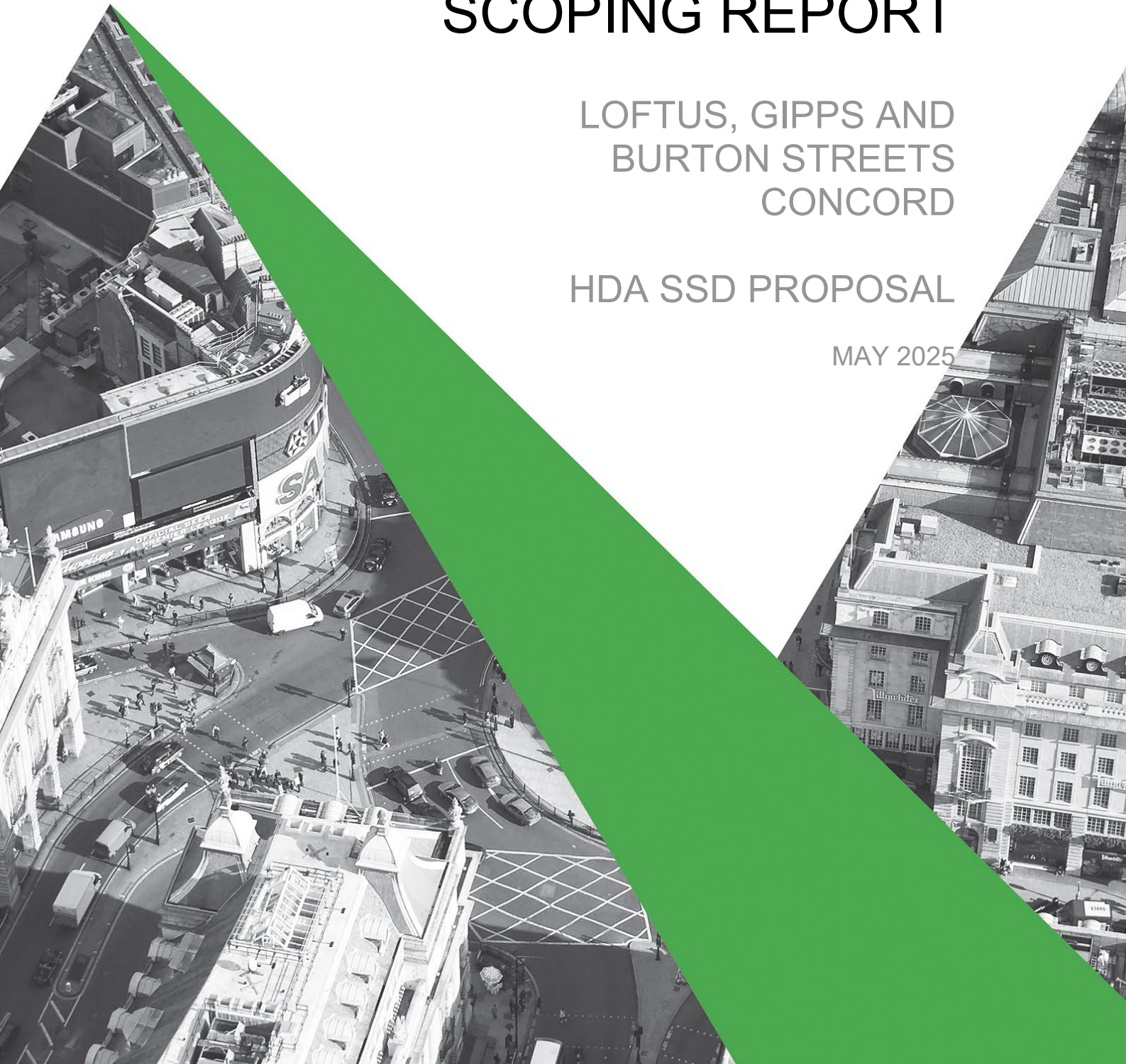


SCOPING REPORT

LOFTUS, GIPPS AND
BURTON STREETS
CONCORD

HDA SSD PROPOSAL

MAY 2025



QUALITY ASSURANCE	
Project:	Scoping Report for State Significant Development at Loftus, Gipps and Burton Streets, Concord
Address:	3B-11 Loftus Street, 1-5 Burton Street, 10-12 Gipps Street Concord
Lot /DP:	Lot 1 DP67122, Lot 2 DP67122, Lot 1 DP14112, Lot 2 DP14112, Lot 3 DP14112, Lot 4 DP14112, Lot 5 DP14112, Lot 6 DP14112, Lot 7 DP14112, Lot 8 DP14112, Lot C DP335952, Lot B DP335952, Lot A DP335952, Lot 1 DP167854
Council:	City of Canada Bay
Author:	Think Planners Pty Ltd

<i>Date</i>	<i>Purpose of Issue</i>	<i>Rev</i>	<i>Reviewed</i>	<i>Authorised</i>
22 May 2025	Draft	Co-ordination	BC	AB
23 May 2025	Submission	A	BC	BC
30 May 2025	Updated Submission	B	BC	BC

<i>Date</i>	<i>SSD Declaration Order (No.6) 2025</i>
02 April 2025	1) <i>The following development is declared to be State significant development:</i> d) <i>development specified in EOI application 239896 dated 18 February 2025 including residential flat buildings with provision of affordable housing at 1-5 Burton Street, 3B-11 Loftus Street and 10-12 Gipps Street, Concord being Lot B/DP335952, Lot A/DP335952, Lot 1/DP167854, Lot C/DP335952, Lot 8/DP14112, Lot 7/DP14112, Lot 6/DP14112, Lot 5/DP 14112, Lot 4/DP14112, Lot 3/DP 14112, Lot 2/DP14112, Lot I/DP14112, Lot 2/DP67122 and Lot I/DP67122,</i>

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1. INTRODUCTION

Think Planners Pty Ltd has prepared this scoping report following the Department of Planning and Environment's State Significant Development Guideline – preparing a scoping report (Appendix A to the state significant development guidelines), via link from DPHI email on 9 May 2025. Details of the proponent and site are in the table below.

Proponent:	The Trustee for LFD Concord Unity Trust Pty Ltd Suite 101, Level 1 50 Clarence Street Sydney, 2000
Legal Description:	Lot 1 DP67122, Lot 2 DP67122, Lot 1 DP14112, Lot 2 DP14112, Lot 3 DP14112, Lot 4 DP14112, Lot 5 DP14112, Lot 6 DP14112, Lot 7 DP14112, Lot 8 DP14112, Lot C DP335952, Lot B DP335952, Lot A DP335952, Lot 1 DP167854
Property Address:	3B-11 Loftus Street, 1-5 Burton Street, 10-12 Gipps Street Concord
Site Area:	8,270 m ² (to be confirmed by survey)

The development proposal is a concurrent SSD and rezoning proposal via the Housing Delivery Authority.

The particulars of the proposal including FSR, building height, mix, additional permitted uses, etc are being investigated and will inform the overall project design and application. However, the proposal is:

- FSR of 6.5:1 (corresponds with 5:1 + 30%) under *Canada Bay LEP 2013*.
- Height of 100.1m (corresponds with 77m + 30%) under *Canada Bay LEP 2013*.
- Add an additional permitted use to facilitate commercial floor space for ground floor retailing on the site under *Canada Bay LEP 2013*.
- Remove application of the unit mix clause to the site, under the *Canada Bay LEP 2013*.

