

# Attachments Excluded from Agenda Burwood Council Meeting Tuesday, 22 October, 2024 6:00 PM

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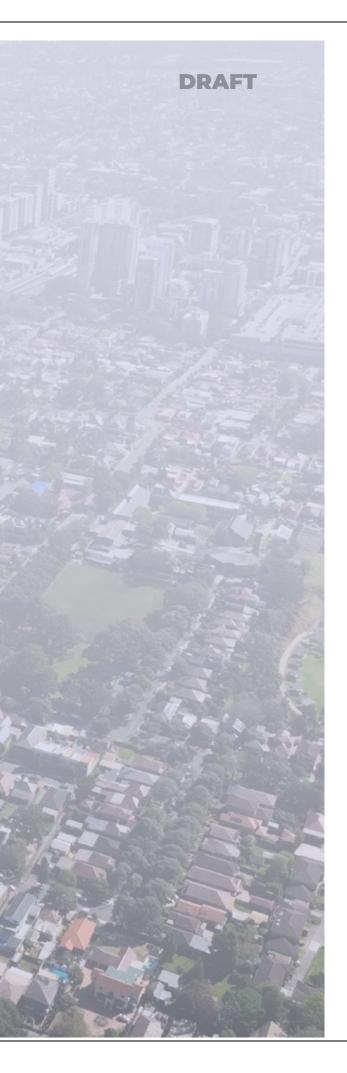


Prepared by Ethos Urban For Burwood Council 16 October 2024 2240417

# Croydon Housing Investigation Area (HIA)

**Draft Master Plan Report** 

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## Item Number 56/24 - Attachment 1

## DRAFT

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5.2 Yield

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## Acknowledgment of Country

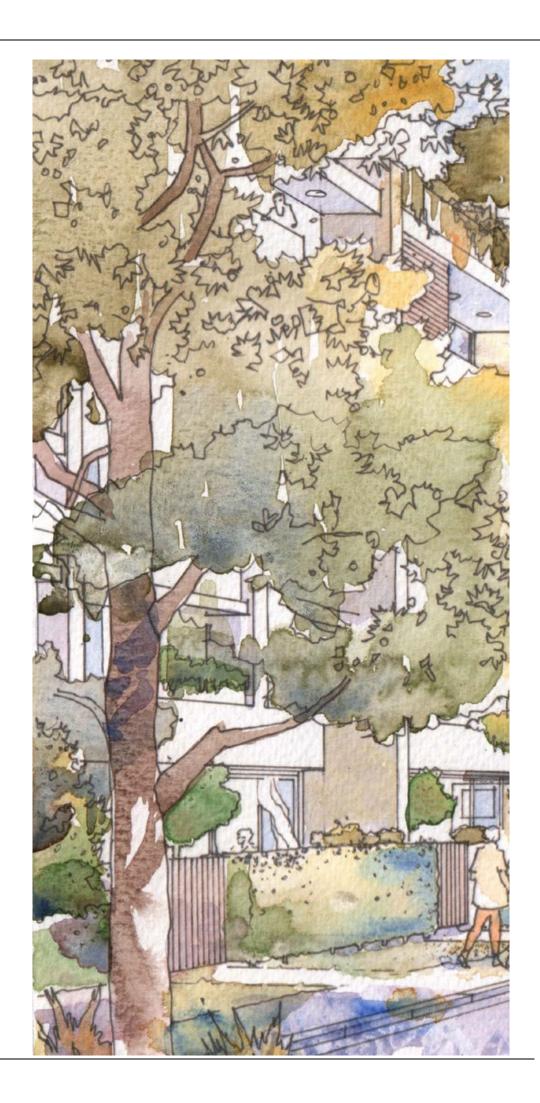
We acknowledge the Wangal Clan of the Eora Nation, the traditional custodians of the area. We pay our respects to their elders past, present and emerging. We acknowledge and respect their cultural heritage, beliefs and ongoing relationship with the land.

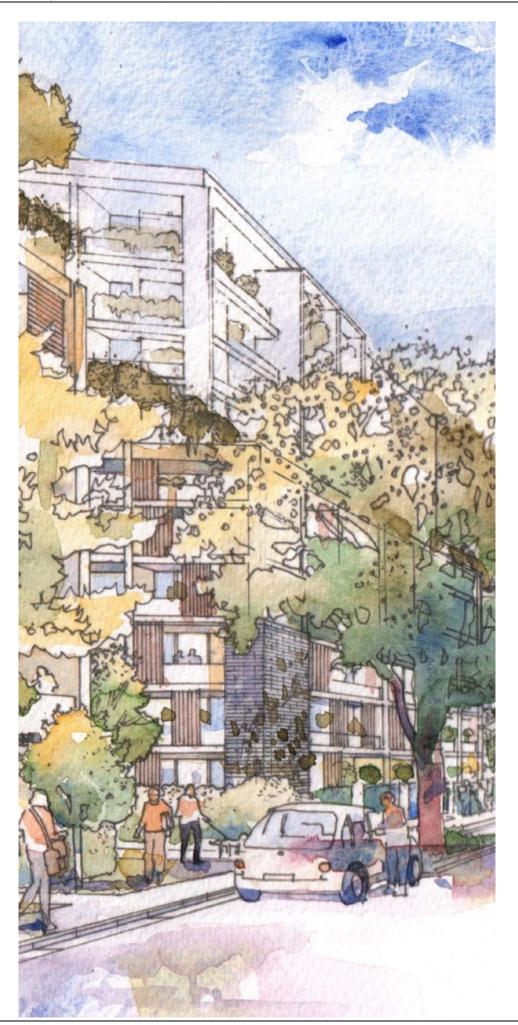


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# Terms and Abbreviations

ADG	Apartment Design Guide
CBD	Central Business District
DCP	Development Control Plan
DPHI	Department of Planning, Housing and Infrastructure
FSR	Floor Space Ratio
GFA	Gross Floor Area
GSRP	Greater Sydney Regional Plan
НСА	Heritage Conservation Area
НОВ	Height of Building
HIA	Housing Investigation Area
LEP	Local Environmental Plan
LGA	Local Government Area
NSW	New South Wales
PLC	Presbyterian Ladies' College
PRCUTS	Parramatta Road Corridor Urban Transformation Strategy
RFB	Residential Flat Building
SEPP	State Environmental Planning Policy
ST	Storeys
TfNSW	Transport for New South Wales
TOD	Transit Oriented Development
WSUD	Water Sensitive Urban Design





# Our Vision

Positioned between the centres of Croydon and Burwood, Croydon HIA represents an important opportunity to provide sustainable and responsive urban renewal and design excellence.

Drawing from the vibrant and dynamic activity of nearby Burwood Town Centre, Croydon HIA will enable more residents to enjoy the unique cultural, food and retail destinations.

Croydon HIA will prioritise a more compact approach to development that will facilitate connectivity and ease of movement to enhance its walkability and liveability.

Croydon HIA is an inclusive community open to diversity and change.



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# **Executive Summary**

Sydney is growing and changing. From a current population of around 5 million, Greater Sydney's population is forecast to grow by an extra 1 million people to reach 6.1 million by 2041. Our population is also forecast to become more diverse and older.

#### The TOD Program

In December 2023, the NSW Government announced its proposal to re-zone Croydon, as part of its transit-oriented development (or TOD) accelerated housing delivery policy. The NSW Government TOD program is part of a new state planning policy that now applies to 38 locations around train stations to support additional housing supply.

Croydon is one of the train stations identified by the NSW Government. The new planning policy would override Council's Local Environment Plan (LEP) planning controls including zoning, height, floor space ratio, and some heritage conservation, allowing for 6-8 storey residential apartment buildings in all residential zones within the vicinity of Croydon station. This type of urban uplift would likely have significant impacts on The Strand and the Malvern Hill Estate and Cintra Estate Heritage Conservations Areas.

#### **Preliminary Community Consultation**

Following a community campaign and concerted advocacy efforts, the NSW Government announced in April 2024 to defer the Croydon rezoning proposal, to allow Council to undertake its own planning process with community involvement to inform future urban renewal in the area.

To pursue a localised planning approach Council at its meeting in June 2024 resolved to endorse an area for planning investigations to accommodate the NSW Government's required additional housing target, and prepare an alternate master plan.

#### The Croydon HIA Master Plan

A well-considered, place-based master plan is required to unlock Croydon's potential and deliver the housing outcomes identified by the TOD Program. This Master Plan Report provides a framework that establishes a vision for the Croydon HIA to become a liveable place that is well-connected and builds upon the vibrancy of the Burwood Town Centre. It will guide the future urban renewal of the Croydon HIA to deliver a high amenity neighbourhood that provides improved active transport links and additional open space amenity for existing and future residents of Croydon.

The Master Plan aims to:

- · Respond to strategic drivers, underpinned by place-based design principles and strategies that will guide future development.
- Define the urban structure for the Croydon HIA that responds to the established development pattern of the Burwood Town Centre and transitions towards Croydon and sensitive heritage interfaces.
- Establish planning controls including land use zones, floor space ratios, building heights and setbacks.
- Define high quality and functional open space and active transport networks that deliver new and connected open spaces.
- · Support a people-oriented movement network that improves the permeability of Croydon, responds to the existing local road network and enhances connections between Croydon and Burwood Stations.

The proposals contained within this Master Plan Report are recommendations for achieving the desired high quality renewal outcomes within the Croydon HIA as an alternative to the TOD provisions put forward by the NSW Government under the TOD Program. It does not enact the proposed changes. The NSW Government will prepare a SEPP to amend the Burwood LEP after the Master Plan has been finalised following public exhibition. Burwood Council will be consulted on the drafting of the instrument and mapping.

#### Implementation of the strategy

A draft Implementation Strategy is contained within this Master Plan Report. It provides an indication of the proposed changes to the:

- Land use zones
- Height of buildings
- Floor space ratios (base and incentive)

It also identifies key sites within the Croydon HIA as well as proposed and possible site amalgamation requirements.



Figure 1. Artist's impression of the Croydon HIA from an aerial perspective, looking south-west towards the railway corridor and Burwood Town Centre Source: Ethos Urban



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# 1 Introduction





INTRODUCTION

# 1.1 Croydon HIA

In response to Croydon being identified under the TOD Program as capable of supporting additional housing capacity, Burwood Council has sought to define a broader area for investigation under which this capacity could be delivered.

The study area defined by Burwood Council to which this Master Plan is subject (the Croydon HIA) also includes areas north and west of the catchment previously proposed under the TOD Program (400m radius from Croydon Station).

The Croydon HIA is located to the east of the Burwood Town Centre and is approximately 65 hectares in size. The HIA is bound by:

- Queen and Victoria Streets to the north.
- · Shaftesbury Road to the west.
- · Clifton Avenue, Wallace Street and the rail corridor to the south.
- The LGA boundary with Inner West Council to the east.

The HIA is divided by the train line into two sections, a larger portion to the north and a relatively smaller section to the south of the train line. It is mostly walkable, with all lots within 800m, or 10 minutes walking distance of either Croydon or Burwood Station.

The Croydon HIA is strategically located within walking distance of the Burwood Town Centre, the Croydon Local Centre and approximately 9km away from the Sydney CBD. It is also ideally positioned to leverage off growth in the Burwood Town Centre and investments in transport infrastructure, whilst maintaining its residential, suburban character, and responding to objectives of the TOD Program.

#### LEGEND

Croydon HIA [\_\_\_] Local Government Area Cadastre

m Railway & Station 400m Radius from Station 800m Radius from Station



Source: Ethos Urban



#### DRAFT NTRODUCTION

# 1.2 NSW Government Housing Reforms

In response to ongoing challenges in housing delivery Australia wide, in October 2022 the National Housing Accord (Accord) was introduced. As part of the Accord, in August 2023, National Cabinet established a five-year target of 1.2 million new, well-located homes from mid-2024. Under the Accord, the NSW Government committed to deliver at least 314,000 new homes by mid-2029. A stretch goal of 377,000 dwellings over this period was also established.

The National Housing Accord has resulted in an update of housing targets for 43 LGAs across NSW. For Burwood, the housing target over the next 5 years is 3,300 additional homes. This is to be achieved in a combination of existing planned growth where there are existing approvals or where rezonings have already occurred, as well as projected growth where growth can occur over the next 5 years based on the NSW Government's planning reforms.

In December 2023, the NSW Government announced three housing reforms to assist with the achieving the Accord that affect the Burwood LGA:

- In-fill affordable housing bonus: amendment to State Environmental Planning Policy (Housing SEPP) 2021 (the Housing SEPP) that allows for greater height and floor space ratio (20-30%) where providing affordable housing (10-15%).
- Transport oriented development (TOD) program: amendment to the Housing SEPP to introduce Chapter 5 'Transport oriented development' allowing apartment buildings of up to 6 storeys within walking distance (400m) of 38 railway stations, including land around Croydon Station.
- Low and mid-rise housing (LMR) program: stage 1 which was amendment to the Housing SEPP to allow dual occupancies and semi-detached homes in the R2 Lowdensity residential zone, and proposed stage 2 amendment to allow low and mid-rise housing within 400m and 800m of railway stations, in a gradated approach.

# **TOD** Program

Underpinning this project are the outcomes of the NSW Government's TOD Program. The program is split into three parts, with Part 2 being applicable to the outcomes of the Croydon HIA:

#### Part 1: TOD Accelerated Precincts

State-led rezonings of eight priority transport hubs to deliver 47,800 new homes within 1,200m radii of key stations.

#### Part 2: TOD Housing SEPP Amendments

Amendments to the State Environmental Planning Policy (Housing) 2021 (Housing SEPP) to increase mixed use development and mid-rise housing within 400m radii of 38 train and metro stations to unlock capacity for up to 138,000 new homes.

# Amendments to the TOD Housing SEPP

In 2024, DPHI amended the Housing SEPP, to apply new planning controls to land within a 400m radius of identified stations, enabling greater density outcomes to deliver more housing.

This amendment was introduced in response to the growing housing shortage within Sydney. As Sydney's population grows, there is a need for a more diverse range of dwellings near existing social infrastructure.

Chapter 5 of the Housing SEPP applies new development standards as follows to lots within 400m of the 38 identified train stations:

# station

- and E1)

#### New development standards for RFBs within 400m of an identified station

- Max. floor space ratio 2.5:1
- Min. lot size No minimum lot size

The new planning controls under the amendments to the Housing SEPP will apply to lots within heritage conservation areas. Other relevant environmental controls of LEP will continue to apply to the extent they are not inconsistent with the new standards, including controls such as flooding, bushfire and biodiversity impacts.

Additionally, where an inconsistency arises between the provisions of the TOD amendment and another environmental planning instrument or other chapters in the Housing SEPP 2021, the TOD planning controls prevail. However, if building heights and FSR controls in the LEP are greater than the ones prescribed in the Housing SEPP, then the greater of the two prevail.

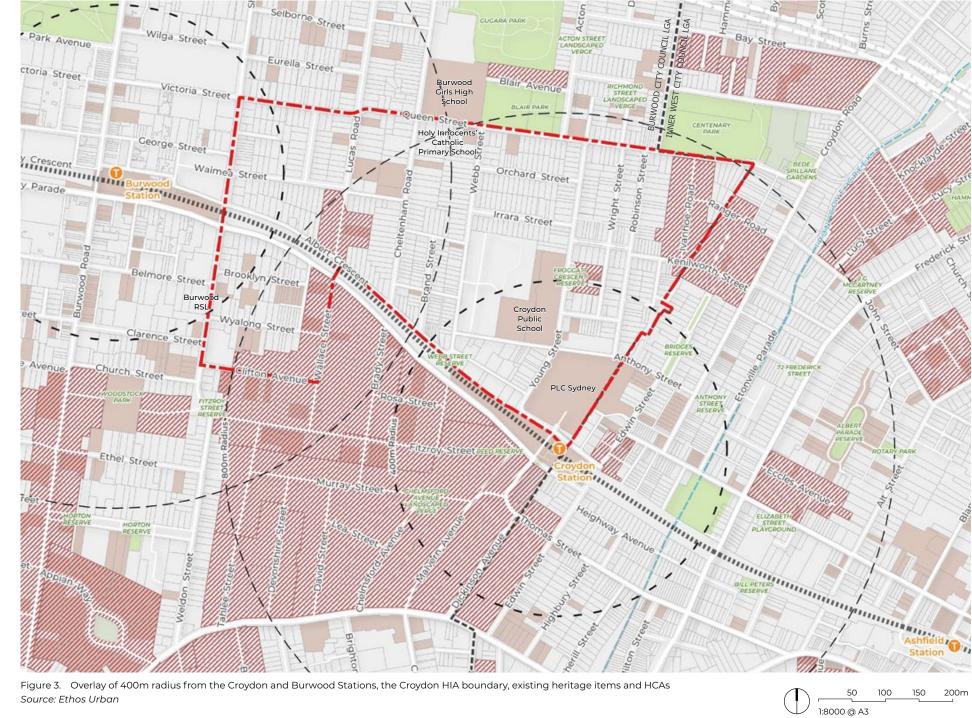
#### Permissibility of RFBs and shop top housing within 400m of an identified

• Residential flat buildings will be permitted in all residential zones and local centres (R1, R2, R3, R4

 Residential flat buildings and shop top housing in local and commercial centres (E1 and E2).

- Max. building height 22m (approx. 6 storeys)
- Min. lot width Minimum 21m
- Min. active street frontage controls to apply to land in El zones
- Affordable housing a 2% provision for development greater than 2,000m<sup>2</sup>

INTRODUCTION



#### LEGEND

	Croydon HIA
[]]]	Local Government Area
	Cadastre
	Railway & Station
$\bigcirc$	400m Radius from Station
$\bigcirc$	800m Radius from Station
	Heritage Item
	Heritage Conservation Area
	Existing Public Open Space (RE1)
	Existing Private Open Space (RE2)



# 

# 1.3 Drivers for Change

It is clear from a state-wide perspective that housing is currently a critical issue for NSW. The Croydon HIA is well located to deliver on housing requirement, due to its location in the Inner West, high accessibility to mass transit, high accessibility to Burwood strategic centre, and limited environmental constraints.

As such, the increased housing requirements has created opportunities to encourage significant growth and harnessing potential benefits to infrastructure, without losing the things that make the site special. However, when considering the current context with regards to housing, some outcomes – such as a greater amount and choice of homes – may carry greater weight, and as such not all positive outcomes may be achieved in all areas of the Croydon HIA. The potential Drivers for Change as a result of the required increase in the provision of housing includes:

- Delivering greater housing supply, choice and diversity, including affordable housing where feasible, in the form of higher density residential typologies such as residential flat buildings.
- Delivering greater public open space: To seek to deliver additional, useable and well-located public open space that helps cater for the recreation needs of residents.
- Enhancing built heritage: consider enhancing outcomes to heritage items and conservation areas. This may include a consideration of bulk, scale and massing.

Targeted growth in key areas throughout the site can help deliver this balance. It can deliver more and a better choice of homes in a location well served by infrastructure and services. It can also help facilitate increased open space and amenity, and help connect Burwood to Croydon. As such, a well-considered, place-based master plan is required to unlock this potential and deliver these outcomes.



# 2 Strategic Context



#### **DRAFT** STRATEGIC CONTEXT

# 2.1 Regional Context

# A Metropolis of Three Cities – the Greater Sydney Region Plan

#### (Greater Sydney Commission, 2018)

The Metropolis of Three Cities – the Greater Sydney Region Plan sets out the NSW Government's key directions for Sydney to "enhance its status as one of the most liveable global cities" through the provision of 40 Planning Objectives, broken down into five themes (Infrastructure and Collaboration; Liveability; Productivity; Sustainability; and Implementation) that collectively form a framework that underpins the growth of Sydney. The following directions are most applicable for the Croydon HIA Master Plan:

#### A city supported by infrastructure

This Direction outlines the importance of providing new infrastructure to support current and future growth. This includes providing improved connections to existing and future infrastructure, as well as ensuring alignment with forecast growth areas.

#### A city for people

This Direction highlights the importance of capitalising on local identity, heritage and cultural values, together with easier access to services to foster a more active, resilient and connected society. Greater Sydney is growing at the same time as major demographic changes are occurring.

#### Housing the city

This Direction emphasises the importance of providing more housing to meet the needs of a growing population. Additionally, the plan highlights the need of creating greater housing choices, including a range of housing types, tenures and price points together with rental accommodation for lower income households.

#### A city of great places

This Direction calls out the need to deliver safe, inclusive and walkable areas that exhibit urban design excellence and are connected to open spaces. These spaces will recognise local characteristics and the qualities people value. Great places build on characteristics, such as people, potential, history, culture, arts, climate, built form and natural features to create a sense of place that reflects shared community values and culture.

#### A city in its landscape

This Direction identifies the need for future planning to manage the effects of urban development to protect, restore and enhance landscapes, waterways, coastline, natural areas, tree canopy and open spaces.

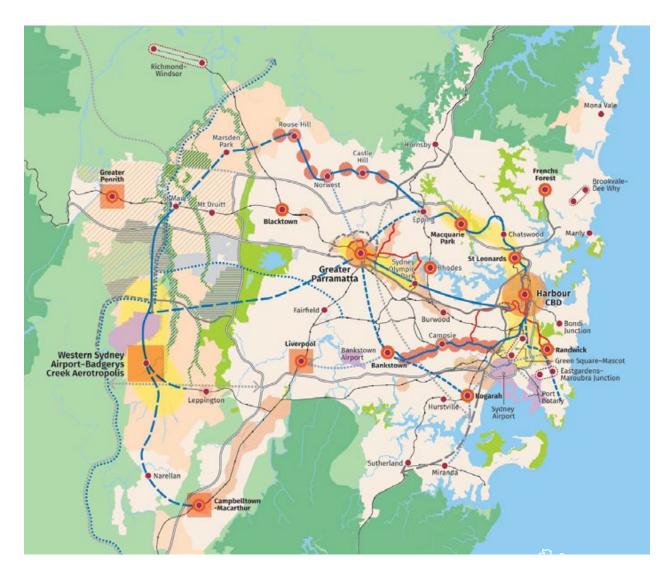


Figure 4. Greater Sydney Region Plan Source: Greater Sydney Commission (2018)

# Eastern City District Plan

#### (Greater Sydney Commission, 2018)

The Eastern City District Plan is a 20-year plan to manage growth in the context of economic, social and environmental matters to achieve the 40-year vision for Greater Sydney, with a focus on the Eastern City LGAs of Bayside, Burwood, City of Canada Bay, City of Sydney, Inner West, Randwick, Strathfield, Waverley and Woollahra. The intent of the District Plan is to support and provide further detail for implementing the vision and objectives of the Region Plan.

As identified in the Structure Plan for the Eastern City District, the Croydon HIA is partially located within an urban renewal area, likely to experience significant growth. The Site is also located near the Strategic Centre of Burwood and future Metro corridor. However, the Croydon HIA is not specifically called out within the Directions of the Plan.

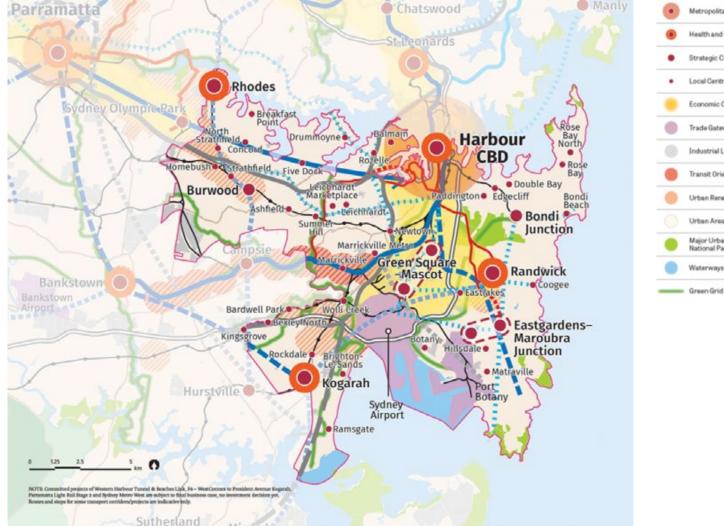


Figure 5. Eastern City District Plan Source: Greater Sydney Commission (2018)

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litan Centre		Train Station
d Education Precinct	_	Committed Train Link
Centre		Train Link/Mass Transit Investigation 10–20 years
ntre		Train Link/Mass Transit Visionary
c Corridor		City Serving Transport Corridor
teway	_	Light Rail
il Land		Light Rail Investigation
riented Development		Motorway
inewal Area	_	Committed Motorway
ea		Road Investigation O-10 years
ban Parkland including Parks and Reserves		RoadVisionary
ys		District Boundary
id Priority Corridor		



# Parramatta Road Corridor Urban Transformation Strategy 2016

#### (NSW Government, 2016)

The Parramatta Road Corridor spans 20 kilometres from Granville to Camperdown and is located to the north of the site. The Kings Bay precinct is located directly north of the Croydon HIA.

The Parramatta Road Urban Transformation Strategy Report is the NSW Government's program to transform the Corridor, bringing new life to Parramatta Road and adjacent communities through investments in homes, jobs, transport, open spaces and public amenity.

As identified in Figure 8 below, Lang Street is proposed to be the primary entry point into the site from Parramatta Road.

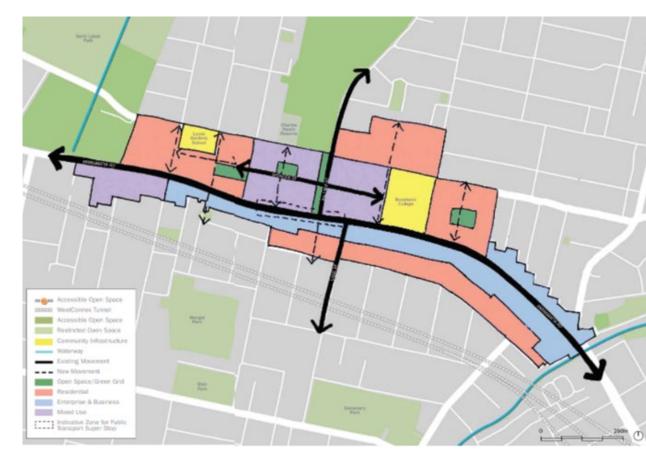


Figure 6. Kings Bay Structure Plan Source: PRCUTS (2016)

#### Summary

Regional planning policy has identified the following considerations for the master plan of the Croydon Housing Investigation Area:

• Croydon is reasonably well served by public transport infrastructure, all lots within the site are within a 10-minute walking distance of a train station. This means that it has high access to transport which provide opportunities for increased growth as part of the Transport Oriented Development Principles.

• A range of housing typologies should be facilitated within the Master Plan to provide future occupants choices in dwelling types and sizes for diverse demographics.

• The Croydon HIA Master Plan should consider valued characteristics of the investigation area and how these could be best reinterpreted when responding to increased density.

• The Master Plan should explore ways to increase open space, this could be achieved by considering ways to mitigate environmental impacts such as flooding, while also providing opportunities for open space and tree canopy in public and private domain.

# 2.2 Burwood Planning Policy Context

# Burwood Community Strategic Plan 2036

#### (Burwood Council, 2022)

The Burwood Community Strategic Plan (Burwood 2036) outlines the long term planning for the future of Burwood Local Government Area.

A key consideration facing the Burwood community revolves around the near doubling of population for the LGA, from 41,500 to 73,500. This will require additional housing, transport, schools, healthcare, services, leisure opportunities and green and open spaces, which provides the opportunity for a more diverse, welcoming and inclusive community.

The vision for Burwood, identified within Burwood 2036, is: Burwood is a welcoming and inclusive community that is defined by our diversity of people, liveable places and progressive ideas. We acknowledge and celebrate our history and place, protect our heritage and environment and share a quality of life that is equitable, sustainable and supports each other to thrive and prosper.

This is underpinned by five key strategic directions:

- Inclusive community and culture
- Places for people
- · Sustainable and protected environment
- Vibrant city and villages
- · Open and collaborative villages

# Burwood Local Strategic **Planning Statement**

#### (Burwood Council, 2020)

The Burwood Local Strategic Planning Statement (Burwood LSPS) identifies Burwood's economic, social and environmental land use needs over the next 20 years. By establishing a vision for the local government area, Planning Priorities and actions for delivery, the plan establishes guidance for future growth and change within the LGA.

The LSPS focuses on the long-term vision and priorities for land use in the local area. As part of this, it helps to translate the vision and priorities expressed in the CSP, and other strategies, into specific land use planning actions for the LGA.

The vision for Burwood as identified within the Burwood LSPS is as follows:

Burwood is home to a thriving town centre and cherished heritage conservation areas that are conveniently connected to world class transport, with well-designed buildings and inviting public spaces.

A wide range of jobs attract workers and visitors and enable more locals to work closer to home. The streets are alive day and night with people drawn to its renowned hospitality and entertainment offerings.

Neighbourhoods are safe places filled with distinct character, offering a range of housing options. Clean, green, leafy neighbourhoods provide great amenity with access to nearby open space.

This vision is supported by four themes: Infrastructure and Collaboration, Liveability, Productivity and Sustainability. It is also supported by a Structure Plan as outlined in Figure 9.

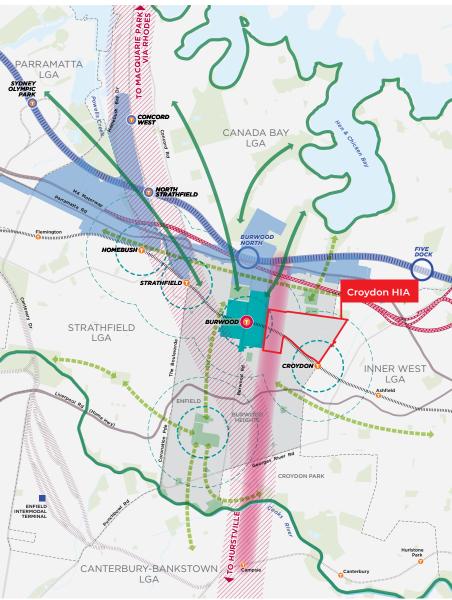


Figure 7. LSPS Structure Plan Source: Burwood Local Strategic Planning Statement

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#### nfrastructure and Collaboration



Potential Burwood station redevelopment (Council initiative) Rail line / station



otential train/mass transit link om Hurstville to Macquarie Park



a Rhodes (20+ years) Future transport investigation area

WestConnex

#### Liveability



- Burwood town centre (Strategic Centre)
- 400m walking distance
- --- 800m walking distance

Parramatta Road urban transformation study area

Sydney Metro West investigation area

#### roductivity



0

Sydney Metro West station investigation area

- Potential station upgrade
- Freight Routes

#### Sustainability



Council led local green grid





Neighbouring LGA

Rail line

Road

#### **DRAFT** STRATEGIC CONTEXT

# Burwood Local Housing Strategy

#### (Burwood Council & SGS, 2020)

The Burwood Local Housing Strategy identifies the future direction for housing supply and demand within the Burwood LGA.

The Strategy suggests that current planning controls will accommodate likely housing demand (implied by population projections) until at least 2036. However, there is a shortfall of capacity for attached dwellings, and some of the attached dwelling capacity is not likely to be feasible to develop. As such, there is a need to create additional medium density housing capacity to increase diversity and choice. However, it is unlikely that medium density housing will enable the required housing targets within the Master Plan. As such, it is recommended that future growth should consider the provision of higher density dwellings.

The strategy recommends that land should be rezoned to allow additional apartments only if other public benefits are provided. This is due to the already high numbers of apartments being delivered within the LGA.

The strategy proposes that additional housing development should be directed to locations with good access to public transport, jobs, services, open space, social infrastructure and shops. The catchments of local centres throughout Burwood meet this definition, including the area between Burwood Town Centre and Croydon, which is the study area. This is identified in the adjacent Figure 10. Key objectives and actions in the Local Housing Strategy are outlined below:

- Increase housing diversity and choice to meet the community's changing needs: This considers the current need for higher density attached dwellings to provide the Burwood community with more housing choice. The plan suggests that Croydon, north of the Railway line is to be further investigated for rezoning. Additionally, the plan suggests investigating the selective rezoning of sites with frontages to parks.
- Increasing Housing affordability: This considers the need to provide affordable housing opportunities under a range of potential schemes.
- Protect local character: This considers the protection of separate houses, heritage items and precincts to minimise impacts to communities. This could be achieved by reviewing minimum lot size and site frontages within the DCP and protecting areas with heritage significance.
- Plan for long term housing needs: This considers the retention of land for future redevelopment post 2036.

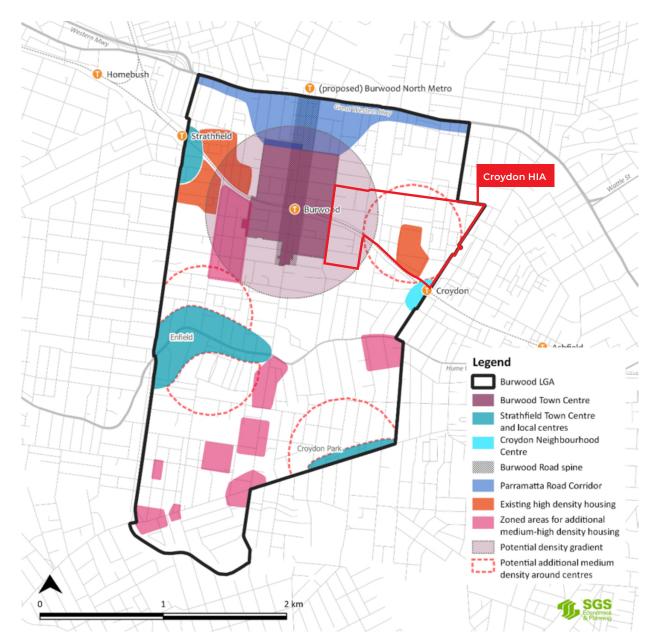


Figure 8. Housing Structure Plan Source: Burwood Local Housing Strategy

# Burwood North Precinct Masterplan

#### (Burwood Council, 2024)

The Burwood North Masterplan provides a framework that articulates a long term vision to ensure that the Burwood North Precinct becomes a liveable, vibrant place for people, supporting investment and job opportunities for both current and future residents.

It provides an opportunity to deliver significant community benefits, including open space and community infrastructure, quality urban design and building excellence, green and connected streets for people, all in a way that is environmentally and financially sustainable.

The Masterplan builds upon the work undertaken as part of the Parramatta Road Corridor Urban Transformation Strategy (PRCUTS) and to capture the opportunity afforded by the delivery of Sydney Metro West, which is anticipated to open in 2030. The Masterplan builds upon the work undertaken as part of the Parramatta Road Corridor Urban Transformation Strategy (PRCUTS) and to capture the opportunity afforded by the delivery of Sydney Metro West, which is anticipated to open in 2030.

The Masterplan identifies the following key priorities:

- Deliver a precinct with rich and varied open spaces that acknowledge connection with Country.
- Create a legible and comprehensive active transport network.
- Deliver a range of well designed highly flexible housing.
- Deliver a precinct with a richly defined identity and sense of place.
- Create a centre that is regional in outlook and local in amenity.
- Promote a sustainable, green and resilient Precinct.

In the plan, density is focused within walking distance of public transport including the Metro, existing rail and bus routes, as well as key infrastructure. Medium density areas are located to the north-west of the Croydon HIA.

Additionally, larger development sites that are known to be amalgamated are prioritised for the delivery of new pocket parks and open spaces. This has provided the opportunity to deliver open space through private development, responding to the fragmented nature of the site and land ownership



Figure 9. Burwood North Masterplan Source: Burwood North Precinct Masterplan



#### **DRAFT** STRATEGIC CONTEXT

# Low to Mid Rise Housing Reform Program

#### (NSW Government, 2024)

The low and mid-rise housing (LMR) program aims to encourage delivery of a range of different housing typologies, such as terraces and dual occupancies, as well as mid rise housing of up to 6 storeys around train stations.

#### Stage 1: Dual Occupancies & Semi Detached Homes

Stage 1 of the LMR program permits dual occupancies and semi-detached homes (also known as duplexes or semis) in the R2 low-density zone across all of NSW. This was achieved through amendment to the Housing SEPP (2021) under Part 12.

Of note, the proposed amendments do not apply to the following land that is applicable to the Croydon HIA:

- (c) land in a Transport Oriented Development Area under Chapter 5,
- (d) land that comprises a heritage item or on which a heritage item is located.

#### Stage 2: Station and Town Centre Precincts

Stage 2 of the LMR Program proposes further changes to planning controls to allow low and midrise housing within 400m and 800m of 'station and town centre precincts', which are railway stations and commercial and local centres, in a gradated approach.

The proposed changes are expected to be announced at the end of 2024 and currently do not apply to the Croydon HIA. The changes will also only apply to 'station and town centre precincts' which may not apply to the Croydon HIA.

The proposed changes were exhibited in late-2023 and early-2024 and considered the controls outlined in Table 1. These development standards are under review from DPHI and are subject to change.

It is noted that the *TOD Guide to Strategic Planning* states that the proposed reforms will not apply to TOD Precincts.

Built form control	Dual Occupancies	Manor Houses	Terraces	Multi- Dwelling Housing	Residential Flat Buildings	Shop-Top Housing
Maximum height of building	9.5m	9.5m	9.5m	9.5m	16m to 21m	16m to 21m
Floor space ratios	0.65:1	0.8:1	0.7:1	0.7:1	2:1 to 3:1	2:1 to 3:1
Minimum site area	450m <sup>2</sup>	500m <sup>2</sup>	500m <sup>2</sup>	600m <sup>2</sup>	N/A	N/A
Minimum lot width	12m	12m	18m	12m	N/A	N/A
Minimum car parking	1 Space/Dwelling	0.5 Space/ Dwelling	0.5 Space/ Dwelling	1 Space/Dwelling	N/A	N/A

Table 1. Proposed Built Form Controls under the LMR Program

# 2.3 Strategic Land Use Opportunities

Based on the review of state and local strategic planning policy: The Master Plan and the supporting documents explores the following strategic land use opportunities for the Croydon HIA:

#### Housing Density and Diversity

The site is well located in Sydney's Inner West, being accessible via two higher frequency train stations at Croydon and Burwood. Additionally, it is near the higher density areas of Burwood Town Centre and Burwood North, which provides key services and infrastructure a short distance away.

As such, increasing the density within the Croydon Housing Investigation Area will align with the Transport Oriented Development Program, which promotes density in highly accessible areas, while seeking to retain suitable low density character areas in the investigation area.

#### Locating More Homes in the Right Locations

There is significant value in locating future density within high amenity areas with higher access to public transport. This may include locating higher density areas near current and future parks and public spaces, in walkable areas to community facilities and schools, and near places with views.

The Croydon HIA is the right location for future density as it is located within an area of high public transport access. There are a number of schools and community facilities within walking distance of the Croydon HIA. Additionally, future planning should consider ways to provide additional open space, creating additional amenity for future residents.

The location of housing needs to consider constraints to development, such as flooding and topography, and whether a change in use is the best use for the land relevant to the environmental constraints.

#### Affordable Housing

The need to deliver affordable housing at well-located sites is a critical issue for NSW. Opportunities to deliver a similar capacity of affordable housing aligned with the Transport Oriented Development Program, should be provided within the Croydon HIA through a change to planning mechanisms.

#### Increased Open Space Provision

As housing density increases, the Croydon HIA would require an additional provision of open space to cater for the increased influx of people. There is currently very limited open space area provision within the Croydon HIA. Many lots are privately owned, and as such Council would need to obtain significant funding to facilitate government-led open space opportunities.

As such, Council will collaborate with a wide range of stakeholders including property owners, government agencies and the State Government to increase the provision of open space to cater for the demand.

This could be achieved through various planning mechanisms such as planning agreements and/or FSR/height bonuses. Additionally, this will provide the increased benefit of collocating density with new public open space.

#### Heritage

It is acknowledged that heritage plays an important role in the urban character of Croydon. However, the evolving character of Croydon may place land use pressure on these important heritage areas. The future master planning of the site should consider managing impacts to heritage items and conservation areas. This may include a consideration of bulk, scale and massing transitions to respond to existing heritage items and conservations areas.

However, when considering the current context with regards to housing, some outcomes – such as a greater amount and choice of homes - may carry greater weight, and as such not all positive heritage outcomes may be achieved in all areas of the Croydon HIA.

#### Social Infrastructure

As housing and population density increases, an additional supply of social infrastructure is required to enhance place and community. Social infrastructure can include community facilities, schools, libraries, health care facilities and arts and culture venues.

Council will collaborate with stakeholders including land owners and government agencies to increase the provision of social infrastructure.

This could be achieved through future updates to Council's local infrastructure contribution plans, while exploring avenues for community infrastructure to be delivered as part of future development in the investigation area.

A master plan that is supported by well connected bicycle paths and footpaths will help mitigate car demand by providing more opportunities for residents to use methods of active transport.

Through the identification of new linkages in public and/or private land, increased permeability can be provided to connect areas that are less accessible.

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#### Traffic and Transport

Increased density will create increased demand for roads and parking. Consideration of this impact is required to ensure that roads do not become unacceptably busy. This is especially critical during peak hours and school pick-up and drop-off.

# 2.4 Historical Overview

# First Nations Heritage

# 60,000+

#### Wangal People

The Croydon HIA lies on Wangal Country, a clan of the Eora Nation. They are the traditional owners and custodians of the land surrounding Croydon and Burwood.

In Aboriginal History of Burwood Municipality (1997), Michael Guider describes the Wangal people as a coastal clan, centrally located along the ridge between the Cooks and Parramatta Rivers. Evidence suggests that during the summer months, the Wangal

gathered most of their food, primarily consisting of shellfish and fish, from the estuarine areas of their land. In winter, when fish were scarce, they relied more on kangaroos, possums, emus, ducks, reptiles, insects, and a wide variety of plant foods.

It is thought that nearby Parramatta Road was built on the alignment of tracks used by First Nations peoples travelling east-west, south of Parramatta River.

# European Heritage



#### Land Grants, Rural Estates and Roadways

The first land grants in the district commenced in 1794, ushering in the earliest phase of European development in the area. The area now forming the HIA represents a 400ha grant to Thomas Rowley in 1803. Development in this period was largely concentrated upon the main arterial roads, Parramatta Road and Liverpool Road. Rowley's land began to be subdivided in the 1830s.

# 1855

The opening of the Sydney to Parramatta railway line in 1855 triggered the next major phase of development in the suburb. As one of only four stations on the line, Burwood began to attract wealthy businessmen who built country villas on large estates and commuted into the city.



Figure 10. First Nations Context Source: CLOUSTON Associates



Figure 11. 1794-1854 Source: TKD Architects



Figure 12. 1855-1873 Source: TKD Architects

#### The Sydney to Parramatta Railway Line

1874

#### Municipal Government and Suburban Boom

With the establishment of the municipality of Burwood in 1874 came a variety of underground services and utilities. Most of the remaining roads in the HIA were formed during this phase.

Some of the large country estates were resubdivided, and important institutions like schools were built and new stations were added at Croydon and Strathfield. In addition, industrial and commercial land uses emerged in the study area including the Croydon Brickworks and a small number of shops.



Figure 13. 1874-1918 Source: TKD Architects

Figure 14. 1901-1940 Source: TKD Architects

1901

The Model Suburb

plantings and landscaping.

The early 1900s saw Burwood Council

A small number of additional dissecting

Kenilworth Street and Ranger Road.

roads were formed in this period to service

new subdivisions, including Boronia Avenue,

Orchard Street, Irrara Avenue, Ivanhoe Road,

embrace the idea of the model suburb, paying

closer attention to the careful planning of new

estates and their enhancement through street

# 1941

Figure 15. 1941-1986

Source: TKD Architects

#### Post War Immigration, Suburban Consolidation and Residential Flats

The aftermath of the depression and the onset of World War II saw the reduction of new development in the area, though largely developed, and the closure of the only major industrial site, the Croydon Brickworks

Post-war immigration stimulated a new wave of growth which took the form of redevelopment of some existing sites into residential flat buildings, as well as alterations to 'modernise' some existing dwellings.

#### 1986

#### High-rise Living and Contemporary Residences



Figure 16. 1986-2024 Source: TKD Architects

## DRAFT

As development and redevelopment of the suburb continued into the late 20th and early 21st centuries alongside surging land prices, attention was increasingly drawn to the conservation of important components of the suburbs environmental heritage.

Following a heritage study in 1986, a number of significant heritage items and areas were identified and protected.

#### DRAFT STRATEGIC CONTEXT

# 2.5 Constraints and Opportunities

An assessment of the constraints and opportunities in relation to the following themes have been undertaken to inform the preparation of the Croydon HIA Master Plan.

Refer to Appendix A - Croydon HIA: Research, Review and Analysis Summary Report for more information on the analysis undertaken as well as the constraints and opportunities identified for the Croydon HIA.

#### Natural Environment

Parts of the Croydon HIA are flood affected due to its natural topography. Site-specific flood mitigation measures may be integrated to enable future redevelopment of these areas.

While there is generally good tree canopy cover on privately-owned land, the Croydon HIA currently lacks canopy cover on public land. There is an opportunity to provide new street trees to connect fragmented canopy, provide shade and reduce urban heat.

#### **Open Space Network**

There is currently a lack of public open space within the Croydon HIA. As majority of the land within the Croydon HIA is privately-owned, there is an opportunity to incentivise future development to deliver a range of smaller open spaces that complement and form part of the broader open space network, including Wangal, Blair and Centenary Parks.

#### Trunk Infrastructure

Water supply infrastructure is present throughout the Croydon HIA and is not considered to be a constraint for redevelopment.

There are major stormwater and trunk sewer assets that run across the Croydon HIA. Future redevelopment should seek to design and build around these assets.

#### **Movement and Connectivity**

The Croydon HIA is well positioned to support increased density as the entire HIA falls within a 20-minute walking catchment of either Burwood or Croydon Station. Pedestrian amenity could be enhanced with widened footpaths to increase walkability, particularly between the two stations.

There are a few informal cycling routes in and around the HIA. There is an opportunity to enhance the active transport network and better connect it with the broader network to encourage residents to use methods of active transport.

#### Urban Structure

The Croydon HIA has strong north-south connections but is lacking in clear and legible eastwest connections. This is partially due to some of the larger block sizes within the HIA. There is an opportunity to encourage new through-site links across these larger blocks to increase east-west permeability within the HIA.

Road reserves within the Croydon HIA vary in widths. Wider roads provide the opportunity for increased tree planting on existing verges, while narrower roads may be improved with widened footpaths and additional tree planting where feasible.

Majority of lots within the Croydon HIA are small, with almost 90% of lots being under 800m<sup>2</sup>. The amalgamation of fragmented lots will be required to enable development with higher densities within the HIA.

There are three schools within the Croydon HIA: Croydon Public School, PLC Sydney and the Holy Innocents' Catholic Primary School. Apart from the Burwood RSL, the majority of the rest of the HIA consists of privately-owned residential properties that include several strata-titled lots, largest of which is the Hampton Court development on Webb Street. As majority of lots are privately owned, amalgamation will require negotiations between private landowners.

There are several heritage items as well as four HCAs within the Croydon HIA, including the Malvern Hill HCA south of the railway corridor. While the TOD Provisions allow for development within HCAs, consideration around the retention of these areas should be given. Redevelopment around heritage items and HCAs should be designed in a sensitive manner. There may also be opportunities for redevelopment to adaptively reuse or integrate existing heritage items.

