown.

Plant Rooms and Level 19 and Level 32

Design details for separation between levels are not included specific to spread of fire to the hotel

or offices parts of building. Generally, a spandrel would be required at the top and bottom edges of both Level 19 and Level 32 plant or a curtain wall construction as designed for this proposed development.



Consideration is required for fire separation and management of hazards arising from entire floor level used for plant / utilities prior to issuing construction certificate.

NCC Class 9b parts of proposed building

Level 1 has two function rooms that are Class 9b. There is also a pre function space at 71m² and an outdoor space.

Level 2 has a space for hotel gymnasium – Class 9b.

Level 36 to Level 37 can be classified as 9b considering the adaptability of floor layouts to accommodate functions/events. Both levels do have the Class 6 parts – restaurant and food bar.

Level 38 is a Class 9b part of residential component of the building. It included a pool and open spaces for residents to share similar to private open spaces. Consideration to NCC 2022 Volume 1 Part G6 Occupiable outdoor areas is a requirement for the design team to provide details for the certifier.

EV Charging and EV related storage/uses

EV vehicles including electrical bicycles, scooters and other appliances may occupy spaces within the proposed development. Any proposal should comply with NCC 2022 Volume 1 E1D17 and E2D21.

There is no documented details on managing EV including but not limited to charging of EV batteries, mitigating fire hazards from EV charging and managing fires resulting from EV.

This would include end-of-trip EV charging for hotel clients. Majority of hotels in Sydney are

installing EV charge stations.

No charging of e-bicycles or e scooters inside apartments, or bicycle storage space at ground level. Fire suppression mitigation infrastructure in the bicycle storage space is required prior to any use of space to charge e-bicycles.

Reference to the practice note by Fire and Rescue NSW on EVs as special hazards in a building.

https://www.afac.com.au/docs/default-source/doctrine/afac_ evsin-built-environment_2024-01-09_v1-5.pdf

[https://www.fire.nsw.gov.au/gallery/files/pdf/bfs/Position%20statement%20summary%20-%20Electric%20vehicles%20\(EV\)%20and%20EV%20charging](https://www.fire.nsw.gov.au/gallery/files/pdf/bfs/Position%20statement%20summary%20-%20Electric%20vehicles%20(EV)%20and%20EV%20charging)

Conclusion

Burwood Council has completed its preliminary assessment/review of the pre-DA based on the set of plans provided. The application in its current state is not suitable for lodgement as there is considerable development of the design required to ensure an appropriate local response and to meet the Design Excellence provisions of the Burwood Local Environmental Plan 2012.

It is recommended that a further pre-DA meeting be held at the scoping stage once design responses are developed to address Council's concerns.

Thank you once again for engaging with Council. The above identified matters relate only to a preliminary review of the proposal within the limited timeframe provided. The comments provided do not represent a full review of all potential impacts of the proposal on the site and the surrounding community.

Regards



Jai Reid
Manager City Development

If you require information in other languages contact the Telephone Interpreter Service directly on 131 450 (free service) and ask them to call Burwood Council on 9911 9911 on your behalf.

ARABIC

إذا كنت بحاجة إلى معلومات بلغات أخرى، اتصل بخدمة الترجمة الشفهية عبر الهاتف على الرقم 131 450 (خدمة مجانية) واطلب منهم الاتصال بالنيابة عنك بمجلس بيروود على الرقم 9911 9911.

CANTONESE

如果您需要以其他語言瞭解信息，請致電131 450聯繫電話傳譯服務中心（免費服務），並請他們代您致電9911 9911聯繫Burwood市議會。

GREEK

Εάν χρειάζεστε πληροφορίες σε άλλες γλώσσες επικοινωνήστε με την Υπηρεσία Μετάφρασης και Διερμηνείας στο 131 450 (δωρεάν υπηρεσία) και ζητήστε τους να καλέσουν εκ μέρους σας το Δήμο Burwood στο 9911 9911.

HINDI

यदि आपको अन्य भाषाओं में जानकारी की आवश्यकता है, तो सीधे 131 450 (निःशुल्क सेवा) पर टेलीफोन दुभाषिया सेवा से संपर्क करें और उनसे बरवुड काउंसिल को 9911 9911 पर आपकी ओर से कॉल करने के लिए निवेदन करें।

ITALIAN

Se avete bisogno di informazioni in altre lingue contattate il servizio di interpretariato telefonico direttamente al numero 131 450 (servizio gratuito) e chiedete loro di chiamare il Burwood Council al numero 9911 9911 per conto vostro.

KOREAN

다른 언어로 정보가 필요하시면 전화통역서비스(Telephone Interpreter Service)에 바로 연락하셔서(131 450번, 무료) 귀하를 대신해 버우드 카운슬(9911 9911번)로 전화를 걸어 달라고 요청하십시오.

MANDARIN

如果您需要以其他语言了解信息，请致电131 450联系电话传译服务中心（免费服务），并请他们代您致电9911 9911联系Burwood市议会。

NEPALI

अरू भाषामा यहाँलाई जानकारी आवश्यक भएमा 131 450 (निःशुल्क सेवा) मा सिधै टेलिफोन दोभाषे सेवामा सम्पर्क गर्नुहोस् र आफ्नो तर्फबाट 9911 9911 मा बर्नवुड काउन्सिलमा सम्पर्क गर्नका लागि उनीहरूलाई भन्नुहोस्।

VIETNAMESE

Nếu quý vị cần thông tin bằng các ngôn ngữ khác xin liên lạc trực tiếp với Dịch vụ Thông dịch qua Điện thoại qua số 131 450 (dịch vụ miễn phí) và nhờ họ thay quý vị gọi cho Hội đồng Thành phố Burwood qua số 9911 9911.