The EOI submitted to the HDA committed to the delivery of 4% affordable housing consistent with the Canada Bay Stage 1 PRCUTS approach. The final FSR and Height attributed to the site, allows for further negotiation of this offer to increase and better align with the bonus provisions in the SEPP Housing for Infill Affordable Housing.

The approximate yield for the 6.5:1 FSR is 500 apartments with the final yield to be determined via detailed design.

The concept is outlined within the high level concept plans from Rothelowman. It, along with this Scoping Report, is considered sufficient for a Planning Focus Meeting with Canada Bay Council. It is further noted that the concepts are early ideas and will be refined during the preparation of the SSD application. Historic conversations with Canada Bay Council have highlighted matters to consider in the design of the proposal (such as through site vehicular connections, tower and podium form, and overshadowing) and are being addressed in the design development of the project.

Think Planners Pty Ltd has been engaged by the Proponent to prepare this Scoping Report for consideration by the Department of Planning, Housing and Infrastructure (Department of Planning) and relevant stakeholders, including the City of Canada Bay.



2. SITE AND LOCALITY DESCRIPTION

The subject site is located at 3B-11 Loftus Street, 1-5 Burton Street, 10-12 Gipps Street Concord and has an area of approximately 8,270m².



Figure 1: The subject site (Source: Spatial Viewer)



The subject site (Figure 1) is a corner block, bounded by Burton Street, Loftus Street and Gipps Street. It has a total area of about 8,270m² with its predominant frontage to Burton Street to the east. To the south and south west of the site is the transition to the town core which contains the Metro Station.

The subject site has an irregular shape, with a significantly shorter southern boundary when compared to the northern boundary. Typical dimensions are approximately as follows:

- South to Burton Street: 12 m (inclusive of splay)
- East to Loftus Street: 140 m (inclusive of northern splay)
- North to Burton Street: 80 m
- West to residential dwellings: 153 m

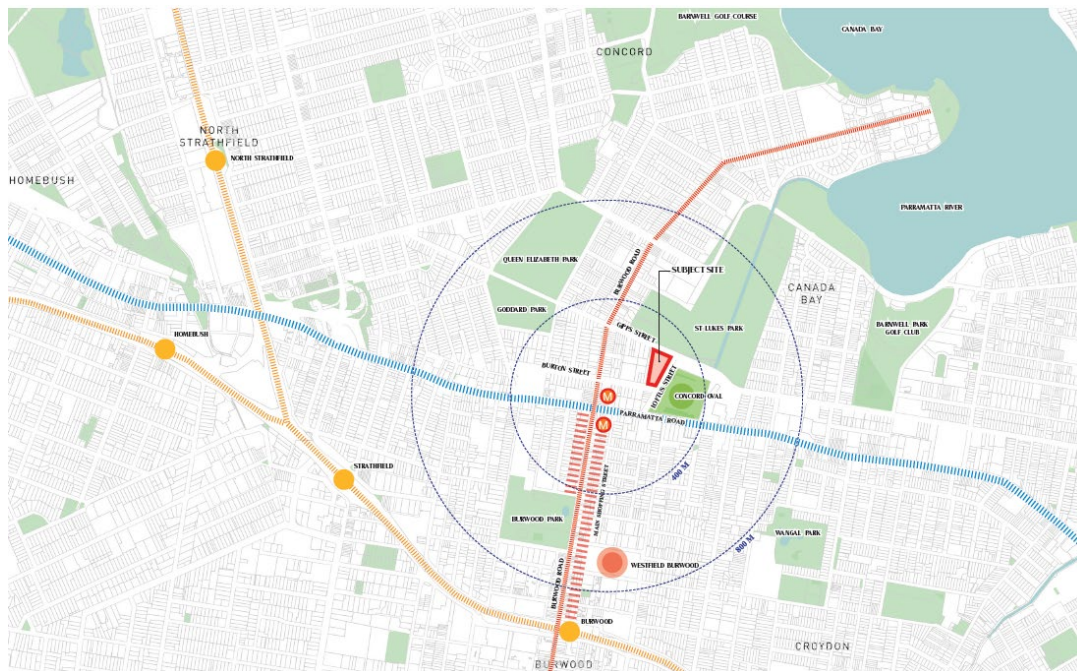


Figure 2: Broader site context with the site identified in red outline and green fill (Source: Rothelowman)

The site currently consists of 14 standard residential lots, each with a detached dwelling, ranging between one and two storeys and a relatively consistent setback to the street. Reflective of its location within a renewal precinct, buildings within the subject site do not show any recent sign of improvements.

The subject site is relatively flat, being located close to the low point of the slope from the Burwood Road spine, meaning that the predominant fall is from west to east.

There are no significant environmental features within the subject site, with lots containing typically dispersed ornamental garden plantings within a predominantly grassed or hard surface setting. Scattered street trees are evident within the street

block, though more mature trees are located on the northern side of Gipps Street and the western side of Loftus Street. The most consistent street tree planting is in Burton Street, though within the frontage of the subject site these are ornamental species of no significance other than flowering. In real terms, street trees fronting the subject site provide visual value only with little if any contribution to urban cooling or shading.

The broader street block to the west of the subject site is currently a mix of predominantly older style single and two storey detached dwellings. There is a small area of medium density town housing along Gipps Street on long deep blocks with dominant driveways and dwellings that face the site boundaries, rather than the street. This represents a reasonably poor urban form and undesirable block structure with poor permeability. Immediately behind the subject site to the east is a social housing villa style complex accessed from Moreton Street.

A heritage church (St Lukes Anglican Church) is located to the west along Burton Street in a midblock location within a sizable block that provides a defining characteristic to the street and a garden like setting. The predominant character of Burton Street is a mix of detached dwellings and older storey walk-up apartment buildings of up to three storeys, with parking in a garage at ground level under the building footprint.

Located to the immediate south of the subject site are residential properties and also the tunnelling site associated with the construction of the Burwood North Metro Station, which will be a significant component within the future town centre. Further to the south on the other side of Parramatta Road is the Burwood North Precinct where significant urban renewal plans have been published by Burwood Council in late 2023.

To the east of the subject site is the Concord Oval, a significant sporting facility that also houses the Centre of Excellence for the West Tigers NRL team. On the northern boundary is on the opposite side of Gipps Road are the public reserves of St Lukes Park and Cintra Park which include a range of passive and active recreation facilities for the local and regional community.

Whilst located in the Canada Bay LGA, the subject site is more accessible to the major shopping, entertainment and employment destinations within the Burwood LGA.

The subject site is well located to capitalise on public transport infrastructure being within:

- 200 m of the Burwood North Metro, currently under construction
- Rapid bus services along Parramatta Road,
- Local bus services along Burwood Road
- Within walking distance of the Burwood Train Station

An improving bicycle network exists within the Canada Bay area, with further improvements anticipated as the Burwood-Concord Precinct develops. This is anticipated to also be improved within the Burwood LGA, further enhancing the local connectivity opportunities by bicycle from the subject site.

3. SSD DECLARATION ORDER (NO.6) 2025 – THE PROPOSAL

The proposal is a concurrent rezoning and State Significant Development Application identified in SSD Declaration Order (No.6) 2025.

The proposal will deliver changes to the baseline height and FSR within the LEP, including the including for the delivery of public benefits and affordable housing. The proposed development is for three tower buildings building over basement parking with some ground level neighbourhood shops and restaurant/ café uses. Above the ground floor will be residential apartments delivered within a podium and in the towers above.