#### Lot Ownership and Land Use

#### Built Form

The predominant built form character within the Croydon HIA is 1-2 storey detached dwellings, with several 1970s walk-ups and flat buildings as well as more recently built RFBs. Contrasting the lower density of the Croydon HIA is the established high density areas of the Burwood Town Centre. There is an opportunity to reference the heights of the Burwood Town Centre and extend this eastwards into the Croydon HIA before transitioning down to the existing lower density areas of the HIA.

#### Heritage

# 3 Developing the Master Plan



#### DRAFT DEVELOPING THE MASTER PLAN

# 3.1 Developing the Croydon HIA Master Plan

## What is a Master Plan?

A master plan is a long-term plan that provides a road map to guide future growth and change in our centres over the coming decades.

Master plans have an important role in determining the look, feel and function of the urban environment. A master plan guides building heights, design, density, sustainability, movement, land use zoning, open spaces, community infrastructure and heritage within a particular geographic area.

The Croydon HIA Master Plan has been informed by supporting technical studies. The Master Plan will guide new planning controls that could apply to properties in the Croydon HIA and provide an urban design framework to ensure the delivery of a high quality, liveable and walkable urban environment.

## Our Process

The Croydon HIA Master Plan has been developed through the following process:

- Site analysis and visioning The site analysis undertaken at the start of the project identified key opportunities and constraints for the Croydon HIA. The outcomes of this analysis and concurrent visioning were used to inform the development of master plan scenarios and subsequently the proposed master plan presented in this report.
- **Scenario workshop and testing** Ethos Urban worked with the project team and Burwood Council to test various master plan scenarios that explored increased densities in various locations to meet the objectives of the TOD program while also balancing the need to sensitively manage the transition to existing lower density areas and HCAs in the Croydon HIA.
- **On-going consultant and client collaboration** The consultant project team and Burwood Council worked closely throughout the course of the project to continuously refine the master plan to ensure that it reflects the Vision and Strategic Drivers for the Croydon HIA.

This Master Plan Report has been developed with specialist technical input and should be read in conjunction with the following supporting documents:

- Appendix A Croydon HIA: Research, Review and Analysis
   Summary Report, by Ethos Urban
- Appendix B Croydon HIA: Case for Change Report, by Ethos Urban
- Appendix C Croydon HIA: Social Infrastructure and Open Space Needs, by Ethos Urban
- Appendix D Croydon HIA: Transport Statement, by JMT Consulting
- Appendix E Croydon HIA: Heritage Analysis and Recommendations, by TKD Architects
- Appendix F Croydon HIA: Flood and Services Utilities Findings
   and Recommendations, by Northrop

Following community engagement, the Master Plan will be reviewed and finalised before it is submitted to the NSW Government. The NSW Government will then review the Master Plan and prepare a SEPP to amend the Burwood LEP. Burwood Council will be consulted on the drafting of the instrument and mapping.

In addition to amendments to the Burwood LEP via the SEPP, Burwood Council will also seek to:

- Amend the Burwood DC outcomes.
- Update the Burwood Infr to support the funding, d infrastructure.
   Introduce an Affordable H

Following the amendment of the Burwood LEP, development applications may be lodged to realise the intended outcomes of the Master Plan. Future development applications are required to go through a defined process under the Environmental Planning and Assessment Act 1979, which will include further opportunity for community engagement beyond this Master Plan.

Contact with the Metropolitan Aboriginal Land Council has been established by Burwood Council and discussions about the master plan are underway.

 $\cdot$   $\,$  Amend the Burwood DCP to inform desired built form and design

• Update the Burwood Infrastructure Contributions framework to support the funding, delivery and on-going maintenance of

Introduce an Affordable Housing Scheme to ensure the delivery of a minimum 2% affordable housing as per the TOD Provisions.

DEVELOPING THE MASTER PLAN

# 3.2 Our Vision and Priorities

The following framework has been established to help realise our vision for the Croydon HIA:

- **Priorities** Five priorities that reflect our vision for the Croydon HIA have been identified.
- **Principles** These high-level principles underpin the intent behind each of the five priorities and help guide the preparation of this Master Plan.
- **Master Plan Strategies** Spatial elements proposed in the Master Plan that align with the principles. These strategies are drawn from our observations and "what we know" from the extensive site analysis undertaken to date.
- **Future Actions** What is required to deliver on the principles and master plan strategies.



## **Our Vision**

Positioned between the centres of Croydon and Burwood, Croydon HIA represents an important opportunity to provide sustainable and responsive urban renewal and design excellence.

Drawing from the vibrant and dynamic activity of nearby Burwood Town Centre, Croydon HIA will enable more residents to enjoy the unique cultural, food and retail destinations.

Croydon HIA will prioritise a more compact approach to development that will facilitate connectivity and ease of movement to enhance its walkability and liveability.

Croydon HIA is an inclusive community open to diversity and change.

# Priorities

1	Locate Well-des High Amenity
2	Create Neighbo Contextual
3	Plan for Better Improve Conne
4	Improve Access Provide Opport
5	Create a Green

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ourhoods that are Distinct and

Active Transport Outcomes to ectivity to Surrounding Centres

s to Existing Open Space and tunities for New Ones

and Resilient Neighbourhood

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## Priority 1 Locate Well-designed Housing in Areas with High Amenity



#### Principles

- 1. Strategically locate increased density in areas closest to existing public transport and services amenities.
- 2. Develop a robust spatial framework that enables a range of housing typologies and options to support a diverse population, including catering for multigenerational living.
- 3. Create opportunities for a mix of medium and highrise development to deliver community-oriented neighbourhoods.
- 4. Allow for a diverse range of tenures, including opportunities for the delivery of affordable housing and build to rent accommodation.
- 5. Promote design excellence through the design of the future built form and public domain.



#### Master Plan Strategies

- 1. Locate highest densities along the north-western portion of the Croydon HIA along Shaftesbury Road, closest to existing transport, cultural, social and commercial amenity of the Burwood Town Centre.
- 2. Provide a range of densities and built form envelopes that step down from Shaftesbury Road towards the existing lower density areas to enable the delivery of a mix of housing typologies and promote architectural diversity that is in keeping with the character of Croydon.
- 3. Encourage good building design that make considerations relating to solar access, cross ventilation and deep soil to maximise the amenity of new dwellings.
- 4. Ensure that the design of buildings and public domain are integrated to achieve functional and attractive solutions to a range of issues including building bulk and scale, flooding impacts, sustainability and interface with existing heritage items and HCAs, to achieve a diversity of spaces and experiences.



#### **Future Actions**

- 1. Amend the Burwood LEP to facilitate increased residential densities consistent with the Principal Planning Controls outlined in the Implementation Plan
- typologies within the Croydon HIA.
- 3. Amend the Burwood DCP to improve the standard of housing and increased density has on environmental features, including open space, public domain, and retained elements of character and place.
- as affordable housing.

- 2. Amend the Burwood DCP to facilitate a range of building
- 4. Mandate the delivery of a minimum of 2% of new dwellings

DEVELOPING THE MASTER PLAN

#### Priority 2

# Create Neighbourhoods that are Distinct and Contextual



#### Principles

- 1. Create new neighbourhoods that respond to their local context and character.
- 2. Retain the existing character, identity and sense of place of the remaining low density areas of the Croydon HIA.
- 3. Preserve existing heritage items and HCAs within the Croydon HIA.
- 4. Create opportunities for future development to provide a sensitive interface with existing heritage items and HCAs, while enhancing their heritage values.
- 5. Ensure that buildings are designed to provide a human scale interface to the public domain.
- 6. Integrate elements that respond to connection with Country.



#### Master Plan Strategies

- 1. Clearly define two distinct neighbourhoods within the Croydon HIA:
  - An urban neighbourhood with higher densities and taller buildings between Shaftesbury Road and Boronia Avenue that responds to the density, vibrancy and activity of the Burwood Town Centre.
  - A lower scale, finer grain density between Boronia Avenue and Young Street, supported by smaller open spaces that provide opportunities for community interaction.
- 2. Provide a street wall height of up to six storeys across the Croydon HIA with setbacks above the street wall to retain a human scale frontage to the street.
- 3. Encourage amalgamation patterns that include a select number of existing heritage items to enable them to be adaptively reused or sensitively incorporated as part of a larger integrated development.



#### **Future Actions**

- provisions within the Burwood DCP.
- 3. Review the Burwood DCP to consider appropriate interfaces between heritage items and heritage conservation areas with new development.
- 4. Enable opportunities for incorporating narratives relating to Country, in the design of public spaces and connection that can be reinforced in future design.
- throughout the Croydon HIA.

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- 1. Implement appropriate place based design objectives and
- 2. Consider implementing a Design Excellence Clause to development in Croydon HIA under the Burwood LEP.

5. Provide opportunities for the incorporation of public art

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#### Priority 3

## Plan for Better Active Transport Outcomes to Improve Connectivity to Surrounding Centres



#### Principles

- 1. Provide a comprehensive active transport network that reflect the changes in density and that is connected with the broader active transport network.
- 2. Deliver clear and legible east-west active transport connections to improve movement across the Croydon HIA and between Burwood and Croydon Stations.
- 3. Increase permeability, walkability and pedestrian safety within the Croydon HIA.
- 4. Support a connected open space network with enhanced local and regional cycle connections.
- 5. Reduce the Croydon HIA's dependence on private car ownership.



#### Master Plan Strategies

- 1. Transition Albert Crescent to become a dedicated active transport route that connects Burwood and Croydon Stations, to complement the planned Paisley Road upgrade on the southern side of the railway.
- 2. Introduce Slow Streets along Waimea, Cross, Irrara, MacGregor and Kenilworth Streets to prioritise east-west pedestrian and cyclist movement within the Croydon HIA.
- 3. Enhance the amenity of existing north-south active transport routes along Lucas Road and Young Street.
- 4. Provide new shared ways and pedestrian through-site links to increase permeability and walkability within the Croydon HIA.
- 5. Provide new crossings at key intersections along active transport routes to improve the safety of pedestrians and cyclists.



#### **Future Actions**

- Croydon HIA.
- car ownership.
- setbacks.
- domain improvements in Croydon HIA.
- area.

1. Adopt maximum parking rates for development that are consistent with the high levels of accessibility for the

2. Review the Burwood DCP to update provisions for bicycle and other carparking requirements to reduce the need for

3. Amend the Burwood DCP to locate key through-site connections and any future road corridor widenings through

4. Review and update Burwood Local Infrastructure Contributions Plan's works schedule to include public

5. Undertake a further study of the broader footpath network

(including Burwood) to enable seamless connections

between the proposed widened footpaths and surrounding

DEVELOPING THE MASTER PLAN

#### Priority 4

## Improve Access to Existing Open Space and Provide Opportunities for New Ones



#### **Principles**

- 1. Provide a range of new open spaces that are able to accommodate different uses to meet the needs of the community.
- 2. Improve access to the existing open space network.
- 3. Ensure that future residents are within walking distance of a public open space.
- 4. Provide streetscapes and public domain outcomes that improve public life and promote opportunities for activation and improved passive surveillance.
- 5. Create opportunities for incidental 'play streets' and green streets that promote activity, community and streets as places for people.
- 6. Minimise any property acquisition by Council or State Government.



#### Master Plan Strategies

- 1. Identify key sites (through amalgamation) capable of supplying additional public open space capacity in the form of pocket parks and plazas to maximise their functionality to enable a range of functions and activities.
- 2. Position public open spaces throughout the Croydon HIA to maximise access for residents - within a 200m radius.
- 3. Locate public open spaces in areas that are well connected and safe, ensuring that passive surveillance is provided via street level activation along their edges.
- 4. Maximise street frontages of public open spaces to ensure that they present as being publicly accessible.
- 5. Enable opportunities for incorporating narratives relating to Country in the design of public open spaces and connections.
- 6. Improve the walkability of existing streets to improve movement to open spaces outside of the immediate precinct - including Wangal Park, Centenary Park, Blair Park, Concord Oval and Cintra Sports Centre.



#### **Future Actions**

- parks and main streets.
- HIA.
- facilitate a greater Connection with Country.
- Public School via Young Street.

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1. Establish planning mechanisms for the delivery of public open spaces and other infrastructure on individual sites, in accordance with amendments through the LEP and DCP

2. Review the Burwood DCP to consider best practice controls for deep soil, tree canopy, green roofs and solar access to

3. Review Council's Contribution Planning Framework to reflect to forecast growth and infrastructure needs for the Croydon

4. Consider updating Burwood Local Infrastructure Contributions Plan's works schedule to include upgrades to existing public open spaces in proximity to Croydon HIA.

5. Consider implementing controls within the Burwood DCP to

6. Explore opportunities to enable public access to existing private open spaces, including Hampton Court (10 Webb Street) via its Webb Street entry or through the Croydon

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#### Priority 5

# Create a Green and Resilient Neighbourhood



#### Principles

- 1. Enhance tree canopy cover to improve pedestrian amenity and provide much needed additional urban cooling.
- 2. Build climate resilience into the design of future development in the Croydon HIA.
- 3. Create high quality north-south Green Streets to complement east-west connections.
- 4. Support sustainable technologies and initiatives that will reduce carbon emissions.



#### Master Plan Strategies

- 1. Explore outcomes that support the transition to net zero emissions in the Croydon HIA where possible.
- 2. Increase tree canopy cover where possible, particularly along identified north-south Green Streets, including Cheltenham Road and Young Street, that can feed into the east-west movement corridors.
- 3. Provide new tree planting in parking lanes along Green, Slow and Active Transport Streets as a traffic calming measure while also increasing tree canopy cover.
- 4. Provide a framework that will enable future investigation into WSUD approaches to stormwater and streetscape management on both the public and private domain, which may include rooftop, community and rain gardens.
- 5. Underground powerlines to provide opportunities for improved tree canopy outcomes.



#### Future Actions

- canopy and deep soil requirements.
- opportunities for WSUD.
- domain improvements in Croydon HIA.

1. Review and amend the Burwood DCP to explore opportunities for increased resilience. This may include future implementation of setbacks, solar amenity, tree

2. Review and amend the Burwood DCP to explore

3. Review and update Burwood Local Infrastructure Contributions Plan's works schedule to include public DEVELOPING THE MASTER PLAN

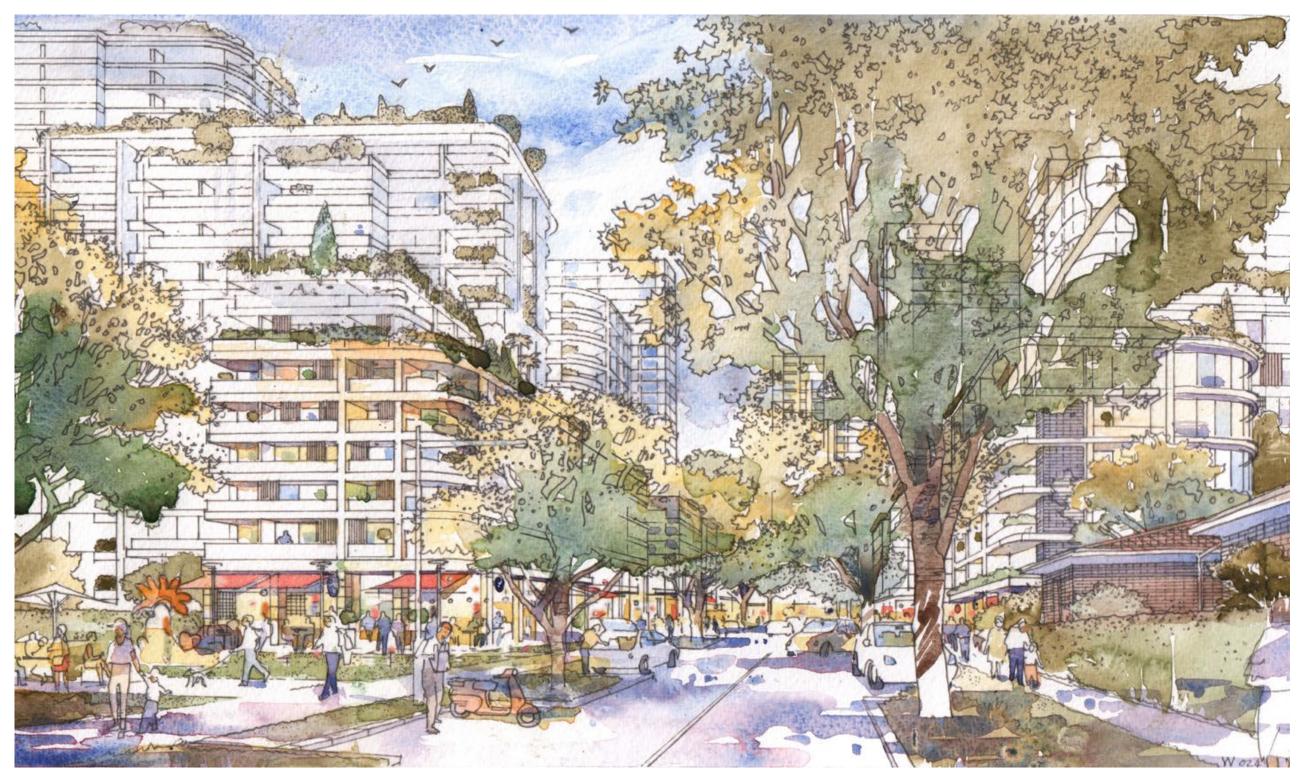


Figure 17. Artist's impression of the proposed pocket park and Slow Street along Waimea Street, looking west towards the Burwood Town Centre Source: Ethos Urban





# 4 The Draft Master Plan



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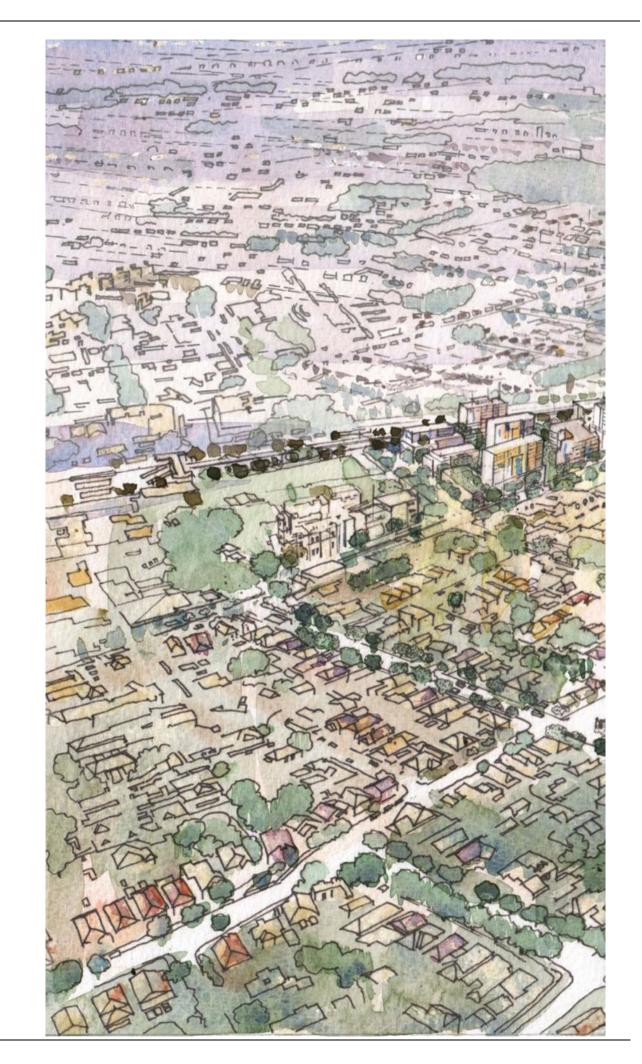
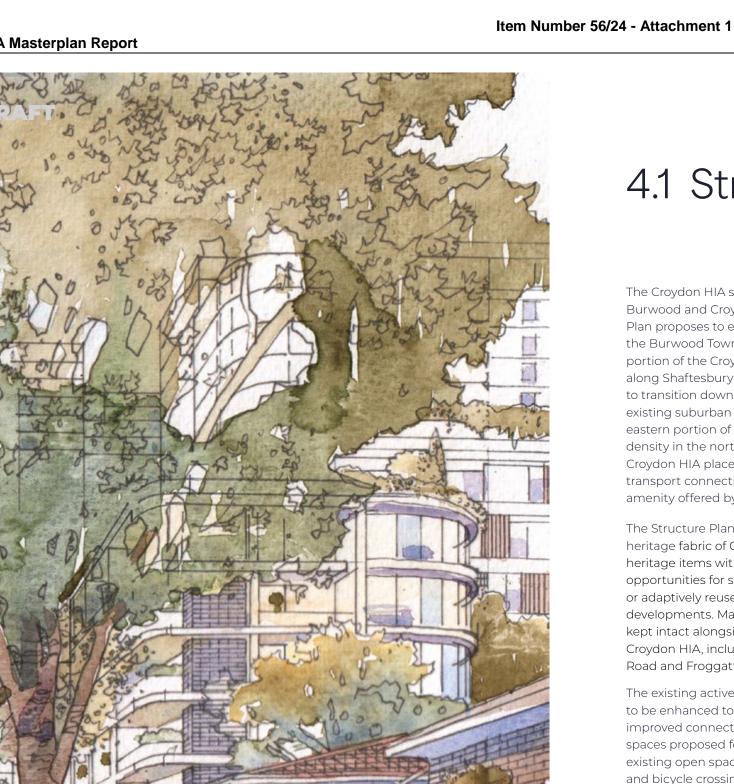


Figure 18. Artist's impression of the Croydon HIA from an aerial perspective, looking south-west towards the railway corridor and Burwood Town Centre Source: Ethos Urban





# 4.1 Structure Plan

The Croydon HIA sits strategically between Burwood and Croydon Stations. The Structure Plan proposes to extend the higher density of the Burwood Town Centre across to the western portion of the Croydon HIA, north of the railway along Shaftesbury Road. Heights are proposed to transition down from this edge to preserve the existing suburban character of Croydon in the eastern portion of the Croydon HIA. Concentrating density in the north-western portion of the Croydon HIA places future residents close to public transport connections as well as the vibrancy and amenity offered by the Burwood Town Centre.

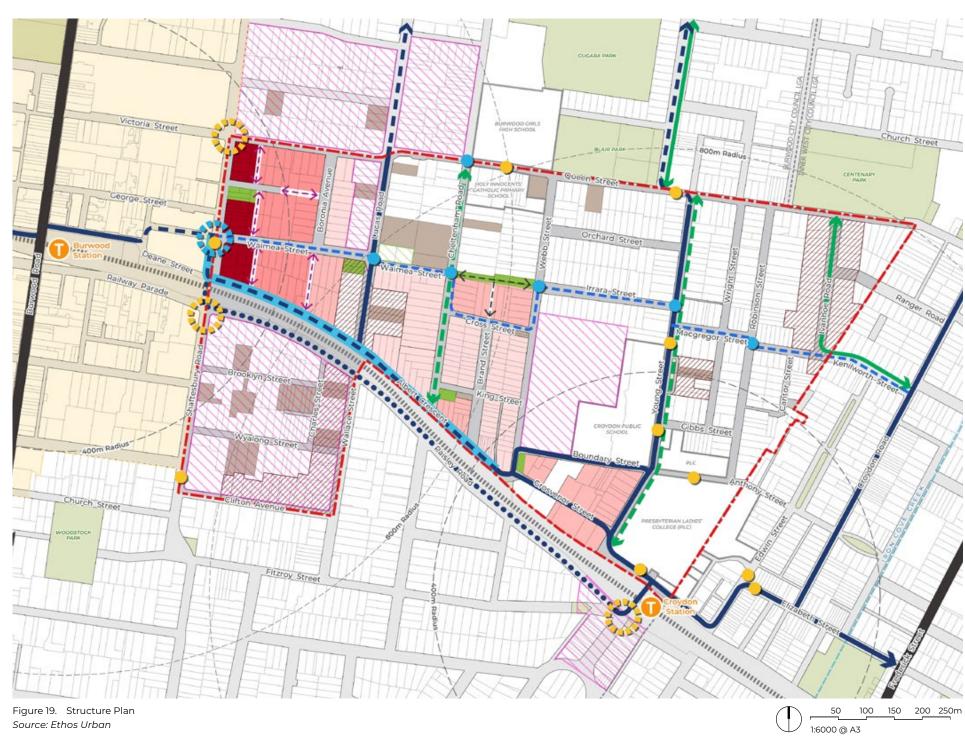
The Structure Plan also seeks to preserve the heritage fabric of Croydon by retaining all existing heritage items within the Croydon HIA, with opportunities for some of them to be incorporated or adaptively reused as part of larger, integrated developments. Majority of the Lucas Road HCA is kept intact alongside the other HCAs within the Croydon HIA, including the Malvern Hill, Ivanhoe Road and Froggatt Crescent HCAs.

The existing active transport network is proposed to be enhanced to provide the community with improved connections between the new open spaces proposed for the Croydon HIA and the existing open spaces around it. New pedestrian and bicycle crossings along active transport routes, combined with a new signalised intersection along Shaftesbury Road will also make it easier and safer for pedestrians and cyclists to move around.

Building upon the characteristics of the tree-lined streetscape of Ivanhoe Road, new green streets are proposed along Cheltenham Road and Young Street to increase tree canopy cover within the HIA while also providing shade for pedestrians along these north-south connections.

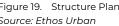
A number of future opportunity sites in and around the Croydon HIA are also identified in the Structure Plan. Subject to further investigations, these sites may be capable of supporting the delivery of additional housing in the future.

The Croydon HIA will provide much needed housing, strategically located close to existing transport and retail amenity. It will improve active transport connections and provide new open spaces for the community to gather and play in.



## LEGEND





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## 4.2 Character Areas

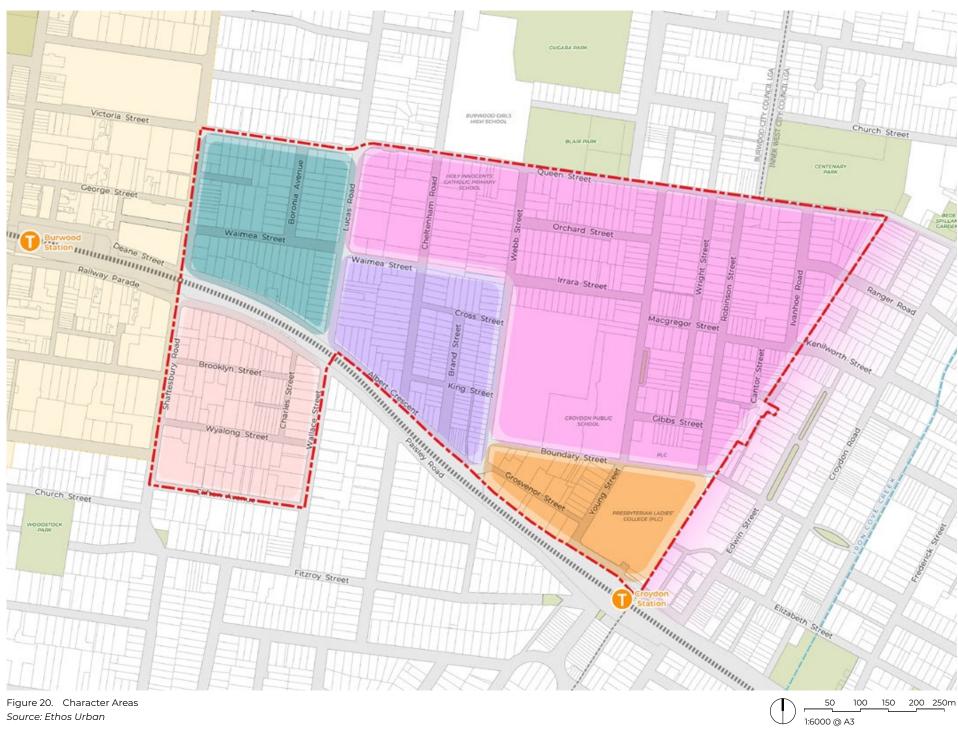
## **Desired Future Character**

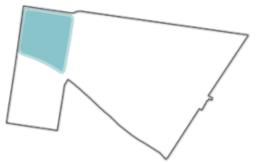
The Croydon HIA will be a people-focused neighbourhood that builds on the existing network of green streets to create opportunities for housing that is connected by pedestrian and cycle infrastructure close to public transport, shops and amenities. It will provide character and great places; it will foster connection and attract families. It will set the benchmark for health and wellness, liveability, and prosperity in a new urban centre.

The Croydon HIA is divided into five smaller precincts, each with their own distinct character and role. The desired future character of each of these precincts provides the framework to the built form controls for each precinct.









## Shaftesbury Road Precinct

- The precinct will feature new residential towers positioned above a series of residential podiums. The precinct will feature a new street and include a maximum street wall height of 6 storeys, given its proximity to the Burwood Centre.
- The precinct will include public domain improvements that include Waimea Street and Shaftesbury Road as part of a larger east-west active transport corridor connecting Croydon to Burwood.
- The through-site links and active transport corridor will also key into the potential for key public open spaces such as small pocket parks and plazas to provide improved amenity in the area on nominated key sites.
- Retail uses and possible community uses at ground level will also provide an appropriate alternative use other than residential dwellings.



Figure 21. Newcastle East End, Newcastle Source: Tom Roe

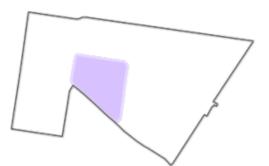


Figure 22. The Canopy Precinct, Lane Cove Source: Paul McMillan



Figure 23. Sanctuary Landing, Wentworth Point Source: Parkview Constructions





### Railway North Precinct

- The section to the north of the railway will include new residential towers that range between 8-15 storeys positioned above a series of residential podiums up to 6 storeys in height.
- This precinct forms part the transition in height from the Shaftesbury Road Precinct to the rest of the Croydon HIA.
- Consideration will be taken to ensure the height transition to the Lucas Road HCA is adopted to preserve its character and ensure dwelling diversity across the site and promote a liveable, lively environment at street level.
- This approach will integrate maisonette terrace houses at street level, with gardens and front doors on street fronts to foster a safe environment for children and the elderly.
- Streets will integrate footpaths, street planting and on-street parking on both sides of the street to assist with street activation.



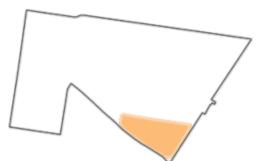
Figure 24. Ironbark Apartments Harold Park, Forest Lodge Source: Ethos Urban



Figure 25. Camden Courtyards, London Source: Simon Kennedy



Figure 26. The Heritage Apartments, North Sydney Source: Smart Design Studios



## Croydon Core Precinct

- Located adjacent the Croydon Station, this section bookends the Railway North Precinct and includes the land around Croydon Station.
- This small precinct will include a street wall height of up to 6 storeys and tower development up to 15 storeys above.
- Consideration will be taken to ensure the height transition from this precinct down to the north is sympathetic to the existing character of the existing residential neighbourhood.
- Consistent with other development in the precinct, residential development will integrate maisonette terrace houses at street level to provide surveillance and street activation.



Figure 27. IQ Burwood, 15-19 Clarence Street Burwood Source: Leader Properties Real Estate

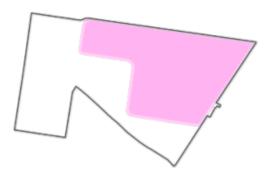


Figure 28. Wynyard Central East 2 Apartments, Auckland, New Zealand Source: Archdaily



Figure 29. Camden Courtyards, London Source: Simon Kennedy

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## Croydon Low Density Dwelling Residential Precinct

- This precinct includes the existing network of schools and parks and is part of the wider Croydon HIA's transition back to the surrounding suburban fabric on the surrounding lower density housing that make up the suburbs.
- The area will see the benefit of public domain upgrades in the form of new north-south cycle connections and green streets to improve walking amenity and movement across the precinct to the Burwood Town Centre and to key open space infrastructure including Blair Park and Centenary Park.

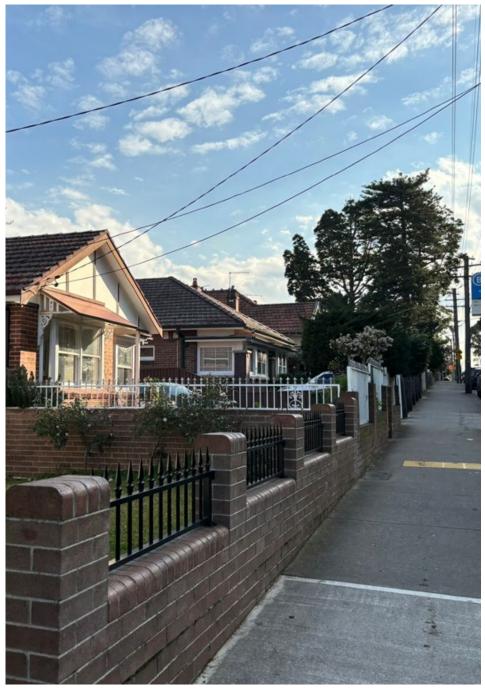


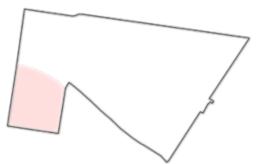
Figure 30. View along Queen Street, Croydon Source: Ethos Urban



Figure 32. View of tree canopy along Ivanhoe Road, Croydon Source: Ethos Urban



Figure 31. View of Rochester Reserve along MacGregor Street, Croydon Source: Ethos Urban



## Railway South Precinct

- The section south of the railway includes several high value heritage items that will need to be considered in the context of any new development.
- This precinct is also located adjacent to the Malvern Hill HCA which is the largest in the Croydon-Burwood area.
- While there is potential for smaller infill outcomes for this precinct, the density of heritage items in the precinct and its adjacency to the Malvern Hill HCA and will remain in its current form in the short term.

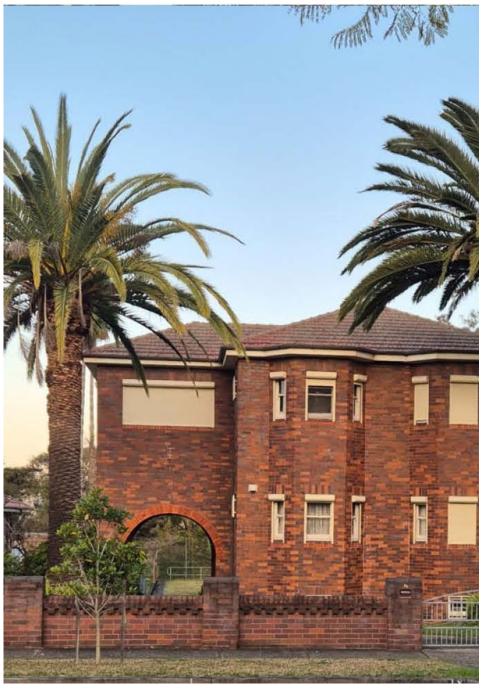


Figure 33. 18 Wallace Street, Burwood Source: TKD Architects



Figure 35. Heritage Item 108, 90 Shaftsbury Road. Burwood Source: TKD Architects



Figure 34. Heritage Item 13, 16 Brooklyn Street, Burwood Source: TKD Architects

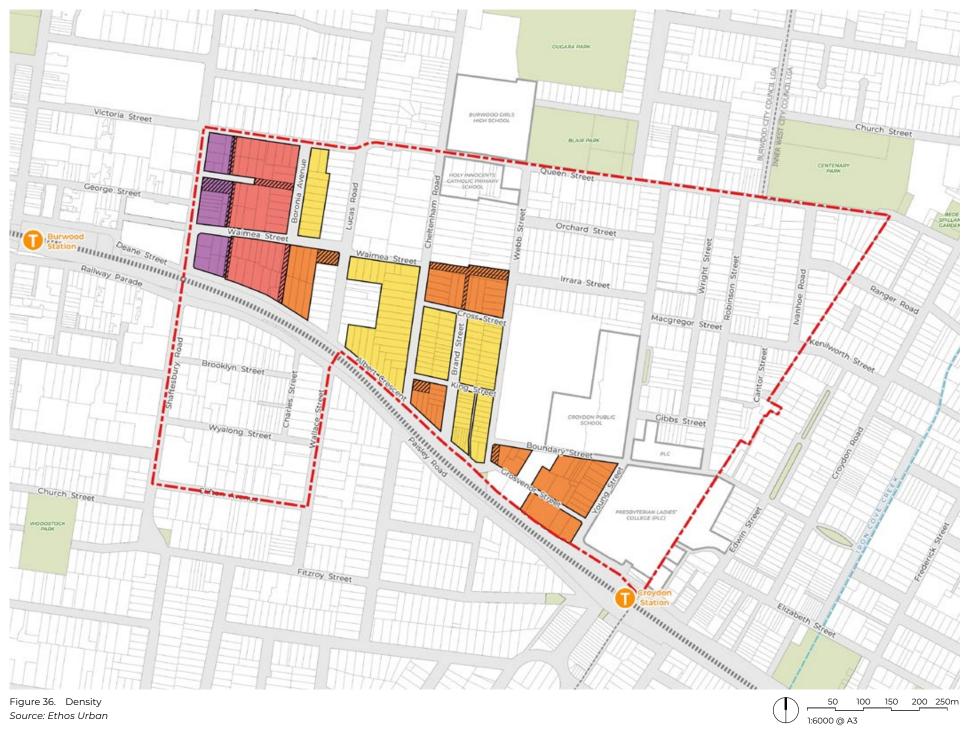


# 4.3 Density

The proposed densities within the Croydon HIA are in response to existing densities within the Burwood Town Centre and build on the significant opportunity to maximise on existing access to transport hubs.

Highest densities of up to 6:1 FSR are strategically located along Shaftesbury Road, north of the railway, to maximise on the proximity to the Burwood Town Centre and Burwood Station, with transitional densities that step between Burwood and Croydon Stations. Higher densities are also located adjoining new open spaces so that these spaces are dynamic, active, and highly accessible.

The lower scale character of Croydon is proposed to be retained in the rest of the HIA to preserve the existing character of the area, particularly where existing HCAs are located.







LEGEND

Proposed Open Space, Pedestrian Through-site Link and/or Shared Way

# 4.4 Building Height

The tallest buildings, up to 30 storeys, are proposed to be located along Shaftesbury Road as a reflection of established heights in the Burwood Town Centre. Tall buildings of up to 25 storeys are proposed to the west of Boronia Avenue, before the built form transitions to heights of up to 8-15 storeys.

A common street wall height of up to 6 storeys is proposed to establish consistency within the Croydon HIA, with towers setback above the street wall to ensure that a human scale is retained at street level.

The predominant height in the blocks between Lucas Road and Webb Street are up to 6-8 storeys, consistent with the heights of existing RFBs within the Hampton Court Development along Webb Street as well as more recent RFB developments along Boundary and Grosvenor Streets.

Two existing heritage items, at the corners of Cross Street and Webb Street, and King Street and Brand Street, are proposed to be incorporated as part of larger integrated developments, with the proposed built form adjoining them stepped back.



#### LEGEND



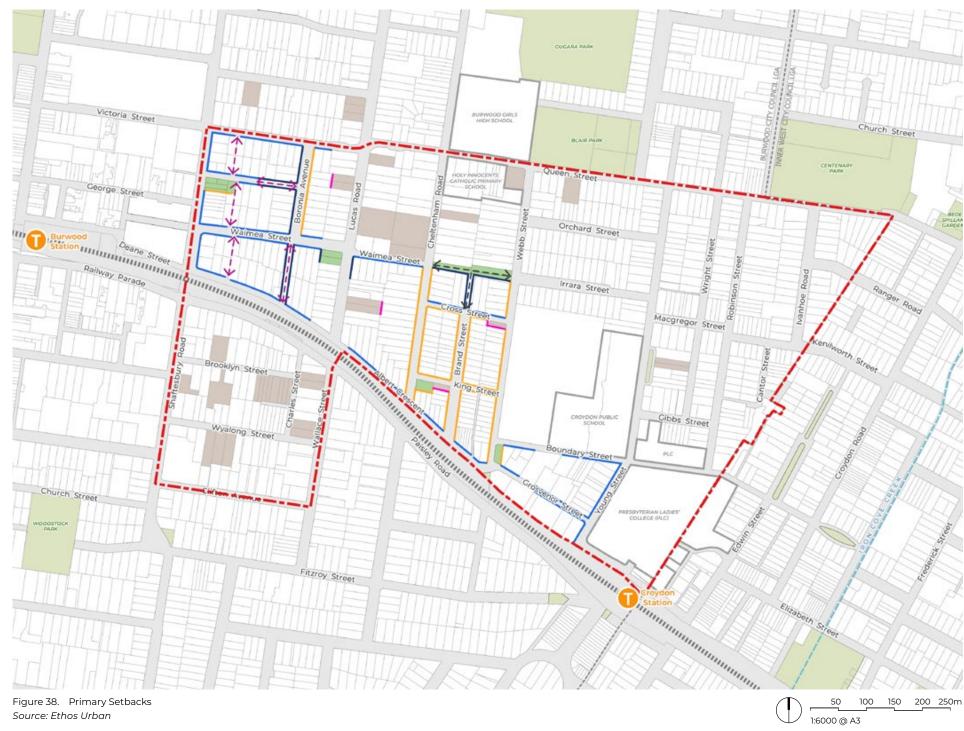
## DRAFT THE DRAFT MASTER PLAN

## 4.5 Primary Setbacks

Primary setbacks are the setbacks at ground level, and adjoining podium levels above. 6m and 3m primary setbacks are proposed for the HIA, with a merit-based setback proposed for interfaces with heritage items.

The proposed primary setbacks will provide opportunities for footpath widening along key east-west streets as well as north-south streets like Shaftesbury Road, to improve pedestrian amenity and walkability across the HIA. These setbacks will also allow for additional space for landscaping and tree planting, including opportunities for Water Sensitive Urban Design (WSUD) treatments along the streetscapes, providing cooler streets while enhancing the existing streetscape character of the HIA.

3m setbacks are proposed along majority of the north-south streets, where narrower blocks are located, to maximise potential developable area on these blocks while still ensuring improvement of the streetscape.



## LEGEND



LEGEND

Croydon HIA

💷 🗊 💷 Railway & Station Existing Schools Heritage Item

[\_\_\_\_] Local Government Area

Existing Public Open Space Proposed Open Space ←→ Proposed Shared Way

←→ Proposed Pedestrian Through-site Link

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# 4.6 Secondary Setbacks

Secondary setbacks are applied to the levels above the podium. They are measured from the face of podium and are in addition to the proposed primary setbacks.

A common 3m secondary setback is proposed across the HIA to provide consistency within the Croydon HIA and to protect the human scale of the streetscape. Similar to the proposed primary setbacks, a merit-based secondary setback is proposed for interfaces with existing heritage items.

Secondary setbacks contribute to achieving appropriate building separation between blocks to comply with ADG requirements while also enabling feasible tower forms to be developed above the podium.

------ 3m Secondary Setback

Merit-based Setback from Heritage Items



# 4.7 Connectivity and Green Street Opportunities

## Connecting to District Open Spaces

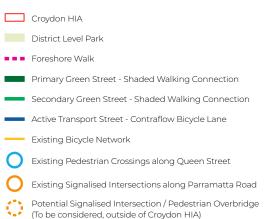
There are a number of north-south streets in and around the Croydon HIA that provide good connectivity to district open spaces to the north, including Goddard Park, Queen Elizabeth Park, St Lukes Park and Oval. These links are aligned with existing signalised intersections along Parramatta Road.

There are a number of existing streets with strong canopy coverage outside the Croydon HIA, including Acton Street, Blair Avenue and Rockleigh Street, and Ivanhoe Road within the Croydon HIA.

Safer crossings along Queen Street as well as considerations around a future set of traffic lights or pedestrian overbridge at the intersection of Parramatta Road and Harris Road (outside of the Croydon HIA) would enhance Croydon HIA's connectivity to these district open spaces as well as the broader active transport network.

The following proposed active transport network for the Croydon HIA has been developed in anticipation of these broader connections.

#### LEGEND



Queen Elizabeth Park St Lukes Oval Goddard Park St Lukes Park 20 Parramatta Rd Har S Blair Ave Rockleigh Queen St

Figure 40. Green Street Connectivity and Broader Active Transport Network Source: CLOUSTON Associates and Ethos Urban



# 4.8 Active Transport Network

The proposed active transport network will increase opportunities for east-west connections across the HIA while improving existing northsouth connections.

A new separated, bi-directional cycleway is proposed to be located along the southern side of Albert Crescent, significantly improving connections between Burwood and Croydon Stations. This new dedicated active transport route will complement the planned upgrades on the southern side of the railway along Paisley Road. It will also connect to existing north-south on-road cycle routes along Lucas Road and Young Street, which are proposed to be retained and improved as part of the primary active transport network.

A secondary active transport route is proposed to connect Shaftesbury Road and Croydon Road along Waimea, Cross, Irrara, Macgregor and Kenilworth Streets. This on-road cycleway will be through slowed residential streets, supported by new pedestrian and bicycle crossings, and a new signalised intersection at Shaftesbury Road. The proposed open space and through-site link between Cheltenham Road and Webb Street will further strengthen this east-west connection.

#### LEGEND





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Figure 42. Artist's impression of the proposed Active Transport Street along Albert Crescent, looking south-east towards Croydon Station Source: Ethos Urban

# 4.9 Public Domain and Open Space

The proposed public domain and open space plan focuses on creating a liveable and connected neighbourhood by delivering new public open spaces, maximising private open space, and establishing cool, green streets that promote walking and cycling to nearby areas.

Key moves include:

- Connecting fragmented tree canopies to increase coverage, provide shade, improve air quality, support biodiversity and reduce the urban heat island effect.
- Protecting areas with significant tree canopy coverage.
- Developing a variety of new public open spaces and public domain, including pocket parks, plazas, shared ways and pedestrian through-site links.
- Creating diverse private/communal open spaces, including ground floor courtyards and rooftop terraces within the development footprint, offering opportunities for outdoor interaction.
- Establishing formal cycling routes to improve connectivity across the Croydon HIA.
- Enhancing pedestrian amenity by widening footpaths and improving accessibility through asset upgrades, such as kerb ramps and crossings.
- Creating opportunities for social interaction and relaxing in all public realm areas, including streets, parks, and private/communal open spaces.

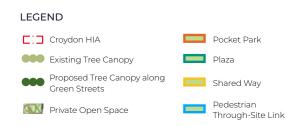




Figure 43. Public Domain and Open Space Plan Source: CLOUSTON Associates



55

## Pocket Parks

Pocket parks are small green spaces, typically up to 0.1 hectares, that serve the local community. Despite their small size, they play a significant role in enhancing the wellbeing of residents by providing nearby places for rest, encouraging community interaction, and connecting with nature.

While such parks need to be robust enough to handle high use, a strong green infrastructure design with trees, shrubs and groundcover will be key to their popular use. Carefully considered seating in winter sun and summer shade will encourage a sense of safety and social interaction, by making these welcoming outdoor spaces. Optimally these parks should be close to - or en route - to daily destinations such as transport, shops, work and schools.