The final agreed FSR and Height for the proposal will lead to a discussion about the final affordable housing contribution that will be made, noting that there is scope to move from the Canada Bay 4% towards the 15% of the total gross-floor area consistent with the SEPP Housing in fill affordable housing provisions.

The proposal may include both ground level and rooftop communal open space, though this will be resolved during the detailed design phase.

The proposal also includes delivery of public benefit by the provision of an east to west street over the site, generally in the location envisioned by Council in their strategic planning and planning proposal. The east to west link outside the site will be delivered by others.

The anticipated yield will be determined via the detailed development design, with this included in the EIS to identify the volume and mix of affordable apartments.

Rothelowman have prepared a high level architectural concept which responds to the site conditions and context. This is attached and will be further refined, leading to the submission of the EIS and supporting documentation.

The proposal may include a mix of methods to deliver housing including Build to Rent and market housing.

The key elements of the proposal are summarised below:

KEY METRICS	
GROSS BUILDING AREA:	To be determined via detailed design work
GROSS FLOOR AREA:	To be determined via detailed design work

SITE AREA:	8,270 m ²		
ZONE'	R4 High Density Residential		
FSR:	6.5:1 (being 5:1 + 30%)		
BASE HEIGHT IN METRES:	C100.1m (being 77m + 30%)		
HEIGHT in METRES:	Building A	Building B	Building C
	TBD	TBD	TBD
PODIUM FLOOR PLATE:	To be determined via detailed design work		
TOWER FLOOR PLATE:	To be determined via detailed design work		
BASEMENT:	To be determined via detailed design work		
INDICATIVE YIELD:	- c500 dwellings indicative on height and FSR - Total inclusive of infill affordable housing bonus to be determined based on final FSR and height.		
INDICATIVE MIX:	To be determined via detailed design work, noting the generic dwelling mix standards of Canada Bay LEP 2013 is requested to be removed, based on detailed site specific design and market analysis.		
AFFORDABLE HOUSING:	- HDA EOI commitment to 4% consistent with Canada Bay PRCUTS strategy. - NB – a greater proportion can be negotiated following finalization of the FSR and height for the site, more consistent with the Housing SEPP 10% - 15% provisions.		
PUBLIC BENEFITS	- New public road through site - Affordable Housing – to be determined based on height and FSR.		

4. STATUTORY CONTEXT

CANADA BAY LEP + PRCUTS

A summary of the key planning controls is included in the table below. This also includes council's PRCUTS plan relative to this site.

	PRCUTS	CLEP 2013	COUNCIL PP
Zone:	R3	R2	R4
Base FSR:	2.4:1	0.5:1	0.5:1
Base Height:	40m	8.5m	8.5m
Incentive FSR:	-	-	3:1
Incentive Height:	-	-	35m (north) 50m (south)
No additional shadow to Concord Oval between 11am and 2pm at mid-winter:	-	-	Applies

The final design submitted as part of the SSD application will include relevant consideration of the Canada Bay LEP 2013, any draft plan and also PRCUTS.

Under Council's draft controls for planning proposal incentive height and FSR is only available based on the delivery of its identified amalgamation pattern, including the delivery of infrastructure at no cost, for example the east to west street on the subject site. This planning proposal comprises a site that is generally consistent with the amalgamation drawing. This is not relevant to the HDA declared SSD project.

CANADA BAY DCP

Under Clause 2.10 of *State Environmental Planning Policy (Planning Systems) 2021*, a DCP does not apply to State Significant Development. Notwithstanding this, the Design team will consider relevant parts of the DCP, with this also included in the EIS.

STATE ENVIRONMENTAL PLANNING POLICIES

A preliminary review of relevant SEPPs is provided below.

Consideration of relevant SEPPs	Comment
State Environmental Planning Policy (Biodiversity and Conservation) 2021	Consistent. The proposal is not inconsistent with the aims or provisions relating to the Sydney Harbour Catchment. Future development will be subject to the provisions of this SEPP.
State Environmental Planning Policy (Exempt and Complying Development Codes) 2008	Not applicable

State Environmental Planning Policy (Housing) 2021	Future Development will be consistent with Chapter 4 will address the nine design quality principles for apartment developments within Schedule 9.
State Environmental Planning Policy (Industry and Employment) 2021	The proposal is consistent with the aims or provisions of this SEPP. Where future development incorporates signage, the provisions of this SEPP will need to be considered.
State Environmental Planning Policy (Planning Systems) 2021	The proposal is a declared SSD project via <i>SSD Declaration Order (No.6) 2025</i> , published on 2 April 2025.
State Environmental Planning Policy (Precincts—Central River City) 2021	Not applicable
State Environmental Planning Policy (Precincts—Eastern Harbour City) 2021	Not applicable
State Environmental Planning Policy (Precincts—Regional) 2021	Not applicable
State Environmental Planning Policy (Precincts—Western Parkland City) 2021	Not applicable
State Environmental Planning Policy (Primary Production) 2021	Not applicable
State Environmental Planning Policy (Resilience and Hazards) 2021	The proposal is consistent with the aims and provisions of this SEPP, with this being a relevant consideration within the EIS.
State Environmental Planning Policy (Resources and Energy) 2021	Not applicable
State Environmental Planning Policy (Sustainable Buildings) 2021	Consistent and will be addressed in the DA and associated EIS.
SEPP (Transport and Infrastructure) 2021	Consistent and will be addressed during detailed design and within the EIS.

MINISTERIAL DIRECTIONS

Key ministerial directions are recorded below, with these to be considered in detail within the EIS.

Ministerial Directions	Consistency	Comments
Focus Area 1: Planning Systems		
1.1 Implementation of Regional Plans	Yes	The concurrent rezoning and SSD application will implement a 15 and 30 minute city by providing housing based around transport infrastructure. It is therefore consistent with the vision, land

Ministerial Directions	Consistency	Comments
		use strategy, goals and directions within the Greater Sydney Region Plan
1.2 Development of Aboriginal Land Council Land	N/A	Not applicable.
1.3 Approval and Referral Requirements	N/A	Not applicable.
1.4 Site Specific Provisions	Yes	The proposal will seek to introduce a site specific clause that facilitates commercial uses over the site. This clause already exists within Canada Bay LEP 2013 and will be applied to the subject site.
1.4A Exclusion of Development Standards from Variation	Yes	The proposal will not exclude any development standards under Clause 4.6.
Focus Area 1: Planning Systems – Place-based		
1.5 Parramatta Road Corridor Urban Transformation Strategy	Yes	Will be addressed in EIS, noting that the proposal has been declared SSD due to its ability to provide housing that addresses the current supply crisis in Sydney.
1.6 Implementation of North West Priority Growth Area Land Use and Infrastructure Implementation Plan	N/A	Not relevant.
1.7 Implementation of Greater Parramatta Priority Growth Area Interim Land Use and Infrastructure Implementation Plan	N/A	Not relevant.
1.8 Implementation of Wilton Priority Growth Area Interim Land Use and Infrastructure Implementation Plan	N/A	Not relevant.
1.9 Implementation of Glenfield to Macarthur Urban Renewal Corridor	N/A	Not relevant.
1.10 Implementation of the Western Sydney Aerotropolis Plan	N/A	Not relevant.
1.11 Implementation of Bayside West Precincts 2036 Plan	N/A	Not relevant.
1.12 Implementation of Planning Principles for the Cooks Cove Precinct	N/A	Not relevant.

Ministerial Directions	Consistency	Comments
1.13 Implementation of St Leonards and Crows Nest 2036 Plan	N/A	Not relevant.
1.14 Implementation of Greater Macarthur 2040	N/A	Not relevant.
1.15 Implementation of the Pyrmont Peninsula Place Strategy	N/A	Not relevant.
1.16 North West Rail Link Corridor Strategy	N/A	Not relevant.
1.17 Implementation of the Bays West Place Strategy	N/A	Not relevant.
1.18 Implementation of the Macquarie Park Innovation Precinct	N/A	Not relevant.
1.19 Implementation of the Westmead Place Strategy	N/A	Not relevant.
1.20 Implementation of the Camellia-Rosehill Place Strategy	N/A	Not relevant.
1.21 Implementation of South West Growth Area Structure Plan	N/A	Not relevant.
1.22 Implementation of the Cherrybrook Station Place Strategy	N/A	Not relevant.
Focus Area 2: Design and Place	N/A	Directions not made
Focus Area 3: Biodiversity and Conservation		
3.1 Conservation Zones	N/A	Not relevant.
3.2 Heritage Conservation	Consistent	Will be addressed in EIS, noting that there is no heritage onsite.
3.3 Sydney Drinking Water Catchments	N/A	Not relevant.
3.4 Application of C2 and C3 Zones and Environmental Overlays in Far North Coast LEPs	N/A	Not relevant.
3.5 Recreational Vehicle Areas	N/A	Not relevant.
3.6 Strategic Conservation Planning	N/A	Not relevant..

Ministerial Directions	Consistency	Comments
3.7 Public Bushland	N/A	Not relevant.
3.8 Willandra Lakes Region	N/A	Not relevant.
3.9 Sydney Harbour Foreshores and Waterways	N/A	Not within a foreshore or waterway area.
3.10 Water Catchment Protection	Consistent	Will be addressed in EIS.
Focus Area 4: Resilience and Hazards		
4.1 Flooding	Consistent	Will be addressed in EIS. GRC Hydpro prepared a flood study for the Canada Bay Council Stage 2 Planning Proposal Area. This has confirmed that the subject site is not impacted by flooding and is accordingly able to be rezoned with no adverse impacts. Accordingly, there is no justification for any further broader flood analysis and the future application is to be accompanied by detailed civil plans.
4.2 Coastal Management	Consistent	Will be addressed in EIS.
4.3 Planning for Bushfire Protection	N/A	The site is not impacted by a Bushfire Map, nor is it bushfire prone.
4.4 Remediation of Contaminated Land	Consistent	Will be addressed in EIS. Canada Bay Council have undertaken a contamination assessment of all land within the Stage 2 area. In this study, JBS+G Australia Pty Ltd determined that the subject site was within the Burwood East study area and in “residential area 10” and subject to a low risk rating as it was on standard cut/fill with no other historical land use. This has confirmed that the subject site is suitable for rezoning.
4.5 Acid Sulfate Soils	Consistent	Will be addressed in EIS. The site is identified as Class 5 on the Acid Sulfate Soils Map and is within proximity of Class 2 Acid Sulfate Soils. Other than within an area near a small portion of Concord High School, JNS+G Study for Canada Bay Council, it was determined that the area is within an area of ‘no know occurrence’.

Ministerial Directions	Consistency	Comments
		Therefore the risk of acid sulfate soils is low.
4.6 Mine Subsidence and Unstable Land	N/A	Not relevant.
Focus Area 5: Transport and Infrastructure		
5.1 Integrating Land Use and Transport	Consistent	Will be addressed in EIS, noting that the concurrent rezoning and SSD application is consistent with this direction as: - will provide new dwellings near the Burwood North Metro Station, which is currently under construction. - Will provide new dwellings near existing bus public transport links - Promotes active transport trips - Discourages car usage due to its high accessibility and proximity to jobs, services, open space and entertainment. - makes more efficient use of space and infrastructure by increasing densities on an underutilised site.
5.2 Reserving Land for Public Purposes	N/A	Not relevant.
5.3 Development Near Regulated Airports and Defence Airfields	N/A	Not relevant.
5.4 Shooting Ranges	N/A	Not relevant.
5.5 High Pressure Dangerous Goods Pipelines	N/A	Not relevant.
Focus Area 6: Housing		
6.1 Residential Zones	Consistent	Will be addressed in EIS, noting that the concurrent rezoning and SSD application is consistent with this direction as it: - facilitates additional housing, including choice and diversity in the Burwood North Strategic Centre - Provides affordable housing dedicated to council provides residential development

Ministerial Directions	Consistency	Comments
		in an existing urban area that will be fully serviced by existing infrastructure - does not reduce the permissible residential density of land. - Provides housing within an appropriate area with good access to services and infrastructure - Reduces the urban footprint by consolidating urban development within existing locations.
6.2 Caravan Parks and Manufactured Home Estates		Not relevant.
Focus Area 7: Industry and Employment		
7.1 Employment zones	N/A	Will be addressed in EIS.
7.2 Reduction in non-hosted short-term rental accommodation period	N/A	Not relevant.
7.3 Commercial and Retail Development along the Pacific Highway, North Coast	N/A	Not relevant.
Focus Area 8: Resources and Energy		
8.1 Mining, Petroleum Production and Extractive Industries	N/A	Not relevant.
Focus Area 9: Primary Production		
9.1 Rural Zones	N/A	Not relevant.
9.2 Rural Lands	N/A	Not relevant.
9.3 Oyster Aquaculture		Not relevant.
9.4 Farmland of State and Regional Significance on the NSW Far North Coast		Not relevant.

5. STRATEGIC CONTEXT

The proposal is strategically aligned with relevant overarching state and local strategies.

This Scoping Report provides an overview, with a future EIS providing a detailed assessment.

SIX CITIES DISCUSSION PAPER

Greater Sydney has been divided into six city regions that together form one city.

In theory, the long term aim is for people and freight to be moved to any part of the region within 90 minutes, therein providing significant lifestyle and economic benefits. Like the Greater Sydney Region Plan, each of the six cities imagines residents accessing jobs within 30 minutes by public transport and more vibrant local centres and neighbourhoods within a 15-minute walk of home. This aims to improve the vibrancy of local areas where all daily needs can be met near home.

Housing theme

A key theme within the discussion paper is the desire for housing to be more affordable and accessible, ideally leveraging transport and social infrastructure. The Discussion Paper notes a lack of housing diversity, which has led to a mismatch between supply and demand for different housing types. A key method to resolve this, highlighted in the discussion paper, is to include a full range of homes from single dwellings, granny flats, dual occupancies and townhouses, low rise through to high rise and larger mixed use developments.

To improve housing diversity, the following actions are relevant over the subject site:

- *increasing the proportion of multi-unit and higher density housing in accessible locations that are supported by infrastructure*
- *ensuring existing and new freestanding homes and medium density housing are connected to quality amenity, essential services and transport infrastructure*

The proposal is consistent with this action and will facilitate more homes that are within a highly accessible location, along with good amenities and supporting services essential for everyday living.

Inclusive places linked to infrastructure

This draft action essentially seeks to ensure that people can 'live local', with one of the methods being to link higher density housing around transport nodes where there are better active transport opportunities, along with the possibility for people to access services and amenities without leaving the area.

The proposal offers the Canada Bay Council opportunity to be consistent with this theme and realise the benefits offered for future residents.