## Plazas

Plazas are central gathering spaces designed to bring the community together and offer flexible areas for seating, events, and informal activities.

These spaces are often more urban in character with hardscape elements to support a high volume of foot traffic and events, while also featuring greenery and trees for shade. They are also designed for maximum visibility, are typically welllit, and may incorporate elements such as water features or public art to enhance the individual's experience.



Figure 44. Huntley Green Pocket Park, Alexandria. Design by Oculus. Source: Ethos Urban



Figure 45. Cardigan & Darghan Street Reserve in Glebe, City of Sydney. Source: Renee Nowytarge



Figure 46. Berry Square North Sydney. Design by ASPECT Studios. Source: Florian Groehn



Figure 47. Dee Why Square. Design by Arcadia. *Source: Arcadia* 

## Shared Ways

Shared ways integrate vehicles into a pedestrianfocused environment by encouraging slow driving through subtle physical and visual cues. Elements such as varied paving, tree planting, and bollards help guide vehicular movement and parking.

These spaces prioritise pedestrians and may be activated by non-residential uses at the ground level, while accommodating low-speed traffic when necessary. Thoughtful design features like crossings, lighting, and passive surveillance ensure that all user groups - pedestrians, cyclists, and drivers - can safely share the space.







Figure 51. Shared Way, Source: Simon Wood

## Pedestrian Through-site Links

Pedestrian through-site links enhance the formal open space network by increasing the permeability and walkability of neighbourhoods, making it easier for the community to access open spaces.

Importantly, these linking spaces should optimise the presence of canopy and shade, offer seating, clear views for passive surveillance and be well-lit at night, while precluding impacts on adjoining residential amenity.



Figure 48. Through-site Link at Annie Leggett Promenade in Rhodes. Source: Isabel Peng



Figure 49. Through-site Link in Erskineville. Source: Ethos Urban

Figure 51. Shared Way, Kensington Street. Design by TURF Design Studio.

# 4.10 Private Open Space

## Communal Private Open Space

There are typically two forms of private open space; communal and individual private open space. Communal private open spaces are controlled private spaces for the use of adjoining residences, which may include rooftop gardens and ground level courtyards. In dense environments, these spaces are essential in extending outdoor relaxation and recreation. Extensive planting plays a pivotal role in creating spaces that are welcoming to encourage social gathering and to assist neighbours in getting to know each other.

- Ground floor courtyards / gardens may offer everything from lawns to barbeque areas and play areas for small children. Deep soil in these areas should support tree canopy and solar access in winter will be key to year-round use by residents with access. These spaces may also extend a borrowed visual landscape to the public realm in instances where their canopy and planting are visible from the street.
- Rooftop gardens can offer popular outdoor space with clear views of the sky and often views to the surrounding locality. All-weather shelter is important here as is seating and space for social gatherings. Minimising wind impact will also be an important design consideration.

## Individual Private Open Space

Where apartment design permits, the provision of individual private open spaces in the form of small patios / courtyards on the ground level or on podium rooftops, extends the opportunities for outdoor eating, growing herbs and the like.



Figure 52. Rooftop garden at Nightingale 1. Design by Openwork and OCULUS. Source: Breathe Architecture



Figure 53. Individual private balconies at 38 Albermarle Street, Kensington. Design by Fieldwork. Source: Tom Ross



Source: Anson Smart



Design by COX Architecture. Source: Jakub Beseda

Figure 55. Ground floor garden at Lunar Apartments. Design by Rothelowman.



Figure 54. Ground floor courtyard at 71 Constitution Avenue, Campbell.

# 4.11 Streetscape Improvements and Upgrades

## Street Type 1: Green Streets

## Design Intent

To increase canopy cover, provide urban cooling, improve pedestrian amenity and slow traffic.

## Interventions

- 1 Typical narrow carriageway to 5.8m (2 x 2.9m). This assumes low-traffic volume streets.
- 2 Detailed design to consider existing and proposed driveways and access requirements.
- 3 New tree planting in parking lanes to increase canopy cover. This planting will be staggered and nominally spaced 20m apart, allowing for three car spaces between (contingent on access and driveways).
- 4 Additional trees in nature strip where feasible.
- (5) 'Hit-and-miss' kerb design with trees flush to the road to allow for passive irrigation.
- 6 Include seating in shade at regular intervals.

## Outcomes

- Slowing down of traffic.
- Increase of canopy coverage.
- Seating to increase social interaction and passive surveillance.



Figure 58. Key Plan of Green Street Locations Source: CLOUSTON Associates

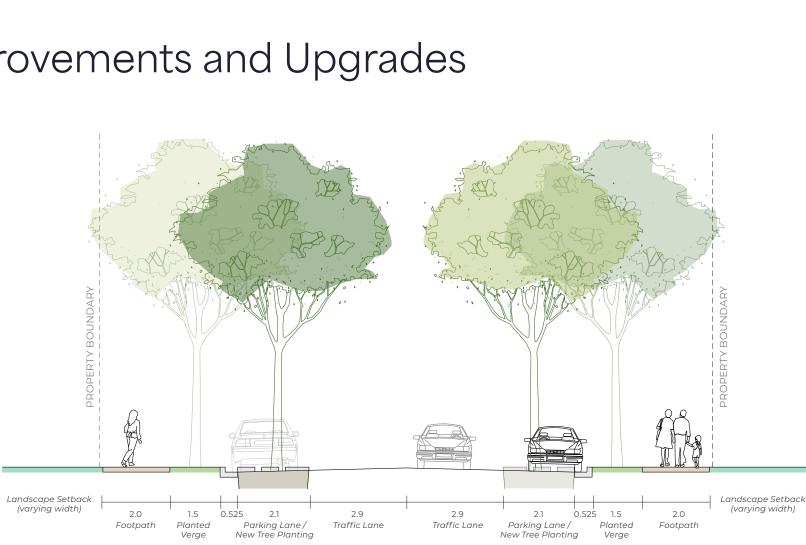
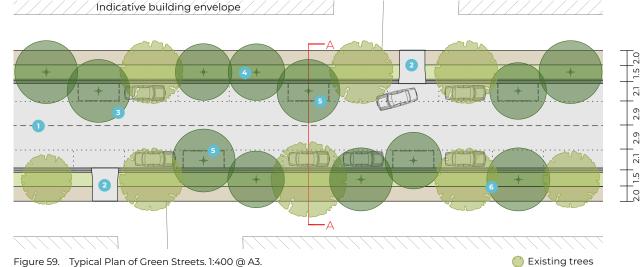
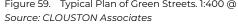


Figure 56. Section AA - Typical Section of Green Streets. Source: CLOUSTON Associates





• Proposed trees

(varying width)



Figure 57. Green Street in Riverwood. Source: CLOUSTON Associates

## Street Type 2: Slow Streets

## Design Intent

To reduce vehicle speeds on east-west residential streets to improve safety of informal cycling routes.

## Interventions

- 1 Narrow carriageway to 5.8m (2 x 2.9m). This assumes low-traffic volume streets.
- 2 Detailed design to consider existing and proposed driveways and access requirements.
- 3 New tree planting in parking lanes to reduce road width. Nominally spaced 20m apart, allowing for three car spaces between (contingent on access and driveways).
- New tree bays in parking lanes to be positioned opposite each other to further narrow the perceived width of the street.
- **5** Additional trees in nature strip where feasible.
- <sup>6</sup> 'Hit-and-miss' kerb design with trees flush to the road to allow for passive irrigation.

## Outcomes

- Slowing down of traffic.
- Increase of canopy coverage.



Figure 60. Key Plan of Slow Street Locations Source: CLOUSTON Associates



Figure 61. Section BB - Typical Section of Slow Streets. Source: CLOUSTON Associates

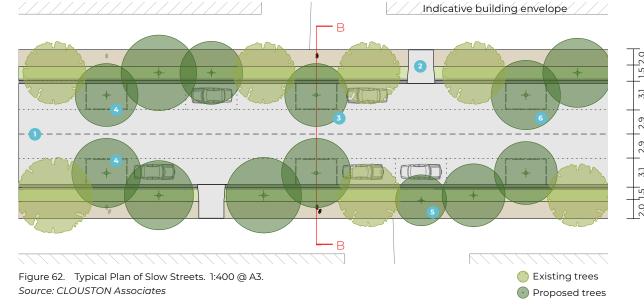




Figure 63. David Street in Marrickville. Source: CLOUSTON Associates



## Street Type 3: Active Transport Street

## Design Intent

To provide a dedicated east-west active transport link with minimal loss of street parking.

#### Interventions

- 1 Convert Albert Crescent to a one-way, eastbound street.
- 2 New contraflow bicycle path along the railway corridor.
- 3 Detailed design to consider existing and proposed driveways and access requirements.
- A New tree planting in parking lanes to increase canopy cover. Nominally spaced 20m apart, allowing for three car spaces between (contingent on access and driveways).
- <sup>5</sup> Additional trees in nature strip where feasible.
- 6 'Hit-and-miss' kerb design with trees flush to the road to allow for passive irrigation.
- Planted verge where feasible.
- <sup>8</sup> Widen footpath along northern side of street.

#### Outcomes

- · Dedicated contraflow cycle lanes.
- · Increase of canopy coverage.



Figure 64. Key Plan of Active Transport Street Locations Source: CLOUSTON Associates

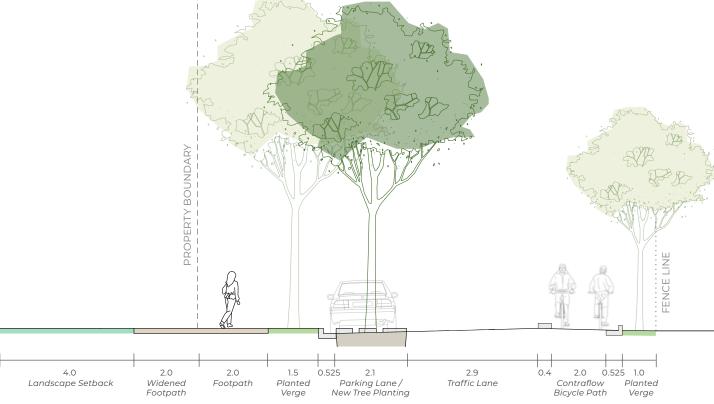


Figure 65. Section CC - Typical Section of Active Transport Street. Source: CLOUSTON Associates

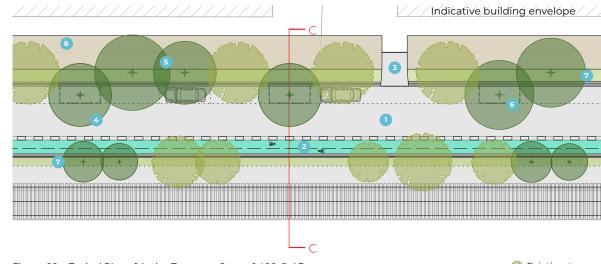


Figure 66. Typical Plan of Active Transport Street. 1:400 @ A3. Source: CLOUSTON Associates

Existing trees • Proposed trees

2.1 1.5 2.0 2.0 2.9 2.4





## DRAFT



Railway Corridor



Figure 67. Contraflow cycleway on Railway Avenue, Stanmore. Source: CLOUSTON Associates



# 5 Yield Estimate

#### **DRAFT** YIELD ESTIMATE

# 5.1 Methodology

The Croydon HIA's potential development capacity has been quantified to understand its potential future land uses, total dwellings and population. Land use capacities have been calculated assuming only unconstrained sites are uplifted. The methodology and outcomes are summarised as follows:

## **Constrained Sites**

Lots identified with one (or more) of the following characteristics are assumed to be constrained and therefore may not present as redevelopment opportunities:

- Strata titled lots containing >10 units<sup>1</sup>
- Heritage items <sup>2</sup>
- HCAs<sup>3</sup>
- Schools (and lots owned by schools)

<sup>1</sup> Some strata titled lots that contain more than 10 units are included as having the potential for redevelopment given the age of the buildings.

<sup>2</sup> Some heritage items are included as having the potential for redevelopment given their ability to be adaptively reused and/or sensitively incorporated as part of a larger integrated development.

<sup>3</sup> A part of the Lucas Road HCA is included as having the potential for redevelopment given its assessed heritage value. Private development sites that are anticipated to deliver the proposed open spaces, shared ways, pedestrian through-site links and/or footpath widening will be able to utilise the full FSR allocated to that site and redistribute that density to the developable parts of the site. These public domain areas are therefore retained within the capacity assessment as having some development potential.

#### **Proposed Controls**

A proposed FSR has been identified for each site, responding to the overall vision for the Croydon HIA and the levels of accessibility and amenity within and adjoining the sites now and in the future. The FSR controls recognise the importance of compatibility with existing character and consider the impact of future built form, relationship to open space, and proximity to public transport.

It is assumed that the proposed FSR should not be less than the existing FSR under the Burwood LEP and should also match or exceed the minimum 2.5:1 FSR specified by the TOD Program.

In order to meet the objectives of the TOD Program, residential uses have been assumed for all sites. Notwithstanding the above, there are opportunities for non-residential uses, particularly on the ground level, where permitted by the proposed land use zoning.

#### Assumptions

The following assumptions have been used in the development of the master plan:

#### GFA to Dwelling

Average apartment size	90m <sup>2</sup> GFA
People per dwelling	2.5

Table 2. GFA to Dwelling Assumptions

Built Form	
Maximum floorplate over 8 storeys	750m² (floorplate GFA)
Minimum amalgamated lot size	1,500m <sup>2</sup>
Maximum building length	60m
Maximum wall length without articulation	45m
Minimum floor-to-floor heights	Residential
	Residential ground floor
	Commercial / retail ground floor
Lift overrun, rooftop plant and structures associated with rooftop communal open space	4.5m

Table 3. Built Form Assumptions

3.2m

4m

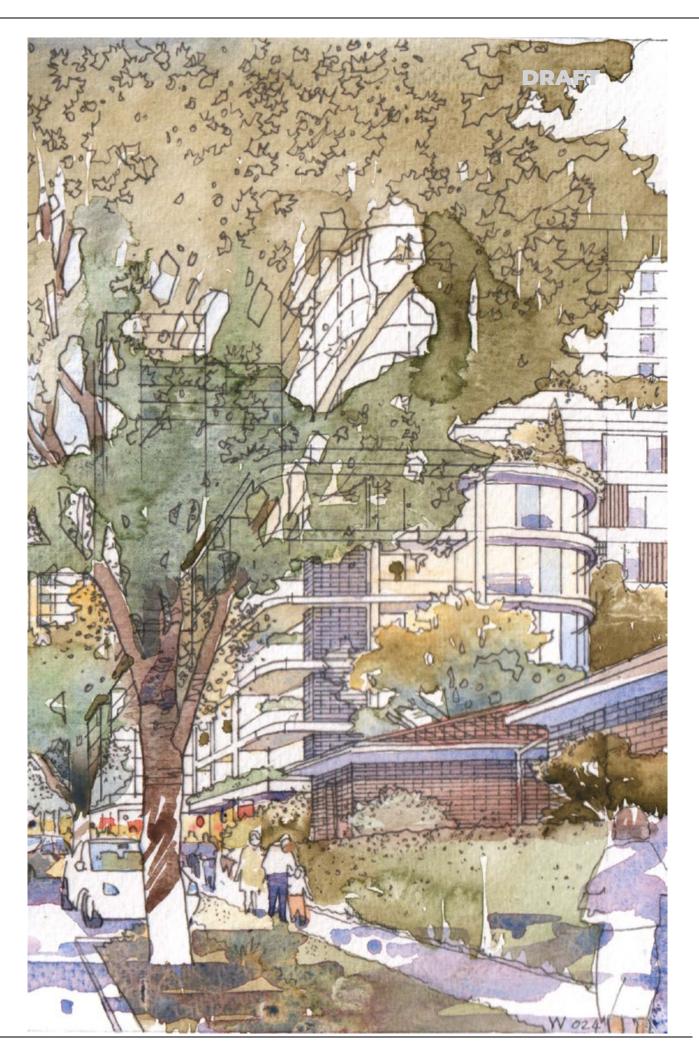
4.5m

YIELD ESTIMATE

# 5.2 Yield

Residential Capacity	
Estimated no. of existing dwellings	1,759
Estimated no. of existing retained	1,299
Residential GFA capacity	369,990m <sup>2</sup>
Potential additional no. of dwellings	4,111
Potential total no. of dwellings	5,410
Potential total population (at 2.5 people per dwelling)	13,525
Potential net increase in no. of dwellings	3,651

Table 4. Residential Capacity





# 6 Draft Implementation Strategy

DRAFT DRAFT IMPLEMENTATION STRATEGY

# 6.1 Proposed Site Amalgamation

Efficient and successful delivery of the Master Plan will require amalgamation of fragmented lots throughout the Croydon HIA.

Key sites are identified as "Proposed Amalgamations for Key Sites (LEP)", which are required to be amalgamated in this pattern to achieve full development potential and to efficiently deliver important public domain elements, such as proposed open spaces, shared ways and pedestrian through-site links (refer to Section 6.5).

Other areas are identified as "Indicative Site Amalgamations (DCP)", which are intended to serve as a guide to the orderly pattern of amalgamation to the rest of the Croydon HIA.

A proposed minimum site area of 1,500m<sup>2</sup> will apply to development for the purposes of RFBs and shop top housing in the Croydon HIA. This will assist in facilitating a pattern of amalgamation that creates orderly development and adequate site area to accommodate positive built form outcomes, including enabling development to achieve ADG requirements and provide adequate amenity for future residents.

Proposed amalgamation patterns may change following public exhibition of the Master Plan.





DRAFT IMPLEMENTATION STRATEGY

# 6.2 Land Use Zoning (LZN)

#### Existing LZN Map



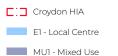
Figure 70. Existing Land Use Zoning Map Source: Burwood LEP, reproduced by Ethos Urban

Current Land Zoning is majority R2 Low Density Residential, with a small areas of R1 General Residential, SP2 Infrastructure, E1 Local Centre and RE1 Public Recreation.

The R2 zoning facilitates a mix of lower density building typologies including detached dwellings and multi-dwelling houses. The R1 zoning facilitates higher density uses including residential flat buildings.

The El zone allows for shop top housing in response to its location within Croydon Neighbourhood Centre.

## LEGEND



- R1 General Residential
- R2 Low Density Residential
- R3 Medium Density Residential
- RE1 Public Recreation
- SP2 Infrastructure

#### Proposed LZN Map

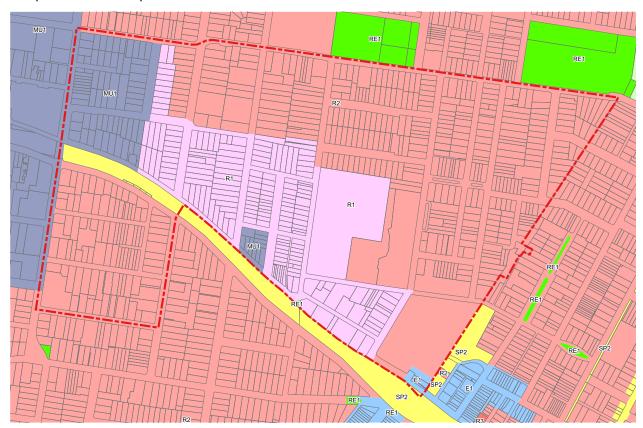


Figure 71. Proposed Land Use Zoning Map Source: Ethos Urban

The proposed land zoning extends the MU1 Mixed Use zone out of the Burwood Town Centre east, to facilitate additional density and a range of uses such as shop-top housing. Following the train line, the R1 General Residential zone is extended east towards the existing R1 zone. A small pocket of MU1 zoned land is located in the centre of this R1 zone which is intended to support additional neighbourhood activation at the mid-point between Burwood and Croydon centres.



- R2 Low Density Residential
- R3 Medium Density Residential

DRAFT DRAFT IMPLEMENTATION STRATEGY

# 6.3 Height of Building (HOB)

## **Existing HOB Map**



Figure 72. Existing Height of Building Map Source: Burwood LEP, reproduced by Ethos Urban

The existing maximum height of building is 9m for the majority of the Croydon HIA, which facilitates buildings of 2 storeys. Parts of the existing R1 zoned land have a maximum height of building of 26m which facilitates buildings of up to 7 storeys.

Land zoned El Local Centre within Croydon Neighbourhood Centre has a height limit of 10m which provides for buildings of 2-3 storeys.

Croydon HIA
9m
10m
14m
26m
30m
60m

LEGEND

## Proposed HOB Map

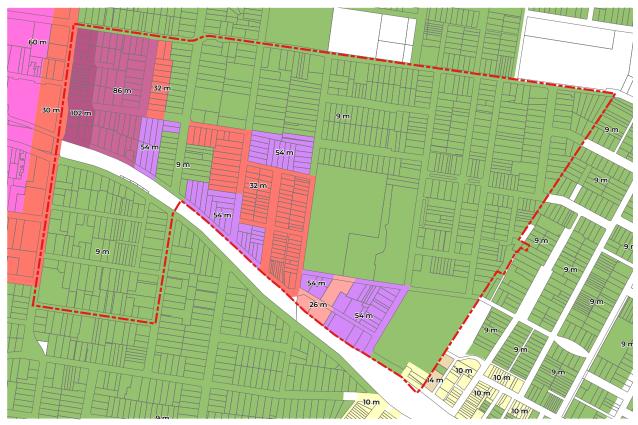
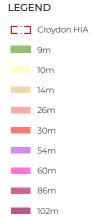


Figure 73. Proposed Height of Building Map Source: Ethos Urban

The changes to the maximum height of building within the Croydon HIA ranges from 32m to 102m. The remaining parts of the Croydon HIA retains its maximum height limit of 9m to keep its existing scale and character of development.

The proposed maximum building heights gradiates from the Burwood Town Centre to the east along the train line.



DRAFT IMPLEMENTATION STRATEGY

## 6.4 Floor Space Ratios (FSR)

#### **Existing FSR Map**

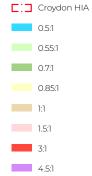


Figure 74. Existing Floor Space Ratio Map Source: Burwood LEP, reproduced by Ethos Urban

The existing maximum floor space ratio within the centre is 0.55:1 for the majority of the Croydon HIA. Parts of the existing R1 zoned land have a maximum height of building of 0.85:1 and 3:1..

The Croydon Neighbourhood Centre to the south of the site is has a maximum floor space ratio of 1:1.





Proposed FSR Map

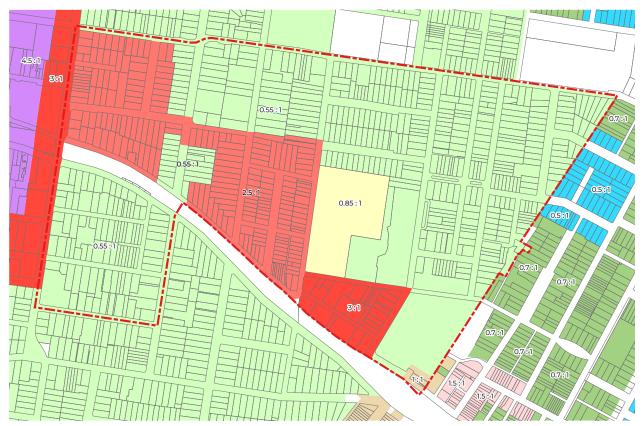
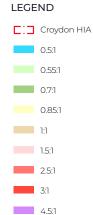


Figure 75. Proposed Base Floor Space Ratio Map Source: Ethos Urban

Consistent with the location of changes to the height of building map, the proposed floor space ratio is 2.5:1 throughout the site.

It is noted that an incentive FSR applies to certain sites which is described on the following page.





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## 6.5 Incentive FSR

#### Proposed Incentive FSR Map



Figure 76. Proposed Incentive FSR Map Source: Ethos Urban

As part of the implementation strategy, a new local provision is proposed to be included under Part 6 of the Burwood LEP to apply an incentive floor space ratio (FSR) for key sites where:

- it satisfies a minimum site area requirement; and
- · it provides for certain public domain outcomes, such as open space, pedestrian links and access ways.

The clause will specifically allow development on key sites to access a higher FSR where certain open spaces, shared ways and pedestrian through-

#### LEGEND



site links have been delivered (as mapped on Figure 76 and Figure 77).

To access the Incentive FSR controls, development applications would need to demonstrate consistency with the requirements outlined in Table 5.

## Proposed Key Sites Map



Figure 77. Proposed Key Sites with Areas Proposed for Open Spaces, Shared Ways and Pedestrian Through-Site Links Source: Ethos Urban

As part of the proposed local provision under Part 6 of the Burwood LEP, a new Key Sites Map will identify the relevant sites that may access the relevant Incentive FSR.

The proposed Key Sites Map identifies key sites that are intended to support the delivery of open spaces, shared ways and pedestrian through-site links (mapped on Figure 77) in order to access the Incentive FSR (mapped on Figure 76).



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Croydon HIA

. Through-site Link

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#### Proposed Incentive FSR and Requirements

Area	Site Area	Base FSR	Incentive FSR	Total FSR	Requirements
1	3,192 m²	2.5:1	+3.5:1	6:1	<ul> <li>Shared way (4m min. width) connecting Victoria Street and Simpson Avenue.</li> <li>Footpath widening (2m wide) as identified on Figure 38.</li> </ul>
2	4,524 m²	2.5:1	+3.5:1	6:1	<ul> <li>Open space - plaza (1,500m<sup>2</sup> min. area).</li> <li>Shared way (4m min. width) connecting Simpson Avenue and Waimea Street.</li> <li>Footpath widening (2m wide) as identified on Figure 38.</li> </ul>
3	4,028 m <sup>2</sup>	2.5:1	+3.5:1	6:1	<ul> <li>Shared way (4m min. width) connecting Waimea Street and Albert Crescent.</li> <li>Footpath widening (2m wide) as identified on Figure 38.</li> </ul>
4	3,142 m²	2.5:1	+1.5:1	4:1	<ul> <li>Shared way (4m min. width) connecting Victoria Street and Simpson Avenue.</li> <li>Footpath widening (2m wide) as identified on Figure 38.</li> </ul>
5	5,504 m <sup>2</sup>	2.5:1	+1.5:1	4:1	<ul> <li>Shared way (4m min. width) connecting Simpson Avenue and Waimea Street.</li> <li>Footpath widening (2m wide) as identified on Figure 38.</li> </ul>
6	5,079 m²	2.5:1	+1.5:1	4:1	<ul> <li>Shared way (4m min. width) connecting Waimea Street and Albert Crescent.</li> <li>Footpath widening (2m wide) as identified on Figure 38.</li> </ul>
7	5,492 m <sup>2</sup>	2.5:1	+1.5:1	4:1	<ul> <li>Shared way connecting Simpson Avenue and Boronia Avenue (combined width across Areas 7 and 8 to match width of existing Simpson Avenue road reserve).</li> </ul>
8	3,451 m²	2.5:1	+1.5:1	4:1	<ul> <li>Footpath widening (2m wide) as identified on Figure 38.</li> </ul>
9	4,540 m <sup>2</sup>	2.5:1	+1.5:1	4:1	<ul> <li>Shared way (8m min. width) connecting Waimea Street and Albert Crescent.</li> <li>Footpath widening (2m wide) as identified on Figure 38.</li> </ul>
10	6,847 m <sup>2</sup>	2.5:1	+0.5:1	3:1	<ul> <li>Open space - pocket park (1,000m<sup>2</sup> min. area).</li> <li>Footpath widening (2m wide) as identified on Figure 38.</li> </ul>
11	4,916 m²	2.5:1	+0.5:1	3:1	<ul> <li>Open space - pocket park (1,000m<sup>2</sup> min. area).</li> <li>Open space to include a pedestrian and bicycle link that aligns with Waimea Street, connecting Cheltenham Road and Webb Street via the adjoining open space in Area 12.</li> <li>Footpath widening (2m wide) as identified on Figure 38.</li> </ul>
12	6,194 m²	2.5:1	+0.5:1	3:1	<ul> <li>Open space - pocket park (1,500m<sup>2</sup> min. area).</li> <li>Open space to include a pedestrian and bicycle link that aligns with Irrara Street, connecting Webb Street and Cheltenham Road via the adjoining open space in Area 11.</li> <li>Footpath widening (2m wide) as identified on Figure 38.</li> </ul>
13	3,788 m²	2.5:1	+0.5:1	3:1	<ul> <li>Open space - plaza (600m<sup>2</sup>min. area).</li> <li>Footpath widening (2m wide) as identified on Figure 38.</li> </ul>

Table 5. Proposed Incentive FSR and Requirements





## 6.6 Maximum Car Parking Rates

In order to promote more sustainable transport outcomes and limit traffic related impacts of future development, maximum parking rates are proposed to apply to new development for the purposes of RFBs and shop top housing in the Croydon HIA.

The following maximum car parking rates, which are consistent with those adopted for the Burwood North Precinct, are proposed for the Croydon HIA:

Studio	0.1	spaces / unit
1 bedroom unit	0.3	spaces/unit
2 bedroom unit	0.7	spaces / unit
3+ bedroom unit	1.0	spaces/unit
Visitors	0.1	spaces / unit

## 6.7 Updates to Burwood Contributions Framework

Updates to the Burwood Local Infrastructure Contributions Plan 2024 will be required to respond to the anticipated population growth in Croydon HIA. This will include the proposed public domain outcomes identified on the Key Sites, as described in Table 5. Updates to the Contributions Plan will also include other opportunities to deliver streetscape improvements, active transport links and upgrades to existing public open spaces in proximity to the Croydon HIA. DRAFT IMPLEMENTATION STRATEGY

# 6.8 Recommended Updates to DCP Controls

Amendments to the Burwood DCP will be required to include site-specific provisions to guide the design and amenity of the Croydon HIA. A set of recommended site-specific DCP controls have been prepared based on the principles of this Master Plan, which will inform a new 'Area Based Controls' section of the Burwood DCP. These provisions are intended to be in addition to Council's other DCP controls for general matters (e.g. environmental management, traffic etc) and certain forms of development and design considerations.

The recommended DCP controls are summarised below.

## Sub-precinct Character Statements

It is proposed to incorporate character statements for each of the five precincts based on the statements within the Master Plan. This would include a statement on the desired future character of each precinct and how proposed development could contribute to its character.

## Public Open Space

It is proposed to identify objectives and provisions for the public open space that will be delivered on privately owned land as part of the proposed floor space ratio incentives. The following objectives and provisions are recommended:

#### Recommended Objectives

- To ensure residents in Croydon HIA have access to open space within 200m walking distance
- To provide soft landscaping and tree canopy wherever possible
- To contribute to privacy between dwellings
- To encourage active streets and public spaces with high amenity and encourage passive and active uses

#### **Recommended Provisions**

- Development on key sites is to provide new publicly accessible open spaces, shared ways and pedestrian through-site links as shown in Figure 77.
- The design of publicly accessible open spaces is to:
  - incorporate opportunities for connection with Country

- be designed to respond to its access to amenity such as solar access
- contribute to tree canopy and deep soil
- include small-scale play facilities, integrated within the landscape, where possible.
- incorporates high quality amenities, including bins, wayfinding signage, lighting and public art / heritage interpretation elements.
- provide for passive recreation amenities including recreational facilities such as seating, and BBQ facilities, where possible
- Landscaping and design of publicly accessible open spaces is to be of high quality, creating interest and character by including endemic and native tree species, well integrated public art and high quality materials and furniture.
- · For publicly accessible open space, development is to enable a minimum:
  - Pocket parks: 50% of the total area to receive sunlight for a minimum of 3 hours between 9am to 3pm on 21 June.
  - Plazas: 20% of the total area to receive sunlight for a minimum of 3 hours between 9am to 3pm on 21 June.

## Active Transport and Movement Network

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#### **Recommended Objectives**

- To provide safe active travel routes through the Croydon HIA.
- To increase the permeability of the pedestrian network by providing shared ways through private development.

#### **Recommended Provisions**

- Future development is to provide new throughsite links as shown in the Structure Plan.
- Future development is to provide adequate dedication for active transport routes. · Development on consolidated lots is to provide
- Future development is to be consistent with the proposed street typologies as identified in Section 4 of the Master Plan.
- New shared ways are to be designed to:
  - encourage a low speed limit of 10km/hr in accordance with Transport for NSW's technical direction on the 'Design and implementation of shared zones including

  - provision for parking (TTD 2016/001) allow pedestrian and cyclists to safely share
  - the space with vehicles

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It is proposed to identify objectives and provisions for the active transport and movement network that will be delivered on public owned land, and privately owned land as part of the proposed floor space ratio incentives. The following objectives and provisions are recommended:

- vehicular access to a single point of entry/egress.
  - be a minimum of width of 8m (or 4m if shared with adjoining site)

#### DRATE DRAFT IMPLEMENTATION STRATEGY

- provide alternative paving materials to pedestrian footpath zones
- have no raised kerbs (if drainage considerations allow)
- provide adequate tactile or other clues for visually impaired people including options for 'safe' spaces (normally along the building line) if a traditional kerb line is not provided
- be easily identified by users and include signage advising of the publicly accessible status of the link
- be clear of obstructions or structures, such as electricity substations, or car park exhaust vents
- include landscaping
- be fully accessible 24 hours a day.
- New pedestrian through-site links are to be designed to:
  - be a minimum width of 6m
  - be direct and accessible to all, have a clear line of sight between public places and be open to the sky
  - be easily identified by users and include signage advising of the publicly accessible status of the link
  - include materials and finishes such as paving materials, tree planting and furniture consistent with adjoining streets and public spaces and be graffiti and vandalism resistant
  - be clear of obstructions or structures, such as electricity substations, or car park exhaust vents
  - include landscaping to assist in guiding people along the link while enabling long sightlines
  - be fully accessible 24 hours a day.

• New shared ways and through-site links are to be an easement on title unless identified in a contributions plan for dedication to Council.

## Built Form and Design

It is proposed to identify objectives and provisions for any future built form development, built form indicative. Reliance is made on the existing controls within the Burwood DCP for Residential Flat Buildings, Shop Top Housing and Multi-Dwelling Residential buildings. The following objectives and provisions are recommended:

#### Recommended Objectives

- To develop human-scale street environments.
- To facilitate higher density development while minimising impacts to amenity in public domain and residential developments.
- To develop and create a strong definition of streets and public spaces.
- To ensure that development has appropriate massing and spacing between buildings and frontage to any building.

#### **Recommended Provisions**

- Future development is to provide:
  - primary setbacks as shown in Figure 38
  - secondary setbacks as shown in Figure 39
  - a street wall height of 6 storeys
- Future development is to be setback from the side and rear boundaries as per ADG requirements.
- Tower floor plates (above the street wall height) are not to exceed an area 750m<sup>2</sup> GFA.

- Active street frontages is to be provided for any mixed-use development facing any future public open space improvements and fronting Waimea Street and Boronia Avenue.
- Site amalgamation will be required to realise the development potential envisioned for Croydon HIA. For sites that are not identified as a Key Site (as shown in Figure 77), development will need to be aligned with the indicative site amalgamations shown in Figure 69.
- Where proposed development is inconsistent with the indicative site amalgamations in Figure 69, the proponent is required to demonstrate that orderly development can be achieved on the site, and does not result in the isolation of adjacent lots.

### Green Infrastructure

It is proposed to identify objectives and provisions for any future green infrastructure. The following objectives and provisions are recommended:

#### **Recommended Objectives**

- To provide quality street tree canopy in the public and private domain.
- $\cdot$   $\,$  To respond to urban heat island effects.
- $\cdot$   $\,$  To enhance the amenity of the public domain.
- To apply water sensitive urban design measures that support urban greening.

#### **Recommended Provisions**

- Future green infrastructure improvements should provide landscaping improvements in accordance with Part 6.1 and 6.6 of the Burwood DCP.
- Street trees are to be planted as per Section 4.9 of the Master Plan.

• Development may need to provide street trees in the frontage as identified in the street typologies sections as shown in Section 4.11.

 Development setback 6m from the street front boundary is to provide deep soil zones and tree planting as per Council's Street Tree Management Strategy.

• At least 50% of the front setback area must be provided as landscaped areas.

• Existing mature trees must be retained wherever possible.

 As part of future development, public domain improvements are to integrate utilities underground within the street reservation, with services located underground and in a manner that facilitates tree planting.

 Where feasible, new shared ways are to incorporate water sensitive urban design initiatives such as landscaped swales to improve the quality of groundwater and water entering the waterways and tree bays.



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#### **DRAFT – FOR EXHIBITION**

#### PROPOSED AMENDMENTS TO SEPP (Housing) 2021

No	Provision	Explanation
1	Amend Chapter 5 Transport oriented development to remove reference and application of requirements to Burwood LGA	This proposed amendment to the SEPP will update SEPP requirements to prevent the TOD provisions applying to the Burwood LGA and allow the Burwood LEP provision prevail and apply the draft masterplan instead of the NSW Government TOD approach.
2	Amend Chapter 2 Affordable housing to remove applicability of the Affordable Housing 30% Bonus to the Croydon North Masterplan area	This proposed amendment to the SEPP will update SEPP requirements to prevent the 30% affordable housing bonus applying to the Croydon North Masterplan area as a flat 2% rate across the precinct consistent with the SEPP TOD affordable housing provision.

#### PROPOSED AMENDMENTS TO BURWOOD LEP 2012

#### **LEP Provisions Table**

The following table contains proposed amending and new provisions for the Burwood Local Environmental Plan 2012 that will implement the Croydon Housing Masterplan. The left hand column contains the amendment to the LEP and the right hand column contains an explanation of what that amendment means.

No	Provision	Explanation
1	Amend Clause 4.3 Height of buildings Map to include changes to Croydon North Masterplan Precinct	This proposed amendment to the LEP will update the height of buildings map to introduce the building heights from the Croydon Housing Masterplan

No	Provision	Explanation
	Replace existing Building Height Map with new Building Height Map that reflects the building heights in the Masterplan	
2	Amend Clause 4.4 Floor space ratio Map to include changes to Croydon North Masterplan Precinct	This proposed amendment to the LEP will update the floor space ratio map to introduce the maximum floor space ratios from the Croydon Housing Masterplan
	Replace existing Floor Space Ratio Map with new Floor Space Ratio Map that reflects the floor space ratios in the Masterplan	
3	Amend Clause 4.4A Exceptions to floor space ratio, to include changes to Croydon North Masterplan Precinct	Clause 4.4A of the LEP currently allows certain exceptions to the maximum floor space ratio where a development provides community infrastructure for a public purpose. As the increase in population in Croydon will require additional community infrastructure, this
	(5)(a)(iii) 6.6:1—if the building is on land in Areas 1 or 2 (as identified in the Key sites map within the Masterplan).	amendment will introduce the same provisions into the Croydon North area.
	(5)(a)(iv) 4.4:1—if the building is on land in Areas 3, 4A or 4B (as identified in the Key sites map within the Masterplan).	This amendment also extends the same exception to maximum floor
	(5)(a)(v) 3.3:1—if the building is on land in Areas 5A, 5B,5C or 5D (as identified in the Key sites map within the Masterplan).	space ratios to the provision of land or space towards a public purpose, such as public amenities, affordable housing or transport infrastructure.
	(6)(a) Insert "development for a public purpose or" before "development"	
	(6)(b) Insert "development for a public purpose or" before the first "community"	
	(6)(b) Omit "Town Centre" insert instead "local government area"	
	(8) Omit "or" before the "Area 9"	
	(8) Insert "Area 10, Area 11 or Area 12" before "if" and ", respectively,"	
	Insert—	
	(9A) In this clause, public purpose includes (without limitation) any of the following—	
	<ul><li>(a) the provision of (or the recoupment of the cost of providing) public amenities or public services,</li></ul>	

No	Provision	Explanation
	(b) the provision of (or the recoupment of the cost of providing) affordable housing,	
	<ul><li>(c) the provision of (or the recoupment of the cost of providing) transport or other infrastructure relating to land,</li></ul>	
	(d) the funding of recurrent expenditure relating to the provision of public amenities or public services, affordable housing or transport or other infrastructure,	
	(e) the monitoring of the planning impacts of development,	
	(f) the conservation or enhancement of the natural environment.	
4	Amend Clause 6.5, Design Excellence heading	This proposed amendment updates the heading of the section so it
	Omit "in Zones E1 and MU1". reflects the amendment no 5, below.	reflects the amendment no 5, below.
5	Clause 6.5(2), Design Excellence to apply to additional zones	Clause 6.5 of the LEP provides design excellence requirements for new
	Omit "This clause applies to development involving the erection of a new building of 3 or more storeys on land in Zone E1 Local Centre or Zone MU1 Mixed Use."	buildings of 3 or more stories in the E1 Local Centre, or MU1 Mixed Use zones. This amendment to the LEP will extend the design excellence requirements to the R1 General Residential, and R3 Medium Density Residential zones.
	Insert "This clause applies to development on land in Zone R1 General Residential, Zone R3 Medium Density Residential, Zone E1 Local Centre or Zone MU1 Mixed Use, involving the erection of a new building, or external alterations to an existing building, that is, or as a result of the development will be, higher than 12 metres or 3 storeys, or both.	
6	Clause 6.5(4), Design Excellence to require additional considerations	Clause 6.5(4) contains a list of matters to consider when deciding if a development exhibits design excellence. This proposed amendment
	Insert	adds environmental impacts to that list.
	(j) environmental impacts such as sustainable design, shadowing , wind and reflectivity,	

No	Provision	Explanation
7	Clause 6.5, Design Excellence to require design competition for certain developments	Burwood's LEP does not currently have the ability to undertake design competitions for significant developments, this proposed amendment to
	Insert	the LEP introduces that ability.
	(5) Development consent must not be granted to development to which this clause applies unless—	Holding a design competition is a well-tested and proven procurement
	(a) a competitive design process is held in relation to the development, and	model. Competitions can help prioritise good design and bring the highest quality of thinking and originality to a project. Essentially, a design competition allows for a proposal to be competitively designed to
	(b) the consent authority takes into account the results of the competitive design process.	a particular level between a number of architects. The best proposal is then chosen by a panel to proceed to more detailed design.
	(6) Subclause (5) does not apply—	Further information on design competitions is available here:
	(a) to development that relates to a building not higher than 28 metres or 8 storeys, or both, or	https://www.planning.nsw.gov.au/government-architect-nsw/design- competition-guidelines
	(b) to development involving only alterations or additions to an existing building, or	
	(c) in relation to an application to modify an existing development consent, unless that modification would result in a building with height greater than 28 metres or 8 storeys, or	
	(d) if the consent authority certifies in writing that a competitive design process need not be held.	
	(7) If subclause (5) does not apply, development consent must not be granted unless—	
	(a) a design review panel reviews the development, and	
	(b) the consent authority takes into account the findings of the design review panel	

No	Provision	Explanation
8	<ul> <li>Insert New Clause: 4.5A Balconies on certain residential accommodation</li> <li>(1) The consent authority may exclude the gross floor area of any existing or proposed wind-affected or acoustic-affected balcony from the calculation of the total floor space for the purposes of applying a floor space ratio if the consent authority is satisfied of the following— <ul> <li>(a) the excluded balcony gross floor area does not exceed 15% of the gross floor area of the apartment to which the balcony is attached,</li> <li>(b) the balcony is used, or designed to be used, as external open space,</li> <li>(c) the balcony has sufficient natural ventilation,</li> <li>(d) the partial enclosure of the balcony does not increase the apparent bulk of the building.</li> </ul> </li> <li>(2) For the purposes of this clause, wind-affected or acoustic-affected balcony means a balcony that is— <ul> <li>(a) part of a residential flat buildings, seniors housing, shop top housing or serviced apartments that is over 28 metres high, and</li> <li>(b) above the level of any podium that is, or is required to be, part of the construction of the, residential flat buildings, seniors housing, shop top housing, shop top housing or serviced apartments, and</li> <li>(c) partially enclosed.</li> </ul> </li> </ul>	Clause 4.5 of the LEP explains how to calculate floor space ratio and site area by listing what is included and what isn't included in those calculations. Higher buildings often have balconies that are less usable due to wind or noise. Oftentimes proponents wish to partially enclose these balconies to make them more usable. However, enclosing balconies makes them become included in floor space calculations, which effect the feasibility of developments. This proposed amendment to the LEP allows for the partial enclosing of balconies on higher floors without adding the floor space calculations.
9	Insert New Clause: 4.5BGFA for Ground Floor Bicycle parkingGround Floor Bicycle parking(1)Must be accessible from outside the building by a flat or gently sloping access path.	This amendment exempts ground floor bicycle parking, as developers are often reluctant to provide bike parking if the area contributes to floor area. This will encourage the provision of bicycle parking and alternate active sustainable transport options.

No	Provision	Explanation
	(2) For the purposes of this clause are exempt from gross floor area.	
10a	Insert New Part: Part 7 Additional local provisions—Croydon North Masterplan Precinct Area	This proposed amendment to the LEP introduces a new Part to the LEP that provides local development provisions for the Croydon North area.
	Insert	
	7.1 Development on land in Croydon North Area	The clause provides objectives for development in the Croydon North
	(1) The objective of this clause is to promote, by providing building height and floor space incentives for residential development within the Croydon North Area that provides for—	area and allows for the higher density development contemplated in the Croydon Housing Masterplan where lots are amalgamated in accordance with the Masterplan to create larger development sites. If lots aren't amalgamated into development sites then the higher densities
	(a) open space, and high quality landscaped areas, and	aren't permitted and only the current lower densities can remain.
	(b) efficient pedestrian and traffic circulation, and	
	(c) a mix of dwelling types providing housing choice for different demographics, living needs and household budgets, including by providing affordable housing, and	The proposed clause sets out the maximum building heights and floor space ratios that may be achieved under higher density scenarios, along with requirements for dwelling mix, open space and affordable housing.
	(d) the amalgamation of lots to support high-quality development and prevent the fragmentation or isolation of land.	
	(2) This clause applies to development that involves the erection of 1 or more new buildings for the purposes of multi dwelling housing, residential flat buildings, seniors housing, shop top housing, serviced apartments, and other forms of medium and high density residential development on land within the Croydon North Area	
	(3) Despite clauses 4.3 and 4.4, subject to amalgamation of lots identified in Areas 1,2,3,4A,4B,5A,5B,5C and 5D and in accordance with the key sites map the consent authority may consent to development on	

No	Provision	Explanation
	land to which this clause applies that will result in a building with both of the following—	
	<ul> <li>(a) a building height that does not exceed the increased building height identified on the Incentive Height of Buildings Map,</li> </ul>	
	(b) a floor space ratio that does not exceed the increased floor space ratio identified on the Incentive Floor Space Ratio Map.	
	(4) Development consent must not be granted under this clause unless the consent authority is satisfied that—	
	(a) at least 20% of the total number of dwellings (to the nearest whole number of dwellings) contained in the development will be studio or 1 bedroom dwellings, or both, and	
	(b) at least 20% of the total number of dwellings (to the nearest whole number of dwellings) contained in the development will be 2 bedroom dwellings, and	
	(c) at least 20% of the total number of dwellings (to the nearest whole number of dwellings) contained in the development will be 3 or more bedroom dwellings, and	
	<ul><li>(d) the development will comply with the requirements of clause</li><li>7.2 in relation to the minimum site area of the development, and</li></ul>	
	(e) the development will, if applicable, comply with the requirements of clause	
	(5) In this Part—	
	(a) a reference to a numbered Area means an Area as identified on the Key Sites Map, and	
	(b) for the purposes of the definition of affordable housing in the Act, a household is taken to be a very low income household, low income household or moderate income household if the	

No	Provision	Explanation
	household meets the requirements of State Environmental Planning Policy (Housing) 2021, section 13.	
10b	<b>7.2 Minimum site area requirements</b> For the purposes of clause 7.1(4)(d), the minimum site area for development on land to which clause 7.1 applies is 1,500 square metres unless otherwise amalgamated under Clause 7.1(3).	This proposed amendment to the LEP will implement the minimum site area provisions from the Croydon Housing Masterplan into the LEP and ensure lots are amalgamated to create suitably sized development sites.
		This means that the areas nominated in column one will be subject to the minimum site areas in column two.
	<b>7.3 Minimum affordable housing requirements</b> For the purposes of clause 7.1(4)(e), the following is the minimum number of dwellings required to be used for the purposes of affordable housing in development on land to which clause 7.1 applies—	This proposed amendment to the LEP will implement particular affordable housing requirements for the Croydon Housing Masterplan Area.
	(1) This section applies to the erection of a new building, the substantial redevelopment or the substantial refurbishment of an existing building, or the conversion of an existing building having a total floor area of less than 200 square metres for the purposes of multi dwelling housing, residential flat buildings, seniors housing, shop top housing or serviced apartments on land identified in masterplan to be upzoned on the in the Key sites map) as identified within the Masterplan).	The LEP provision will require 2% of a development to be dedicated as affordable housing and will be used for affordable housing in perpetuity, and that the affordable housing will be managed by a registered community housing provider in perpetuity (not time limited). Alternatively, proponents may provide an equivalent cash contribution to Council, which Council may use to purchase dwellings to be used for affordable housing, or use to fund developing its own affordable housing developments.
	(2) In this Part:	
	<b>total floor area</b> means the sum of the areas of each floor of a building within the outer face of external enclosing walls, including balconies, but excluding the following—	
	<ul> <li>(a) columns, fins, sun control devices, awnings and other elements, projections or works outside the general lines of the outer face of the external walls,</li> </ul>	

No	Provision	Explanation
	<ul><li>(b) the parts of balconies in excess of the minimum area required for the balcony by the consent authority,</li></ul>	
	(c) the area of the maximum amount of car parking permitted by the consent authority, including associated internal vehicular and pedestrian access to the car parking,	
	(d) areas used for the loading and unloading of goods,	
	(e) the part of the building that is excluded development.	
	A <b>registered community housing provider</b> has the same meaning as in the <i>Community Housing Providers (Adoption of National Law) Act</i> <i>2012</i> , section 13.	
	(2) To avoid doubt, the demolition of a building, or a change in the use of land, does not give rise to a claim for a refund of a contribution.	
	<ul> <li>(3) Bonus floor space permitted under Chapter 2 Affordable housing of State Environmental Planning Policy (Housing) 2021 (Clauses 16 and 18), does not apply to land within the Croydon North Masterplan Precinct Area or to which this Part applies.</li> </ul>	
	(4) When granting development consent to development to which this Part applies, the consent authority may impose a condition requiring an affordable housing contribution equivalent to 2% of the total floor area of the part of the building intended to be used for multi dwelling housing, residential flat buildings, seniors housing, shop top housing or serviced apartments (the contribution) in this Croydon North Masterplan Precinct Area.	

No	Provisio	on	Explanation
		ndition imposed under this clause must permit a person to ne contribution by—	
			This proposed amendment to the LEP will implement the provision of open space requirements of the Croydon Housing Masterplan Area.
	For the purposes of clause 7.1(4)(f), the following requirements for the purposes of purposes of public open space, pedestrian link and shared way apply to development on land in line with the Key Site Map to which clause 7.1 applies—		This means that for area mapped, the developments will need to provide
	the amount of open space nominated.		
		for Area 2 —Open space (plaza) with a minimum area of 1,500square metres.	
	E	for Area 4A – Shared way to connect Simpson Avenue to Boronia Avenue, width to match the existing Simpson Avenue road reserve width.	
		for Area 4B –Shared way to connect Waimea Street to Albert Crescent, to be aligned with Boronia Avenue, with a minimum width of 8m.	
		for Area 5A – Open space (pocket park) with a minimum area of 1,000square metres.	

No	Provision	Explanation	
	<ul> <li>(g) for Area 5B – Open space (pocket park) with a minimum area of 1,000square metres, including a pedestrian link within the park that aligns with Waimea Street and connects Cheltenham Road to Webb Street via the adjoining open space in Area 5C.</li> <li>(h) for Area 5C – Open space (pocket park) with a minimum</li> </ul>		
	area of 1,500square metres, including a pedestrian link within the park that aligns with Irrara Street and connects Webb Street to Cheltenham Road via the adjoining open space in Area 5B.		
	(i) for Area 5C – Pedestrian through-site link to connect the open space to Cross Street, to be aligned with Brand Street, with a minimum width of 6m		
	(j) for Area 5D – Open space (plaza) with a minimum area of 600square metres.		
	<b>7.6 Car Parking for residential development</b> For the purposes of this part, the maximum parking requirements for the relevant type of residential accommodation or serviced apartments within the Burwood Development Control Plan shall apply.	This proposed amendment to the LEP will implement maximum parking rates for residential development in the Masterplan area. As the Masterplan represents a transit-oriented response it is expected that more reliance will be placed on other modes of transport, therefore less parking is necessary. Requiring maximum parking will provide space for better design outcomes and reduce the overall cost of housing by not including unnecessary parking costs in developments.	
		Car parking rates are contained within the DCP, and the DCP will need to be updated to include maximum rates. Keeping the parking requirements within the DCP means that Council can change parking rates over time as demand changes.	
	Insert New Provision to: Schedule 2 Exempt development	Schedule 2 of the LEP includes a list of land uses and developments that are considered to be exempt development, that is, they are exempt from requiring development consent if the associated requirements are	
	Display of goods on footpath	met.	

٩o	Provision	Explanation
	(1) Must be associated with an adjacent or nearby lawfully established commercial premises or industrial retail outlet.	This amendment to the LEP proposes to exempt the following uses or development subject to the criteria listed being met:
	(2) Must be authorised under Part 9, Division 3 of the <i>Roads Act 1993</i> .	Display of goods on the footpath
	(3) Must be authorised under Part 1 or Part 3 of Chapter 7 of the Local Government Act 1993.	<ul> <li>Outdoor dining</li> <li>Mobile food trucks</li> <li>Public art on footpaths, including sculptures, murals and</li> </ul>
	(4) Must be authorised Part 5 of the <i>Crown Land Management Act</i> 2016	<ul> <li>pavement installations</li> <li>Street art</li> <li>Advertisements—bus and taxi rank shelter signs</li> <li>External lighting</li> </ul>
	Outdoor dining (associated with food and drink premises)	<ul> <li>Temporary use of council land or road for community events and fundraising events</li> </ul>
	(1) Must be associated with an adjacent or nearby lawfully established food and drink premises	
	(2) Must be authorised under Part 9, Division 3 of the <i>Roads Act 1993</i> .	
	(3) Must be authorised under Part 1 or Part 3 of Chapter 7 of the <i>Local Government Act 1993</i> .	
(4) Must be authorised Part 5 of the Crown Land Management Act 2016		
	Mobile food vending vehicles (food trucks)	
	<ol> <li>Must be on land or road owned by, or under the care or control of, the Council.</li> </ol>	
	(2) If located on a Council-owned road or car park must be located within lawful car parking spaces	
	(3) Must not be for more than 52 days (whether or not consecutive) in any 12 month period.	
	(2) Must be authorised under Part 9, Division 3 of the <i>Roads Act 1993</i> .	
	(3) Must be authorised under Part 1 or Part 3 of Chapter 7 of the <i>Local Government Act 1993.</i>	

Pul (1) (2)	Must be authorised Part 5 of the <i>Crown Land Management Act 2016</i> blic art on footpaths, including sculptures, murals and pavement installations Must be on land or road owned by, or under the care or control of, the Council. Must be installed by or on behalf of Council. Must be safe and structurally sound.	
(1) (2)	installations Must be on land or road owned by, or under the care or control of, the Council. Must be installed by or on behalf of Council.	
(1) (2)	installations Must be on land or road owned by, or under the care or control of, the Council. Must be installed by or on behalf of Council.	
(1) (2)	installations Must be on land or road owned by, or under the care or control of, the Council. Must be installed by or on behalf of Council.	
(2)	the Council. Must be installed by or on behalf of Council.	
. ,	-	
(2)	Must be safe and structurally sound.	
(3)		
(4)	Must not contain advertising material unless installed by or on behalf of Council.	
(5)	Must be designed, fabricated and installed in accordance with applicable Australian Standards.	
(6)	Must allow a minimum 1.5m wide pathway for pedestrians.	
(7)	Must be authorised under Part 9, Division 3 of the Roads Act 1993.	
(8)	Must be authorised under Part 1 or Part 3 of Chapter 7 of the <i>Local Government Act 1993</i> .	
(9)	Must be authorised Part 5 of the Crown Land Management Act 2016	
Str	reet art	
(2)	Street art must only be carried on the land and associated building or structure with the approval of the owner Must not project more than 30mm from a wall or other surface. Must be safe, structurally sound and installed in accordance with applicable Australian Standards.	
(4)	Must not constitute signage.	
Not		

Provision	Explanation
Signage includes advertisements and advertising structures.	
(5) Must not be located on a heritage item or within a heritage conservation area or a special character area.	
(6) Must not contain material in the opinion of Council that—	
(a) discriminates against or vilifies any person or group, or	
(b) is offensive or sexually explicit.	
(7) In this clause, <i>street art</i> means art that is painted, marked or otherwise affixed to the outside of a building and that is visible from a public place (within the meaning of the <i>Local Government Act</i> 1993).	
Note—	
Street art may only be carried out subject to requirements to obtain the approval of the owner of the building on which the street art is located or any statutory authorities (such as Transport for NSW). See also Part 2 of the <i>Graffiti Control Act 2008</i> for graffiti related offences.	
Advertisements—bus and taxi rank shelter signs	
(1) Must be associated with a lawfully established building or structure with the approval of the owner of the land on which it is situated	
<ol> <li>Must be located on land owned or managed by Council or a public authority.</li> </ol>	
(2) Must not extend beyond the perimeter of the shelter.	
(3) Only 1 advertising panel per shelter that may comprise an advertisement on 2 sides.	
(4) Must not contain flashing or neon signage.	
(5) Must not obstruct pedestrian paths of travel.	
(6) Must not obstruct the line of sight of vehicular traffic.	

No	Provision	Explanation
	-	
	External lighting	
	(1) Must be associated with a lawfully established building or structure in a MU1, E1 or R1 zone	
	(2) Must not be for the lighting of tennis courts or sports fields or the like.	
	(3) light spill must be contained within site to which the lighting is installed	
	(4) Lighting shall be designed so as not to cause a nuisance to other residences in the area, to motorists on nearby roads or aircraft	
	(3) Must comply with AS 4282—1997, Control of the obtrusive effects of outdoor lighting.	
	(4) Must be limited to one street elevation in the front setback	
	Temporary use of council land or road for community events and fundraising events Note—	
	<ol> <li>Use must be on land or road owned by, or under the care or control of, the Council.</li> <li>Must only be carried with the approval of the owner have land</li> </ol>	
	<ul><li>(3) Must be on land or road owned by, or under the care or control of, the Council.</li></ul>	
	(4) Must not be for more than 52 days (whether or not consecutive) in any 12 month period.	
	(5) Must be authorised under Part 9, Division 3 of the <u>Roads Act</u> <u>1993</u> .	
	(6) Must be authorised under Part 1 or Part 3 of Chapter 7 of the <u>Local Government Act 1993</u> .	
	(7) Must be authorised Part 5 of the <u>Crown Land Management Act</u> 2016	

## Croydon Masterplan

### Stakeholder Engagement Plan

The following Stakeholder Engagement Plan has been tailored specifically for the Croydon Masterplan project. The engagement strategies and timing of the stakeholder activities within this draft Stakeholder Engagement Plan are to be confirmed by Council prior to the commencement of the engagement.

#### 1. Introduction

In December 2023, the NSW Government announced its proposal to re-zone Croydon, as part of its transit oriented development accelerated housing delivery program – a response to addressing the current state housing crisis. The proposed rezoning would allow 3-6 storey developments within a 400-meter walking catchment of train stations. The NSW Government's announcement was done without any consultation with Council or the community, and in response, Burwood Council submitted an objection requesting that the matter be deferred. In April 2024, the government delayed the rezoning for 9 months until January 2025, to allow for Council to undertake its own planning process with meaningful community consultation to inform future urban renewal in Croydon.

#### 2. Engagement Aims

Our community engagement aims to strike a balance between addressing future growth and housing needs whilst preserving and respecting Croydon's heritage. Stakeholders will have the opportunity to actively participate in contributing towards decisions about future rezoning, ensuring their voices and views are considered. The focus of our community engagement is on protecting Croydon's character and historical features while responsibly meeting housing demands. Our approach will align with state objectives but advocate for solutions that reflect the local community's values. Through clear communication and ongoing consultation, the engagement process ensures the final masterplan addresses both growth and preservation.

Stakeholder	Masterplan Interest	Engagement Approach	Level of
			Involvement
Burwood Council	- Ownership of the	- Participation throughout	Participant
(staff &	Masterplan	Masterplan process	
management)	- Approval and adoption		
Burwood	- Approval and adoption of	- Councillor briefings	Engaged
Councillors	the Masterplan		
	<ul> <li>Advocacy for change</li> </ul>		
	Connection to, and voice		
	of, local constituents		
State Government	- Connection to	- Meetings or briefings	Information
Representatives	constituents and policy		briefing
	alignment		
Federal Member	- Connection to, and voice	- Meetings or briefings	Information
for Reid	of, constituents		briefing

#### 3. Who We Engage With

Greater Cities	- Alignment with NSW	- Meetings	Engaged
Commission	strategic planning	Ū.	
	priorities		
Local Residents and	- Impact on land use and	- Drop-in sessions	Engaged
Property Owners	community development	- Online engagement	00
. ,	, ,	- Pop-up stalls	
Local Businesses	- Economic impact and	- Drop-in sessions	Engaged
	opportunities within the	- Pop-up stalls	
	precinct		
Local Schools and	- Planning and resources	- Drop-in sessions	Engaged
Education	related to school facilities	- Consultations	
Providers			
Utilities Providers	- Utility supply and	- Meetings	Engaged
(e.g., Sydney	servicing		
Water, Ausgrid)			
Transport for NSW	- Public transport	- Meetings	Participant
and Public	integration and network	- Consultations	
Transport	operation		
Operators			
Local Aboriginal	- Cultural and heritage	- Meetings	Participant
Community	impacts	- Consultations	
Representatives			
Community Groups	- Ensuring community	- Drop-in sessions	Engaged
(heritage, sports,	interest is reflected in	<ul> <li>Pop-up stalls</li> </ul>	
etc.)	masterplan	- Online engagement	

#### 4. What We Engage On

Stakeholder engagement will centre on key principles and design moves guiding the draft masterplan:

- **Two Distinct Neighbourhoods**: Creating two areas—one with higher density near Burwood Town Centre, and a more suburban, fine-grain character near Croydon Station.
- Higher Densities near Burwood Town Centre: Taller buildings and increased density will be focused closer to Burwood Town Centre to accommodate growth and leverage from benefits Burwood as a dynamic and vibrant strategic centre.
- Lower Heights near Croydon Station: Building heights will taper down nearer to Croydon station to preserve its heritage and suburban feel.
- **Sympathetic Interface with Heritage**: Future developments will be positioned to respect and minimise impacts to the study area's heritage attributes.

#### 5. How We Engage

Brief:

In line with Burwood Council's Community Engagement Strategy 2023-2026, the most effective ways to engage with the local community are **1. Online** and **2. In-person**. Through the *Have Your Say* platform, barriers to engagement have been identified, such as the need for more visuals and

simplified language to make materials more accessible for all community members. Burwood LGA's diverse population means efforts will be made to use simple, easy-to-understand language and visual aids throughout the engagement process.

#### Task 1: Face-to-Face Engagement

#### 1.1 Drop-In Sessions

**Method**: Host **5-6 drop-in sessions** at council and community centres in the Croydon area. Materials will use clear and simplified language with visual aids to ensure they are easy to understand. Hard copies of promotional materials will also be available.

**Desired Outcomes**: Increase accessibility for all, particularly for those who prefer face-to-face interactions, and gather feedback in a more personal and direct setting.

Who: Local residents, business owners, and community groups, including non-English speakers.

**When**: Sessions to be held between 24 October and 21 November 2024, during the formal consultation period.

#### **1.2 Pop-Up Customer Service Stalls**

**Method**: Set up **pop-up stalls** at high-traffic locations (e.g., shopping centres). These stalls will provide simplified language materials, making it easier for community members to engage and ask questions in a more informal setting.

**Desired Outcomes**: Provide convenient, informal opportunities for community members to engage, particularly targeting those who may not attend formal sessions.

Who: General public, especially those with limited time for formal sessions.

When: Select dates from 24 October to 21 November 2024.

Potential Dates:

2 Oct, 17 Oct, 30 Oct

7 Nov, 20 Nov

https://www.burwood.nsw.gov.au/For-Residents/Pop-up-Customer-Service-Centre

#### Task 2: Digital Engagement

#### 2.1 Have Your Say Online Survey

**Method**: An **online survey** through *Participate Burwood* will be created, using simple, clear language and visuals to ensure it is accessible to a wide range of participants.

**Desired Outcomes**: Provide easy, accessible opportunities for community members to share their views, regardless of language or literacy proficiency, in their own time.

Who: All community members, including those from non-English-speaking backgrounds.

When: Available from 24 October to 27 November during the formal consultation period.

#### 2.2 Promotional Video

**Method**: A short **promotional video** summarising the masterplan, using simplified language and visual content, will be shared on the council website and social media platforms. This video will not require translations but will use a voiceover to make key messages clear and content easily digestible for all.

**Desired Outcomes**: Provide a visually engaging and simplified explanation of the project, ensuring all community members can easily grasp the masterplan's key points and messages.

Who: General public, with a focus on visual learners.

When: Released on 24 October, alongside the start of the consultation.

#### Task 3: Targeted Stakeholder Consultation

#### **3.1 Community Letter**

**Method**: A community letter will be mailed to all households in early-mid October 2024, explaining the masterplan process and upcoming engagement opportunities. The letter will use clear language to ensure accessibility for all residents.

**Desired Outcomes**: Ensure all residents, regardless of language ability or internet access, are informed about the masterplan and know how to participate.

Who: All households and businesses within the LGA.

When: Delivered in October.

#### 3.2 Poster Board Campaign

**Method**: **Posters** will be placed in public spaces using simplified language and visuals to promote awareness of the masterplan and direct people to engagement opportunities. Visuals and artist images developed specifically for the project will be included in the poster boards.

Desired Outcomes: Reach a broad audience through visual and easy-to-understand communication.

Who: General public.

When: Posters will be displayed from 24 October – 21 November 2024.

#### **3.3 Presentation to Councillors**

**Method**: A **presentation to councillors** will be delivered, summarising the draft masterplan with a slide deck and notes for feedback. Councillor input will be incorporated before the masterplan is released for community consultation.

**Desired Outcomes**: Gather support from councillors, refine the masterplan before its release to the public, and Council approval to commence public consultation.

Who: Burwood councillors and council staff.

When: TBC

#### **3.4 Targeted Group Consultations**

**Method**: Organise specific consultations with targeted groups such as local schools, community organizations, and health services to gather their unique insights and concerns.

**Desired Outcomes**: Ensure that the perspectives of these key stakeholders are integrated into the masterplan, reflecting their specific needs and priorities.

**Who**: Representatives from local schools, health services, community organisations, and other relevant groups.

When: Scheduled throughout the consultation period from 24 October – 21 November 2024.

#### Task 4: Final Engagement and Communication

#### 4.1 Community Update Newsletter

**Method**: Following public consultation, a **newsletter** will be published both online and in print, summarising the feedback received and explaining how it was used in the final masterplan. It will use simplified language to ensure clarity for all.

**Desired Outcomes**: Ensure transparency and close the feedback loop by informing the community of the final outcomes.

Who: General public, with a focus on those who participated in the consultation.

When: Released in early-mid December 2024, following reporting to Council.

#### 4.2 Final Masterplan Release

**Method**: The **final masterplan** will be available online and in council offices. A press release and social media campaign will accompany the release to inform the community of the outcome and next steps.

**Desired Outcomes**: Officially close the engagement process and present the final vision for Burwood's development.

Who: General public, businesses, government agencies, and community groups.

When: Release in mid-December 2024/early-mid January 2025.

Date	Task	Details
Early October	Community Letter	Community letter sent to all households in the
		Burwood LGA, explaining the masterplan and
		outlining engagement opportunities.
ТВС	Presentation to	Present draft masterplan to councillors for final
	Councillors	feedback.
24 October	Commencement of	Public consultation period begins, including in-
	Community	person and online engagement opportunities.
	Consultation	
24 October	Promotional Video	Video summarizing the masterplan, shared on
	Released	council's website and social media.
24 October – 21	Poster Board	Posters displayed in key areas using simplified
November	Campaign	language to promote awareness and participation in
		the consultation.
24 October – 21	Drop-In Sessions	5-6 in-person sessions at council and community
November		centres.
24 October – 21	Pop-Up Customer	Pop-up stalls in high-traffic locations offering
November	Service Stalls	informal opportunities to engage.
24 October – 21	Have Your Say Online	Online survey available using simple language and
November	Survey	visuals.
26 November	Council endorses	Council report and the final masterplan will be
	Masterplan	published online and made available at council
		offices following Council meeting.
Late	Community Update	Newsletter summarising the feedback and final
November/early	Newsletter	masterplan, available in both print and digital
December		formats.

#### 6. Timeframe

25 June 2024

## (Item 31/24) TOD Program - Proposed Croydon Housing Investigation Study Area

File No: 24/17369

Report by Director City Strategy

#### Summary

This report provides a summary of the outcome of early consultation in Croydon in response to the State Government's Transit Oriented Development (TOD) Program and seeks endorsement of the next steps in the preparation of the detailed planning work which is proposed to be undertaken.

#### **Operational Plan Objective**

- C.3 An urban environment that maintains and enhances our sense of identity and place
- C.3.1 Facilitate well designed, high quality and sustainable land use and development that is appropriately scaled to complement its surroundings
- C3.2 Protect our unique built heritage and maintain or enhance local character
- C.4 Sustainable, integrated transport, infrastructure and networks support population growth and improve liveability and productivity
- C.4.2 Plan for a city that is safe, accessible and easy to get to and move around in

#### **Background**

On 7 December 2023, the NSW Minister for Planning announced the Transport Oriented Development (TOD) program. The program included the introduction of a State Environmental Planning Policy (SEPP) that will apply to 31 locations identified to support additional growth, including the area around Croydon station.

The information provided identified that a SEPP would be prepared to override Council's controls and would allow:

- Residential apartment buildings in all residential zones (R1, R2, R3, and R4) within 400m of identified stations
- Residential apartment buildings and shop-top housing in local and commercial centres (E1 and E2) within 400m of identified station

The Croydon Precinct (Figure 1 below), as identified in the TOD SEPP program straddles the LGA boundary shared with Inner West Council.

25 June 2024

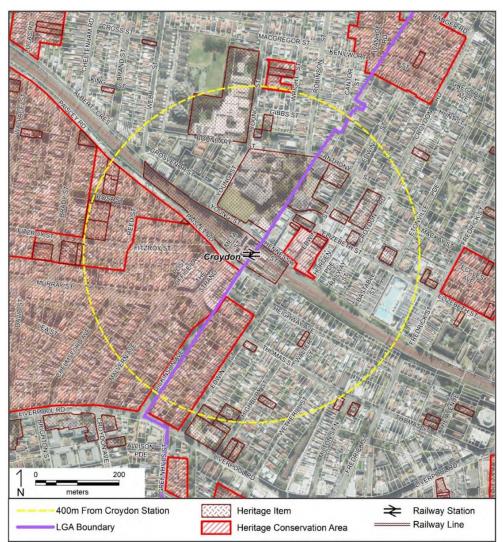


Figure 1: Proposed TOD SEPP – Croydon Precinct - 400m radius with heritage overlay

Much of the Precinct within the Burwood LGA is within the Malvern Hill Estate Heritage Conservation Area, subdivided in 1909, and which still remains highly intact with substantial Federation and Californian Bungalows on substantial blocks, dominated by wide and tree lined streets.

The remaining portion of the Precinct, to the north of the railway line, provides limited opportunities for the delivery of new housing: this part of the Precinct contains two significant educational establishments (PLC & Croydon Public School) and the remainder of the area is almost fully developed with residential flat buildings (currently zoned R1 General Residential).

For these reasons, and in order to ensure that Burwood Council supports the delivery of a pipeline of appropriately located and designed new housing close to transport, in March 2024 Burwood Council wrote to the Department of Planning, Housing and Infrastructure (the Department) seeking the exclusion of land within the Malvern Hill Estate and Cintra Estate HCA and a deferral of the TOD SEPP applicability to Burwood LGA.

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Following a community campaign and representation to the Minister and the Department, on 11 April 2024 Council received a letter from the Minister for Planning and Public Spaces advising that the Croydon Precinct would be deferred from the TOD Program until January 2025, to allow Council to undertake its own planning process with involvement with the community. A copy of the letter from the Minister is included at Attachment 1.

A condition of the deferral is that Council will work to identify and plan for an area close to Croydon Station (within the Burwood LGA) that can support the delivery of housing consistent with State Environmental Planning Policy (Housing)- Chapter 5 Transport Oriented Development and the Guidance to Transport Oriented Development.

The Ministers letter notes that "if the master planning work above is not completed by its relevant date, nor provide equal or greater housing outcomes, the TOD SEPP will come into immediate effect in those locations, and remain in place until local planning controls that meet or exceed the planning parameters in the TOD SEPP are developed and implemented".

The TOD Program provision were incorporated into Chapter 5 Transport Oriented Development of the SEPP (Housing) and were gazetted on 29 April 2024.

The provisions came into effect on 13 May 2024, and are as follows:

- **Permissibility** Allowing residential flat buildings in residential zones and local centre zones, along with shop top housing in local centre and commercial zones.
- **Building height** A 22 m height for residential flat buildings to maintain design standards, and a maximum building of 24 m for buildings containing shop top housing to accommodate commercial ceiling height.
- Floor Space Ratio A maximum Floor Space Ratio of 2.5:1 has been set. This allows for buildings of up to 6 storeys while providing for good design outcomes in relation to landscaping, building setbacks, privacy and open space.
- Lot size and width Introduction of a minimum lot width of 21 m and no minimum lot size.
- Street frontages The inclusion of a clause encouraging active street frontages of buildings at the ground floor.
- **Heritage** No change to heritage clauses in local environmental plans. Applications involving heritage considerations will continue to be lodged with and assessed by councils. Any new development needs to improve and enhance the heritage values of those locations.
- Affordable housing A 2% mandatory affordable housing contribution, delivered onsite and in perpetuity for developments with a minimum Gross Floor Area of 2000 m<sup>2</sup>. Affordable housing must be managed by a registered community housing provider. The percentage of the affordable housing contribution will be increased over time.
- Apartment Design Guide The guide will continue to be the principal guiding document for apartment development, including Transport Oriented Developments.

It should be noted that the TOD Program is a NSW Government initiative, and Council officers were not involved in the selection of the Croydon Precinct.

#### Initial High Level Dwelling Yields - TOD SEPP Requirements – Baseline

The provisions of the SEPP related to the TOD are intended to introduce planning provisions that support higher density housing within 400m of stations, including Croydon Station, as indicated in Figure 2 below.

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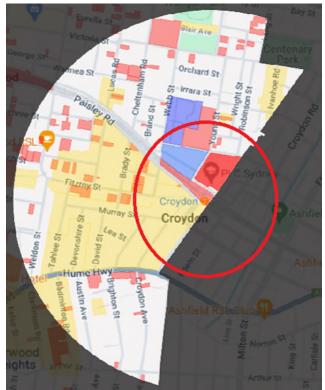


Figure 2: Proposed TOD SEPP – Croydon Precinct - 400m radius (Burwood LGA)

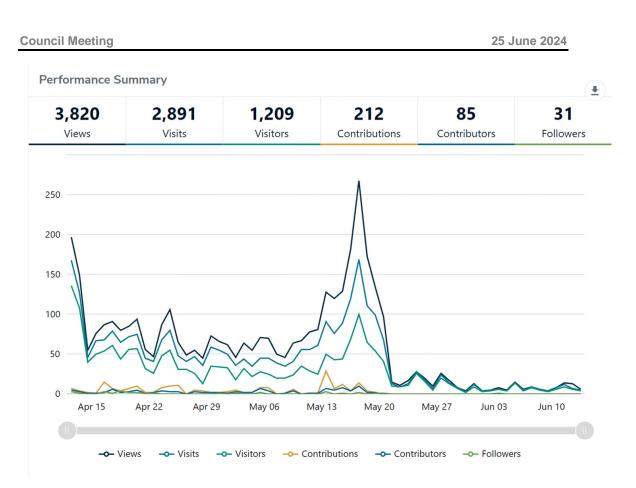
An initial high level dwelling yield estimate analysis was undertaken by Council staff to understand an approximate baseline dwelling yield based on redevelopment of the approximate 200 lots within the Croydon Precinct, as identified in the State Government's TOD announcement (December 2023) and the assumptions identified in Attachment 2. The initial analysis shows a high level potential capacity to deliver in excess of 1500 dwellings (for the Burwood LGA area of the Croydon Precinct) under the TOD SEPP provisions. It is expected the yield will be variable depending on constraints such as heritage.

#### **Initial Community Engagement**

In response to the deferral, Council undertook early engagement with the community between 11 April - 17 May 2024. In total 2,248 letters were sent to owners/occupiers within the Croydon suburb and a dedicated section was set up on the Participate Burwood website platform: https://participate.burwood.nsw.gov.au/croydon-housing-investigation-area

Figure 3 below provides a summary of visits to the Croydon Housing Investigation page between 11 April and 17 May 2024.

#### Item Number 56/24 - Attachment 4 Council Report 25 June 2024, Croydon Housing Investigation Area



#### Figure 3: Summary of visits to the Croydon Housing Investigation – Participate Burwood (11 April - 17 May 2024)

Initial engagement was high level and sought to understand key issues and concerns, as well as opportunities for future development within Croydon, including where new housing should be located. Feedback was by way of a pin-drop map on the Participate Burwood website.

Figure 4 below indicates the extent of the area (1000m radius from Croydon Station) where feedback was sought. The pin drop method allows contributors to drop pins on points of interest and provide a comment. There was no limit to the number of pin drops that contributors were able to make.

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Figure 4: Extent of Croydon where feedback was sought – 1,000m radius from Croydon Station

When thinking about the future of Croydon, we asked the community to consider the following points:

- We need to plan for future medium-high density housing within Croydon, close to the station.
- What community infrastructure do you think should be provided to support additional housing in Croydon
- Provide your top 3 key issues associated with new housing in the area
- Council-led master planning will help preserve our heritage conservation areas in Croydon.

Feedback was sought in relation to the following:

- Housing Areas you think have opportunities for housing
- Ideas Big ideas or opportunities for improvement
- Improve Issues or challenges facing the centre
- Research Places or buildings important to the community for further investigation

The community feedback is summarised below:

- A total of 223 pins were dropped on the map, from 82 unique contributors. Some contributors dropped multiple pins on the map and some dropped only one pin.
- Of the 82 unique contributors, 64 (78%) expressed a view on housing, with the remainder limiting comments to traffic or other topics.

To assist with understanding the levels of support or opposition to additional housing, the Precinct was divided into the following sub-precincts, as indicated in Figure 5 below:

- Croydon Town Centre;
- Malvern Hill;
- South of Railway;

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- South of Liverpool Road;
- North of Railway; and
- North of Queen Street

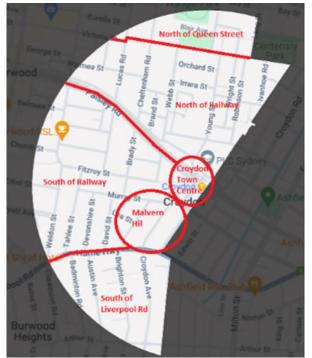


Figure 5: Sub-precincts for the purposes of the analysis (Croydon)

- Of those that commented on housing, 50 (78%) contributors generally supported the concept of additional housing within the precinct, with 14 generally opposed. Of those that opposed, this was generally due to a view that further housing growth in Burwood was not necessary and that other areas across Sydney should accommodate additional growth, or that the level of residential growth proposed would impact upon the character of the area. Areas where opposition was most prominent included the Heritage Conservation Areas and areas close to the schools north of the Croydon Town Centre. It does appear some contributors expressed a positive view of housing when dropping a pin to indicate support in that area, while opposing additional housing in another area.
- Of the 50 people who expressed support for development, this support was scattered within the area identified, with the greatest support for development north of the railway (up to Queen Street). Support was also identified south of the railway line (10 pin drops), along or south of Liverpool Road (10 pin drops), The Strand – Croydon Town Centre (9 pin drops), Malvern Hill Estate HCA (3 pin drops) and in the area close to Parramatta Road (3 pin drops). Two (2) contributors identified locations just outside the study area within the Burwood Town Centre.
- Twenty (20) contributors expressed views opposing additional housing; six (6) were opposed to further development of housing anywhere in the study area; eight (8) opposed housing north of the railway line, three (3) south of the railway and three (3) in Malvern Hill Estate HCA. No particular opposition (aside from general opposition) was indicated for the The Strand in Croydon Village, up towards or along Parramatta Road, or along and south of Liverpool Road.

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 There was some opposition to increased housing north of the railway line around the railway centre and around PLC and Croydon Public School due to the existing levels of traffic congestion during peak periods in and around the schools. It should also be noted that this area is already zoned R1 – General Residential and there are existing residential flat buildings in this section of the Precinct.

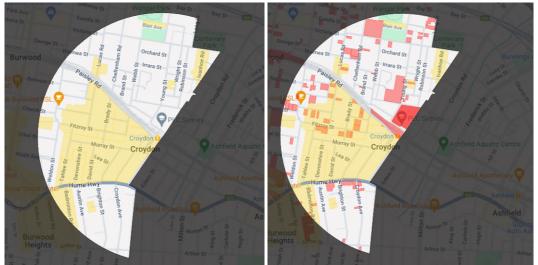
### Identifying the Croydon Housing Investigation Study Area

The aim of the initial community engagement was to get a high level understanding of the community sentiment for future growth in Croydon and to get a high level understanding of the existing issues and constraints.

The following provides a summary of the general technical considerations that have been considered in the identification of the Croydon Housing Investigation Study Area.

#### <u>Heritage</u>

One of the key considerations is the prevalence of intact and significant Heritage Conservation Areas (HCA's) and heritage items within the Croydon Precinct. Figures 6 and 7 below show the extent of Heritage Conservation Areas (left, in yellow) and Heritage Items (right, in red) within the Croydon Precinct.



Figures 6 & 7: Heritage Conservation Areas (L – identified in yellow) and heritage items (R – identified in red) – Burwood LEP 2012

A key concern for the community and Council was the initial identification of the Croydon Precinct. Council's submission in response to the exhibition of the TOD Program provided the following in relation to the impact of development on the HCA's to the south of the railway line:

The Malvern Hill Estate (circa 1909) and Cintra Estate (circa 1911- 1920) HCAs within Croydon are considered to be highly intact examples of the garden suburb movement of the early 20th Century. There has been little change to the subdivision pattern and housing since the 1930s.

If the TOD SEPP proposal were to permit the demolition of contributory items for redevelopment as apartments within these HCAs, it would have a catastrophic adverse impact on the heritage character of Croydon and the Burwood LGA.

Council's vision and the protection of its heritage is well documented in our strategies and policies, including the Burwood Community Strategic Plan 2036.

The TOD SEPP is proposing to allow redevelopment of sites with no minimum lot size or frontage requirements, potentially creating very narrow 6 storey developments built on blocks with limited (if any) setbacks, located within a Federation single and two storey streetscape. The visual impacts of having such dominant 'Obelisks' would have a substantial adverse impact on the heritage and streetscape character as they would be visible from every point and protrude into all views to and from heritage items and contributory buildings.

This would result in a poor heritage outcome with significant overshadowing issues, privacy issues and visual impacts on nearby contributory buildings and heritage items resulting in a poor built form and urban design outcome.

The provisions relating to the TOD around heritage generally relate to heritage items and not dwellings within HCAs. In this regard, the provisions of the SEPP do not makes change to heritage clauses in local environmental plans (LEPs). Applications involving heritage considerations will need to be assessed on their merits. The SEPP does state that any new development needs to improve and enhance the heritage values of those locations.

Heritage listing does not necessarily prevent redevelopment of an item or a dwelling within a HCA, and the provisions of the Burwood LEP allow for this, however in single residential areas (dwelling houses) the opportunities for adaptive reuse are limited and scope for providing additional housing is difficult without having a significant effect on the existing development and adjoining development. If redevelopment of the type envisaged in the SEPP was to occur (residential flat buildings with a FSR of 2.5:1 and heights over 20m), it would have a significant adverse impact on the heritage aspects and the character of the HCA, particularly the Malvern Hill Estate and Cintra Estate HCA.

Accordingly, it is recommended that these area, although within 400m of Croydon Station, be excluded from the Croydon Housing Investigation Study Area. This aligns with Council's Community Strategic Plan which aims to *"protect our unique built heritage and maintain or enhance local character"*.

#### Existing Mid-Rise Housing

Existing mid-rise housing is a constraint to new development as the cost of redeveloping to increase the number of dwellings is generally prohibitive. The area to the west of Croydon Station (identified in blue on Figure 8 below) is already zoned and developed for residential flat buildings. This area is also bounded by existing schools.

As part of the development of any Masterplan, and to inform key development standards such as yield, we need to understand the tipping point for feasible development. The yield proposed by the TOD is 2.5:1 and the planning controls relating to TOD required a minimum site width of 21m, which in most cases will require the amalgamation of at least two (2) sites. It also requires a 2% mandatory affordable housing contribution, delivered onsite and in perpetuity for developments with a minimum Gross Floor Area (GFA) of 2000m<sup>2</sup>

The analysis undertaken as part of the development of the draft Masterplan will take into account these requirements and whether they will result in not only feasible redevelopment of sites, but also excellent design outcomes.

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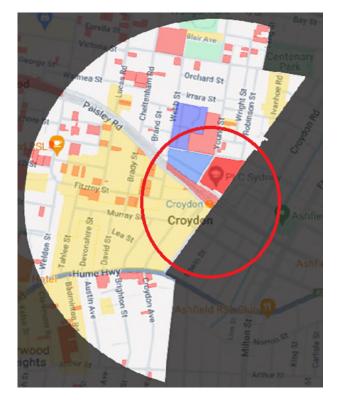


Figure 8: Existing mid-rise development – residential flat buildings (Croydon)

### <u>Traffic</u>

A number of submissions identified traffic congestion within the Croydon Precinct, particularly around the schools at drop-off and pick-up times. Concern was raised that further intensification of development in these locations will further exacerbate the issues of parking and traffic congestion in this location.

The capacity of the road network and existing issues will be a key consideration of future planning for development uplift in and around this part of the Precinct. Consideration will also need to be given to the flow-on effects in terms of traffic and parking to areas in and around the Precinct.

#### Low and Mid Rise Housing

As part of the December 2023 announcement of housing reforms, the State Government also proposed a "Diverse and Well-Located Homes" reform that would support the growth of low and mid-rise housing. The proposed reforms seek to:

- Allow dual occupancies in all R2 low density residential zones across all of NSW;
- Allow terraces, townhouses and 2 storey apartment blocks near train stations and key town centres in R2 low density residential zones;
- Allow mid-rise apartment blocks near train stations and key town centres in R3 medium density zones; and
- Introduce new planning controls, such as floor space and height allowances, that encourage low- and mid-rise housing in well-located areas.

The reforms apply across the Burwood LGA.

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Council has sought a deferral of the Low & Mid Rise housing reforms and it is our intention to review these reforms as part of the preparation of the draft Masterplan to ensure the delivery of housing diversity.

#### Proposed Croydon Housing Investigation Study Area

This project aims to deliver a better outcome than possible under recent state government reforms through careful uplift of zoned density within the precinct, and concurrently maximising the public benefit through appropriate consideration of the public domain in terms of setbacks, street trees and parking, active transport facilities and identified community facilities.

A key focus for the City Strategy team is the achievement of City Excellence. This spans across a number of themes but includes achievement of a high standard of architectural and urban design outcomes, supporting the delivery of housing diversity, the creation of vibrant and safe neighbourhoods and supporting a resilient economy.

In the context of the Croydon HIA, internal discussions and early consultation have sought to explore three themes including:

- 1. **Housing delivery and diversity:** The Croydon HIA is strategically positioned being almost all within an 800m arc of a railway station, with a relatively consistent built form and lot layout throughout. Both stations are surrounded by local facilities and local parks are located to the north of the Investigation area. These factors are conductive to careful and thoughtful uplift of zoned density to facilitate a diverse range of medium density housing product.
- 2. Delivering a great public domain: Croydon has developed over the past 100 years with subdivision patterns created to support lower density development. As the Croydon HIA transitions to a medium to high density precinct, increased reliance on the public domain for local facilities will be important. The precinct should focus on appropriate public and community facilities within road reserves and existing open spaces.
- 3. **Unique place creation**: Burwood has a strong and long standing identity and has become nationally recognised as a vibrant dining and retail destination. The future growth of the Croydon HIA should be recognisable as being uniquely Burwood.

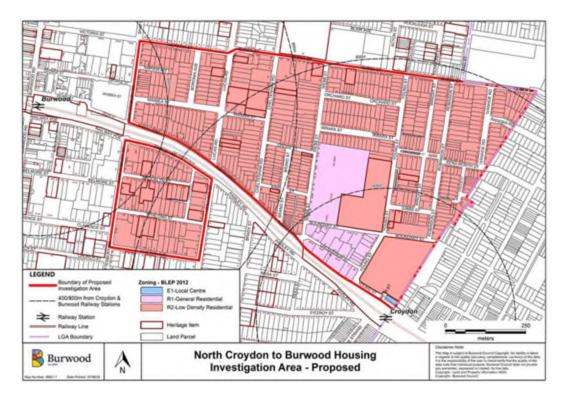
It is proposed that the scope of this work to develop a Masterplan will also include consideration and potential impacts of the proposed Low & Mid Rise Housing SEPP, in addition to the provisions of Chapter 5 of the Housing SEPP (TOD provisions).

The proposed Croydon Housing Investigation Study Area (Figure 9 below) has been identified based on the outcomes of the initial community consultation, and is within 800m to both Croydon and Burwood railway stations. The extent of the study area is broad enough to ensure that consideration can be given to transitioning development to both the Burwood Town Centre and to the low density areas. It also provides an opportunity to undertake appropriate analysis of the constraints and opportunities, including (but not limited to):

- 1. Tipping point feasibility analysis to inform key planning controls
- 2. Relationship to Burwood Town Centre
- 3. Connectivity to Burwood and Croydon Railway Stations
- 4. Housing diversity and affordability
- 5. Height, Floor Space Ratio and Density
- 6. Built Form and transition to existing development
- 7. Desire future character and local services
- 8. Connectivity and walkability, including active transport facilities
- 9. Public domain improvements including street trees, verges and opportunities for future open space (may be outside the Croydon HIA, adjacent to existing open space).

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Attachment 3 provides further detail with respect to how the study area has been determined.

Figure 9: Proposed Croydon Housing Investigation Study Area

It is important to note that this is the proposed identified study area for the purposes of the analysis to support the development of the Masterplan.

This means that following the completion of detailed technical analysis, and as part of the draft Masterplan preparation, there <u>may not</u> be any proposed changes to land parcels or blocks within the study area.

# **Consultation**

As outlined above, Council undertook early engagement with the community between April and May 2024.

Should Council resolve to proceed with the preparation of a draft Masterplan for the Croydon Housing Investigation Study Area, further consultation will be undertaken with the community at specific stages, as part of that process. In this regard, details of proposed community consultation will be included in future reports to Council.

# Planning or Policy Implications

The State Government has implemented the TOD Program via an amendment to the Housing SEPP. Clause 153 of the SEPP provides for the SEPP to prevail over other Environmental Planning Instruments, including the Burwood LEP 2012.

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Where the SEPP has come into effect, a Transit Oriented Development Sites Map has been prepared which identifies exactly which lots are affected by the SEPP provisions. These are generally all lots where residential development is permissible.

As part of the deferral of the Croydon Precinct from the Housing SEPP, Council will be preparing a draft Masterplan, which will include an Implementation Plan. The Implementation Plan will include proposed changes to zoning, heights and FSR, proposed road widening, amalgamations etc. similar to the Burwood north Precinct Masterplan.

The Implementation Plan will then be incorporated into the chapter 5 of the Housing SEPP or alternatively enacted through amendments to the Burwood LEP (this will need to be determined in consultation with the Department of Planning, Housing and Infrastructure.

There may also be site specific provisions which will be included in the Burwood DCP.

The NSW Government also recently released the housing targets for the Burwood LGA, which will replace any existing targets set by the Eastern City District Plan (2018) or the Parramatta Road Corridor Urban Transformation Strategy (PRCUTS). The updated hosing target requires that capacity be provided for the delivery of 3,300 new homes across the Burwood LGA by 2029.

#### **Financial Implications**

Council has made a funding application for \$600,000 under Stream 1 of the Australian Government's Housing Support Program. The aim of this program is to provide funding to State, Territory and Local governments for projects which will improve planning capability. Council should be advised as to whether they have been successful in securing all/part of this funding by 31 July 2024.

There is a relatively small allocation in the City Planning budget for the appointment of a consultant to assist with the preparation of the draft Masterplan. Should Council receive funding from the Australian Government then this money may be reallocated for other projects in the City Planning work program.

Should Council not receive funding from the Australian Government then funding and resourcing from other projects such as Burwood North Implementation may need be reallocated which could delay progress of those plans.

### **Conclusion**

Council has successfully secured a deferral of the inclusion of the Croydon Precinct from the TOD Program until January 2025, allowing Council to undertake its own detailed master planning process. The aim of the masterplan is to deliver a better outcome through careful uplift of zoned density within the precinct, and concurrently maximising the public benefit through appropriate consideration of the public domain in terms of setbacks, street trees and parking, active transport facilities and identified community facilities.

Early engagement with the community has identified that there is support for additional housing across the precinct, less so in the significant heritage conservation area but there are opportunities to the north of the railway line between Croydon station and the Burwood Town Centre. The consultation also identified a number of existing issues in the precinct, which will be considered and addressed as part of this process – these include capacity of the road network, design of buildings and delivery of community infrastructure to service a growing population.