A METROPOLIS OF THREE CITIES – THE GREATER SYDNEY REGION PLAN

The Greater Sydney Region Plan provides a framework for the predicted growth in Greater Sydney. Key themes within this plan based on delivering a metropolis of three 30-minute cities which are a follow on from the ten directions envisioned by the Greater Sydney Commission. This vision is set out in the draft structure plan shown in Figure 10 below.

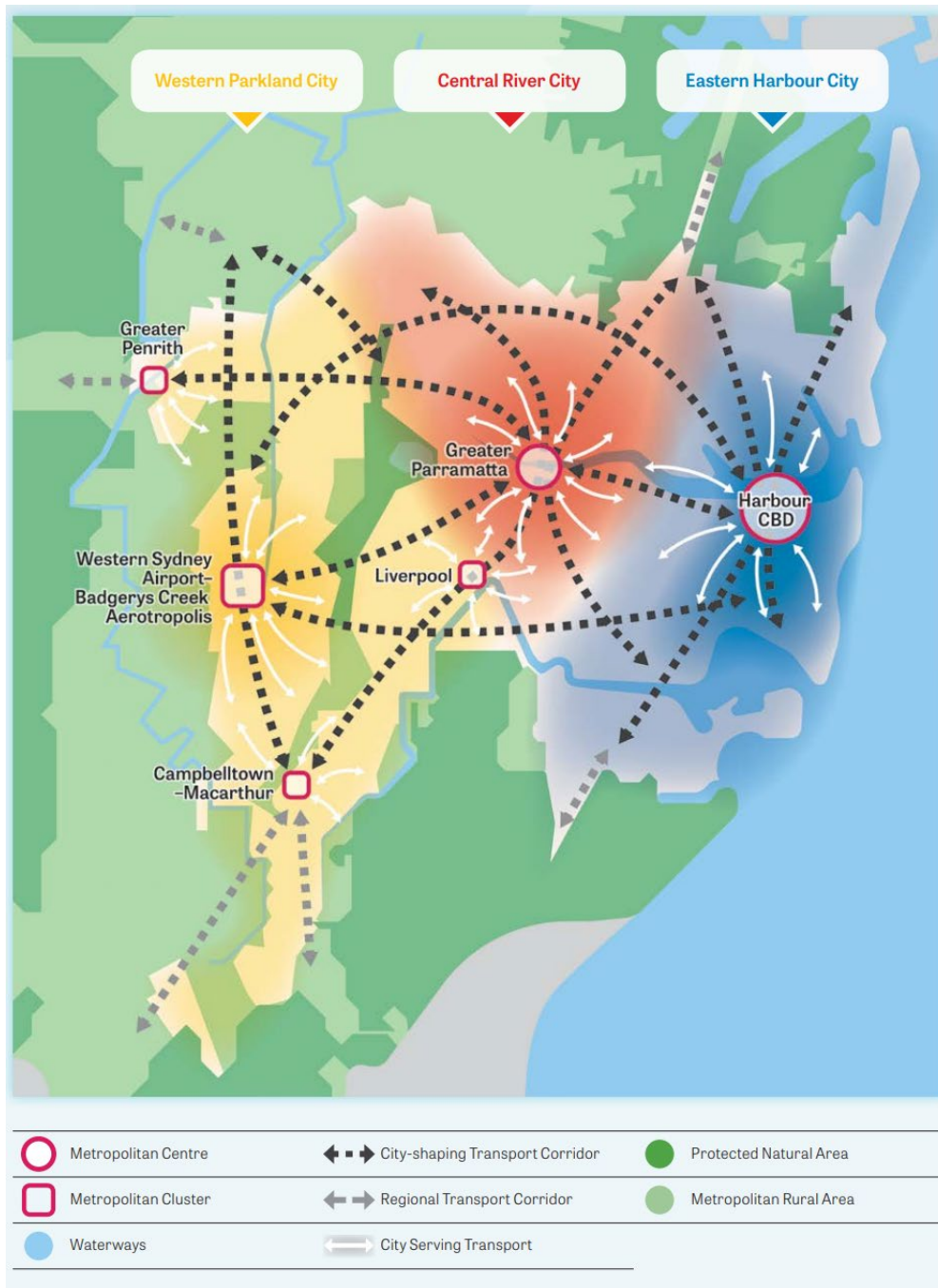


Figure 3: Extract from A Metropolis of Three Cities – the Great Sydney Region Plan March 2018

The four key themes are infrastructure and collaboration, liveability, productivity and sustainability, with the table below providing a summary of relevant priorities and strategic alignment.

DIRECTION	STRATEGIC ALIGNMENT
Infrastructure and collaboration	
1. A city supported by infrastructure	The subject land is located within 200m of the Burwood North Metro Station, a key structural element within the Burwood-Concord Precinct. Importantly, the subject site is within the boundaries of a new Strategic Centre which will ensure that there is essential access to jobs, services and entertainment typically found in a Strategic Centre. Likewise, the proposal is within comfortable walking distance to health services infrastructure and existing schools, open space and shopping and entertainment destinations within Burwood, including Burwood Westfields. The site is within 10 minutes metro ride of the Sydney and Parramatta CBDs when it opens in 2030 ensuring that there is an exceptional level of local and regional connectivity, in addition to existing bus services and rail from Burwood Train Station.
Liveability	
3. A city for people	An indicator of the success of this direction is whether there has been an increase in the number of people who can walk to local centres. The concurrent rezoning and SSD application achieves consistency with this direction by increasing the population within the Burwood Strategic Centre, including the community, social, and employment benefits it offers.
4. Housing the city	The concurrent rezoning and SSD application is consistent with strategic work by the Canda Bay Council that identified areas within 400 m of the future metro as suitable for higher densities, noting that the Stage 2 PP of Canada Bay is contrary to this advice. Further the proposal is consistent with the desire of the NSW Government to increase housing supply and diversity in accessible locations. Specifically, the site meets TOD criteria for significantly higher densities being within 400 m of the Burwood North Metro Station and within 1200 m of the Burwood Train Station. The concurrent rezoning and SSD application provides living opportunities close to employment, public transport, active transport opportunities and other services that are essential for socially vibrant and cohesive communities. This increases housing diversity across within a highly accessible and desirable location, in addition to addressing the housing crisis.
5. A city of great places	The concurrent rezoning and SSD application will enhance accessibility to local open space and other areas by active transport modes. This makes efficient use of infrastructure and improves the equitability of the city.

DIRECTION	STRATEGIC ALIGNMENT
Productivity	
6. A well connected city	The concurrent rezoning and SSD application capitalises on its location within a Strategic Centre with a metro being delivered, in addition to open spaces and nearby shops and jobs along Burwood Road, along with nearby schools. The proposal creates a more accessible and walkable city with enhanced activation of pedestrian links and opportunities for bicycle riding, as well as promoting additional local jobs through the placement of additional residents within the Burwood-Concord Precinct.
Sustainability	
8. A city in its landscape	Future development of the site can make a positive contribution to urban greening, including the enhancement of local canopy cover. This will provide local cooling benefits, in addition to supporting local biodiversity values. Together, this results in a much more liveable community, with exceptional amenity values.
9. An efficient city	The site is within walking distance of bus, future metro and existing train services. This accessibility to transport, jobs and services means that efficiency is increased. Furthermore, as investment in public transport infrastructure continues, public transport use is expected to grow which reduces reliance on private vehicles. Likewise, being within the Burwood North Centre, close to the Burwood Town Centre, and within 10 minutes of Westmead and Sydney CBD by future metro, ensures that people do not need to drive, which contributes to a reduction in greenhouse gases.