The proposed Croydon Housing Investigation Study Area has been identified based on the outcomes of the initial community consultation, and is within 800m to both Croydon and Burwood railway stations. The extent of the study area is broad enough to ensure that consideration can be given to transitioning development to both the Burwood Town Centre and to the low density areas,

as well as considering the proposed impacts of the Low & Mid Rise Housing reforms and addressing these. It also provides an opportunity to undertake appropriate analysis of the constraints and opportunities and provide recommendations for improvements and upgrades within the Precinct.

It is recommended that Council endorse the proposed Croydon Housing Investigation Area for the purposes of commencing the planning review, which is proposed to be undertaken with the assistance of a consultant. Once this process commences a further report will be brought back to Council and will include

### Recommendation(s)

- 1. That the outcomes of the preliminary consultation on the Croydon Housing Investigation Study Area be noted.
- Council endorse the Croydon Housing Investigation Study Area, as identified in Figure 9 in the body of the report and to proceed with the appointment of suitably qualified consultants to prepare the relevant studies that will inform the preparation of the draft Croydon Precinct Masterplan
- 3. That a progress report be presented to Council in August 2024 to provide an update on the status of the preparation of the draft Croydon Precinct Masterplan, including the timing and extent of future community consultation.

#### **Attachments**

- 1 Letter from Minister for Planning & Public Spaces
- 2 Croydon TOD Assumptions for Dwelling Yield
- 3 Analysis of Sub-Precincts Croydon HIA

# Appendix A: Croydon HIA: Research, Review and Analysis Summary Report

Ethos Urban





Prepared by Ethos Urban For Burwood Council 11 October 2024 2240417

# Croydon Housing Investigation Area (HIA)

Research, Review & Analysis Summary Report



ALALALA

# DRAFT







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

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

We acknowledge the Gadigal people, of the Eora Nation, the Traditional Custodians of the land where this document was prepared, and all peoples and nations from lands affected. We pay our respects to their Elders past, present and emerging.

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

Ethos Urban acknowledges the Traditional Custodians of Wangal Country, a clan of the Darug.

Representing New South Wales.

# 'Dagura Buumarri'

'Gura Bulga' – translates to Warm Green Country. 'Dagura Buumarri' – translates to Cold Brown Country. Representing Victoria.

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Version No.	Date of issue	Prepared by	Approved by		
1.0 (DRAFT)	17/09/2024	PN	II		
2.0 (DRAFT)	11/10/2024	PN	II		

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# 1 Introduction



#### **DRAFT** INTRODUCTION

# 1.1 Purpose of this Report

Sydney is growing and changing. From a current population of around 5 million, Greater Sydney's population is forecast to grow by an extra 1 million people to reach 6.1 million by 2041. Our population is also forecast to become more diverse and older.

This significant population growth is driving the need for a greater amount and choice of new homes. The State Government's Transport Oriented Development Program applies new planning controls to lots within 400m of a number of train stations throughout Sydney. The planning controls are implemented through amendments to the State Environmental Planning Policy (Housing) 2021 – also known as the Housing SEPP.

Croydon is one of the train stations chosen by the Depart of Planning, Housing and Infrastructure (NSW DPHI) for significant uplift. Burwood Council has identified that much of the land nominated by the State Government for the amended planning controls is unfeasible for development and will likely result in minimal take up and significant impacts to heritage.

As such, Burwood Council is undertaking this study to plan for the Croydon Housing Investigation Area, that can support the delivery of housing for Burwood. The Croydon HIA is well located to deliver on this requirement, due to its location in the Inner West, high accessibility to mass transit, high accessibility to Burwood strategic centre, and limited environmental constraints.

A well-considered, place-based master plan is required to unlock this potential and deliver these housing outcomes.

This report has been prepared to assist Council in establishing the evidence base for the project. It aims to guide Council in a number of matters to consider as part of justification.

# Teams & Roles

# Ethos Urban

Ethos Urban has been engaged by Burwood Council to assist in the preparation of the master plan for the Croydon Housing Investigation Area. Ethos Urban will lead the planning, urban design and built form elements of the master plan and will also provide social strategy advice for the project. Ethos Urban is supported by the following consultants to deliver the master plan:

# **Clouston Associates**

Clouston Associates will provide expert landscape analysis and ensure that the master plan meets the open space and recreational requirements of the community.

# **TKD Architects**

TKD Architects will provide heritage advice in relation to the various heritage items and heritage conservation areas in the Croydon Housing Investigation Area.

# JMT Consulting

JMT Consulting will provide transport planning advice to ensure that well-planned traffic and active transport infrastructure are integrated as part of the master plan.

# Northrop

Northrop will provide technical advice related to stormwater, flooding and infrastructure services.

INTRODUCTION

# 1.2 Transport Oriented Development Program

The aim of the NSW Government's Transport Oriented Development (TOD) Program is to create more well-located homes close to transport, jobs and services. This will be achieved through amendments to planning controls for locations in proximity to existing transport infrastructure.

# The program is split into two parts:

# Part 1: TOD Accelerated Precincts

State-led rezonings of eight priority transport hubs to deliver 47,800 new homes within 1,200m radii of key stations.

# Part 2: TOD Housing SEPP

Updates to the Housing SEPP to increase mixed use development and mid-rise housing within 400m radii of train and metro stations to unlock capacity for up to 138,000 new homes.

# Amended Planning Controls

The Department has amended the Housing SEPP, to apply new planning controls to land within a 400m radius of identified stations, enabling greater density outcomes to deliver more housing.

This amendment was introduced in response to the growing housing shortage within Sydney. As Sydney's population grows, there is a need for a more diverse range of dwellings near existing social infrastructure.

Chapter 5 of the Housing SEPP applies new development standards as follows:

# Permissibility of RFBs and shop top housing within 400m of an identified station

- Residential flat buildings will be permitted in all residential zones and local centres (R1, R2, R3, R4 and E1)
- Residential flat buildings and shop top housing in local and commercial centres (E1 and E2).

# New development standards for RFBs within 400m of an identified station

- Max. building height 22m (approx. 6 storeys)
- Max. floor space ratio 2.5:1
- Min. lot size No minimum lot size
- Min. lot width Minimum 21m
- Min. active street frontage controls to apply to land in E1 zones
- Affordable housing a 2% provision for development greater than 2,000m2

The new planning controls under the amendments to the Housing SEPP will apply in heritage conservation areas. Other relevant environmental controls of LEP will continue to apply to the extent they are not inconsistent with the new standards, including controls such as flooding, bushfire and biodiversity impacts.

Additionally, where an inconsistency arises between the provisions of the TOD amendment and another environmental planning instrument or other chapters in the Housing SEPP 2021, the TOD planning controls prevail. However, if building heights and FSR controls in the LEP are greater than the ones prescribed in the Housing SEPP, then the greater of the two prevail. This is especially relevant for this project, as these controls may not produce the proposed outcomes of the Croydon HIA Masterplan.

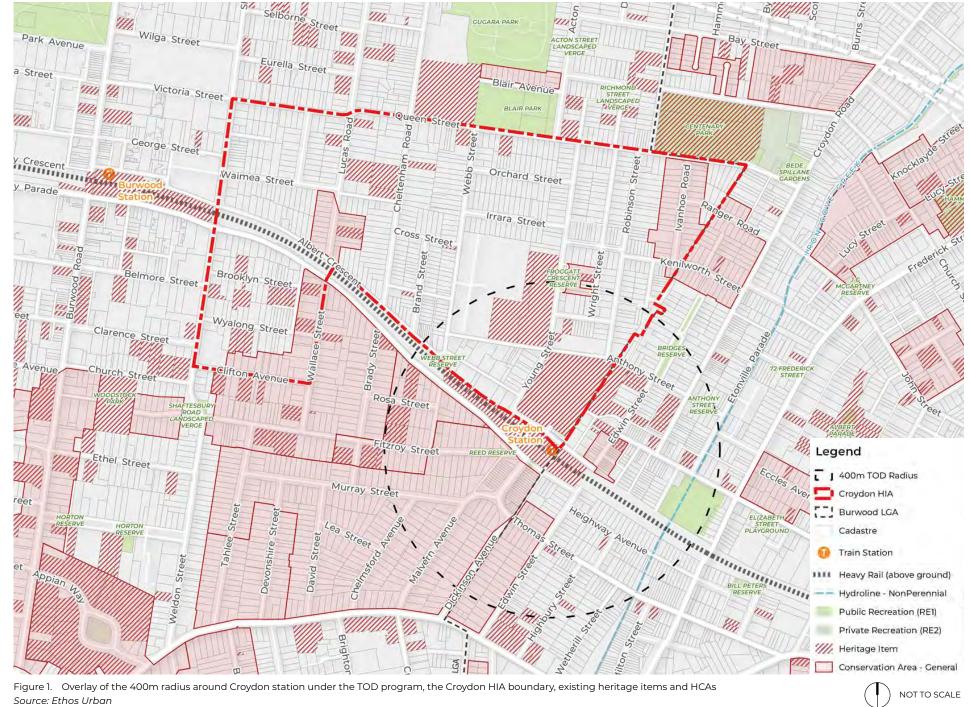
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# 1.3 Croydon Housing Investigation Area

The Croydon Housing Investigation Area (HIA) is well located to support the delivery of housing for Burwood, due to its location in the Inner West, high accessibility to mass transit and limited environmental constraints.

Croydon is an identified station within the TOD Program to experience significant uplift. However, much of the area identified by the State Government within the Burwood LGA is constrained by a Heritage Conservation Area (HCA). Additionally, the remaining portion of the Precinct, to the north of the railway line, provides limited opportunities for the delivery of new housing: this part of the Precinct contains two significant educational establishments (PLC & Croydon Public School), and the remainder of the area is almost fully developed with residential flat buildings (currently zoned R1 General Residential).

As such, the site was deferred from the changes to the Housing SEPP to allow Council to undertake its own planning process with involvement from the community, identifying a plan for an area close to Croydon that can deliver housing consistent with the outcomes of the Housing SEPP. This area was the Croydon HIA.



INTRODUCTION

The Croydon HIA is approximately 65 hectares in size and is bound by:

- Queen and Victoria Street to the north.
- Shaftesbury Road to the west.
- · Clifton Avenue, Wallace Street and the rail corridor to the south.
- The local government boundary with Inner West Council to the east.

It is divided by the train line into two sections. The HIA is mostly walkable, with all lots within 800m of either Croydon Train Station or Burwood Train Station providing access to wider Sydney.

The Croydon HIA is strategically well located by being within walking distance of the Burwood Town Centre, the Croydon Local Centre and approximately 9km away from the Sydney CBD. This location provides opportunities for the site to become more dense due to higher land prices and accessibility benefits consistent with the outcomes of Transit Oriented Development.



Source: Ethos Urban



# 2 Planning Framework



DRAFT PLANNING FRAMEWORK

# 2.1 NSW Government Led Strategic Planning

This section outlines the strategic planning framework applicable to the Croydon HIA. It outlines applicable guidance for the site with consideration with respect to housing delivery and creating great public spaces.



# **BETTER PLACED**

# THE OFFICE OF THE GOVERNMENT ARCHITECT (NSW) 2017

The Government Architect NSW has prepared Better Placed, an integrated design policy for the built environment of NSW that establishes principles to support better design and create good places within NSW. The policy also advocates the support of design excellence of future development to create better quality places. This may utilise existing tools, such as design review panels, competitive design processes and guidelines and manuals to encourage support design excellence as part of future development proposals. In this document, seven objectives for the built environment are

identified:

- Better Fit contextual, local and of it's place

- Better Value creating and adding value

· Better look and feel - engaging, inviting and attractive Better Placed is part of a suite of documents that the NSW Government is preparing to advocate good design. The document also advocates Design as a process and an outcome, that is constituted of three core collaborative steps -'Discover', 'Create' and 'Deliver'.

# **KEY TAKEAWAYS**

Croydon HIA has the opportunity to be designed following these objectives and can deliver a high quality places for its existing and future residents.

- Better Performance sustainable, adaptable and durable
- · Better for Community inclusive, connected and diverse
- Better for People safe, comfortable and liveable
- Better Working functional, efficient and fit for purpose

PLANNING FRAMEWORK



Fiaure 4.

# **GREENER PLACES**

# THE OFFICE OF THE GOVERNMENT ARCHITECT (NSW) 2017

The Government Architect NSW has prepared Greener Places to guide the planning, design and delivery of Green Infrastructure in urban areas across NSW. The vision for the policy is to establish a network of well-planned Green Infrastructure that will make NSW more attractive, better connected, healthier and more resilient. The policy outlines the following principles for well-designed Green Infrastructure:

- Integration The principle of integrating green space with urban development and hard infrastructure (e.g. roads, stormwater drainage)
- Connectivity promoting a network of high quality open spaces that connect with other areas of activity, such as town centres, public transport hubs, rivers, creeks and employment and residential areas. This aims to create a network of open space through the Central City District and Greater Sydney region.
- Multi-functionality where design of green spaces provides a range of benefits in one area through careful planning. This may include the simultaneous function of green spaces for ecosystem, environmental and other services
- Participation where stakeholders are involved in the development and implementation of neighbourhood, local, district and regional Green Infrastructure policies.

# **KEY TAKEAWAYS**

Croydon HIA has the opportunity to be designed with these principles in mind. Given the site's context, integration of green space with urban development will be a key focus.

# **GUIDE TO MOVEMENT AND PLACE**

Fiaure 5.

CTITIONER

### THE OFFICE OF THE GOVERNMENT ARCHITECT (NSW) 2020

The Guide to Movement and Place has been prepared collaboratively by Government Architect NSW (GANSW) and Transport for NSW (TfNSW) with input from a range of NSW Government agencies and local government representatives. The role of the guide is to provide a common structure for place-based transport and city and town planning across NSW. The objective of Movement and Place is to achieve roads and streets that:

- · Contribute to the network of public space within a location, where people can live healthy, productive lives, meet each other, interact, and go about their daily activities.
- Are enhanced by transport and have the appropriate space allocation to move people and goods safely and efficiently, and connect places together. Balancing movement and place recognises that trade-offs may be required to achieve a best fit for the objectives.

care for us.

Country Framework include:

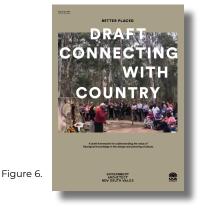
- 1. Reduce the impact of natural events (bushfires, flooding, etc.)
- 2. Value and respect Aboriginal Cultural knowledge (co-leading desian)
- 3. Ensure the country is cared for appropriately

# **KEY TAKEAWAYS**

The Guide to Movement and Place is especially important for the Croydon HIA, it will help with the analysis of place and the relationship of movements types.

# **KEY TAKEAWAYS**

Croydon HIA has the opportunity to be designed with the Connecting with Country Framework strategic goals in mind.



# DRAFT

# CONNECTING WITH COUNTRY FRAMEWORK

# THE OFFICE OF THE GOVERNMENT ARCHITECT (NSW) 2023

- The Connecting with Country Framework was prepared by Aboriginal professionals within the NSW Government in collaboration with Aboriginal Traditional Custodians and knowledge holders to inform planning, design, government infrastructure, and the delivery of the built environment
- The framework offers guidance for projects to support the health and wellbeing of Country by valuing, respecting, and being guided by Aboriginal people, who know that if we care for Country – it will
- The three long term strategic goals in the Connecting with



# A Metropolis of Three Cities – the Greater Sydney Region Plan (Greater Sydney Commission, 2018)

The Metropolis of Three Cities - the Greater Sydney Region Plan sets out the NSW Government's key directions for Sydney to "enhance its status as one of the most liveable global cities" through the provision of 40 Planning Objectives, broken down into five themes (Infrastructure and Collaboration; Liveability; Productivity; Sustainability; and Implementation) that collectively form a framework that underpins the growth of Sydney.

Key themes identified within the Plan applicable to the Croydon HIA include:

- Accelerating housing supply across Sydney.
- · Improving housing choice to suit different needs and lifestyles.
- Integration of land use and transport planning to foster a '30-minute city'.
- Creating a healthy built environment and encouraging the adaption to the impacts of urban and natural hazards and climate change.
- · Protecting the natural environment and biodiversity.
- The requirement to deliver an additional 157,500 dwellings within the Eastern City District by 2036.

# Key applicable Directions for the Croydon HIA Masterplan include:

# A city supported by infrastructure

This Direction outlines the importance of providing new infrastructure to support current and future growth. While Croydon is reasonably well served by public transport infrastructure, all lots within the site are within a 10-minute walking distance of a train station. During the preparation of the Croydon HIA Masterplan, further consideration of fine-grain infrastructure, such as pedestrian links and bicycle paths, may be required to ensure accessibility from key locations within the site to each train station.

# A city for people

This Direction highlights the importance of capitalising on local identity, heritage and cultural values, together with easier access to services to foster a more active, resilient and connected society. The Plan suggests that supporting active, resilient and socially connected communities can be achieved in the Masterplan by:

- providing walkable places at a human scale with active street life
- prioritising opportunities for people to walk, cycle and use public transport
- co-locating schools, health, aged care, sporting and cultural facilities

# Housing the city

This Direction emphasises the importance of providing more housing to meet the needs of a growing population. Additionally, the plan highlights the need of creating greater housing choices, including a range of housing types, tenures and price points together with rental accommodation for lower income households. For the Croydon HIA Masterplan, this may consider identifying planning controls that can deliver a range of housing typologies, that will provide future occupants choices in dwelling types and sizes.

# A city of great places

This Direction calls out the need to deliver safe, inclusive and walkable areas that exhibit urban design excellence and are connected to open spaces. These spaces will recognise local characteristics and the gualities people value. The Croydon HIA Masterplan could respond to this by providing a fine grain approach to urban design, considering the characteristics and values of the site and how these could be best reinterpreted when responding to increased density.

# A city in its landscape

This Direction identifies the need for future planning to manage the effects of urban development to protect, restore and enhance landscapes, waterways, coastline, natural areas, tree canopy and open spaces. The Croydon HIA Masterplan could reinforce this by considering ways to mitigate environmental impacts such as flooding, while also providing opportunities for open space and tree canopy in public and private domain.

# Summary

The above Directions identify the following considerations when planning for the future of the Croydon Housing Investigation Area:

- diverse demographics.
- reinforce the City's vision for its landscape.

• The Masterplan should account for infrastructure provision relative to the amount of proposed growth. This will optimise the effectiveness of servicing housing and communities.

Ensuring a range of housing typologies throughout the Masterplan's proposed land uses will facilitate living spaces for

The Masterplan should explore ways to increase open space to

PLANNING FRAMEWORK

# Eastern City District Plan (Greater Sydney Commission, 2018)

The Eastern City District Plan is a 20-year plan to manage growth in the context of economic, social and environmental matters to achieve the 40-year vision for Greater Sydney, with a focus on the Eastern City LGAs of Bayside, Burwood, City of Canada Bay, City of Sydney, Inner West, Randwick, Strathfield, Waverley and Woollahra.

As identified in the Structure Plan for the Eastern City District, the Site is partially located within an urban renewal area, likely to experience significant growth. The Site is also located near the Strategic Centre of Burwood and future Metro corridor.

# Key applicable Directions for the Croydon HIA Masterplan include:

# A city supported by infrastructure

This Direction outlines the importance of providing new infrastructure aligned with future land use planning to support current and future growth. The site is well serviced by existing transport infrastructure, and as such future growth will make use of existing assets, which reduces demand for any new transport infrastructure on other areas.

# A city for people

This Direction highlights the need to provide services and social infrastructure to meet people's changing needs. As the future population grows in Croydon, there will be increased demand on social infrastructure such as parks, schools and community facilities. This Masterplan should consider the provision of this social infrastructure and whether new assets are required.

# Housing the city

This Direction emphasises the importance of providing more housing to meet the needs of a growing population. Additionally, the plan highlights the need of creating greater housing choices, including a range of housing types, tenures and price points together with rental accommodation for lower income households. For the Croydon HIA, this may consider a range of housing typologies that will provide future occupants choices in dwelling types and sizes. This should be aligned to current market preference and ensure that affordable housing options are provided.

# A city in its landscape

This Direction identifies the need for future planning to manage the effects of urban development to protect, restore and enhance landscapes, waterways, coastline, natural areas, tree canopy and open spaces. The Croydon HIA Masterplan could reinforce this by considering ways to mitigate any potential environmental impacts, while also providing opportunities for open space and tree canopy in public and private domain that reflect the unique characteristics of the site such as vegetation and topography.

# Summary

The above Directions identify the following considerations when planning for the future of the Croydon Housing Investigation Area:

- Future planning controls should reflect the opportunity to expand upon the range of housing typologies currently available within Croydon.
- The Masterplan should include a greater focus on designing open spaces that capture the distinctive characteristics of Croydon. This should identify opportunities in both private and public land.



Strategic Centre		Train Link/Mass Transit Investigation 10-20 years
Local Centre		Train Link/Maas Transit Visionary
Economic Corridor		City Serving Transport Corridor
Trade Gateway	_	Light Rail
Industrial Land		Light Rail Investigation
Transit Oriented Development	-	Motorway
Urban Renewal Area	-	Committed Motorway
Urban Area	-	Road Investigation 0-10 years
Major Urban Parktand including National Parks and Reserves		RoadVisionery
Walarways	-	District Bourslary
Green Grid Priority Corridor		
	Local Centre Economic Centelor Tradis Gateway Industrial Land Industrial Land Urban Reneval Area Urban Reneval Area Urban Area Major Urban Penshand Including National Parks and Renerves Waterway	Local Centre  Local Centre Local Centre Local Centre Local Centre Trade Dateway Industrial Land Industrial Land Industrial Land Urban Reneval Area Urban Reneval Area Urban Reneval Area Urban Area Major Urban Partend Including Mational Parts and Renerves Waterway

Figure 7. Eastern City District Plan Source: Greater Sydney Commission (2018)

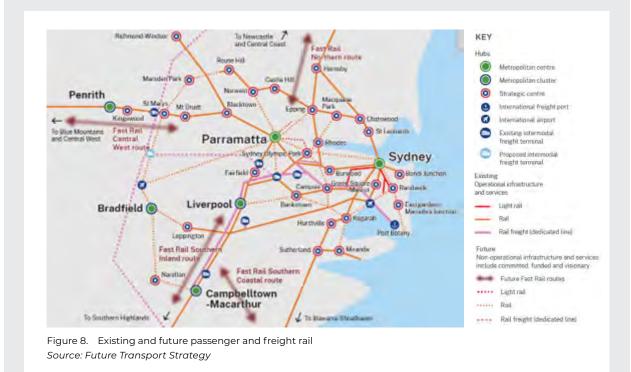




# Future Transport Strategy: Our vision for transport in NSW (Transport for NSW, 2022)

"Our vision for transport in NSW, is the NSW Government's longterm transport strategy. The Plan provides transport infrastructure priorities and aims to achieve an aspiration for Greater Sydney to be a 30-minute city, which is set in the GSRP."

An summary of existing and future passenger and freight rail connections is outlined below. Burwood is an identified Strategic Centre within the Future Transport Strategy and is well services by train and bus. Croydon is not specifically called out within the Strategy.



# Parramatta Road Corridor Urban Transformation Strategy 2016

The Parramatta Road Urban Transformation Strategy Report is the NSW Government's program to transform the Corridor, bringing new life to Parramatta Road and adjacent communities through investments in homes, jobs, transport, open spaces and public amenity.

The Parramatta Road Corridor spans 20 kilometres and is located to the north of the site. The Kings Bay precinct is located directly north of the Croydon HIA.

As identified below, Lang Street is proposed to be the primary entry point into the site from Parramatta Road. The link from Lang Street into the Croydon HIA site provides the opportunity to review key transport connections internally and externally within the Masterplan.

Additionally, there is an identified higher density residential and mixed use area located to the north. The Masterplan could consider ways to connect land use outcomes between these identified areas to the north. These could be achieved through a transition in heights and FSR controls that will facilitate a range of housing typologies and outcomes.

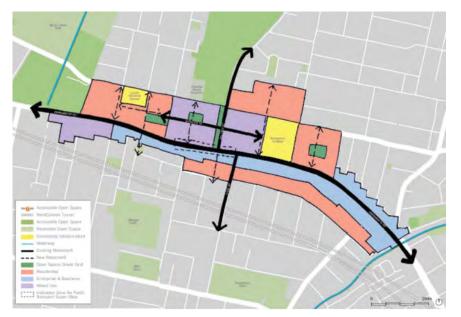


Figure 9. Kings Bay Structure Plan Source: PRCUTS (2016)

PLANNING FRAMEWORK

# Sydney Green Grid

The Sydney Green Grid (SGG) is a spatial framework that outlines a long-term plan for Sydney's open space network.

The SGG highlights opportunities in the form of priority projects to enhance connectivity across Greater Sydney.

Relevant projects that surround Croydon HIA include:

- 49 Cooks River Secondary Green Links: Burwood to Campsie
- 48 Cooks River Secondary Green Links: Ashfield to Cantebury
- · 7 Parramatta Road Urban Renewal Corridor
- 32 St Lukes Park and Concord Oval Green Link
- 16 Hen and Chicken Bay Foreshore

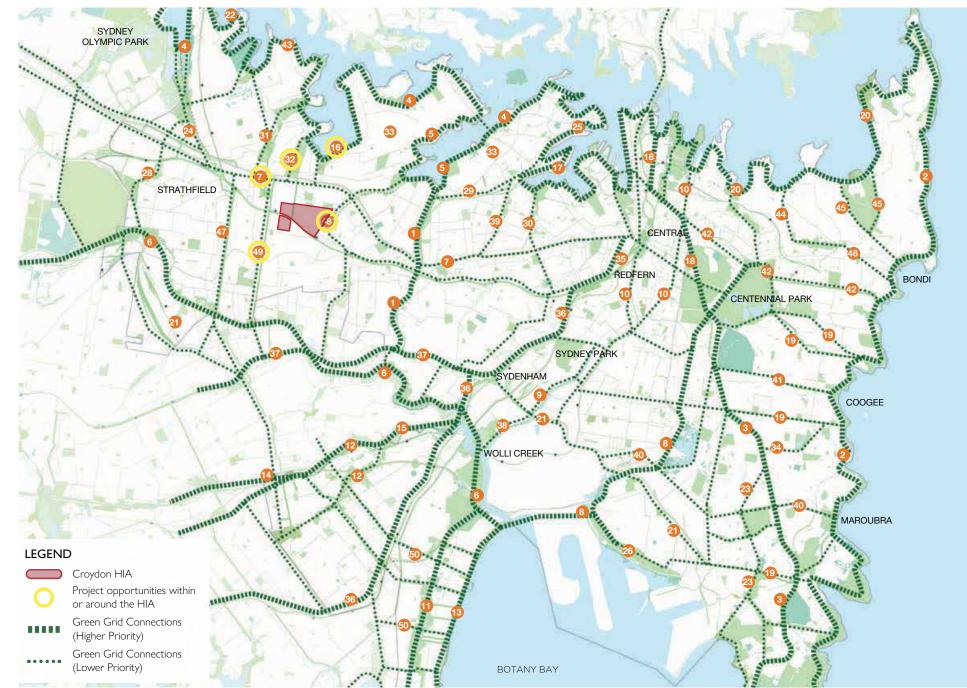


Figure 10. Sydney Green Grid

Source: Sydney Green Grid Central District, annotations by Clouston Associates

DRAFT PLANNING FRAMEWORK

# 2.2 Council Led Strategic Planning

# Burwood Community Strategic Plan 2036 (Burwood Council, 2022)

The Burwood Community Strategic Plan (Burwood 2036) outlines the long term planning for the future of Burwood Local Government Area.

Key challenges facing the Burwood community revolve around the near doubling of population for the LGA, from 41,500 to 73,500. This will require additional housing, transport, schools, healthcare, services, leisure opportunities and green and open spaces.

The vision for Burwood, identified within Burwood 2036, is: Burwood is a welcoming and inclusive community that is defined by our diversity of people, liveable places and progressive ideas. We acknowledge and celebrate our history and place, protect our heritage and environment and share a quality of life that is equitable, sustainable and supports each other to thrive and prosper. This is underpinned by five key strategic directions:

- Inclusive community and culture
- Places for people
- Sustainable and protected environment
- · Vibrant city and villages
- · Open and collaborative villages

# Key directions for Croydon HIA include the following strategies, grouped under the strategic directions:

# Inclusive community and culture

 1.1.2 Facilitate equitable access to services and facilities at all stages of life

# Places for people

- 2.1.1 Facilitate well designed, high quality and sustainable and use and development that is appropriately scaled to complement its surroundings
- 2.1.2 Protect our unique built heritage and maintain or enhance local character
- 2.1.3 Promote greater diversity of quality housing and affordability to meet current and future community needs
- 2.2.1 Plan and manage transport infrastructure to meet current and future community needs
- 2.2.2 Plan for a city that is safe, accessible and easy to get to and move around in
- 2.3.1 Plan and deliver quality public spaces and open spaces that fulfil and support diverse community needs and lifestyles

# Sustainable and protected environment

- 3.1.1 Maintain and increase green spaces, the urban tree canopy, natural shade and enhance biodiversity corridors
- 3.2.2 Develop strong planning controls to protect and support a green and sustainable environment

# Summary

The above strategies identify the following directions to consider when planning for the future of the Croydon Housing Investigation Area:

- Future growth should consider ways to facilitate equitable access to services and facilities and public and green spaces.
- The Masterplan should aim to protect key unique heritage items and enhance local character.
- The planning controls identified within the Masterplan should aim to facilitate well designed and high-quality dwellings that are appropriately scaled.
- The Masterplan should ensure that development is underpinned with adequate transport infrastructure, including bike paths and pedestrian links.

PLANNING FRAMEWORK

# Burwood Local Strategic Planning Statement (Burwood Council, 2020)

The Burwood Local Strategic Planning Statement (Burwood LSPS) identifies Burwood's economic, social and environmental land use needs over the next 20 years. By establishing a vision for the local government area, Planning Priorities and actions for delivery, the plan establishes guidance for future growth and change within the LGA.

The vision for Burwood as identified within the Burwood LSPS is as follows:

"Burwood is home to a thriving town centre and cherished heritage conservation areas that are conveniently connected to world class transport, with well-designed buildings and inviting public spaces.

A wide range of jobs attract workers and visitors and enable more locals to work closer to home. The streets are alive day and night with people drawn to its renowned hospitality and entertainment offerings.

Neighbourhoods are safe places filled with distinct character, offering a range of housing options. Clean, green, leafy neighbourhoods provide great amenity with access to nearby open space."

Key directions for the Masterplan include the following Planning Priorities, grouped under the four themes:

# Infrastructure and Collaboration

- Planning Priority 1. Plan for a city that is supported by infrastructure
- Planning Priority 2. Deliver local infrastructure, services and facilities.

# Liveability

• Planning Priority 3. Provide housing supply, choice and affordability in close proximity to jobs, services and public transport.

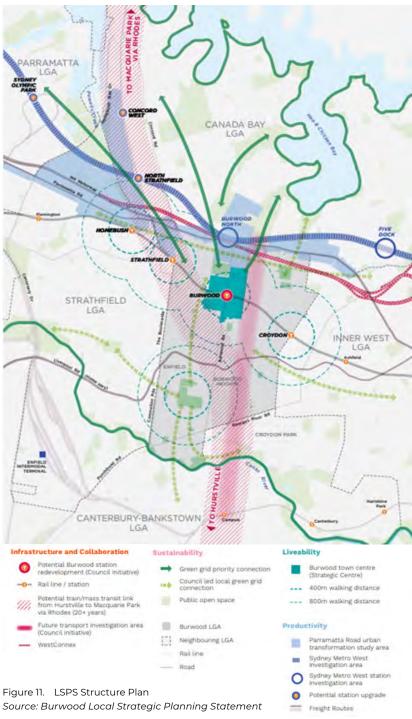
# Sustainability

- · Planning Priority 10. Deliver high quality open space and recreation facilities
- Planning Priority 11. Increase urban tree canopy cover
- Planning Priority 12. Deliver Green Grid connections
- Planning Priority 17. Protect and enhance scenic and cultural landscapes

# Summary

The Structure Plan and supporting Strategies identify the following directions to consider when planning for the future of the Croydon Housing Investigation Area:

- The Masterplan should protect unique cultural landscapes such as those identified within and around heritage items as well as within Heritage Conservation Areas
- Land use planning controls should facilitate additional housing choice and supply throughout the LGA, particularly in areas 400m to 800m from train stations.
- The Masterplan should include further investigation into the "Future Transport Investigation Area" along Shaftesbury Road and its interface with adjoining development.
- The Masterplan should identify opportunities to deliver infrastructure, services, and facilities that support future growth and development.



DRAFT PLANNING ERAMEWORK

# Burwood Local Housing Strategy (Burwood Council & SGS, 2020)

The Burwood Local Housing Strategy identifies the future direction for housing supply and demand within the Burwood LGA.

The Strategy suggests that current planning controls will accommodate likely housing demand (implied by population projections) until at least 2036. However, there is a shortfall of capacity for attached dwellings, and some of the attached dwelling capacity is not likely to be feasible to develop. As such, there is a need to create additional medium density housing capacity to increase diversity and choice.

The strategy recommends that allowing additional apartments should only be rezoned if other public benefits are provided. This is due to the already high numbers of apartments being delivered within the LGA.

The strategy proposes that additional housing development should be directed to locations with good access to public transport, jobs, services, open space, social infrastructure and shops. The catchments of local centres throughout Burwood meet this definition, including the area between Burwood Town Centre and Croydon, which is the study area.

Key objectives and actions in the Local Housing Strategy are outlined below:

# Increase housing diversity and choice to meet the community's changing needs

This considers the current need for medium-density attached dwellings to provide the Burwood Community with more housing choice. The plan suggests that Croydon, north of the Railway line is to be further investigated for rezoning. Additionally, the plan suggests investigating the selective rezoning of sites with frontages to parks.

# Increasing Housing affordability

This considers the need to provide affordable housing opportunities under a range of potential schemes.

# Protect local character

This considers the protection of separate houses, heritage items and precincts to minimise impacts to communities. This could be achieved by reviewing minimum lot size and site frontages within the DCP and protecting areas with heritage significance.

# Plan for long term housing needs:

This considers the retention of land for future redevelopment post 2036.

# Summary

The above objectives and actions identify the following directions to consider when planning for the future of the Croydon Housing Investigation Area:

- The Masterplan should ensure an adequate provision of medium-density housing, consistent with future population trends. The Croydon HIA has significant potential due to its proximity to train stations and high-growth areas in Burwood.
- The Masterplan should ensure an adequate provision of affordable housing.
- Land use intensification should ensure that the local character of key areas within the Croydon HIA is retained or enhanced.



Figure 12. Housing Structure Plan Source: Burwood Local Housing Strategy

PLANNING FRAMEWORK

# Burwood Community Facilities and Open Space Strategy (Burwood Council & Cred, 2019)

The Burwood Community Facilities and Open Space Strategy supports the provision and management of community facilities and public open space to address the needs of Burwood population.

In 2016, there was a provision of 49m2 of community floor space per 1,000 people, which will decline to 43m2 of community floor space by 2036. Council-owned Community Open Space is also focused on Burwood and Enfield, with limited supply within the Croydon HIA.

Additionally, there is limited supply of open space with Burwood. In 2019, there was approximately 10m2 of open space per person, which was far below adjacent Council's as a benchmark. By 2026, Council will need to deliver over 20 hectares of open space to maintain the current provision of 10m2 per person. As identified within the report, there is limited provision of open space within the Croydon HIA boundary.

# Summary

The above identifies the following directions to consider when planning for the future of the Croydon Housing Investigation Area:

• Ensuring an adequate provision of open space and community facilities, consistent with future growth, should be integrated into future master planning work.

# Sustainable Burwood (Burwood Council, 2022)

Sustainable Burwood provides a framework for sustainable planning and decision making to achieve and improve on positive environmental sustainability outcomes for the Burwood Council area

The vision established in Sustainable Burwood considers the following:

- Towards Net Zero Emissions
- Increase and enhance green open space
- Early adopter of new Sustainability initiatives

# This is underpinned by four themes, with relevant directions outlined below:

# Theme 1: Natural Environment

- Promoting Green Space and Urban Tree canopy
- Waterways / Stormwater, including the consideration of stormwater and WSUD

# Theme 3: Being Connected and Resilient

• Encouraging Sustainable Transport including the promotion of safe and high quality streets to promote walking and cycling

# Summary

The above themes identify the following directions to consider when planning for the future of the Croydon Housing Investigation Area:

- The Masterplan should consider ways to reinforce tree canopy and providing opportunities for additional open space.
- Intensification should consider the impacts of increased development on flooding and stormwater and methods to mitigate future potential impacts
- The plan should encourage sustainable transport including the promotion of walking and cycling links throughout Croydon.

DRAFT PLANNING FRAMEWORK

# 2.3 Statutory Planning Framework

# Burwood Local Environmental Plan 2012 (BLEP 2012)

The principal environmental planning instrument that applies to the site is the BLEP 2012.

# Summary

The controls identify the following to consider when planning for the future of the Croydon Housing Investigation Area:

- Further investigation into land use zoning as a result of the Masterplan could explore a finer-grain approach to housing typologies throughout the site.
- Further investigation into floor space ratios and building height controls could be included in the Masterplan, considering the controls for the adjacent Burwood Town Centre and the proposed amendments to the Housing SEPP.
- The Masterplan should also consider the interface between future higher-density areas and heritage items or conservation areas.

# Clause 2.1 - Land use zones

- Majority part R2 Low Density Residential
- Key uses permitted with consent: Community facilities; Dwelling houses; Seniors housing.
- Part R1 General Residential
- Key uses permitted with consent: Community facilities; Dwelling houses; Multi dwelling housing; Residential flat buildings; Shop top housing.
- Part E1 Local Centre
- Key uses permitted with consent: Community facilities; Dwelling houses; Hotel or motel accommodation; Residential flat buildings; Shop top housing.
- Part RE1 Public Recreation
- Key uses permitted with consent: Community facilities; Recreation facilities (indoor); Recreation facilities (outdoor)
- Note: SEPP (Housing) 2021 will allow RFBs in all residential zones.





Figure 14. Heritage Conservation and Heritage Items Map

Croydon HIA:

Croydon HIA.

Subject Site

Figure 13. Land Zoning Map



# Clause 5.10 - Heritage conservation

• Four Heritage Conservation Areas are identified within the

- · C8 Froggatt Crescent Conservation Area
- · C10 Ivanhoe Road Conservation Area
- · C12 Lucus Road Conservation Area
- · C20 Wallace & Brady Streets Conservation Area
- A number of individual heritage items are identified within the

PLANNING FRAMEWORK

# Clause 4.1 – Minimum Subdivision Lot Sizes

- 400m<sup>2</sup>
- Note: SEPP (Housing) 2021 will provide for no minimum lot size.

# Clause 4.3 – Height of buildings

- Part 9m, 10m and 26m
- Note: SEPP (Housing) 2021 will provide for a maximum of 22m for RFBs unless already greater than the prescribed control.

# Clause 4.4 – Floor space ratio

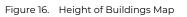
- Part 0.55:1, 0.85:1, 1:1 and 3:1



Figure 15. Minimum Lot Size Map







Subject Site

Figure 17. Floor Space Ratio Map



# Subject Site

# Clause 5.21 – Flood planning

# Clause 6.1 – Acid sulfate soils

- Class 5 (Acid sulfate soils are not typically found in Class 5 areas)
- Part of the site is an identified flood planning area.

# DRAFT

• Note: SEPP (Housing) 2021 will provide for a maximum of 2.5:1 for RFBs unless already greater than the prescribed control.



DRAFT ANNING FRAMEWORK

# Burwood Development Control Plan 2013 (Burwood DCP)

The Burwood DCP provides detailed guidance in relation to development matters beyond those standards contained within the BLEP 2012.

Under the DCP, there are currently no site specific provisions that apply to the site. The key controls which are relevant to the site and likely proposed uses of Residential Flat Buildings and Shop Top Housing are provided under Part 4.1 Residential Flat Buildings in R1 Zone. Additional provisions with relevance to the interface with the Burwood Town Centre are provided in Part 3.3 Burwood Town Centre and Burwood Road North.

It is our understanding that for Residential Flat Buildings and Shop Top Housing within the Croydon HIA, the provisions within the Apartment Design Guidelines should take precedence over the controls within the DCP 2013.

# Summary

The DCP Controls identify the following to consider when planning for the future of the Croydon Housing Investigation Area:

- The setbacks identified within the DCP may exceed ADG requirements and might need refinement in the Masterplan.
- These setbacks tend to create "ziggurat" forms, which can lead to inefficiencies in architectural outcomes and inconsistent podium and tower heights.
- The building height plane perpendicular to Shaftesbury Road, as identified in the Burwood Town Centre DCP, assumes that buildings within the Croydon HIA require solar access at ground level. Further consideration of how applicable this plane is, given potential increased density along Shaftesbury Road, may be necessary during the preparation of the Masterplan.

# 4.1 Residential Flat Buildings (in R1 Zone)

# Front Setback

P2 The front setback of a building is to be a minimum of 6m.

# Side and Rear Setback

P3 Side and rear setbacks must comply with the following numerical standards:

- Building Component: Minimum Setback from Side and Rear Boundaries
- Ground floor: 2.0 metres
- First floor: 3.5 metres
- · Second floor: 5.0 metres and comply with ADG building separation requirements
- Third floor and above: 1.0 metres additional per floor above second floor and comply with ADG building separation requirements

# Setbacks to Heritage Items

P3A Notwithstanding P3, where a side or rear boundary is contiguous with a heritage property the minimum setback is 5m for the building at or above ground level, and 4m for any underground excavation

# Maximum Site Frontage

P5 The maximum frontage length of a building facing a street is 45 metres

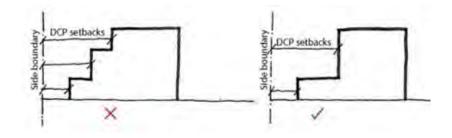
# Minimum Site Frontage

P8 A residential flat building shall not be erected on an allotment of land having a frontage of less than 20 metres

# Minimum Site Area

# Building Design

and separation distances is encouraged.



# Windows and Balconies

balconies of habitable rooms.

to redirect views to avoid adverse privacy impacts.

and balconies of habitable rooms.

# **Communal Open Space**

landscaped area

- P10 Any development with a height over 9 metres is generally required to have a minimum site area of 500 square metres
- P5 A simplified response to the BDCP required side and rear setbacks

- P6 Front and rear façades are to include 60% 70% windows and
- P7 A minimum of 30% 50% of side façades should include windows and balconies of habitable rooms. Where building separation distances are less than the ADG guidelines, features are encouraged
- P8 A minimum of 70% of the northern façade is to include windows
- P5 A minimum of 25% of the site area must be allocated for communal open space. It must have a minimum dimension of 6 metres and 50% of communal open space must be unpaved soft

PLANNING FRAMEWORK

# Deep Soil and Landscaping

P10 A minimum of 10% of the site area is to be deep soil and have a minimum dimension of 4 metres.

P11 It is expected that 25% - 30% of the site be landscaped (inclusive of the deep soil zone). Landscaped area includes all pervious surfaces, open space at ground level and open space with a minimum dimension of 1 metre.

# Solar Access

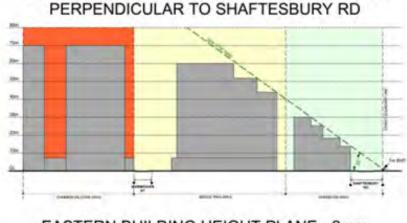
P16 At least 70% of the living rooms and private open spaces of the proposed apartments and neighbouring developments are to receive a minimum of 3 hours direct sunlight between 9.00am and 3.00pm on June 21.

# Burwood Town Centre

# **Building Height Planes**

P1 The height of buildings on land within the BTC is not to project above the BHP as identified in Clause 4.3A and on the map marked -\*Below is the Building Height Plane Map in the BLEP 2012.

BUILDING HEIGHT PLANE GUIDELINE



EASTERN BUILDING HEIGHT PLANE - 2 pm at 36° SECTION D:D

# SEPP (Housing) 2021

The State Environmental Planning Policy (Housing) 2021 – also known as the Housing SEPP – facilitates development of affordable and diverse housing through a range of planning provisions for the following uses:

- boarding houses
- build-to-rent housing
- seniors housing
- · caravan parks and manufactured home estates
- group homes
- retention of existing affordable rental housing
- secondary dwellings (granny flats)
- social and affordable housing
- short-term rental accommodation
- · design quality of residential apartment development.

Key applicable planning considerations for Residential Flat Buildings within Croydon are found within Part 5 of the Housing SEPP. As identified in Part 1, this study involves providing development controls that will facilitate a number of dwellings as per the original TOD rezoning.

# The SEPP controls include:

- Max. building height 22m (approx. 6 storeys)
- Max. floor space ratio 2.5:1
- · Min. lot size No minimum lot size
- Min. lot width Minimum 21m
- Min. active street frontage controls to apply to land in E1 zones
- 2,000m2

Further investigation of the TOD controls is required to ensure that a quality development outcome is proposed within the Croydon HIA.

# Summary

The considerations identify the following directions to consider when planning for the future of the Croydon HIA:

building typologies.

# DRAFT

- Affordable housing a 2% provision for development greater than

• It is essential to explore how the Masterplan's intended outcomes align with the existing planning controls. This examination should account for variations in building heights, floor space, lot sizes and widths, as well as affordable housing requirements, to determine their applicability to different



# 3 Site Context



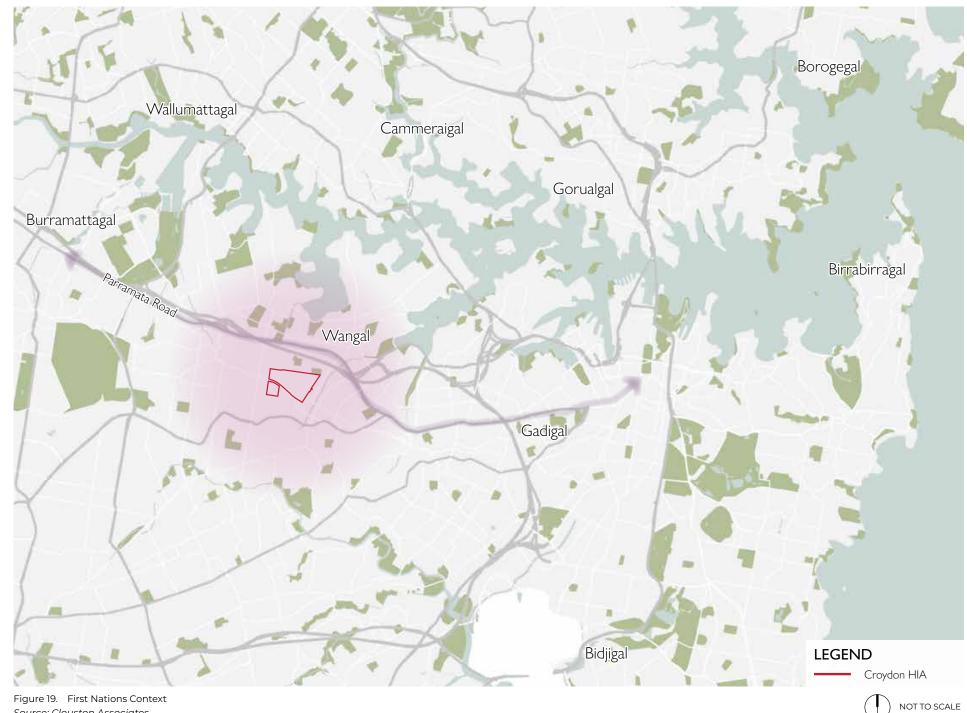
## **DRAFT** SITE CONTEXT

## 3.1 First Nations Heritage

The Croydon HIA lies on Wangal Country, a clan of the Eora Nation. They are the traditional owners and custodians of the land surrounding Croydon and Burwood.

In Aboriginal History of Burwood Municipality (1997), Michael Guider describes the Wangal people as a coastal clan, centrally located along the ridge between the Cooks and Parramatta Rivers. Evidence suggests that during the summer months, the Wangal gathered most of their food, primarily consisting of shellfish and fish, from the estuarine areas of their land. In winter, when fish were scarce, they relied more on kangaroos, possums, emus, ducks, reptiles, insects, and a wide variety of plant foods.

It is thought that nearby Parramatta Road was built on the alignment of tracks used by First Nations peoples travelling east-west, south of Parramatta River.



Source: Clouston Associates

SITE CONTEXT

# 3.2 European Heritage

The earliest phase of European development in the Crodyon HIA started in the late 18th century. The following provides a historical overview of the sequential development of the area:

- The first land grants in the district commenced in 1794, ushering in the earliest phase of European development in the area.
- The opening of the Sydney to Parramatta railway line in 1855 triggered the next major phase of development in the suburb. As one of only four stations on the line, Burwood began to attract wealthy businessmen who built country villas on large estates and commuted into the city.
- With the establishment of the municipality of Burwood in 1874 came a variety of underground services and utilities. Most of the remaining roads in the study area were formed during this phase. In addition to residential development, some industrial and commercial land uses emerged in the study area including the Croydon Brickworks and a small number of shops.
- The early 1900s saw the idea of the model suburb through street plantings and landscaping.
- Post-war immigration stimulated a new wave of growth which took the form of re-development of some existing sites into residential flat buildings, as well as alterations to 'modernise' some existing dwellings.
- Following a heritage study in 1986, a number of significant heritage items and areas were identified and protected.



Figure 20. 1794-1854 Source: TKD Architects

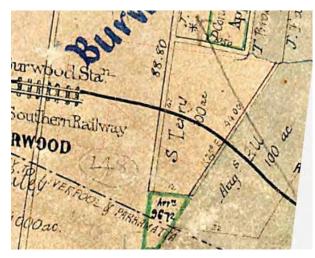


Figure 21. 1855-1873 Source: TKD Architects





Figure 23. 1901-1940 Source: TKD Architects



Figure 24. 1941-1986 Source: TKD Architects

Figure 25. 1986-2024 Source: TKD Architects





## **DRAFT** SITE CONTEXT

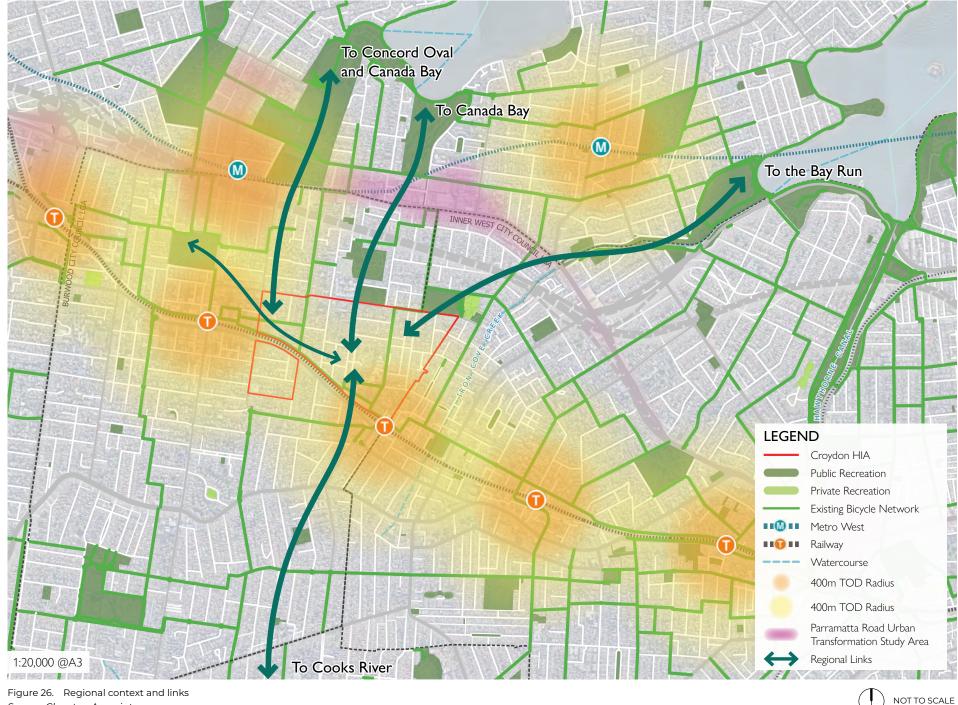
# 3.3 Regional Context

Located within the Burwood LGA, part of the Eastern City District, the investigation area benefits from proximity to significant foreshore public open spaces, such as The Bay Run and the Cooks River to Iron Cove Greenline.

The area is well-served by public transport, with access to the T1 and T2 railway lines and the future Sydney Metro West, offering connectivity to both the Sydney and Parramatta CBDs. However, these transport lines present major barriers to pedestrian and cyclist movement in the north-south direction.

Given the lack of open space within the study area, the public domain and open space plan aims to create strong pedestrian and active transport linkages to district open spaces in nearby Canada Bay and Iron Cove.

It is also important to note that government plans for significant population growth along Parramatta Road and near the Five Dock Metro Station will increase demand for these open spaces in the future.



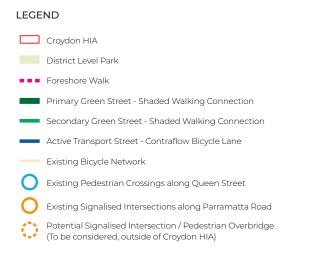
Source: Clouston Associates

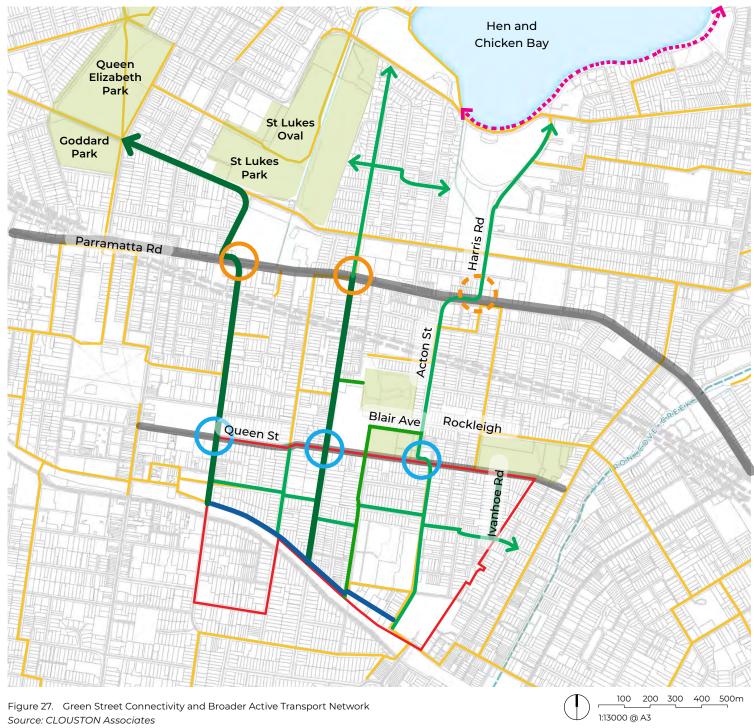
#### Key Observations

- There are a number of north-south streets in and around the Croydon HIA that provide good connectivity to district open spaces to the north, including Goddard Park, Queen Elizabeth Park, St Lukes Park and Oval. These links are aligned with existing signalised intersections along Parramatta Road.
- There are a number of existing streets with strong canopy coverage outside the Croydon HIA, including Acton Street, Blair Avenue and Rockleigh Street, and Ivanhoe Road within the Croydon HIA.

#### Opportunities

• Safer crossings along Queen Street as well as considerations around a future set of traffic lights or pedestrian overbridge at the intersection of Parramatta Road and Harris Road (outside of the Croydon HIA) would enhance Croydon HIA's connectivity to these district open spaces as well as the broader active transport network.





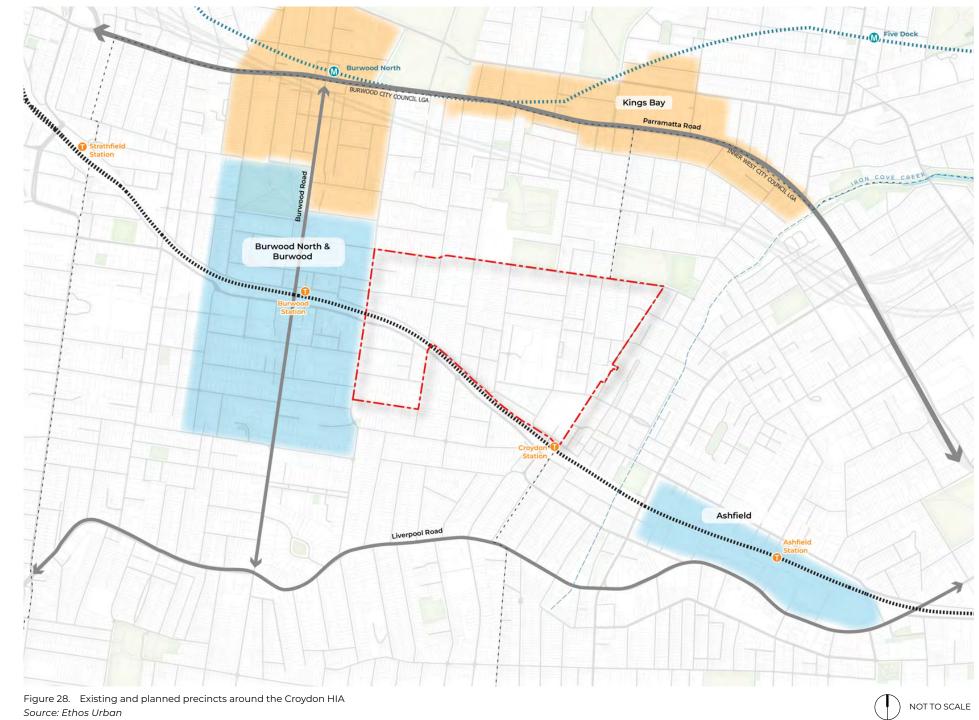
## **DRAFT** SITE CONTEXT

## 3.4 District Context

At a district level, the Croydon HIA is in close proximity to four existing and planned precincts:

- Burwood (existing)
- · Ashfield (existing)
- Burwood North (planned)
- Kings Bay (planned)

While the T1 and T2 railway lines and the future Sydney Metro West provide public transport access to the Sydney and Parramatta CBDs, they are major barriers to pedestrian and cyclist movement north-south.



SITE CONTEXT

# 3.5 Local Context

#### Key Observations

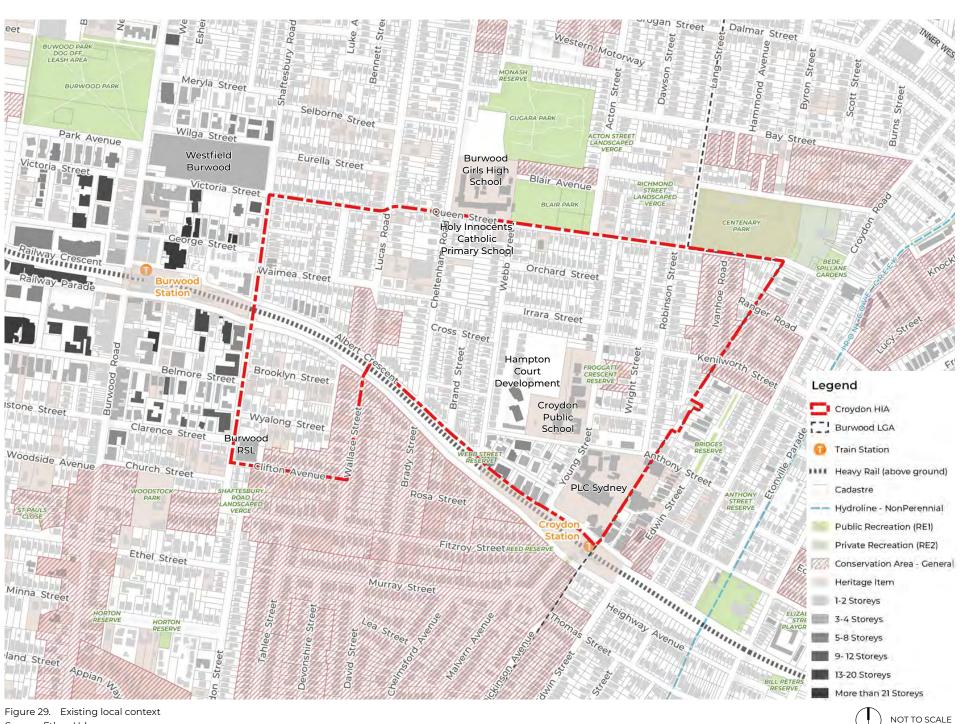
- The predominant built form typology in the Croydon HIA is 1-2 storey detached dwellings.
- There are a few residential flat buildings (RFBs), up to 8-storeys, within the HIA that are located closer to the Croydon Station. This includes the Hampton Court Development along Webb Street.
- The Croydon HIA is directly adjacent to existing high density areas of the Burwood Centre where heights reach up to 30 storeys.

#### Opportunities

• The TOD Program promotes density in highly accessible areas. There is an opportunity to reference existing heights in the Burwood Centre and extend this eastwards into the Croydon HIA.

#### Constraints

• Increased density within the Croydon HIA will need to be managed and balanced with heritage sensitivities as well as the interface with the Inner West LGA to the east.



Source: Ethos Urban

### DRAFT

## Existing Character

#### Built Form

The Croydon HIA consists primarily of low density residential dwellings, which are generally comprised of a cohesive collection of early 20th century detached residences, interspersed with dwellings from the late 19th century with some inter-war phases of development. This is reflected by the various Heritage Conservation Areas (HCAs) and heritage items scattered within the HIA.

Amongst these older dwellings are 1970s walkups and flat buildings, as well as more recent residential flat buildings (RFBs) that are located towards the south-eastern corner of the HIA, closer to the Croydon Station.

Contrasting the lower density of the Croydon HIA is the established high density areas of the Burwood Town Centre to the west. Shaftesbury Road, a key north-south movement corridor connecting the Hume Highway to the south with Parramatta Road to the north, sits in between the Croydon HIA and the Burwood Town Centre.





Existing low density houses within Ivanhoe Road Heritage Conservation Area

Existing 3-4 storey walk-ups



Existing Residential Flat Buildings (RFBs) along Grosvenor Street



View of towers in the Burwood Town Centre from George Street, Burwood

#### Urban Structure

Lot sizes within the Croydon HIA vary, with the largest lots occupied by PLC Sydney, Croydon Public School and the Hampton Court Development along Webb Street. Similarly, block sizes within the HIA also vary with larger blocks restricting east-west permeability across the HIA. Albert Crescent and Queen Street are the only continuous east-west streets within the HIA.

#### Landscape

While the Croydon HIA currently has limited access to public open space internally, Wangal Park, Blair Park and Centenary Park are located directly to the north. In terms of streetscape, existing mature planting, both within the public and private domain, dates from the major phases of development of the suburb and is based on the model / garden suburb design approach, with more recent decorative planting complementing the presentation of the streetscape. Of particular note is the tree-lined streetscape of the Ivanhoe Road HCA.

Presbyterian Ladies' College, view from Young Street

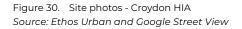
Croydon Public School, entrance from Young Street



Hampton Court Development, 10 Webb Street



Existing streetscape within Ivanhoe Road HCA





## **DRAFT** SITE CONTEXT

## Open Space Network

#### Key Observations

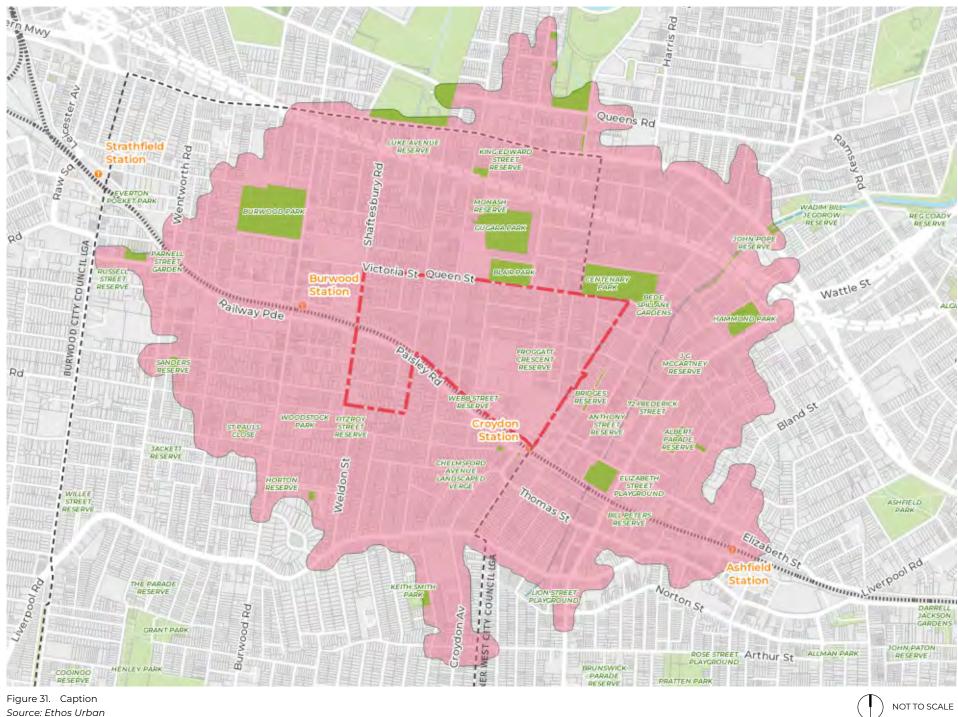
- There is a need for increased open space within the boader Burwood LGA.
- There is 27ha of open space within a 2km walking or driving catchment of the Croydon HIA - majority are concentrated to the north (Burwood Park, Blair Park, Wangal Park, Centenary Park and Hammond Park).

#### Constraints

- No existing quality open spaces within the Croydon HIA.
- Lack of public open space on the southern side of the railway.
- Many lots within the Croydon HIA are privately owned, which may limit the delivery of new public open spaces.

#### Opportunities

- Incentivise private development to deliver new public open spaces (or provide contributions towards the delivery of new public open spaces elsewhere in the HIA).
- Provide new public open spaces that connect with existing parks, waterways, and points of interest.
- Provide up to two local parks, at least 0.3ha - 0.5ha in size or one larger park of 1-2ha. The park(s) are to be located appropriately so that all residents are within a 400m walk.
- Alternatively, provide smaller parks and position them so that residents are within a 200m walk.



Source: Ethos Urban

SITE CONTEXT

## **Community Spaces**

#### Key Observations

• There are seven community centres, one library and an aquatic centre in Burwood LGA.

#### Constraints

- There are currently no dedicated arts and cultural facilities in the LGA (noting plans for a new Burwood Arts and Cultural Centre) and no indoor courts or indoor recreation centres.
- The nearest indoor courts and leisure centre is in Five Dock and as noted in Council's Community Facilities and Open Space Strategy, this facility is at capacity.

#### Opportunities

- Consider two options for providing additional community space - provide a multi-purpose community space (1,000-1,200sqm) that functions as a flexible community, arts and cultural space and potentially a library kiosk.
- Alternatively, contributions could be made towards upgrading and expanding an existing nearby facility.
- Subject to further discussions with Council.



#### DRAFT

37



# 4 Site Analysis



## 4.1 Natural Environment

## Topography

#### Key Observations

- There are three high points within the HIA, with a valley running diagonally across.
- Iron Cove Creek to the east of the HIA is the lowest point in the area, running parallel to the Burwood / Inner West Council LGA boundary.

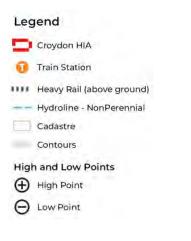
#### Constraints

• Gradient changes as a result of the site's topography may influence the preferred location of potential active transport routes.

#### Opportunities

• High points can be used to create or enhance existing view corridors from the HIA.









## Flooding

Legend

Croydon HIA 1 Train Station

Cadastre Contours

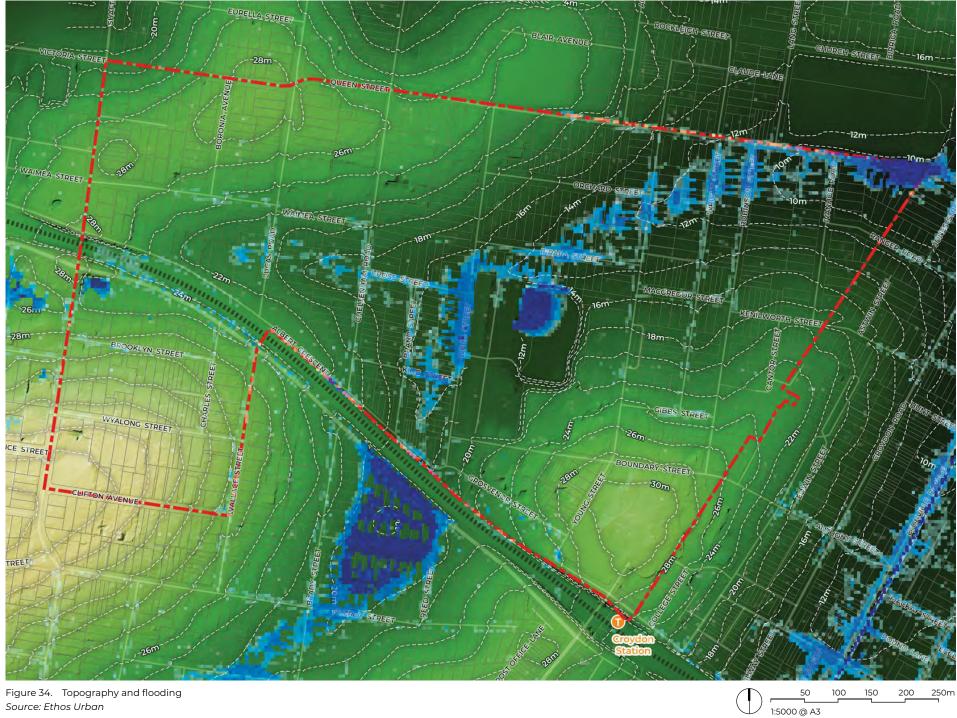
0.15 - 0.30 0.30 - 0.50 0.50 - 1.00 >1.00

Heavy Rail (above ground) ----- Hydroline - NonPerennial

Peak Flood Depth 1%AEP

#### Key Observations

- Flooding follows the lowest topography across the HIA, aligning with the creek lines that historically ran across the HIA. It pools in the middle of the HIA and on the southern side of the railway.
- Iron Cove Creek as part of the wider Dobroyd Canal Catchment Area is the contributing factor to flooding in this area.



#### Constraints

- A large number of lots within the HIA are identified as being flood-prone. These lots are located at the lowest points in the HIA.
- Several lots within the HIA are identified as being in a 'low flood island'

#### Opportunities

- Localised, on-site detention measures may be explored on flood-prone lots to provide opportunties for their redevelopment.
- · Lot amalgamation that includes both floodprone and non-flood-prone lots may also provide opportunities for redevelopment.
- Development of RFBs may be possible within 'low flood islands' - making them 'high flood islands' where residents will be able to move vertically up the building, away from flooded areas.



Legend Croydon HIA E Burwood LGA Low Flood Island Flood affected propoerties ---- Contours Flooding 🛐 Train Station Heavy Rail (above ground) ----- Hydroline - NonPerennial Public Recreation (REI) Private Recreation (RE2)

Note: Only flood-affected lots within the Croydon HIA are shown.

## Canopy Cover

#### Key Observations

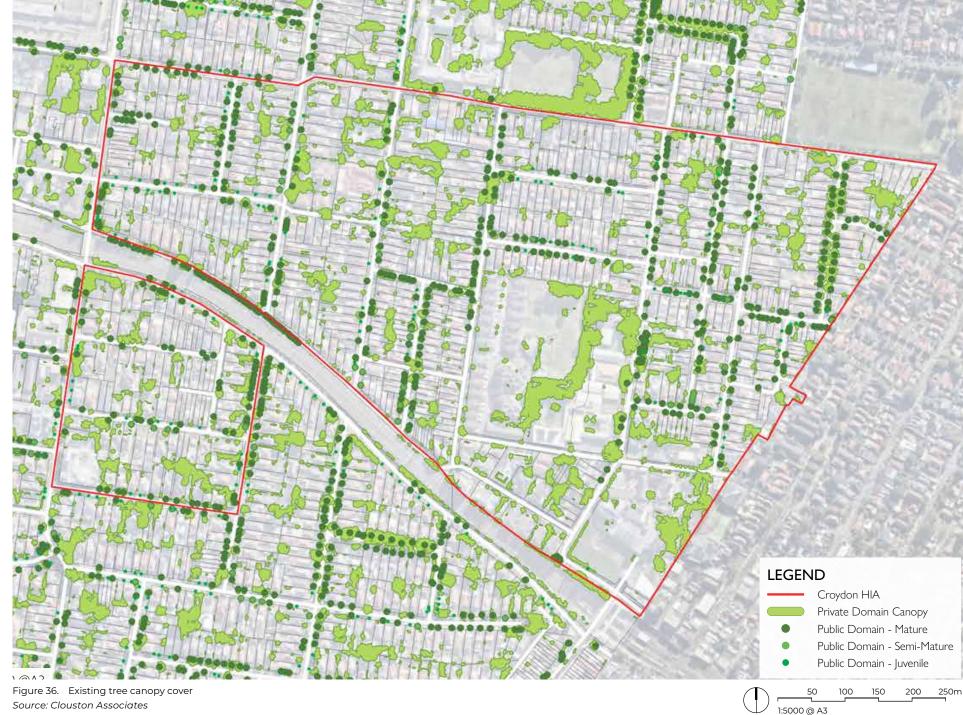
• The HIA has poor canopy coverage on public land and generally has good canopy coverage on privately-owned land.

#### Constraints

- Limited space for new tree planting on public land.
- Limited ability to improve canopy cover on privately owned land.
- Existing trees may be in poor condition and may need to be removed (subject to further investigations).

#### Opportunities

- Provide new trees to boost canopy coverage and connect fragmented canopy across the HIA, provide shade, and reduce urban heat.
- Protect areas with significant tree canopy coverage, including visually important trees (e.g. along Ivanhoe Road).
- Where planting new trees may not be not feasible due to existing constraints (e.g. overhead power lines, medians, narrow footpaths), consider planting shrubs to enhance biodiversity for small birds and insect pollinators.



# 4.2 Trunk Infrastructure

## Trunk Stormwater & Sewer Infrastructure

#### Key Observations

- · Water supply infrastructure is present throughout the HIA and is not considered a constraint.
- There are major Sydney Water-owned stormwater and trunk sewer assets running across the HIA.

#### Constraints

- Existing stormwater infrastructure is under capacity.
- Existing assets are cannot readily be augmented without incurring high costs and causing disruption to the community.
- Basements may be impractical in areas surrounding these assets (depths of individual assets unknown at this stage).

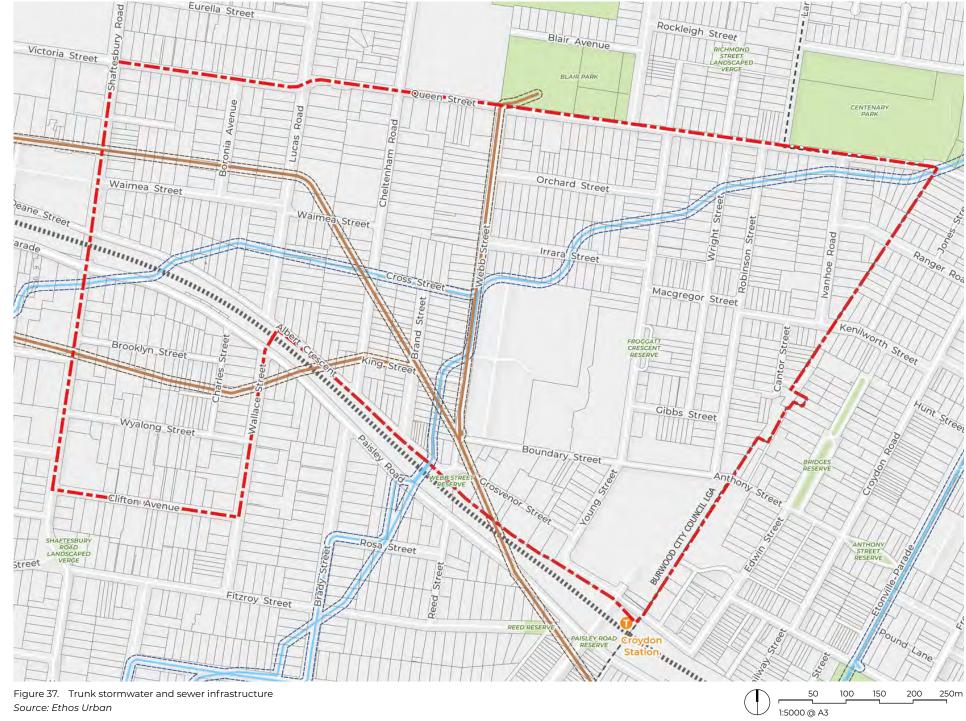
#### Opportunities

- Explore feasibility of upgrading, re-routing or diverting trunk infrastructure to roadways (subject to further investigations).
- Explore ways to design and build around these assets, rather than augmenting them.

#### Legend



are indicative only and are subject to further investigations.



# 4.3 Movement & Connectivity

## Road Hierarchy

#### Key Observations

- Paisley Road primary east-west connection between Burwood and Croydon.
- Queen Street secondary east-west connection between Burwood Road and Croydon Road.
- Frederick Street and Elizabeth Street are significant, continuing into Parramatta Road and the Hume Highway (regional connectors).

#### Constraints

 Increased housing will create increased demand for roads and parking. Consideration of this impact is required to ensure that roads do not become overwhelming busy. This is especially critical during peak hours and school pick-up and drop-off.

#### Opportunities

• There are no classified roads that intersect the HIA, reducing potential constraints associated with classified roads.





Figure 38. Caption Source: Ethos Urban

# CENTENARY 150 200 250m 100 1:5000 @ A3

## Public Transport

#### Key Observations

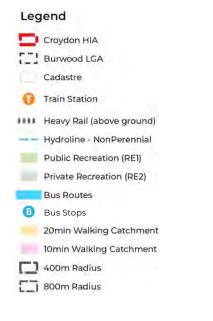
- The entire HIA falls within a 20-minute walking catchment / 800m radius of either the Burwood or Croydon train station.
- Generally, the blocks between Lucas Road and Webb Street are within a 20-minute walk from both stations.
- Bus routes are concentrated along Queen Street, along the HIA's northern boundary.

#### Constraints

· Location of existing bus stops may influence locations for potential active transport routes (e.g. Queen Street is narrow with multiple bus stops).

#### Opportunities

• Being located in close proximity to two train stations, the HIA is well positioned to support increased density.





## Active Transport

#### Key Observations

• There are a few informal bicycle routes in and around the HIA.

#### Constraints

- · Current speed limits (typically 50km/h in most areas) are not suited for safe on-road cycling.
- The need to retain on-street parking could limit the expansion of pedestrian and cycling networks.

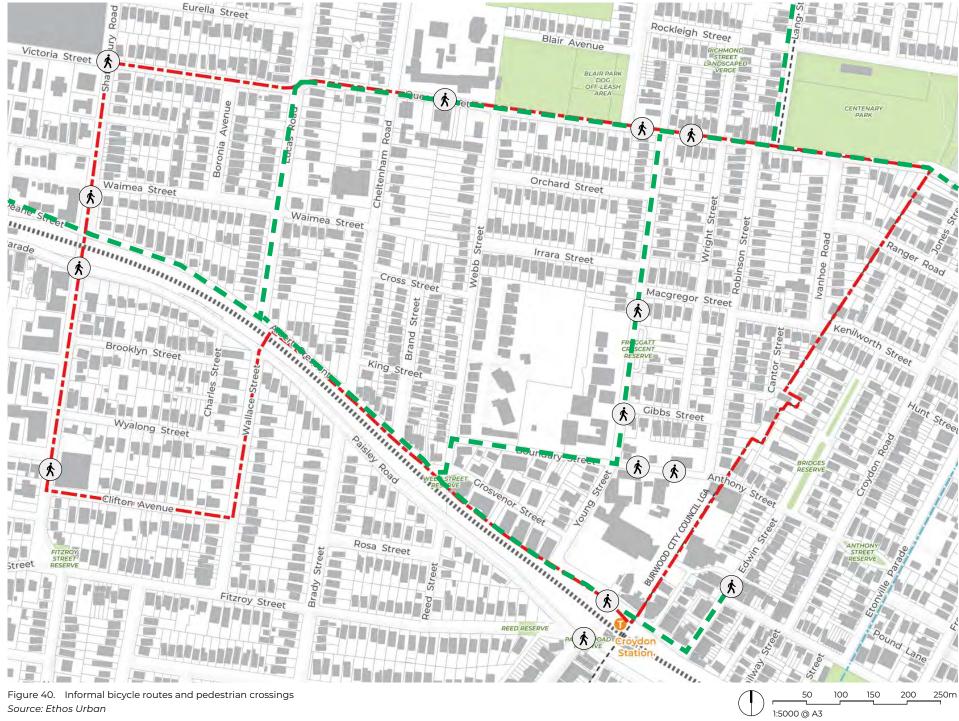
#### Opportunities

- Establish formal cycling routes, particularly east-west connections, as well as routes that connect existing and new public open spaces in and around the HIA, including broader regional open spaces.
- Improve pedestrian amenity by widening footpaths where appropriate and adding more crossings.
- Improve pedestrian connectivity along the Albert Crescent corridor to better connect the two train stations.
- · Well-connected active transport routes will help mitigate car demand by providing more opportunities for residents to use methods of active transport.

#### Legend



- E Burwood LGA
- Train Station
- 🗕 🗕 Informal Bike Routes
- Pedestrian Crossings **(X**)



## 4.4 Urban Structure

## **Block Structure**

#### Key Observations

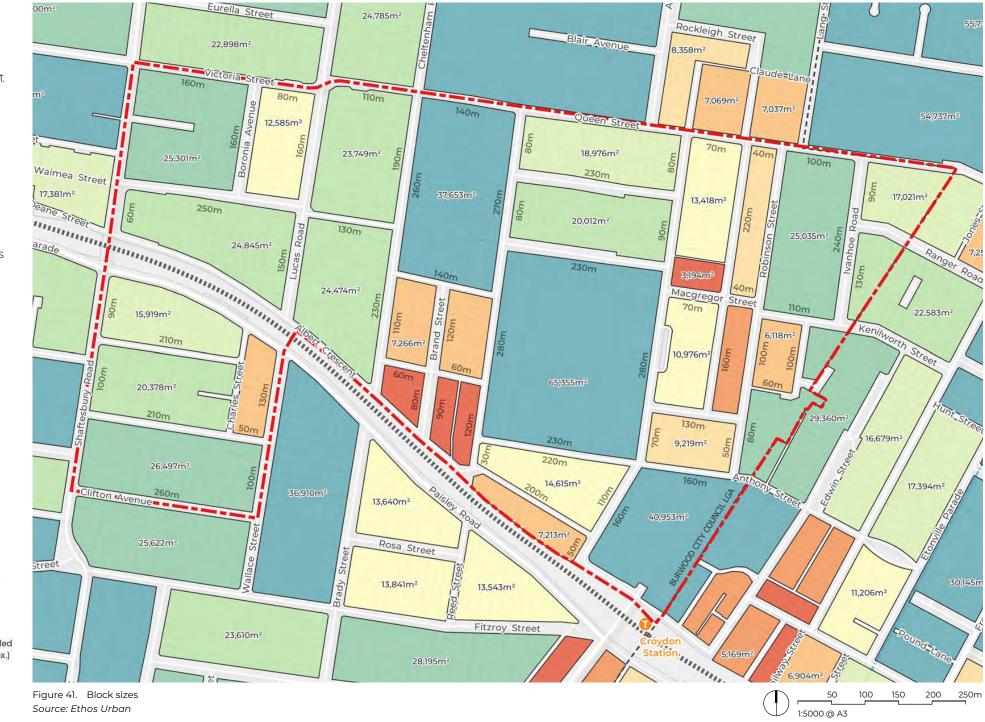
• While there are a few blocks within the HIA that are of a similar size, block sizes are generally inconsistent across the Croydon HIA.

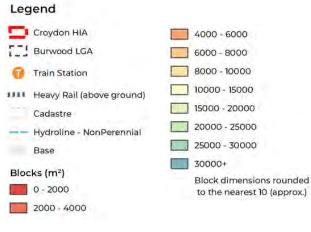
#### Constraints

• Larger blocks and inconsistent street grid restricts permeability within the Croydon HIA, particularly east-west.

#### Opportunities

 Increase east-west permeability of larger blocks (e.g. between Cheltenham Street and Webb Street, Webb Street and Young Street).





## Road Reserve Widths

#### Key Observations

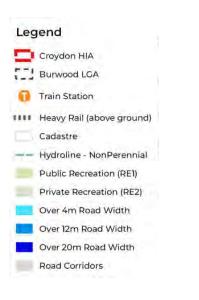
• There is a range of differently sized road reserves across the Croydon HIA.

#### Constraints

• Narrower road reserves may limit opportunities for new active transport infrastructure or the planting of new trees.

#### Opportunities

- Integrate new, separated active transport / green links along wider road reserves (e.g. Lucas Road - 20m wide).
- Integrate secondary, on-road active transport links along other typical road reserves (15-16m wide), or widen footpaths along these road reserves to accommodate dedicated active transport links.





## Lot Sizes

#### Key Observations

- Lots within the Croydon HIA range from <300sqm to >5,000sqm.
- Lot size patterns vary per block and are generally consistent within each block, with a few outliers.
- Largest lots within hte Croydon HIA include the Presbyterian Ladies' College (PLC), Croydon Public School and the existing Hampton Court Development.

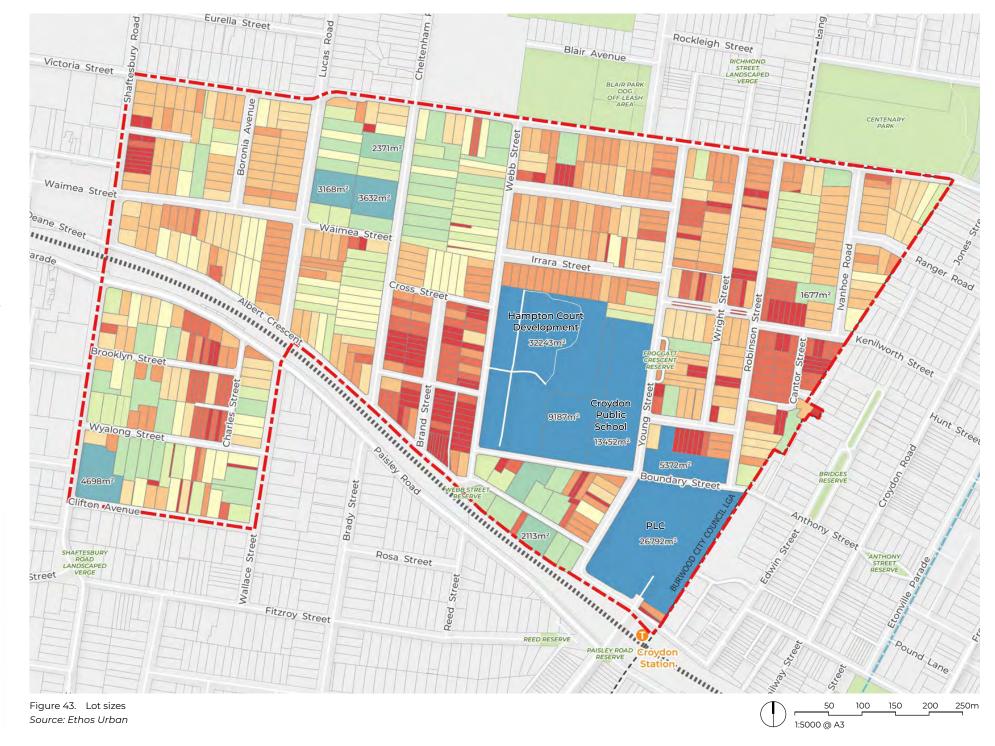
#### Constraints

- Majority of lots within the Croydon HIA are under 800sqm (88%), with almost half of all lots in the HIA having an area of less than 500sqm (49%).
- Redevelopment will rely on the amalgamation of a few of these smaller lots.

#### Opportunities

• The Hampton Court Development lot may be a significant redevelopment opportunity should the site be able to be unlocked (subject to further investigations).





## Lot Widths

#### Key Observations

- The TOD provisions require a minimum lot frontage of 21m.
- Majority of lots within the Croydon HIA are within the 10.5-21m range (shown in yellow), with fewer lots with frontages below 10.5m (shown in red) or above 21m (shown in blue).

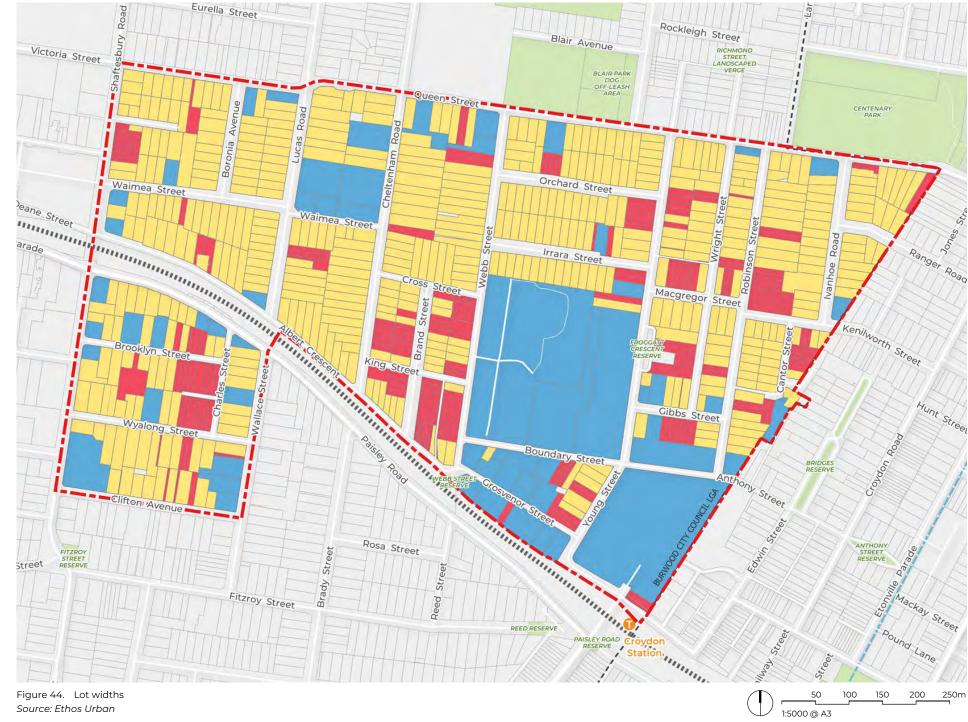
#### Constraints

• The amalgamation of multiple narrower lots will be required to meet the TOD provisions' minimum site frontage requirement.

#### Opportunities

- Majority of lots within the Croydon HIA will only require the amalgamation of 2 lots to meet the TOD provisions' minimum site frontage requirement.
- There are a number of wider lots that do not require any amalgamation to meet this requirement.





# 4.5 Lot Ownership and Land Use

## Lot Ownership

#### Key Observations

- Notable landowners include PLC, Holy Innocents' Primary School, Minister for Education and Early Learning, Burwood RSL and NSW Land and Housing Corporation.
- 20 strata lots within the Croydon HIA with the largest being the Hampton Court Development, which includes a mix of RFBs, dual and multidwellings, open space, tennis court and playground.
- Other strata lots concentrated along Grosvenor Street, consisting of 3-4 storey walk-ups and more recent RFBs (up to 8-storeys), as well as a cluster of 3-4 storey walk-ups on Albert Crescent.

#### Constraints

Legend

Croydon HIA Burwood LGA

Train Station

Cadastre

Private

Building Footprints

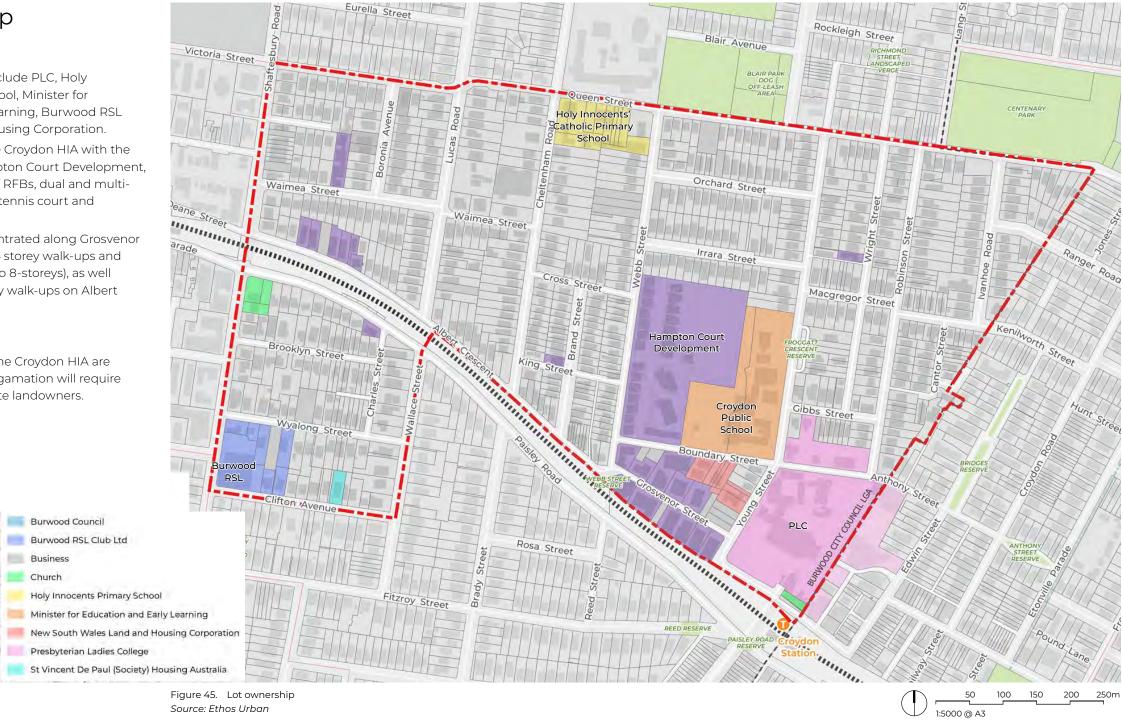
Heavy Rail (above ground)

--- Hydroline - NonPerennial

Public Recreation (REI)

Private Recreation (RE2)

• Majority of lots within the Croydon HIA are privately owned - amalgamation will require negotiations with private landowners.