EASTERN CITY DISTRICT PLAN

The Eastern City District Plan sets out the priorities and actions for this District, structured around the same key themes as presented in the Greater Sydney Region Plan. The importance of the Eastern City is relevant to the subject site, which incorporates Sydney CBD, North Sydney CBD, Barangaroo, Darling Harbour, Pyrmont, and more. Growing this Strategic Centre in terms of both jobs and housing is critical if the objectives of the District Plan are to be achieved.

The proposal seeks to deliver additional housing within a 30-minute city scenario. In reality however, the proposal is more aligned with newer concepts and will facilitate the delivery of the 15 minute city.

Expediting the delivery of housing brings more dwellings to the market, which drives prices down. Delivering more dwellings within shorter timeframes aims to respond to the current housing crisis in Sydney where scarcity has resulted in an affordable housing shortage. The proposal seeks to deliver housing to the market quickly and in a highly liveable location which is within the 15 and 30-minute city scenario.

In summary, the concurrent rezoning and SSD application will deliver on the vision set forward in the Eastern City District Plan by:

- Increasing diversity of housing choice.
- Delivering housing to meet local housing targets.
- Expediting the delivery of new housing stock to ease the pressure of demand results in a generally more affordable housing product.
- Contribution to energy efficiency aims to deliver a development meeting environmental performance criteria.
- Reducing emissions by building environmental performance and lowering reliance on private vehicle travel. Focusing increased housing on the subject site which is highly accessible to local bus and train services means that future residents are more likely to walk, cycle and use integrated public transport systems.
- Supporting the precinct as a Strategic Centre that delivers both jobs and housing.

PLANNING PRIORITY	STRATEGIC ALIGNMENT
Infrastructure and collaboration	
1. Planning for a city supported by infrastructure	This priority area seeks to ensure that the city maximises its efficient use of existing and planned infrastructure. In doing so, it aims to ensure that residents have the facilities and services to lead productive and healthy lives. The concurrent rezoning and SSD application facilitates this priority by consolidating growth within the Burwood North Centre, which is anchored by a future metro. This ensures that all residents, regardless of age or ability can access services within the City Centre, open spaces and public transport comfortably.
Liveability	
3. Providing services and social infrastructure to meet people's changing needs	The concurrent rezoning and SSD application facilitates this priority by providing housing within an area with existing social infrastructure, along with planned social infrastructure and public open space delivered by under this concurrent rezoning and SSD application. Furthermore, the site is located within proximity to the Burwood North Centre and the Burwood Town Centre, along with smaller centres in Canada Bay, ensuring that people regardless of age or ability can access the necessary services efficiently, thereby contributing to improved liveability.
4. Fostering healthy, creative, culturally rich and socially	The concurrent rezoning and SSD application seeks to increase the density of housing within the Burwood North Town Centre. This expands the range of housing choices, opening up greater opportunities for a greater diversity of people to live within the City of Canada Bay. Likewise, being located within walking distance to a

PLANNING PRIORITY	STRATEGIC ALIGNMENT
connected communities	diversity of public transport services ensures that future residents are connected to other destinations, ensuring that social connectivity outside of the local area is achieved.
5. Providing housing supply, choice and affordability with access to jobs, services and public transport	The concurrent rezoning and SSD application increases housing supply within proximity to the Burwood Town Centre and the Burwood North Town Centre providing local jobs, services and entertainment offerings. In addition, the proposal also enhances public transport use through providing more people within a highly accessible location. Likewise, being within the Burwood North Centre, close to the Burwood Town Centre, and within 10 minutes of Westmead and Sydney CBD by future metro, ensures that people do not need to drive, which contributes to a reduction in greenhouse gases.
6. Creating and renewing great places and local centres, and respecting the District's heritage	The concurrent rezoning and SSD application contributes to the renewal of the Burwood North Precinct. As shown within the attached urban design study, the proposal has applied a place making approach and respects heritage values.
Productivity	
10. Delivering integrated land use and transport planning and a 30-minute city	Located within the Burwood North Strategic Centre and close to the Burwood Town Centre, the site is an ideal location for integrated land use and transport planning. Both the NSW Government and Canada Bay Council have recognised in their strategic work that areas within 400 m of the metro are ideal for land use intensification, therein enhancing the benefits of land use integration. Having more people within 10 minutes of Westmead and Sydney CBD by future metro, ensures that people do not need to drive, which contributes to a reduction in greenhouse gases, along with improved lifestyle opportunities and overall quality of life than would otherwise be possible.
11. Growing investment, business opportunities and jobs in strategic centres	The concurrent rezoning and SSD application increases the population within the Burwood North Strategic Centre. This contributes to activity within the centre and therefore supports its ongoing and long term viability.
Sustainability	
14. Protecting and improving the health and enjoyment of Sydney Harbour and the District's waterways	Future development of the site will include necessary measures to ensure that the water is appropriately treated, including meeting all pollution reduction targets. This will ensure that waterways that are far beyond the site are not impacted by the site's future development.

PLANNING PRIORITY	STRATEGIC ALIGNMENT
17. Increasing urban tree canopy cover and delivering Green Grid connections	A future development application will provide additional canopy cover and urban greening. This will enhance cooling of the local environment, in addition to providing valuable habitat which enhances overall biodiversity in the area.
18. Delivering high quality open space	The concurrent rezoning and SSD application can deliver high quality open space on site, noting that Council's preference is for a road.

In summary, this proposal seeks to deliver on the vision set forward in the Central City District Plan by:

1. Increasing diversity of housing choice.
2. Delivering housing to meet strategic housing supply targets.
3. Increasing housing within 30 minutes of both Parramatta CBD and Sydney CBD.
4. Contribution to energy efficiency through aims to deliver a development that meets environmental performance criteria.
5. Reduced emissions through both building environmental performance and reducing reliance on private vehicle travel. Focusing increased housing on the subject site which is highly accessible to the future metro, bus and train services means that future residents are more likely to walk, cycle and use integrated public transport systems.
6. Enhancing the role of Burwood North as a Strategic Centre, anchored with the metro and exceptional public facilities, contributing to the delivery of jobs and housing.

PARRAMATTA ROAD CORRIDOR URBAN TRANSFORMATION STRATEGY

The Parramatta Road Corridor Urban Transformation Strategy (2016) identified areas that will be the focus of growth and change along the Parramatta Road corridor. The Strategy indicated that the numbers of people living in these areas is expected to rise with 27,000 new homes over the next 30 years. The population increase in these areas is 3.2 percent of Sydney's overall expected population growth of 1.6 million.

PRCUTS identified eight precincts from Camperdown in the east to Granville in the west and sought to revitalise a corridor dominated by traffic to one with better opportunities for housing, economic activity and social infrastructure. In doing so, it seeks to revitalise an important spine that connects Parramatta in the west to the Sydney CBD in the east. Overall, the strategy was based on a rapid bus corridor along Parramatta Road, which provided connectivity to heavy rail and other destinations.

However, in recent years, opportunities within the PRCUTS area have been enhanced beyond original expectations due to the delivery of the Sydney Metro West.