## Non-residential Land Uses

#### Key Observations

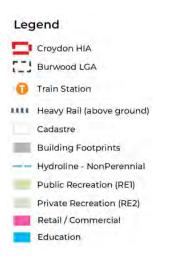
- There are three schools within the HIA: PLC, Croydon Public School and Holy Innocents' Catholic Primary School.
- Retail and commercial uses are staggered around Croydon Station from The Strand to Edwin Street and Elizabeth Street.

#### Constraints

• Existing schools are unlikely to be redeveloped to accommodate housing.

#### Opportunities

- Future relocation of the Burwood RSL may allow for the site's redevelopment.
- · Considerations around complementary land uses with existing schools (e.g. locating new public open space adjacent to schools).





## Housing Typologies

#### Key Observations

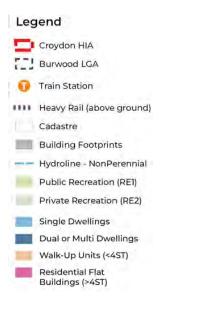
- Existing housing stock within the Croydon HIA consists primarily of 1-2 storey detached dwellings.
- There are also a few pockets of dual or multidwelling lots, where granny flats (or similar typologies) have been adopted.
- RFBs and older walk-up units are concentrated closer to Croydon and Burwood train stations.

#### Constraints

- Existing schools are unlikely to be redeveloped to accommodate housing.
- More recent RFBs may not be suitable for redevelopment.

#### Opportunities

• Redevelopment of older housing stock (walk-up units).



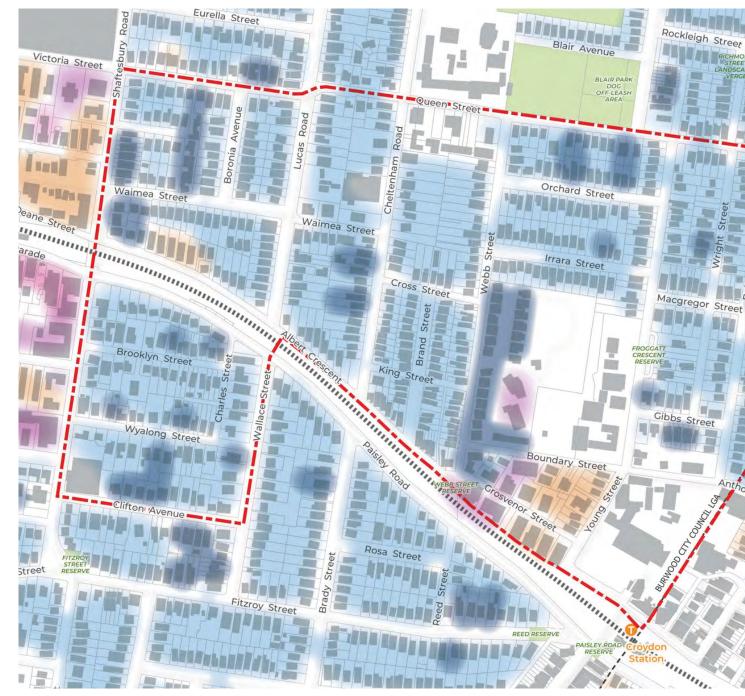


Figure 47. Lot widths Source: Ethos Urban



# 4.6 Heritage

## Heritage Items & Heritage **Conservation Areas**

#### Key Observations

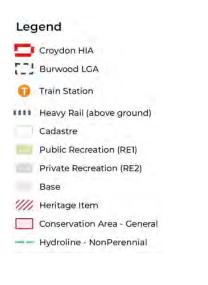
• There are a number of heritage items and HCAs within Croydon HIA.

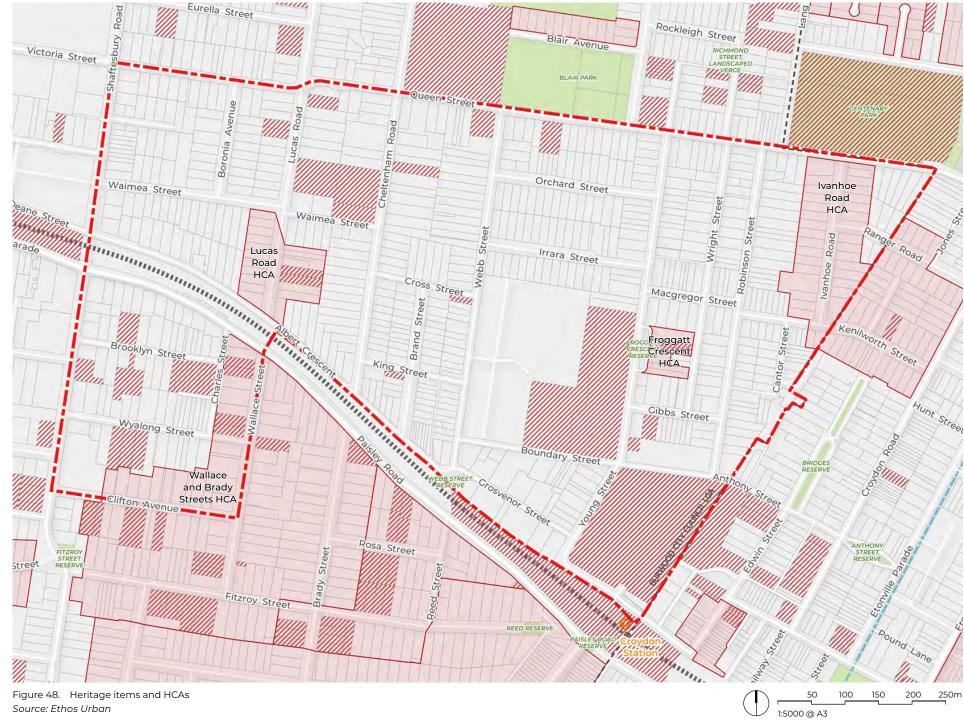
#### Constraints

- Higher concentration of heritage items and the Wallace and Brady Street HCA located to south of the railway may restrict redevelopment potential in this portion of the Croydon HIA.
- · Redevelopment adjacent to or around existing heritage items and HCAs will need to be designed in a sensitive manner.

#### Opportunities

- There are blocks within the Croydon HIA that are free of heritage items and HCAs.
- TOD provisions allow for development within HCAs.





## Views & Streetscapes

#### Key Observations

- There are a number of notable, uninterrupted view lines along streets within the Croydon HIA. These view lines are not toward specific points of interest, but they afford views from one end of the street to the other.
- There is one view line down Wright Street that terminates at the State heritage listed Shubra Hall within the PLC site.

#### Constraints

- View line along Wright Street towards Shubra Hall should be preserved.
- Redevelopment within the HIA will need to maintain the streetscape presence and independent identity of heritage items.

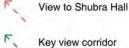
#### Opportunities

• Enhance existing notable streetscapes. This may be through new planting that complements existing planting.



#### Legend

Existing Heritage Item Existing HCA State Heritage Item



## **Built Form & Character**

#### **Key Observations**

Legend

1794-1854

1855-1873

1874-1900

1901-1940

- Overall, the study area comprises a cohesive collection of early 20th century detached residences, interspersed with dwellings from the late 19th century with some inter-war phases of development and 1970s flat buildings.
- The mature street planting in the study area dates from the major phases of development of the suburb and is based on the model / garden suburb design approach, with recent decorative planting complementing the presentation of the streetscape.

1941-1986

1987-2024

Reserve

DEM Road

1///





## Assessment of Individual Lots

#### **Key Observations**

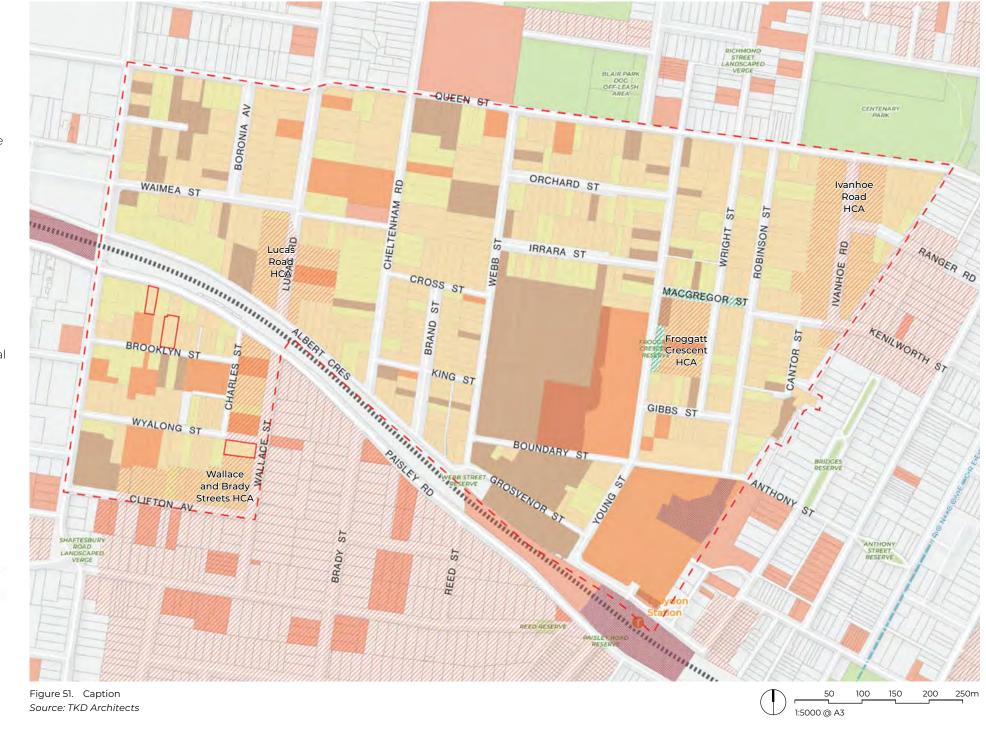
- Individual lots have been assessed for their contribution to an understanding of the significant historical development phases of the area.
- Three lots south of the railway corridor have been identified as having the potential to meet the threshold for local heritage listing.

#### Constraints

• Existing heritage items and HCAs to be protected and retained.

#### Opportunities

• Lots identified as being neutral or detracting from the character of the area have the potential for sensitive redevelopment.





# 5 Constraints & Potential Developable Areas



## DRAFT

# 5.1 Constraints Mapping

## Schools & Strata Lots

#### Highly Constrained Lots

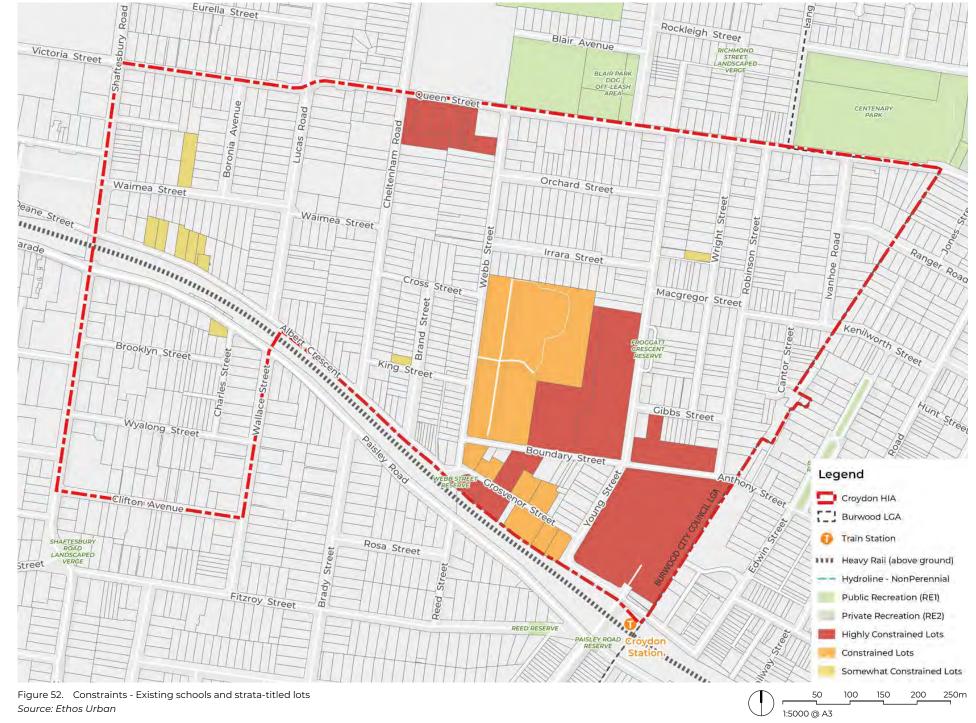
- For the purposes of this study, lots currently owned by the three schools within the HIA have been categorised as being unlikely to be redeveloped to deliver housing in the Croydon HIA.
- Recently built RFBs are also unlikely to be redeveloped.

#### **Constrained Lots**

· Redevelopment of strata-titled lots within the HIA may be possible.

#### Somewhat Constrained Lots

· Redevelopment of older strata-titled lots (walkup units) may be possible.



## Heritage

#### Highly Constrained Lots

- · All lots containing an existing heritage item, noting that there may still be potential for heritage items to be adaptively reused or sensitively incorporated as a larger integrated development.
- All HCAs within the Croydon HIA, with the exception of a non-significant property within the Lucas Road HCA.

#### **Constrained Lots**

- Lots directly adjacent to an existing heritage item - redevelopment of these lots will need to consider their interface with heritage items.
- Lots that have been identified as having the potential to meet the threshold for local heritage listing.
- Lots that sit in between the Wright Street view corridor and Shubra Hall.

#### Somewhat Constrained Lots

- Lots along the Wright Street view corridor towards Shubra Hall - redevelopment of these lots should not detract from views towards Shubra Hall.
- Non-significant property within the Lucas Road HCA - redevelopment may be possible given it does not contribute to the overall character of the HCA.

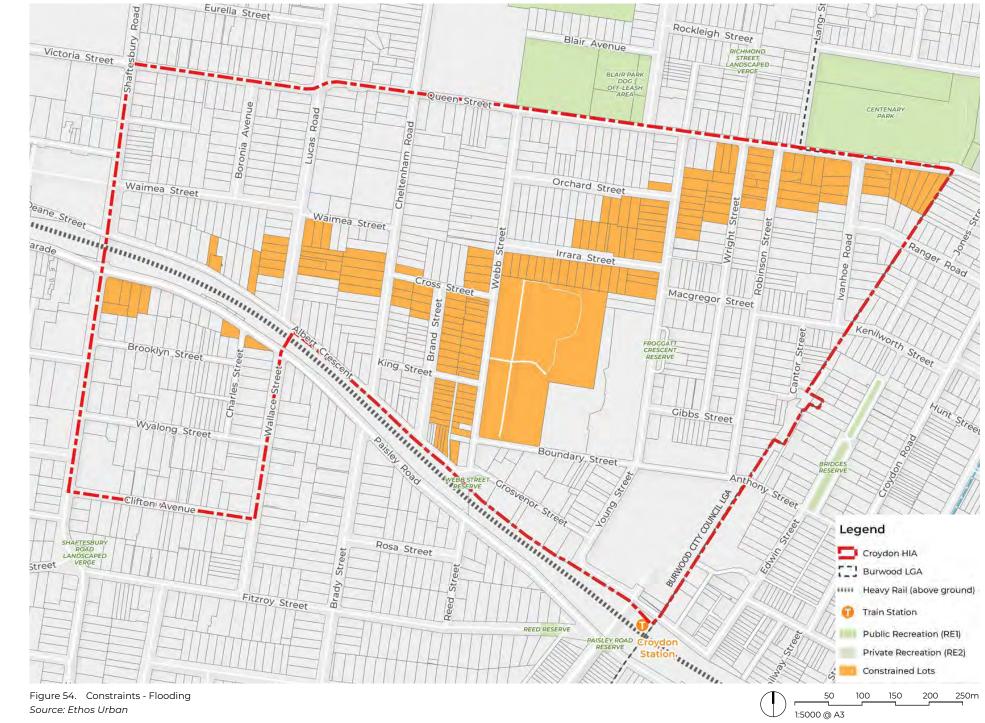


## DRAFT

## Flooding

#### Constrained Lots

• While flood-prone lots and lots within 'low flood islands' are constrained, redevelopment on these lots may be possible with appropriate flood mitigation measures in place.



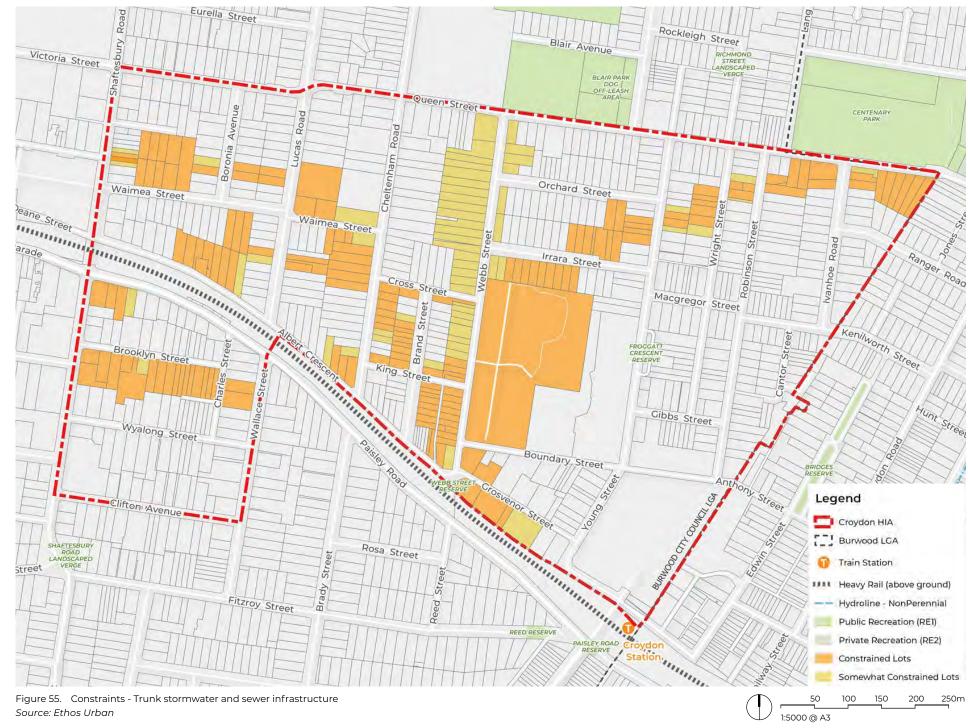
# Trunk Stormwater & Sewer Infrastructure

#### **Constrained Lots**

• Redevelopment of lots with existing trunk infrastructure running underground may be possible but will require either an augmentation to existing trunk infrastructure or development will need to be designed and built around these assets.

#### Somewhat Constrained Lots

• Lots that may be impacted by the 'zones of influence' of trunk infrastructure (details of which are unknown at this stage).



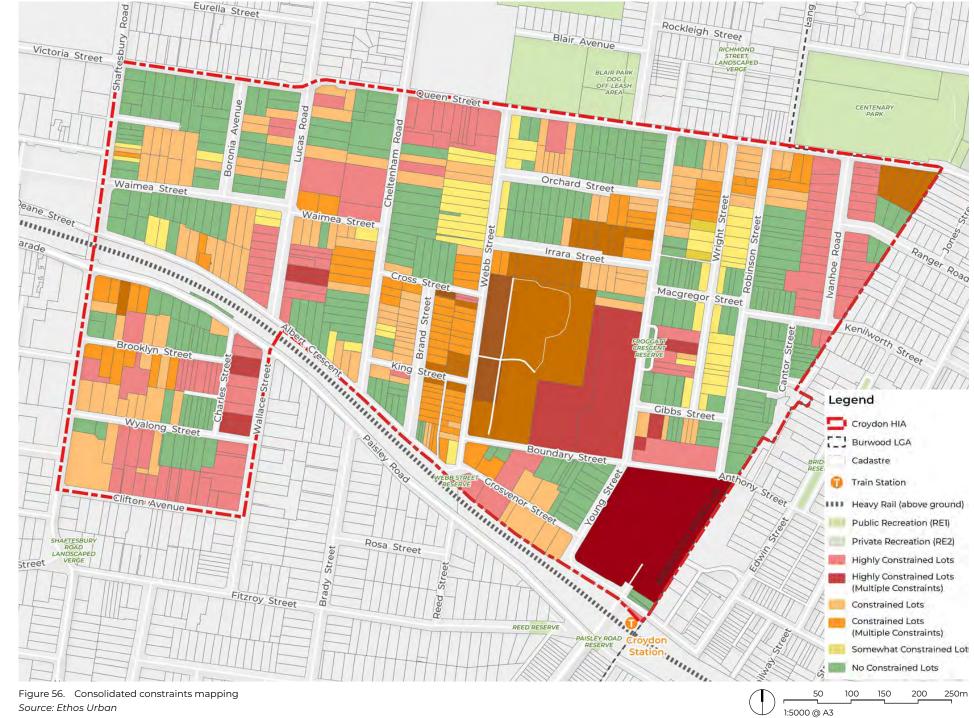
### DRAFT

## DRAFT

# 5.2 Consolidated Constraints

# **Consolidated Constraints**

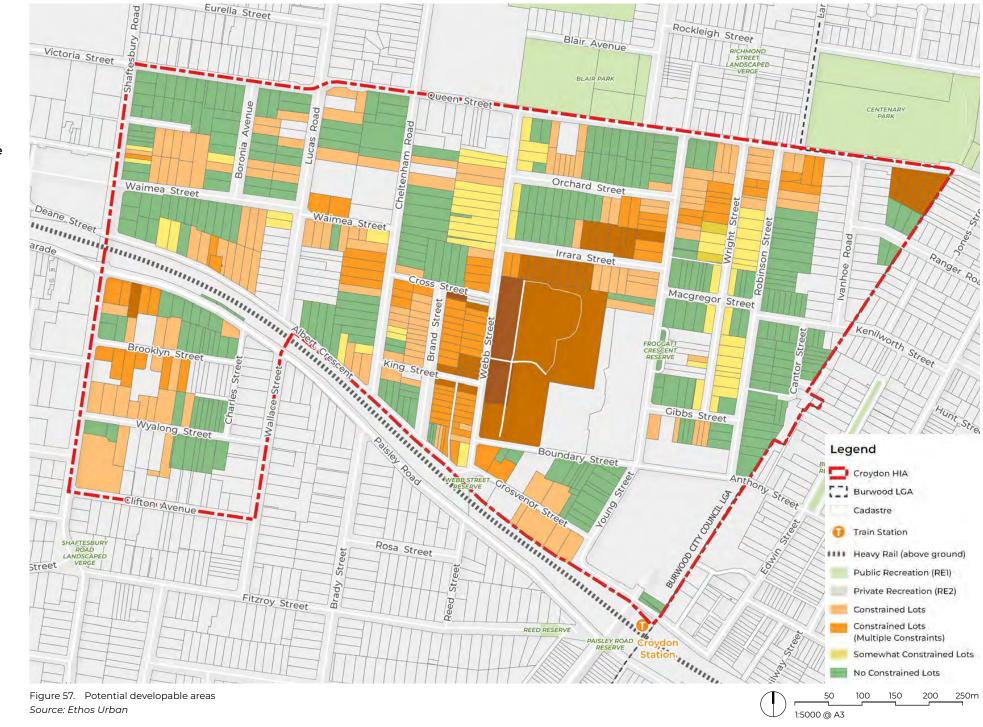
- The consolidated constraints map on the right overlays the various layers of constraints previously discussed.
- Majority of lots within the Croydon HIA are impacted by some form of constraint.
- Notwithstanding the above, redevelopment of constrained lots is still possible with appropriate measures in place to address the specific constraint(s) impacting the lots.



# 5.3 Potential Developable Areas

# Potential Developable Areas

- The potential developable areas identified on the right exclude all highly constrained lots within the Croydon HIA.
- A conservative approach has been taken when identifying these potential developable areas.
- There is potential for these areas to expand and include more lots, subject to discussion with Council and further investigations.
- This map will be used as a guide when developing the Croydon HIA Master Plan.



### DRAFT

# DRAFT

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# Appendix B: Croydon HIA: Case for Change Report

Ethos Urban

DRAFT



# **Case for Change Report**

**Croydon Housing Investigation Area** 

Submitted to Burwood Council



Prepared by Ethos Urban 15 October 2024 | 2240417



'Gura Bulga' Liz Belanjee Cameron

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

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

We pay our respects to their Elders past, present and emerging.

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

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Jack Storch	11 October 2024	Chris Bain	11 October 2024
Version No.	Date of issue	Prepared by	Approved by
1.0 Draft	11/09/2024	JS	СВ
2.0 Draft	11/10/2024	JS	СВ
	nent or any part thereof is not permitted wit report has been prepared and reviewed in a		Pty Ltd. Ethos Urban operates under a Quality t is not signed, it is a preliminary draft.
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# Introduction

#### Background

Sydney is growing and changing. From a current population of around 5 million, Greater Sydney's population is forecast to grow by an extra 1 million people to reach 6.1 million by 2041. Sydney's population is also forecast to become more diverse and older .

This significant population growth is driving the need for a greater amount and choice of new homes. In response to this the National Housing Accord was signed by the Commonwealth Government and State governments. This committed the NSW Government to deliver, at least 314,000 new homes across the state by mid-2029.

The centrepiece of the NSW Government's subsequent policy response is the Transport Oriented Development Program. As part of this, new planning controls have or soon will be applied to lots within 400m of a number of train stations throughout Sydney. The planning controls are implemented through amendments to the State Environmental Planning Policy (Housing) 2021 – also known as the Housing SEPP.

Croydon is one of the train stations chosen by the NSW Department of Planning, Housing and Infrastructure (NSW DPHI) for where these new controls will apply. Burwood Council has identified that much of the land nominated by the State Government for the amended planning controls is not appropriate for significant growth and will likely result in minimal take up and significant impacts to heritage.

As such, Council has identified the Croydon Housing Investigation Area (the Croydon HIA) as a more appropriate location to accommodate this growth due to its location in the Inner West, high accessibility to mass transit between two major train stations, high accessibility to the Burwood strategic centre, and limited environmental constraints.

A well-considered, place-based master plan is required to unlock this potential and deliver these housing outcomes.

This report identifies the key land use planning aspirations and opportunities for the Croydon HIA to support a "Case for Change" for the site. This is underpinned by the following sections:

- **The Transport Oriented Development Program**: An overview of the planning background of the TOD Program and the key controls that would apply to the site.
- Croydon Housing Investigation Area: An overview of the site and its context
- **Planning Framework:** An overview of the strategic and statutory planning framework and key directions that apply to the site.
- Key Land Use Constraints, Opportunities and Issues: A summary of key considerations for the site identified in the "Planning Framework" section.
- Key Land Use Aspirations and Strategies: Key directions for the Masterplan and how it could be implemented within the Planning Framework.

# 1.0 The Transport Oriented Development Program

In response to ongoing challenges in housing delivery Australia wide, in October 2022 the National Housing Accord (Accord) was introduced. As part of the Accord, in August 2023, National Cabinet established a five-year target of 1.2 million new, well-located homes from mid-2024. Under the Accord, the NSW Government committed to deliver at least 314,000 new homes by mid-2029. A stretch goal of 377,000 dwellings over this period was also established.

The National Housing Accord has resulted in an update of housing targets for 43 LGAs across NSW. For Burwood, the housing target over the next 5 years is 3,300 additional homes. This is to be achieved in a combination of existing planned growth where there are existing approvals or where rezonings have already occurred, as well as projected growth where growth can occur over the next 5 years based on the NSW Government's planning reforms.

In December 2023, the NSW Government announced three housing reforms to assist with the achieving the Accord that affect the Burwood local government area (LGA):

- in-fill affordable housing bonus: amendment to State Environmental Planning Policy (Housing SEPP) 2021 (the Housing SEPP) that allows for greater height and floor space ratio (20 – 30%) where providing affordable housing (10 – 15%)
- transport oriented development (TOD) program: amendment to the Housing SEPP to introduce Chapter 5 'Transport oriented development' allowing apartment buildings of up to 6 storeys within walking distance (400 metres) of 31 railway stations, including land around Croydon railway station
- low and mid-rise housing (LMR) program: stage 1 which was amendment to the Housing SEPP to allow dual occupancies and semi-detached homes in the R2 Low-density residential zone, and proposed stage 2 amendment to allow low and mid-rise housing within 400 metres and 800 metres of railway stations, in a gradated approach.

The aim of the TOD program is to create more well-located homes close to transport, jobs and services. Putting homes near planned and existing public transport will help to improve the development pattern of Sydney by reducing urban sprawl. This means that more people will be able to live within walking distance of retail and commercial centres, services and open space and be near good public transport to get them where they need to go.

This outcome will be achieved through amendments to planning controls for locations in proximity to existing transport infrastructure.

The program is split into two parts:

- Part 1: TOD Accelerated Precincts State-led rezonings of eight priority transport hubs to deliver 47,800 new homes within 1,200m radii of key stations.
- **Part 2: Housing SEPP** updates to the Housing SEPP to increase mixed use development and mid-rise housing within 400m radii of train and metro stations to unlock capacity for up to 138,000 new homes.

#### 1.1 Amended Planning Controls

The Department has amended State Environment Planning Policy (Housing) 2021, also known as the Housing SEPP, to apply new planning controls to land within a 400m radius of identified stations in Croydon in order to enable a greater amount and choice of new homes, in particular in higher density forms such as apartments.

Chapter 5 of the Housing SEPP changes land use permissibility and applies new development standards as follows:

Permissibility of Residential Flat Buildings (RFBs) and shop top housing within 400m of an identified station

- Residential flat buildings will be permitted in all residential zones and local centres (R1, R2, R3, R4 and E1)
- Residential flat buildings and shop top housing in local and commercial centres (E1 and E2).

New development standards for RFBs within 400m of an identified station

- Max. building height 22m (approx. 6 storeys)
- Max. floor space ratio 2.5:1
- Min. lot size No minimum lot size
- Min. lot width Minimum 21m
- Min. active street frontage controls to apply to land in E1 zones
- Affordable housing a 2% provision for development greater than 2,000m<sup>2</sup> in gross floor area.

The new planning controls under the amendments to the Housing SEPP will apply in heritage conservation areas (HCAs). This means that development consistent with the above provisions are able to be built, while also needing to consider how a proposed development will align with the existing fabric of the HCA in which the development is located. This includes demonstrating how the proposal will be compatible with the streetscape and appropriate to the heritage context.

Other relevant environmental controls of LEP will continue to apply to the extent they are not inconsistent with the new standards, including controls for flooding, bushfire and biodiversity

Additionally, where an inconsistency arises between the provisions of the TOD amendment and another environmental planning instrument or other chapters in the Housing SEPP 2021, the TOD planning controls prevail. However, if building heights and FSR controls in the LEP are greater than the ones prescribed in the Housing SEPP, then the greater of the two prevail.

# 2.0 Croydon Housing Investigation Area

Croydon is an identified station within the TOD Program. As such, it has been identified to be rezoned by the Department of Planning, Housing and Infrastructure for significant uplift. However, as recognised by Council, much of the 400m radii around the Croydon train station within the Burwood LGA is included within the large and relatively intact Malvern Hill Heritage Conservation Area. Additionally, the remaining portion of the 400m radii to the north of the railway line provides limited opportunities for the delivery of new housing as it contains two significant educational establishments (PLC & Croydon Public School) and is mostly developed with 3 storey residential flat buildings (currently zoned RI General Residential).

As such, DPHI agreed to defer application of the Housing SEPP to Croydon to allow Council to undertake its own planning process with involvement from the community. This would require the identification of an area close to Croydon that can deliver housing consistent with the outcomes of the Housing SEPP. This area was the Croydon Housing Investigation Area (Croydon HIA).

The Croydon HIA is approximately 65 hectares in size and is divided by the train line into two sections. The Croydon HIA is mostly walkable, with all lots within 800m of either Croydon Train Station or Burwood Train Station providing access to wider Sydney.

The Croydon HIA is strategically well located by being within walking distance of the Burwood Town Centre, the Croydon Local Centre and approximately 9km away from the Sydney CBD. This location provides opportunities for the site to become more dense due to higher land prices and accessibility benefits consistent with the outcomes of Transit Oriented Development.

Current land uses on the site are mostly detached dwellings of one to two storeys with some areas of dual occupancy or multi-dwelling lots to the south. The site includes three schools; PLC, Croydon Public School and Holy Innocents' Catholic Primary School. Some retail and commercial uses are staggered around Croydon Station to the south of the Site. The Croydon HIA is identified in the Figure 1 below and is bounded by:

- Queen and Victoria Street to the north;
- Shaftesbury Road to the west;
- Clifton Ave, Wallace Street and the rail corridor to the south; and
- the local government boundary with Inner West Council to the east.



Figure 1 Croydon Housing Investigation Area Source: Near Map

# 3.0 Planning Framework

This section outlines the strategic and local planning framework applicable to the Croydon HIA. It outlines applicable guidance for the site with consideration with respect to housing delivery and creating great public spaces.

#### 3.1 Strategic Planning Framework

#### 3.1.1 NSW Government Led Strategic Planning

#### A Metropolis of Three Cities - the Greater Sydney Region Plan (Greater Sydney Commission, 2018)

The *Metropolis of Three Cities – the Greater Sydney Region Plan* (the Region Plan) sets out the NSW Government's key directions for Sydney to evolve as "three cities where most residents live within 30 minutes of their jobs, education and health facilities, services and great places". This will be achieved through the provision of 40 objectives across five themes (Infrastructure and Collaboration; Liveability; Productivity; Sustainability; and Implementation) that collectively form a framework that underpins the growth of Sydney. Key themes identified within the Region Plan applicable to the Croydon HIA include:

- Accelerating housing supply across Sydney.
- Improving housing choice to suit different needs and lifestyles.
- Integration of land use and transport planning to foster a '30-minute city'.
- Creating a healthy built environment and encouraging the adaption to the impacts of urban and natural hazards and climate change.
- Protecting the natural environment and biodiversity.

Key applicable directions for the Croydon HIA Masterplan include:

#### A city supported by infrastructure

This Direction outlines the importance of providing new infrastructure to support current and future growth. This includes providing improved connections to existing and future infrastructure, as well as ensuring alignment with forecast growth areas. Closely aligning land use and infrastructure planning at the earliest stages enables infrastructure to be delivered efficiently by relevant government and private sector processes to meet the needs of Greater Sydney's growing population.

#### A city for people

This Direction highlights the importance of capitalising on local identity, heritage and cultural values, together with easier access to services to foster a more active, resilient and connected society. Greater Sydney is growing at the same time as major demographic changes are occurring. As such, accessible health and education services are required to facilitate improved health and well-being outcomes and meet communities changing needs. Additionally, this should be supported by a place-based planning approach that recognises cultural diversity in communities such as Croydon.

#### Housing the city

This Direction emphasises the importance of providing more housing to meet the needs of a growing population. Additionally, the plan highlights the need of creating greater housing choices, including a range of housing types, tenures and price points together with rental accommodation for lower income households. As part of this unprecedented level of supply, a range of housing types, tenures and price points will be needed to meet demand.

#### A city of great places

This Direction calls out the need to deliver safe, inclusive and walkable areas that exhibit urban design excellence and are connected to open spaces. These spaces will recognise local characteristics and the qualities people value. Great places build on characteristics, such as people, potential, history, culture, arts, climate, built form and natural features to create a sense of place that reflects shared community values and culture. This can be achieved through a fine grain urban form that is walkable and of human scale, with a mix of land uses.

#### A city in its landscape

This Direction identifies the need for future planning to manage the effects of urban development to protect, restore and enhance landscapes, waterways, coastline, natural areas, tree canopy and open spaces. The Plan highlights that for local waterways, where governance and ownership of the waterway can be highly fragmented, a green infrastructure approach, which values waterways as infrastructure, can lead to more innovative management of waterways with outcomes that better reflect community expectations. Additionally, the plan demonstrates the importance of extending urban tree canopy as one of the most effective ways to improve amenity.

#### Summary

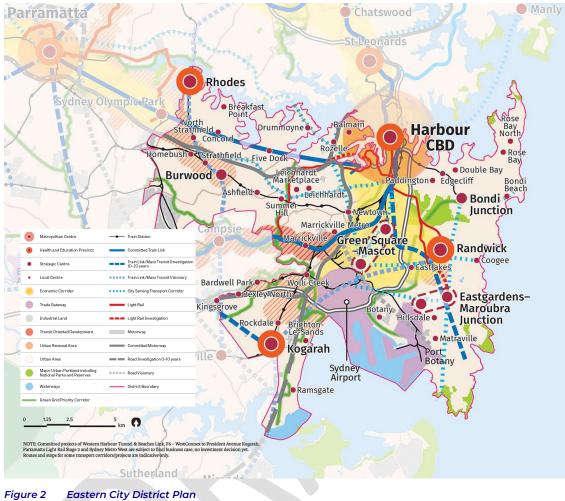
The above Directions identify the following considerations when planning for the future of the Croydon Housing Investigation Area:

- While Croydon is reasonably well served by public transport infrastructure, all lots within the site are within a 10-minute walking distance of a train station. To align with the direction "A City Supported by infrastructure" further consideration of fine-grain infrastructure, such as pedestrian links and bicycle paths, may be required to ensure accessibility from key locations within the site to each train station.
- To align with the direction "Housing the City", this may consider identifying planning controls that can deliver a range of housing typologies, that will provide future occupants choices in dwelling types and sizes and facilitate living spaces for diverse demographics..
- The Plan suggests that supporting active, resilient and socially connected communities can be achieved in the Masterplan by providing walkable places at a human scale with active street life, prioritising opportunities for people to walk, cycle and use public transport; and co-locating schools, health, aged care, sporting and cultural facilities. This would assist in achieving the "A City for People" direction.
- The Croydon HIA Masterplan could align with the direction "A City of Great Places" by providing a fine grain approach to urban design, considering the characteristics and values of the site and how these could be best reinterpreted when responding to increased density.
- The Masterplan should explore ways to increase open space to reinforce the direction of "a City in its Landscape". The Croydon HIA Masterplan could reinforce this by considering ways to mitigate environmental impacts such as flooding, while also providing opportunities for open space and tree canopy in public and private domain.

#### Eastern City District Plan (Greater Sydney Commission, 2018)

The *Eastern City District Plan* is a 20-year plan to manage growth in the context of economic, social and environmental matters to achieve the 40-year vision for Greater Sydney, with a focus on the Eastern City LGAs of Bayside, Burwood, City of Canada Bay, City of Sydney, Inner West, Randwick, Strathfield, Waverley and Woollahra. The intent of the District Plan is to support and provide further detail for implementing the vision and objectives of the Region Plan.

As identified in the Structure Plan for the Eastern City District, the Croydon HIA is partially located within an urban renewal area, likely to experience significant growth. The Site is also located near the Strategic Centre of Burwood and future Metro corridor. However, the Croydon HIA is not specifically called out within the Directions of the Plan.

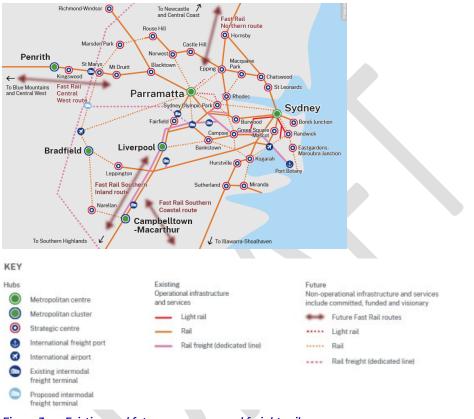


Source: Greater Sydney Commission (2018)

#### Future Transport Strategy: Our vision for transport in NSW (Transport for NSW, 2022)

*Future Transport Strategy: Our vision for transport in NSW*, is the NSW Government's long-term transport strategy. The Plan provides transport infrastructure priorities and aims to achieve an aspiration for Greater Sydney to be a 30-minute city, which is set in the GSRP.

A summary of existing and future passenger and freight rail connections is outlined in Figure 3 below. Burwood is an identified Strategic Centre within the Future Transport Strategy and is well services by train and bus. Burwood is also the only centre called out within the Inner West. Croydon is not specifically called out within the Strategy.





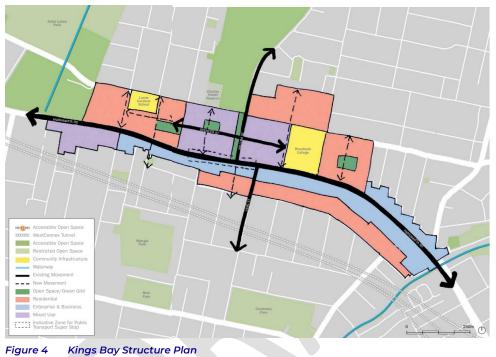
Source: Future Transport Strategy

#### Parramatta Road Corridor Urban Transformation Strategy 2016

The Parramatta Road Corridor spans 20 kilometres from Granville to Camperdown and is located to the north of the site. The Kings Bay precinct is located directly north of the Croydon HIA.

The Parramatta Road Urban Transformation Strategy Report is the NSW Government's program to transform the Corridor, bringing new life to Parramatta Road and adjacent communities through investments in homes, jobs, transport, open spaces and public amenity.

As identified in Figure 4 below, Lang Street is proposed to be the primary entry point into the site from Parramatta Road.



Source: PRCUTS (2016)

#### Summary

The above Strategy identifies the following directions to consider when planning for the future of the Croydon Housing Investigation Area

• The street network between Parramatta Road and the Croydon HIA should be reviewed to ensure that future density considers impacts to traffic and parking. This may include a link along Lang Street, which is an identified existing movement corridor.

#### 3.1.2 Council Led Strategic Planning

#### Burwood Community Strategic Plan 2036 (Burwood Council, 2022)

The Burwood Community Strategic Plan (Burwood 2036) outlines the long term planning for the future of Burwood Local Government Area.

A key consideration facing the Burwood community revolves around the near doubling of population for the LGA, from 41,500 to 73,500. This will require additional housing, transport, schools, healthcare, services, leisure opportunities and green and open spaces, which provides the opportunity for a more diverse, welcoming and inclusive community.

The vision for Burwood, identified within Burwood 2036, is: Burwood is a welcoming and inclusive community that is defined by our diversity of people, liveable places and progressive ideas. We acknowledge and celebrate our history and place, protect our heritage and environment and share a quality of life that is equitable, sustainable and supports each other to thrive and prosper. This is underpinned by five key strategic directions:

- Inclusive community and culture
- Places for people
- Sustainable and protected environment
- Vibrant city and villages
- Open and collaborative villages

Of particular relevance to the Croydon HIA, key directions for the Masterplan include the following strategies, grouped under the strategic directions

#### Inclusive community and culture

• 1.1.2 Facilitate equitable access to services and facilities at all stages of life

#### Places for people

- 2.1.1 Facilitate well designed, high quality and sustainable and use and development that is appropriately scaled to complement its surroundings
- 2.1.2 Protect our unique built heritage and maintain or enhance local character
- 2.1.3 Promote greater diversity of quality housing and affordability to meet current and future community needs
- 2.2.1 Plan and manage transport infrastructure to meet current and future community needs
- 2.2.2 Plan for a city that is safe, accessible and easy to get to and move around in
- 2.3.1 Plan and deliver quality public spaces and open spaces that fulfil and support diverse community needs and lifestyles

#### Sustainable and protected environment

- 3.1.1 Maintain and increase green spaces, the urban tree canopy, natural shade and enhance biodiversity corridors
- 3.2.2 Develop strong planning controls to protect and support a green and sustainable environment

#### Summary

The above strategies identify the following directions to consider when planning for the future of the Croydon Housing Investigation Area

- Future growth should consider ways to facilitate equitable access to services and facilities and public and green spaces.
- The Masterplan should aim to protect key unique heritage items and enhance local character.
- The planning controls identified within the Masterplan should aim to facilitate well designed and highquality dwellings that are appropriately scaled.
- The Masterplan should ensure that development is underpinned with adequate transport infrastructure, including bike paths and pedestrian links.

#### Burwood Local Strategic Planning Statement (Burwood Council, 2020)

The *Burwood Local Strategic Planning Statement* (Burwood LSPS) identifies Burwood's economic, social and environmental land use needs over the next 20 years. By establishing a vision for the local government area, Planning Priorities and actions for delivery, the plan establishes guidance for future growth and change within the LGA.

The LSPS focuses on the long-term vision and priorities for land use in the local area. As part of this, it helps to translate the vision and priorities expressed in the CSP, and other strategies, into specific land use planning actions for the LGA.

The vision for Burwood as identified within the Burwood LSPS is as follows:

Burwood is home to a thriving town centre and cherished heritage conservation areas that are conveniently connected to world class transport, with well-designed buildings and inviting public spaces.

A wide range of jobs attract workers and visitors and enable more locals to work closer to home. The streets are alive day and night with people drawn to its renowned hospitality and entertainment offerings.

Neighbourhoods are safe places filled with distinct character, offering a range of housing options. Clean, green, leafy neighbourhoods provide great amenity with access to nearby open space.

This vision is supported by four themes: Infrastructure and Collaboration, Liveability, Productivity and Sustainability. It is also supported by a Structure Plan as outlined in Figure 5.

Of particular relevance to the Croydon HIA, key directions for the Masterplan include the following Planning Priorities, grouped under the four themes:

#### Infrastructure and Collaboration

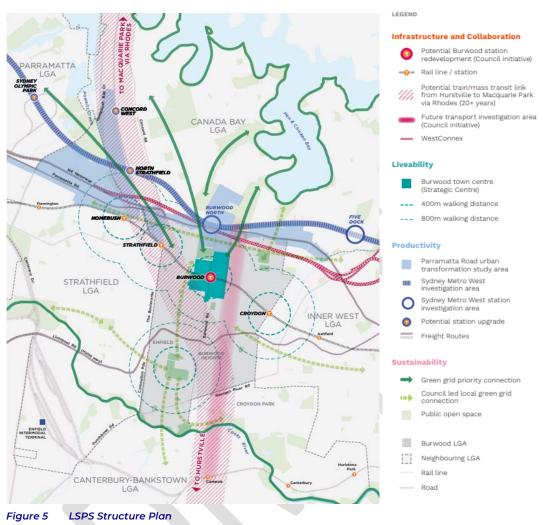
- Planning Priority 1. Plan for a city that is supported by infrastructure
- Planning Priority 2. Deliver local infrastructure, services and facilities.

#### Liveability

• Planning Priority 3. Provide housing supply, choice and affordability in close proximity to jobs, services and public transport.