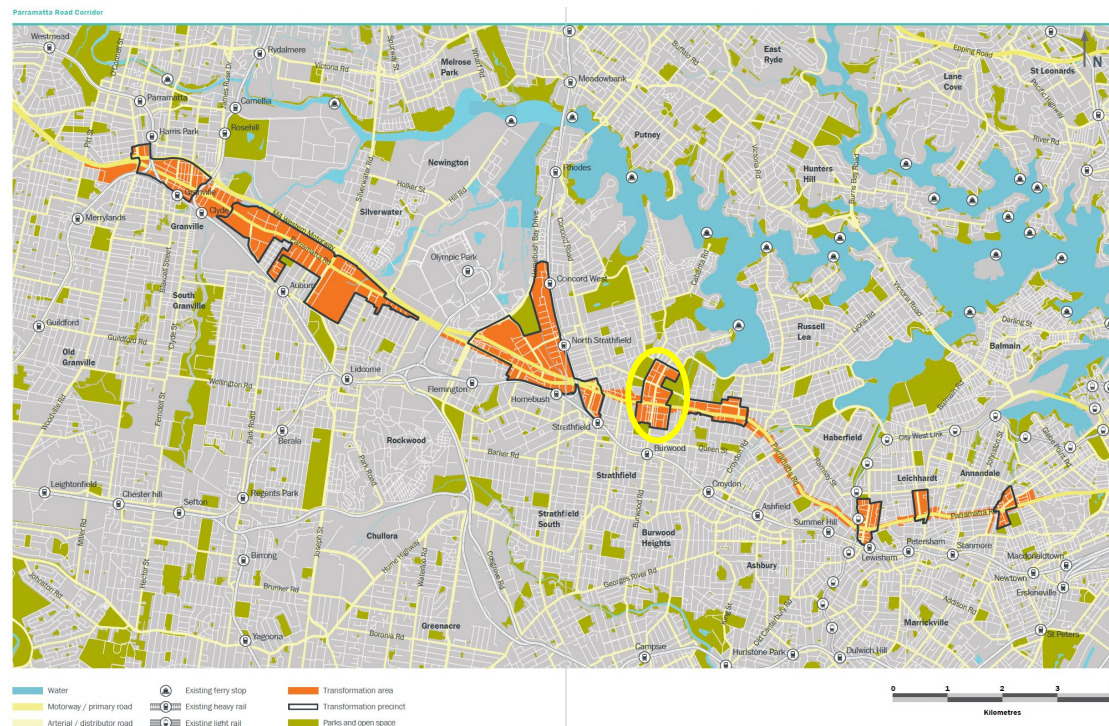


Figure 4 The Parramatta Corridor Urban Transformation Strategy area, with the Burwood North Precinct identified within the yellow circle. (NSW Government)

Burwood Concord Precinct

The Strategy identifies the Burwood-Concord Precinct as an urban renewal precinct for future growth given its very good access to transport and employment opportunities currently in the Harbour CBD and Parramatta CBD and expected rapid growth in this locality.

The Burwood-Concord Precinct will be a gateway to Burwood Town Centre based around the enlivened spine of Burwood Road strengthening existing amenity for new residents.

The precinct covers both sides of Parramatta Road and is within the Canada Bay and Burwood Council local government areas. Accordingly, with the application of PRCUTS a coordinated approach across the local government areas was advocated via a common strategy and guideline. The strategy and key actions for this precinct are overleaf.

Councils
City of Canada Bay, Burwood
Population
11,400 new people for 2050
Homes
5,500 new homes for 2050
Jobs
3,800 new jobs for 2050
Significant places
- Burwood Town Centre - Burwood Park - Concord Oval, Cintra Park and St Luke's Park - Goddard Park - Queen Elizabeth Park - Concord Community Centre - M.C. School - Concord High School - Concord Public School - Low scale, high-character residential streets north of Burton Street
Urban renewal opportunities
- Land immediately fronting Parramatta Road - Land south of Parramatta Road
Challenges
- Fragmented land ownership and small lots - Managing planning in areas which include transitions from larger-scale development to low-scale and heritage-listed buildings - The function of Burwood Road when rapid transit is delivered - Burwood Road will become the main spine road linking renewal areas with the amenity and services offered in the Burwood Town Centre.



Land uses

- Facilitate the mixed use of land on both sides of Parramatta Road and Burwood Road (south), to complement the existing active and vibrant Burwood town centre
- Reinforce non-residential use of ground and first-floor developments along Burwood Road
- Encourage appropriately scaled residential development across the remainder of the Precinct



Transport and movement

- Capitalise on the improved, high-capacity public transport connections along Parramatta Road to the Sydney CBD
- Capitalise on the good access to two major transport modes (heavy rail and rapid transit along Parramatta Road)
- Recognise Parramatta Road
- Formalise Burwood Road as a Place for People



Place-making

- Create a gateway to Burwood town centre at the junction of Parramatta Road and Burwood Road
- Appropriately respond to the existing urban grid with a network of roads, streets and laneways, in keeping with the existing urban character
- Facilitate the amalgamation of certain sites to create opportunities for redevelopment into additional open space or public domain areas
- Reduce residential car parking rates to decrease car dependency and increase use of public transport
- Transition heights in appropriate locations



Open space, linkages and connections

- Recognise and celebrate the northern part of Burwood-Concord as one of Sydney's original garden suburbs
- Develop strong active transport connections to existing open space in and around the Precinct, including along Britannia Avenue, Broughton Street, Queens Road, Luke Avenue, Arthursleigh Street and Shaftesbury Road
- Recognise the need for new development which includes high quality open space and well-connected public areas

Figure 5 The Burwood North Precinct, with the approximate location of the subject site identified in yellow outline (NSW Government)

The proposal is consistent with the vision of PRCUTS for the Burwood North Precinct. A complete assessment of PRCUTS will be included within the EIS.

OTHER STATE STRATEGIES

Document	Discussion
Housing Accord	Introduced by the Commonwealth Government in 2022, the National Housing Accord is a country wide strategy to deliver more affordable homes within accessible locations that have good transport, jobs, education and daily services. NSW is a signatory of the National Housing Accord and is required to deliver 377,000 new homes by 2029, within accessible locations. Much of the responsibility to deliver these new homes rests with the development industry. To stimulate supply and encourage the delivery of affordable homes, the NSW Government has taken a wholistic policy approach which includes: - 20-30% bonus height and FSR for the provision of 10-15% affordable housing for 15 years in accessible areas in residential flat buildings or shop top housing - introduction of Co-Living as a particular type of accommodation within accessible areas. - identification of Transit Orientated Development Areas with greater development capacity than typical controls, - reforms to the provision of low and mid-rise housing in accessible areas which in some cases, have increased height and FSR above the baseline in council Local Environmental Plans (LEPs), The concurrent rezoning and SSD is consistent with the key principles of the Housing Accord.
Connecting with Country	The concurrent rezoning and SSD application will include a detailed consideration of Connecting with Country, which we understand is likely to form part of the SEARS.
Future Transport Strategy 2056	The Future Transport Strategy sets the direction of the NSW Government to improve the transport system across the State. It intends to make decisions by putting people and places at the centre to ensure that customers, the community and the economy experience maximum benefits. The concurrent rezoning and SSD application is consistent with key strategic directions within the strategy, including: - C1.1 Enhance 30-minute metropolitan cities - C2.1 Support car-free, active, sustainable transport options - C3.1 Provide transport choices for people no matter where they live - P1.2 Support growth around public transport - P2.1 Support thriving and healthy 15-minute neighbourhoods

Document	Discussion
Staying Ahead: State Infrastructure Strategy 2022 – 2042	The State Infrastructure Strategy provides a 20-year plan for the NSW Government for strategic investment decisions. The strategy aims to provide recommendations that aid the growth and productivity of the State to improve living standards for the community. Chapter 4 Service Growing Communities is relevant to this concurrent rezoning and SSD application. Key Strategic directions include: - <i>Deliver housing in great neighbourhoods for all parts of the community</i> - <i>Improve access to efficient, quality services through better use of assets and a better mix of physical infrastructure and technology-enabled solutions</i> The proposal satisfies the above strategic directions by providing housing within a highly accessible location, within Burwood North, which is a strategic centre suitable for more housing capacity.
Housing Strategy 2041	This strategy establishes the 20 year housing vision for NSW and aims to provide the framework for greater housing supply, improved affordability of housing, along with housing diversity and resilience. There are four pillars of housing supply in the strategy, with the diagram reproduced below:  The diagram illustrates the four pillars of housing supply, each with a corresponding icon and a brief description: SUPPLY (Icon: Bar chart with upward arrow): Includes the amount, location and timing of the supply of new housing. Planning for the supply of new housing should respond to environmental, employment and investment considerations, and population dynamics. DIVERSITY (Icon: Three arrows pointing outwards from a central point): Considers different types of housing and looks at how a diverse choice of housing can reflect the needs and preferences of households. AFFORDABILITY (Icon: Two hands shaking): Recognises people live in diverse tenures based on their income and circumstances, and that housing should be affordable, stable and supportive of their aspirations and wellbeing. RESILIENCE (Icon: Three interlocking circles): Includes matching housing to community and environmental issues, so people, communities and their homes are safe, comfortable and resilient. The concurrent rezoning and SSD application is consistent with these pillars.

CANADA BAY COUNCIL LSPS

The LSPS is an important strategic document of Council that provides a vision to 2040, guiding land use and infrastructure decisions. It provides more detail than the Region and District Plan, essentially translating the higher order strategic infrastructure, liveability, economic and environmental pillars into local actions. In doing so, it seeks to provide a Council wide guide that supports the delivery of community expectations, and government initiatives, in a manner that respects the desired future character.

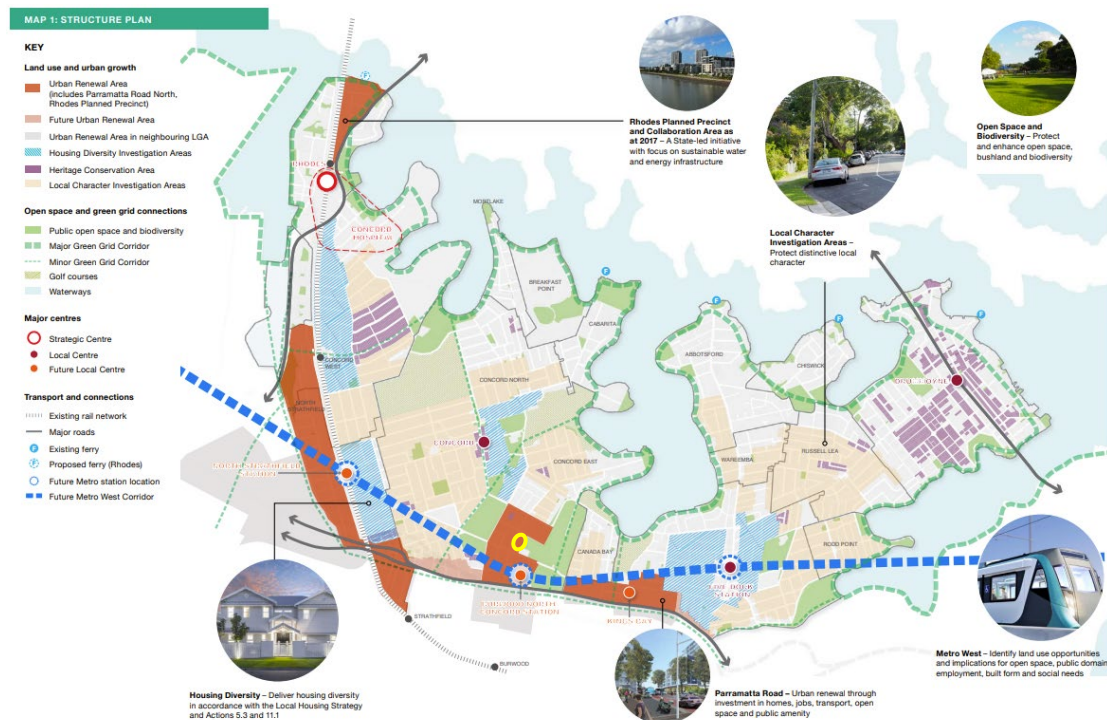


Figure 6 Canada Bay LSPS Structure Plan, with the indicative location of the subject site outlined in yellow (Source: Canada Bay Council)

Within the LSPS, the subject site is identified as being within an Urban Renewal Area and as a Strategic Centre.

The EIS will include a detailed consideration of the LSPS.

CANADA BAY LOCAL HOUSING STRATEGY

The Housing Strategy shows how Council can plan for and deliver housing for the local community. It includes housing targets and supports the LSPS. It is noted that Council is currently preparing a planning proposal for its remaining PRCUTS areas within the Burwood North Precinct.

The Housing Strategy will be considered within the EIS.

6. COMMUNITY ENGAGEMENT

All engagement will be undertaken in a manner consistent with [Undertaking Engagement Guidelines for State Significant Projects](#).

Following the submission of the Scoping Report, there will be a Planning Focus Meeting.

7. PROPOSED ASSESSMENT OF IMPACTS

The following are the potential social, economic and environmental impacts preserved from the proposed development.

Social impacts

- The proposed development includes street activation as well as the upgrading the public domain and delivering a desired road link of council, assisting to make blocks more permeable and walkable.
- More people benefit from living close to public transport node, allowing easier and faster connections to across the city.
- The site is located within the Burwood North Strategic Centre, providing local services, jobs and entertainment.
- The proposal will increase the number of in-fill affordable housing within close proximity to the new metro, the strategic centre and open space and community services.
- The proposed development contributes to housing diversity within the City of Canada Bay through the provision of multiple forms of housing and sizes that are limited in supply.
- The development will provide an attractive architectural building within the Burwood North Precinct.

Economic impacts

- The proposed development will provide significant benefits including jobs throughout the construction and operations of the building and supporting commercial floor space.
- The proposal will provide appropriate commercial and will assist in supporting additional jobs, along with activation of key parts of the public domain, increasing the sense of safety and place creation.

- Generates both temporary and permanent jobs during the construction and operation of the development.

Environmental impacts

- The proposed development will not have any adverse impacts to any ecological species which will be confirmed by a future BDAR waiver.

8. CONCLUSION

This Scoping Report has been prepared to outline details for a SSD project, identified with the SSD Declaration Order (No.6) 2025.

The report discusses relevant planning controls and concludes that the proposed development is consistent with the objectives, planning strategies and detailed controls of these planning documents. Consideration has been given to the potential environmental and amenity impacts that are relevant to the proposed development and this report addresses these impacts.

Having regard to the benefits of the proposal and considering the absence of adverse environmental, social or economic impacts, the application is submitted to the Department of Planning, Housing and Infrastructure in requesting an industry-specific SEARs to be issued for an In-fill affordable Housing development at 3B-11 Loftus Street, 1-5 Burton Street, 10-12 Gipps Street Concord.