#### Sustainability

- Planning Priority 10. Deliver high quality open space and recreation facilities
- Planning Priority 11. Increase urban tree canopy cover
- Planning Priority 12. Deliver Green Grid connections
- Planning Priority 17. Protect and enhance scenic and cultural landscapes



#### Source: Burwood Local Strategic Planning Statement

#### Summary

The above Structure Plan and supporting Strategies identify the following directions to consider when planning for the future of the Croydon Housing Investigation Area:

- Spatially the LSPS is focussed on consolidating and strengthening Burwood as a strategic centre supported by a surrounding network of smaller centres including the Croydon HIA.
- The Masterplan should protect unique cultural landscapes such as those identified within and around heritage items as well as within Heritage Conservation Areas
- Land use planning controls should facilitate additional housing choice and supply throughout the LGA, particularly in areas 400m to 800m from train stations such as the Croydon HIA.
- There is an opportunity to enhance green links throughout the LGA, integrating with the broader Sydney Green Grid. This could consider green connections through Blair Park to the north of the site.
- The Masterplan should include further investigation into the "Future Transport Investigation Area" along Shaftesbury Road and its interface with adjoining development.
- The Masterplan should identify opportunities to deliver infrastructure, services, and facilities that support future growth and development.

#### Burwood Local Housing Strategy (Burwood Council & SGS, 2020)

The *Burwood Local Housing Strategy* identifies the future direction for housing supply and demand within the Burwood LGA.

The Strategy suggests that current planning controls will accommodate likely housing demand (implied by population projections) until at least 2036. However, there is a shortfall of capacity for attached dwellings, and some of the attached dwelling capacity is not likely to be feasible to develop. As such, there is a need to create additional medium density housing capacity to increase diversity and choice.

The strategy recommends that land should be rezoned to allow additional apartments only if other public benefits are provided. This is due to the already high numbers of apartments being delivered within the LGA.

The strategy proposes that additional housing development should be directed to locations with good access to public transport, jobs, services, open space, social infrastructure and shops. The catchments of local centres throughout Burwood meet this definition, including the area between Burwood Town Centre and Croydon, which is the study area. This is identified in the below Figure 6.



### Figure 6 Housing Structure Plan

Source: Burwood Local Housing Strategy

Key objectives and actions in the Local Housing Strategy are outlined below:

- Increase housing diversity and choice to meet the community's changing needs: This considers the current need for medium-density attached dwellings to provide the Burwood community with more housing choice. The plan suggests that Croydon, north of the Railway line is to be further investigated for rezoning. Additionally, the plan suggests investigating the selective rezoning of sites with frontages to parks.
- Increasing Housing affordability: This considers the need to provide affordable housing opportunities under a range of potential schemes.
- **Protect local character:** This considers the protection of separate houses, heritage items and precincts to minimise impacts to communities. This could be achieved by reviewing minimum lot size and site frontages within the DCP and protecting areas with heritage significance.
- Plan for long term housing needs: This considers the retention of land for future redevelopment post 2036.

#### Summary

The above objectives and actions identify the following directions to consider when planning for the future of the Croydon Housing Investigation Area:

- The strategy identifies a need to ensure an adequate provision of medium-density housing, consistent with future population trends. However, it is unlikely that medium density housing will enable the required housing targets within the Masterplan. As such, it is recommended that future growth should consider the provision of higher density dwellings.
- The Masterplan should ensure an adequate provision of affordable housing.
- Land use intensification should ensure that the local character of key areas within the Croydon HIA is retained or enhanced.

#### Sustainable Burwood (Burwood Council, 2022)

*Sustainable Burwood* provides a framework for sustainable planning and decision making to achieve and improve on positive environmental sustainability outcomes for the Burwood Council area

The vision established in Sustainable Burwood seeks to achieve the following:

- Towards Net Zero Emissions
- Increase and enhance green open space
- Early adopter of new Sustainability initiatives

This is underpinned by four themes, with relevant directions outlined below:

#### Theme 1: Natural Environment

- Promoting Green Space and Urban Tree canopy
- Waterways / Stormwater, including the consideration of stormwater and WSUD

#### Theme 3: Being Connected and Resilient

• Encouraging Sustainable Transport including the promotion of safe and high quality streets to promote walking and cycling

#### Summary

The above themes identify the following directions to consider when planning for the future of the Croydon Housing Investigation Area

- The Masterplan should consider ways to reinforce tree canopy and providing opportunities for additional open space.
- Intensification of land use should consider the impacts of increased development on flooding and stormwater and methods to mitigate future potential impacts
- The plan should encourage sustainable transport including the promotion of walking and cycling links throughout Croydon.

#### 3.2 Statutory Planning Framework

The Croydon Housing Investigation Area is subject to a large number of State environmental planning policies, the most applicable to this study being the State Environmental Planning Policy (Housing) 2021.

#### 3.2.1 SEPP (Housing) 2021

The State Environmental Planning Policy (Housing) 2021 – also known as the Housing SEPP – facilitates development of affordable and diverse housing through a range of planning provisions for uses such as build-to-rent housing and residential flat buildings (apartments).

Key applicable planning considerations for Residential Flat Buildings within Croydon are found within Part 5 of the Housing SEPP. As identified in Part 1 and directed by DPI, this study must establish development controls that will enable at least the same number of dwellings under the original TOD rezoning. The controls include:

- Max. building height 22m (approx. 6 storeys)
- Max. floor space ratio 2.5:1
- Min. lot size No minimum lot size
- Min. lot width Minimum 21m
- Min. active street frontage controls to apply to land in El zones
- Affordable housing a 2% provision for development greater than 2,000m<sup>2</sup>

Further investigation of the TOD controls is required to ensure that a quality development outcome is proposed within the Croydon HIA.

#### Summary

The above considerations identify the following directions to consider when planning for the future of the Croydon Housing Investigation Area

• It is essential to explore how the Masterplan's intended outcomes align with the existing planning controls. This examination should account for variations in building heights, floor space, lot sizes and widths, as well as affordable housing requirements, to determine their applicability to different building typologies.

#### 3.2.2 Section 9.1 Planning Directions

The following is a list of directions issued by the Minister for Planning to relevant planning authorities under section 9.1(2) of the Environmental Planning and Assessment Act 1979. S9.1 Planning Directions deal with matters of State, regional and local environmental planning significance and must be considered and addressed within a planning proposal for a new local environmental plan or an amendment to an existing local environmental plan.

As the masterplan is likely to be implemented by DPHI amending the Burwood Local Environmental Plan 2012, a high-level consideration of applicable Section 9.1 Planning Directions is required and is provided in the following table.

Table 1	Relevant applicable S9.1 Planning Directions
I UDIE I	Relevant applicable 33.1 Flaining Directions

able i Relevant a	pplicable S9.1 Planning Directions
Ministerial Direction	Comment
Focus area 1: Planning Systems	
1.1 Implementation of Regional Plans	As discussed in Part 3, the intended approach to provide more housing within the Croydon HIA is consistent with the Greater Sydney Regional Plan
Focus Area 3: Biodiversit	y and Conservation
3.1 Conservation Zones	The Croydon HIA Masterplan is not proposed to infringe on any heritage conservation zones or environmentally sensitive areas. By virtue of the site location, the Masterplan has aimed to mitigate impacts to HCAs.
3.2 Heritage Conservation	By virtue of the site location, the Masterplan has minimised impacts to heritage items found within HCAs.
Focus Area 4: Resilience	and Hazards
4.1 Flooding	Part of the site is flood affected. Site-specific mitigation measures should be integrated as part of future residential development on sites that are be flood affected.
4.5 Acid Sulfate Soils	The site is located in land classified as Class 5 on the LEP Acid Sulfate Soils Map. Any future development is not likely to lower the water table.
Focus Area 5: Transport	and Infrastructure
5.1 Integrating Land Use and Transport	The Croydon HIA Masterplan will enable improved access to housing, jobs, and services based on the existing location of the site near public transport stations.
5.3 Development Near Regulated Airports and Defence Airfields	The Croydon HIA is completely outside the 20 ANEF contour for Sydney Airport. The OLS map indicates that the designated airspace for Sydney Airport is above 156 AHD for the Croydon HIA. The Masterplan identifies planning controls lower than 156 AHD. Any additional building height above 156 AHD need to take into account the impacts on the prescribed airspace and may require additional consultation with the Department of Commonwealth.
Focus Area 6: Housing	
6.1 Residential Zones	It is likely that the Croydon HIA Masterplan will encourage a variety and choice of housing typologies to provide for existing and future housing needs, efficiently utilise existing infrastructure and services, and minimise environmental impacts.
Focus Area 7: Industry and Employment	
7.1 Business and Industrial Zones	The Croydon HIA Masterplan will maintain and enhance any employment generating uses within the HIA and support the viability of Burwood and Croydon as a local and strategic centre.
Summary	

#### Summary

The above ministerial directions identify the following to consider when planning for the future of the Croydon Housing Investigation Area:

- The masterplan should ensure that impacts to heritage items and Heritage Conservation Areas are minimised.
- A variety of housing choices and typologies are provided within the land use outcomes of the Masterplan to ensure that future housing needs are met.

#### 3.2.3 Burwood Local Environmental Plan 2012

The principal environmental planning instrument that applies to the site is the *Burwood Local Environmental Plan* (BLEP 2012). The key provisions for the Croydon HIA are summarised below.

Table 2 Relevant controls under the Burwood LEP 2012

Clause	Control
Clause 2.1 – Land use zones	Majority part R2 – Low Density Residential Key uses permitted with consent: Community facilities; Dwelling houses; Seniors housing. Part R1 – General Residential Key uses permitted with consent: Community facilities; Dwelling houses; Multi dwelling housing; Residential flat buildings; Shop top housing. Part E1 – Local Centre Key uses permitted with consent: Community facilities; Dwelling houses; Hotel or motel accommodation; Residential flat buildings; Shop top housing. Part RE1 – Public Recreation Key uses permitted with consent: Community facilities; Recreation facilities (indoor); Recreation facilities (outdoor) Note: SEPP (Housing) 2021 will allow RFBs in all residential zones.
Clause 4.1 – Minimum Subdivision Lot Size	400m <sup>2</sup> Note: SEPP (Housing) 2021 will provide for no minimum lot size.
Clause 4.3 – Height of buildings	Part 9m, 10m and 26m Note: SEPP (Housing) 2021 will provide for a maximum of 22m for RFBs unless already greater than the prescribed control.
Clause 4.4 – Floor space ratio	Part 0.55:1, 0.85:1, 1:1 and 3:1 Note: SEPP (Housing) 2021 will provide for a maximum of 2.5:1 for RFBs unless already greater than the prescribed control.
Clause 5.10 – Heritage conservation	Four Heritage Conservation Areas are identified within the Croydon HIA: C8 - Froggatt Crescent Conservation Area C10 - Ivanhoe Road Conservation Area C12 - Lucus Road Conservation Area C20 - Wallace & Brady Streets Conservation Area A number of individual heritage items are identified within the Croydon HIA.
Clause 5.21 – Flood planning	Part of the site is an identified flood planning area.
Clause 6.1 – Acid sulfate soils	Class 5 (Acid sulfate soils are not typically found in Class 5 areas)

#### Summary

The above controls identify the following to consider when planning for the future of the Croydon Housing Investigation Area

- There is in-principal merit is exploring the concept of more granular application of land use zones throughout the HIA, in particular introduction of zone R4 High density residential.
- Further investigation into floor space ratios and building height controls could be included in the Masterplan, considering the controls for the adjacent Burwood Town Centre and the proposed amendments to the Housing SEPP.
- The Masterplan should also consider the interface between future higher-density areas and heritage items or conservation areas.

#### 3.2.4 Burwood Development Control Plan

The *Burwood Development Control Plan* (Burwood DCP) provides detailed guidance in relation to development matters beyond those standards contained within the BLEP 2012. Under the DCP, there are currently no site specific provisions that apply to the HIA. The key controls which are relevant to likely proposed uses of Residential Flat Buildings and Shop Top Housing are provided under Part 4.1 Residential Flat Buildings in R1 Zone. Additional provisions with relevance to the interface with the Burwood Town Centre are provided in Part 3.3 Burwood Town Centre and Burwood Road North.

For Residential Flat Buildings and Shop Top Housing within the Croydon HIA the provisions of the Apartment Design Guidelines will largely take precedence over the controls within the Burwood DCP.

The key provisions for the Croydon HIA applicable to Residential Flat Buildings are summarised below.

Table 3 Relevant controls under the Burwood DCP

Clause	Control		
4.1 Residential Flat Buildings in R1 Zone	e		
Front Setback	P2 The front setback of a building is to be a minimum of 6m.		
Side and Rear Setback	P3 Side and rear setbacks must c	comply with the following numerical standards:	
	Building Component	Minimum Setback from Side and Rear Boundaries	
	Ground floor	2.0 metres	
	First floor	3.5 metres	
	Second floor	5.0 metres and comply with ADG building separation requirements	
	Third floor and above	1.0 metres additional per floor above second floor and comply with ADG building separation requirements	
Setbacks to Heritage Items	heritage property the minimum	P3A Notwithstanding P3, where a side or rear boundary is contiguous with a heritage property the minimum setback is 5m for the building at or above ground level, and 4m for any underground excavation	
Maximum Building Frontage	P5 The maximum frontage lengt	h of a building facing a street is 45 metres	
Minimum Site Frontage	P8 A residential flat building shall not be erected on an allotment of land having a frontage of less than 20 metres Note: SEPP (Housing) 2021 will provide for a minimum site frontage of 21m.		
Minimum Site Area	P10 Any development with a height over 9 metres is generally required to have a minimum site area of 500 square metres Note: SEPP (Housing) 2021 will provide for no minimum site area.		
Building Design	P5 A simplified response to the E separation distances is encourage	BDCP required side and rear setbacks and ged.	
Communal Open Space		area must be allocated for communal open dimension of 6 metres and 50% of communal ft landscaped area	
Deep Soil and Landscaping	P10 A minimum of 10% of the site dimension of 4 metres.	e area is to be deep soil and have a minimum	

Clause	Control
	P11 It is expected that 25% - 30% of the site be landscaped (inclusive of the deep soil zone). Landscaped area includes all pervious surfaces, open space at ground level and open space with a minimum dimension of 1 metre.
Solar Access	P16 At least 70% of the living rooms and private open spaces of the proposed apartments and neighbouring developments are to receive a minimum of 3 hours direct sunlight between 9.00am and 3.00pm on June 21.
Burwood Town Centre	
Building Height Planes	P1 The height of buildings on land within the BTC is not to project above the BHP as identified in Clause 4.3A and on the map marked - "Building Height Plane Map in the BLEP 2012.
	BUILDING HEIGHT PLANE GUIDELINE PERPENDICULAR TO SHAFTESBURY RD
	EASTERN BUILDING HEIGHT PLANE - 2 pm at 36° SECTION D:D

#### Summary

The above DCP Controls identify the following to consider when planning for the future of the Croydon Housing Investigation Area

- The side setbacks identified within the DCP may exceed or be less than ADG requirements and will need refinement in the Masterplan.
- These setbacks tend to create "stepped" forms, which can lead to inefficiencies in architectural outcomes and inconsistent podium and tower heights. This has a significant impact on amenity for dwellings and higher construction costs which impacts feasibility.
- The building height plane perpendicular to Shaftesbury Road, as identified in the Burwood Town Centre DCP, assumes that buildings within the Croydon HIA require solar access at ground level. Further consideration of how applicable this plane is, given potential increased density along Shaftesbury Road, may be necessary during the preparation of the Masterplan.

# 4.0 Key Land Use Constraints, Opportunities and Issues

As identified on the previous pages, there are several land use opportunities to consider when developing a future masterplan for the site. The growth of the HIA is consistent with the broad thematic policy objectives in State and local government strategic plans. This in particular includes:

- delivering greater housing supply, choice and diversity
- orienting housing near transport.
- better protecting built heritage.

It is clear from a state-wide perspective that housing is a critical issue for NSW. The Site is well located to deliver future housing opportunities, due to its location in the Inner West, high accessibility to mass transit, high accessibility to Burwood strategic centre, and limited environmental constraints.

As such, the main challenge for this Masterplan is to encourage significant growth and harnessing potential benefits to infrastructure, without losing the things that make the site special. However, when considering the current context with regards to housing, some outcomes – such as a greater amount and choice of homes – may carry greater weight, and as such not all positive outcomes may be achieved in all areas of the Croydon HIA.

Targeted growth in key areas throughout the site can help deliver this balance. It can deliver more and a better choice of homes in a location well served by infrastructure and services. It can also help facilitate increased open space and amenity, and help connect Burwood to Croydon. As such, a well-considered, place based master plan is required to unlock this potential and deliver these outcomes.

In terms of spatial land use planning, the following considerations have been grouped into themes for further discussion below:

#### Housing Density and Diversity

- Under the Burwood LEP, the site is zoned as majority R2 Low Density Residential, with some areas of R1 General Residential (which acts in a similar way to R4 High Density Residential under the LEP). The exploration and potential delivery of alternate uses within the Croydon HIA will require amendments to the statutory planning framework including refinement of the land zones.
- The site is well located in Sydney's Inner West, being accessible via two higher frequency train stations at Croydon and Burwood. Additionally, it is near the higher density areas of Burwood Town Centre and Burwood North, which also provide retail and commercial opportunities a short distance away. As such, increasing the density within the Croydon Housing Investigation Area will align with the Transit Oriented Development Program, which promotes density in highly accessible areas.
- The Housing Study identifies that the higher-density areas in Burwood Centre and Burwood North are proposed to facilitate dense apartment buildings and, as such, there is limited need for them in Croydon. However, this under current market conditions is not feasible (Atlas Economics). As such further consideration of a diverse mix of housing may lead to additional market take up. This may consider an outcome that employs controls that are higher than the TOD Stage 2 Rezoning in focused areas, with higher and lower areas of density providing additional transition to Burwood and/or Heritage Conservation Areas.
- To facilitate a wider usage of typologies, the land use tables could be changed to facilitate medium-to-high density residential dwellings. This may allow Council further flexibility in the provision of diverse typologies throughout Croydon as well as the wider Burwood LGA.
- The location of housing needs to consider constraints to development, such as flooding and topography, and whether a change in use is the best use for the land relevant to the environmental constraints.

#### **Density and Amenity**

• There is significant value in locating future density within high amenity areas. This may include locating higher density areas near current and future parks and public spaces, in walkable areas to community facilities and schools, and near places with views.

#### **Open Space**

- As acknowledged by Council's strategic planning documentation, there is a need for increased open space within the Burwood LGA.
- There is currently very limited open space area provision within the Croydon HIA. Many lots are privately owned, and as such Council would need to obtain significant funding to facilitate government-led open space opportunities.
- As such, future development would need to consider ways of providing increased open space on private land. This could be achieved through various planning mechanisms such as planning agreements or FSR/height bonuses.
- Additionally, this will provide the increased benefit of collocating density with high amenity areas.

#### Heritage

- It is acknowledged that heritage plays an important role in the urban character of Croydon. However, the evolving character of Croydon may place land use pressure on these important heritage areas. The future masterplanning of the site should consider mitigating impacts to heritage items and conservation areas. This may include a consideration of bulk, scale and massing.
- Heritage can be employed in some instances to deliver a precinct with a richly defined identity and sense of place. Future growth can build onto and reinforce the characteristics of heritage that are valued and will be key design considerations for future redevelopment.
- By virtue of Council's movement of the Site away from the Malvern Hills Estate Heritage Conservation Area, an outcome that responds more positively to heritage values is identified. However, while some HCAs may be removed and the context of heritage items changed, shifting the site away from 400m radii around the train station preserves the large, highly intact HCA to the south.

#### Social Infrastructure

- Strategic planning documents highlight that the current social infrastructure supply limits the growth of residential areas in Croydon.
- Addressing the supply of these services in the Croydon Housing Investigation Area will encourage further development in the area.
- Community facilities could be supplied in any future catalyst sites, such as site which are large and do not require much amalgamation as part of a planning agreement or similar.

#### **Traffic and Transport**

- Increased density will create increased demand for roads and parking. Consideration of this impact is required to ensure that roads do not become unacceptably busy. This is especially critical during peak hours and school pick-up and drop-off.
- A masterplan that is supported by well connected bicycle paths and foot paths will help mitigate car demand by providing more opportunities for residents to use methods of active transport.

# 5.0 Key Land Use Aspirations and Strategies

#### 5.1 Key Aspirations

Based on the key considerations identified within Section 4.0, key land use aspirations have been identified to inform the future development of the Masterplan. These aspirations have been summarised below:

- **Housing:** To deliver a greater amount and choice of housing, including affordable housing where feasible, in the form of higher density residential typologies such as residential flat buildings.
- **Public Open Space:** To seek to deliver additional, useable and well-located public open space that helps cater for the recreation needs of residents.
- **Revised Planning Framework:** To support implementation of the master plan through amendments to statutory planning framework that establish a clear, integrated and performance-based framework addressing all key matters, including sustainability, public domain, built form and infrastructure requirements.

#### 5.2 Supporting Land Use Planning Strategies

To support the three key land use aspirations, the following strategies for implementation within the Masterplan have been identified:

#### Housing

- Identify a specific housing target for the Croydon HIA. This housing target should be based on:
  - Existing land uses and building typologies that would need to be acquired by potential future developers
  - The availability of suitable land development based on its existing environmental constraints and opportunities
  - Croydon's infrastructure capacity to accommodate additional housing.
- Analyse the development capacity within existing RI General Residential and R2 Low Density Residential lands to determine the available capacity for housing.
- Identify building typologies that could be applicable to implement within the Masterplan, responding to Croydon's evolving context.
- Consider an affordable housing provision consistent with the outcomes identified within the TOD Planning Controls of 2%.

#### **Public Open Space**

• Consider mechanisms to provide for additional public open space throughout the Croydon HIA. This could be implemented through developer contributions aligned with LEP principal planning controls on sites that are less feasible for future growth.

#### **Revised Planning Framework**

- For future development, review Burwood Council's existing LEP to change planning controls to support additional housing supply and diversity in Croydon, consistent with the Masterplan. This could consider:
  - Changing R2 lands that are potentially suitable for rezoning to R3 Medium Density Residential and R4 High-Density Residential. FSR and HOB controls should also be amended to be consistent with the proposed rezoning.
  - Changing R1 zoned land to R4 zoned land providing consistency in objectives and permissible uses.
  - Site specific controls for the provision of social infrastructure (if required).
- For future development, review Burwood Council's existing DCP for multi-dwelling housing and residential flat buildings and identify any specific guidelines for future development within the Croydon HIA. This may include consideration of:
  - Review of controls for transition of height, bulk and scale from Burwood Town Centre.
  - Review of controls and mechanisms for provision of open space in private land.
  - Review of controls for mitigating impacts and celebrating the character of heritage conservation areas.

# 6.0 Conclusion

Sydney's projected population growth presents both a challenge and an opportunity in meeting the increasing demand for housing. The NSW Government has identified that Croydon is a precinct that should experience significant growth.

This report has provided an overview of the Transport Oriented Development Program, the relevant planning framework and has identified strategic directions for the future masterplan to ensure that development aligns with the broader planning framework and community needs. The findings have also identified the following key aspirations:

- **Housing:** To deliver a greater amount and choice of housing, including affordable housing where feasible, in the form of higher density residential typologies such as residential flat buildings.
- **Public Open Space:** To seek to deliver additional, useable and well-located public open space that helps cater for the recreation needs of residents.
- **Revised Planning Framework:** To support implementation of the master plan through amendments to statutory planning framework that establish a clear, integrated and performance-based framework addressing all key matters, including sustainability, public domain, built form and infrastructure requirements.

The findings emphasise the need for a well-considered, place-based master plan to achieve these housing targets. Implementing a strategic and well-designed plan for the is essential to unlocking its potential and delivering the required land use outcomes while aiming to preserve the area's unique characteristics and addressing growth effectively. However, when considering the current context with regards to housing, some outcomes – such as a greater amount and choice of homes – may carry greater weight, and as such not all positive outcomes may be achieved in all areas of the Croydon HIA.

# Appendix C: Croydon HIA: Social Infrastructure and Open Space Needs

Ethos Urban

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## Ethos Urban

#### Task 2: Social Infrastructure and Open Space Needs for Croydon Housing Investigation Area

The purpose of the Task 2 document is to provide an overview of state and local policy, previous consultation and undertake an assessment of the masterplan based on preliminary recommendations made in Task 1 for social infrastructure and open space needs which informed the design development of the Croydon Housing Investigation Area (Croydon HIA).

#### 1.1 Document review and previous consultation key findings

Based on a review of state and local government policy, and consultation undertaken with the community in April and May this year (2024) on the Croydon HIA, **Table 1** provides a summary of key findings related to social infrastructure and open space.

Table 1: Document and	previous consultation	key findings
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Key findings	
Community infrastructure and libraries	<ul> <li>Council's Community Facilities and Open Space Strategy 2019 notes that Council's aim is to meet a best practice benchmark of community facility floor space of 80m2 per 1,000 people by 2036.</li> <li>Suggestions from the community to incorporate community infrastructure such as a library or community art centre in Croydon.</li> <li>Burwood Library and Community Hub is the regional/district library for the LGA and</li> </ul>
	<ul> <li>But wood Library and community Hub is the regional/district library for the LOA and recently underwent redevelopment. As part of its redevelopment, an additional 800m2 of flexible multipurpose community floor space was provided, increasing the size of Burwood Community Hub to 2,000m2. Council's Community Facilities and Open Space Strategy still found that there would be a library floor space gap of 481m2 by 2036.</li> </ul>
Arts and culture	<ul> <li>In Council's Community Facilities and Open Space Strategy from 2019, it was identified that two multipurpose performing arts/cultural centres are required to support the Burwood LGA population in 2036.</li> <li>As part of the \$110 million Council secured from the Western Sydney Infrastructure Grants Program, a new Burwood Urban Arts and Culture Centre project is currently being planned to meet the identified need noted above. This will include a community and cultural centre with a theatre, two multipurpose halls and a community lounge, parks and other ancillary uses.</li> </ul>
Open space	<ul> <li>Council's aim is to retain the current provision of 10m2 of open space per person across the LGA.</li> <li>Croydon has an open space quantum of 15m2 per person (Community Facilities and Open Space Strategy 2019).</li> <li>As identified in Council's Community Facilities and Open Spaces Strategy there is increasing participation in informal sporting and recreational activities as opposed to organised programmed sport. Council identifies the need for four additional outdoor multipurpose courts.</li> <li>Community and Council desire for additional publicly accessible open spaces that connect with wider network.</li> <li>Further to the above, community identified need for more open space, particularly south of Croydon Station if development is to occur in the area.</li> </ul>

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Key findings	
	<ul> <li>NSW Government Architect recognises that a well-designed built environment promotes physical activity through the creation of walkable environments, and allows free access between the public domain, infrastructure, open space, and buildings to all segments of the community (Better Placed).</li> <li>It is a regional priority to develop a '30-minute city' in which people can access employment, education, healthcare, open space, community infrastructure, and other places of interest within 30 minutes of their homes (Eastern City District Plan).</li> <li>It is a local priority to maintain public and open spaces that are high quality, welcoming, accessible, shaded, enjoyable places seamlessly connected with their surroundings (Community Strategic Plan 2036 p. 34)</li> </ul>
Childcare and education	<ul> <li>Desire from the community for increased council run after school care or library services.</li> <li>Council's community Facilities and Open Space Strategy from 2019 noted a gap of around 90 places by 2036 to support the LGA's population growth known at the time.</li> <li>Community identified potential need for another primary school due to increase population density.</li> <li>Croydon Public school has had steady enrolments over the past five years (around 600-650). Upgrades were completed in 2022 on the school.</li> <li>Burwood Girls High School has a large school population with steady enrolments over the past five years at around 1150.</li> <li>Over the past five years, Ashfield Boys High School has also had steady enrolments at around 750 students.</li> <li>In 2019, Council noted in their Social Infrastructure and Open Spaces Strategy that the new high school in Sydney Olympic Park may assist in relieving enrolment pressure at surrounding schools.</li> </ul>
Outdoor and Indoor Recreation	<ul> <li>Enfield Aquatic Centre Redevelopment and library pod is another project planning to be delivered under the Western Sydney Infrastructure Grants Program. The plan for the project is to redevelop the new 50m outdoor pool with heating, health and fitness centre with gym and programming spaces, a new multipurpose community room/training space and a self-service library kiosk open 24/7.</li> <li>As part of the Western Sydney Infrastructure Grants Program funding was secured to upgrade the playing fields at Henley Park to reinforce the park's community function as the premier sport and recreational precinct in the region.</li> </ul>

#### 1.2 Existing open space and social infrastructure

Below provides a summary of open space located within a 2km catchment of the Croydon HIA and council community spaces located in the Burwood LGA.

#### 1.2.1 Open space

Within a 2km walking or driving catchment of the Croydon HIA is 27ha of open space (refer **Figure 1** below). While there is very limited open space within the Croydon HIA itself (only a very small parcel of land available – Froggatt Crescent Reserve) there are large areas of open space located just outside.

This includes Blair Park (19,216sqm), Gugara Park (43,257sqm), Centenary Park (34,269sqm) and Bede Spillane Gardens (2,952sqm). Located further away, but still within a 2km catchment area, is Hammond Park (approx. 18,000sqm) and Burwood Park (60,511sqm) which are both also large areas of open space.

Further north are regional sports fields and courts including St Lukes Parks and Ovals, Cintra Hockey Complex, Cintra Part Tennis and Sports Centre and Cintra Netball Courts.

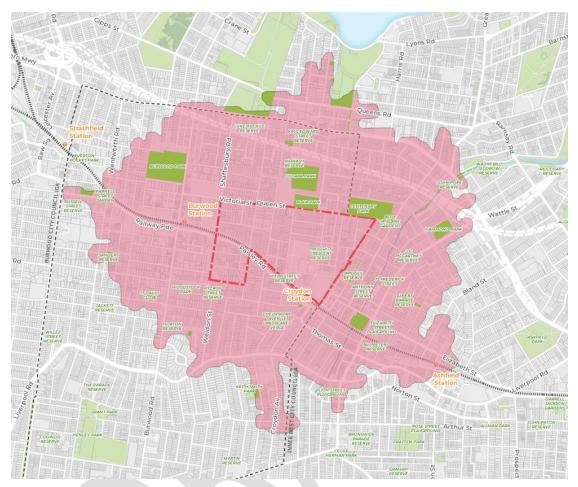


 Figure 1
 Open space (RE1 and RE2) within a 2km catchment

 Source: Burwood Council and Ethos Urban

#### 1.2.2 Social infrastructure

There are seven community centres, one library and an aquatic centre in Burwood LGA. There are no dedicated arts and cultural facilities (however, noting above the planned Burwood Arts and Cultural Centre) and no indoor courts or indoor recreation centres. As noted in Council's Community Facilities and Open Space Strategy, the multipurpose community centres are used for arts and cultural purposes including a wet and dry room at the Woodstock Centre, and cultural performances held at Burwood Community Pavilion. The nearest indoor courts and leisure centre is in Five Dock and as noted in Council's Community Facilities and Open Space Strategy, this facility is at capacity.

3



 Figure 2
 Council community spaces

 Source: Burwood Council and Ethos Urban

#### 1.3 Indicative dwelling yield and future population

To assess community needs it is critical to understand the number of people a proposal will introduce to an area. This is typically understood by applying average household size to the expected development yield to project the likely incoming population size.

For the purposes of benchmarking, incoming population figures should be as accurate as possible to best determine social infrastructure needs.

In determining the population projections for the Croydon HIA, a review of average household size of similar and comparable locations has been undertaken This review is outlined below and has been used to determine suitable occupancy rates for the Croydon HIA and to provide a solid evidence base for the future development scenarios that will be prepared for the area.

The indicative dwelling yield for the Croydon HIA is 3,600 dwellings. We understand the dwellings will range from high density (30-17 storeys) to medium-high density (6-13 storeys) and low- medium density (1-2storeys).

Below provides an overview of average household sizes for Croydon and Burwood suburbs, Burwood LGA and comparable high-density areas near the LGA - Rhodes and Wentworth Point – Sydney Olympic Park suburbs.

Croydon suburb and Burwood LGA have higher average occupancy rates compared with Burwood suburb and the comparable high-density suburbs. Burwood suburb has density in the town centre, as well as low density dwellings moving away from the town centre. The comparable suburbs have lower average household sizes, reflective of the predominant housing type being high-density, with limited low-density dwellings.

As the Croydon HIA will look to retain low and medium density dwellings, with additional areas of high density, Burwood suburb is a good comparable average household size to apply (2.5 persons per dwelling).

### Based on applying an occupancy rate of 2.5 persons per dwelling, the incoming population will be around 9,000 people.

Table 2: Average household size review

Average household size review (ABS Census 2021 data)		
Croydon Suburb	2.8 persons	
Burwood LGA	2.7 persons	
Burwood Suburb	2.5 persons	
Comparable area: Rhodes Suburb	2.2 persons	
Comparable area: Wentworth Point – Sydney Olympic Park	2.1 persons	

#### 1.4 Benchmarking assessment and likely needs

#### 1.4.1 Approach to open space

Planning for open space is complex. In Burwood Council's Community Facilities and Open Space Strategy Council notes that "historically benchmarking for open space was based on the quantity of open space per person. However, population growth, increasing density, and decreasing access to land has meant that the planning industry now considers a range of ways to benchmark demand for open space and recreation facilities" (p.60).

Council's strategy references other approaches to planning for open space including proximity benchmarks (noted in **Table 1** below), quality, diversity and hierarchy and size. Therefore, this approach was taken, rather than a quantitative assessment, when assessing and recommending open space provision for the Croydon Investigation Area.

#### 1.4.2 Approach to social infrastructure

The types of social infrastructure and open space considered in the scope of this analysis only included local facilities: community, libraries and arts and culture. It has not considered district or regional level facilities such as indoor sports facilities, education or health facilities.

In social infrastructure, numerical standards have traditionally been used to provide an initial indication of requirements for a given population (refer **Table 3**). They are usually expressed as the number of facilities, places, floor space or land area required for a population for a given size.

Standards can assist is providing an initial estimation of the scale of likely requirements; however, a purely mathematical application of standards does not always present a full picture without consideration for more complex indicators like age, socio-economic status, household structure, health and levels of disadvantage, local context and availability and quality of existing facilities and services.

However, they are a good starting point to understand need generated by an incoming population. **Table 3** below provides a benchmarking assessment of social infrastructure and open space needs generated by the incoming population. An assessment of the proposed Structure Plan and Public Domain and Open Space Plan against these needs are provided in **Section 1.5** of this document.

#### Table 3: Benchmarking assessment and likely needs

Туроlоду	Benchmark	Assessment of gaps	Likely needs
Open space	<ul> <li>All residents are at a minimum within 400m walk of a local park (0.5-2ha) and all residents in high density areas are a minimum of 200m walk of a local park of at least 0.3ha (Burwood Council).</li> <li>All residents are at a minimum within 400m walk of a local park (0.5-0.7ha in medium density and 0.3ha in high density) (GANSW).</li> <li>All residents are at a minimum within 2km walk of a district park (2-5ha) (GANSW).</li> <li>All residents are within 5-10km or 30- minute travel time on public transport from regional open spaces greater than 5ha (GANSW).</li> <li>High-density areas – the minimum size of a local park is between 1,500sqm and 3,000sqm (GANSW).</li> <li>In medium to low density areas the minimum size of a local park is 5,000 – 7,000sqm (GANSW).</li> </ul>	<ul> <li>Burwood Park and Henley Park.</li> <li>Residents will be within 5km of other district/ regional areas of open space such as Cintra Park sports centre with tennis courts, ovals and playing fields to the north, the Bay Run to the north, the Bay Run to the north-east and the Cooks River to the south</li> </ul>	<ul> <li>Ideally at least one park of between 3,000 and 5,000sqm.</li> <li>Where this is not possible at least 1-2 x 1,500sqm areas of open space, supported by at least 4 x 500-700sqm smaller pocket parks.</li> <li>All residents to be within 200m walk of parks.</li> </ul>
Community facilities	<ul> <li>80m2 per 1,000 people (Burwood Council and industry best practice).</li> </ul>	<ul> <li>There are seven community facilities located in Burwood LGA. Most community facilities are in Burwood or Enfield.</li> <li>As noted in Council's Community Facilities and Open Space Strategy, there was an additional 910m2 of new floorspace allocated to Burwood Community Hub and Library (800m2), Enfield Aquatic Centre (70m2) and Henley Park community room (40m2).</li> <li>Council's Community Facilities and Open Space Strategy found that by 2036 Burwood Council would need to deliver an additional 1,875m2 of community centre floor space to meet benchmarks. It also showed that parts of the Croydon Investigation Area are outside an 800m walking distance of community spaces.</li> </ul>	Incoming population will generate demand for 720sqm of community space.

Туроlоду	Benchmark	Assessment of gaps	Likely needs
		Council's Community     Facilities and Open Space     Strategy notes that future     facilities are to be multi-     purpose wherever possible,     with opportunities to     deliver libraries, community     centres and cultural uses in     the same space.	
Library	<ul> <li>NSW State Library of NSW, People Places Calculator (Burwood Council and industry best practice).</li> </ul>	<ul> <li>There is one library, Burwood Library and Community Hub, that supports the LGA.</li> <li>Council's Community Facilities and Open Space Strategy found that by 2036 there would be a deficit of 481m2 of library space.</li> <li>As part of the Enfield Aquatic Centre upgrade project, a 24/7 self-service library kiosk is proposed.</li> <li>As noted above, it is a preference of Council to provide multi-purpose facilities wherever possible, with opportunities to deliver libraries, community centres and cultural uses in the same space.</li> </ul>	<ul> <li>The incoming population would generate demand for around 620sqm of library space.</li> </ul>
Arts and cultural spaces	<ul> <li>1 multipurpose performing arts/cultural centre per 30,000 people (Burwood Council)</li> <li>1 creative arts studio per 5,000 people</li> </ul>	<ul> <li>As noted in Council's Community Facilities and Open Space Strategy, based on the benchmark the LGA requires one dedicated arts and cultural facility to support the current population and up to two facilities by 2036.</li> <li>It is understood that there are plans to develop the Burwood Arts and Cultural Centre with a new public park at 2-4 Conder Street in Burwood (adjacent the Burwood Library and Community Hub). The centre is planned to provide a studio, theatrette, two multipurpose halls and a community lounge.</li> </ul>	<ul> <li>Incoming population will not generate demand for a multipurpose arts/cultural centre.</li> <li>Incoming population could support 1-2 local creative arts studios.</li> </ul>

#### 1.5 Proposed Structure Plan

Figure 3 and Figure 4 below shows the indicative Structure Plan, including the proposed open space, housing densities, share ways, through site links and active transport routes.

#### 1.5.1 Open space commentary

#### Quantity

In total, 6,100sqm of additional open space is proposed:

- 4 x pocket parks: 1,000sqm, 1,000sqm, 1,500sqm and 500sqm.
- 2 x Plazas: 1,500sqm and 600sqm.

#### Proximity

All sites will be within a 200m walking catchment of new open space areas (refer **Figure 4**), meeting Burwood Council's proximity requirements for open space.

As shown in the audit of open space in **Section 1.2.1** of this report, future residents will be within a 2km walk of several district and regional level parks including Blair Park, Gugara Park, Centenary Park, Burwood Park and Hammond Park that are more than 2ha in size. Residents will also be within 5-10km or 30-minute travel time from regional open spaces such as St Lukes Parks and Ovals, Cintra Hockey Complex, Cintra Part Tennis and Sports Centre and Cintra Netball Courts and Henley Park.

#### Diversity and hierarchy of spaces

Open space can come in a variety of forms, will all having a role to support the social life and wellbeing needs of communities. The planning and delivery of open space in urban, in-fill contexts should focus on providing these local activity points, encouraging people to move, stay and socialise in their neighbourhoods.

Due to the site constraints of the Croydon HIA and the State priority to deliver housing, smaller areas of open space are provided in the structure plan. This is deemed appropriate in this context, as future residents will have access to larger district and regional areas of open space (noted in **Section 1.2** of this document) just outside the study area.

The Structure Plan provides a diversity of small open space typologies including plazas, pocket parks, share ways, green streets and active transport routes. The open space typologies will encourage walking and active neighbourhoods and provide outdoor spaces for community to gather.

#### Size

As noted in Table 3 of this document, GANSW recommends the following sizes for local open space:

- High-density areas the minimum size of a local park is between 1,500sqm and 3,000sqm.
- Medium to low density areas the minimum size of a local park is 5,000 7,000sqm.

Recommendations made for open space in **Table 3** is to provide at least one 3,000sqm – 5,000sqm park or where this is not possible 1-2 x 1,500sqm parks supported by at least 4 x 500sqm – 700sqm pocket parks (approx. 5,000sqm parks).

The Structure Plan includes 4 x pocket parks, one 1,500sqm in size, two 1,000sqm in size and one 500sqm in size (total 4,000sqm). In addition to the pocket parks are two plazas of 1,500sqm and 600sqm.

The inclusion of a pocket park and plaza of 1,500sqm meet GANSW minimum size requirements for open space in high density areas. Other pocket parks and plazas are smaller than recommended minimum size requirements, however as noted in the *diversity and hierarchy of spaces* section above, the open space provided in the investigation area will contribute to a wider network of open space where residents will have access to larger, district and regional areas of open space.

#### Summary

The open space proposed for the HIA is considered appropriate as it is an urban, in-fill site context with adequate access to surrounding areas of open space, and the State priority to deliver housing in this location. Two areas of open space will meet GANSW minimum size requirements for open space and align with Ethos Urban's recommendations to provide at least two areas of open space that are 1,500sqm in size. All residents will be within a 200m walk of open space and other open space elements have been considered in the Structure Plan

including shared ways, green streets, through site links and active transport routes to encourage an active, walkable neighbourhood.

#### 1.5.2 Social infrastructure commentary

Discussions were undertaken with Burwood Council throughout the design process in relation to community, library and arts and cultural needs which were identified in the benchmarking study (refer Table 3). Due to the site constraints, and the preference for social infrastructure to be provided in the Burwood town centre, the need for a community hub will be met through contributions towards upgrading and expanding an existing nearby facility.

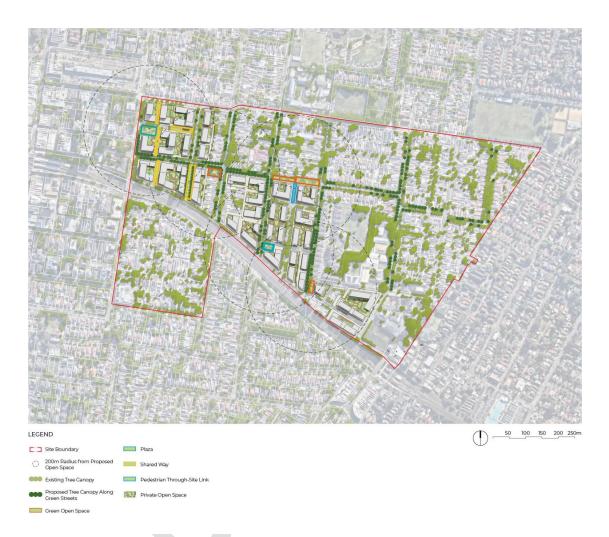


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	Croydon HIA	$\leftarrow \rightarrow$	Proposed Shared Way
[]]]]	Local Government Area	$\leftarrow \rightarrow$	Proposed Pedestrian
	Cadastre		Through-site Link
	Burwood Town Centre	$\leftrightarrow$	Existing Green Street
	Railway & Station	<->	Proposed Green Street
0	400m Radius from Station	$\odot$	Signalised Crossing
0	800m Radius from Station		Pedestrian Crossing
	Heritage Item		r cacathan ar cashing
V/////	Heritage Conservation Area	( )	Proposed Signalised Crossing
	Existing Schools		
	Existing Public Open Space		Proposed Pedestrian Crossing
_	Major Road		6:1 FSR
$\leftrightarrow$	Existing Primary		4:1 FSR
~/	Active Transport Route		3:1 FSR
	Planned Active Transport Route		2.51 FSR
	Proposed Primary Active Transport Route	-	Proposed Open Space
-	Proposed Dedicated	8117	Future Opportunity Site
	Active Transport Route		Potential Future Public
<->	Proposed Secondary Active Transport Route		Open Space



Source: Ethos Urban



#### Figure 4 Proposed Public Domain and Open Space Plan

Source: Ethos Urban

#### 1.6 Social infrastructure and open space needs recommendations summary

Based on the audit of existing facilities, policy review, benchmarking exercise and assessment of the structure plan, the following is recommended:

- Provide 1-2 local parks with a minimum size 1,500sqm supported by 4 x 500 700sqm pocket parks.
- All residents to be within 200m walk of open space.
- Additional contributions are made towards upgrades and embellishments to existing district and regional areas of open space due to the increased pressure on these spaces from the future population.
- Open space areas are well designed with areas for seating and shade and good quality equipment (such as basketball hoops, playgrounds).
- Green streets and shared ways are clearly defined by wayfinding signage or on ground markings to ensure these spaces are safe and comfortable for pedestrians.

- Contributions are made towards upgrading and expanding existing nearby community facility/facilities or providing a new multi-purpose community facility. Benchmarking indicated that future residents would generate demand for an additional 1,300sqm of community, library and arts and cultural space.
- Council to consider future population growth and increased demand for indoor sports facilities. As identified in Council's Social Infrastructure and Open Space Strategy, there is an existing deficit in indoor sports and recreation facilities.
- Conversations are undertaken with Department of Education on primary and secondary school needs to support population growth.
- Conversations are undertaken with the Local Health District to understand the impact of population growth on health needs including demand on hospitals, general practitioners and community health centres.

# Appendix D: Croydon HIA: Transport Statement

DRAFT







## Croydon Housing Investigation Area Master Plan

**Transport Statement** 

14 October 2024



JMT Consulting PO Box 199 Kingsford NSW 2032 www.jmtconsulting.com.au

Burwood Council

14 October 2024

Dear Sir / Madam

#### Croydon Housing Investigation Area Master Plan: Transport Statement

#### 1. INTRODUCTION

#### (i) Background

This transport statement has been prepared by JMT Consulting to support the master plan developed for the Croydon Housing Investigation Area (HIA) on behalf of Burwood Council ('Council'). JMT Consulting has worked closely with the appointed consultant team, particularly Ethos Urban and Clouston Associates, in the development of the master plan and specifically recommendations regarding movement and connectivity.

#### (ii) Relevant studies

The transport advice has been informed by a number of key documents provided by Council as part of this study, those being:

- Burwood Public Parking Strategy (version 4, date unknown)
- Burwood North Precinct Masterplan (October 2023)
- Burwood Traffic and Transport Study (May 2022)

The advice in these documents has been reviewed to maintain a level of consistency with respect to transport circulation, access arrangements and approach to car parking.

#### (iii) Document purpose

The purpose of this transport statement is to confirm the suitability of the proposed master plan from a transport and access perspective. This transport statement is supported by a traffic and transport baseline conditions assessment undertaken by JMT Consulting and provided as Appendix A of this document.

Page 1



#### 2. TRANSPORT REVIEW OF PROPOSED MASTER PLAN

#### (i) Street network

The master plan street network has been developed to respond to some of the key challenges and opportunities identified during the baseline analysis phase of the project, those being:

- Providing for enhanced levels of pedestrian and cycling connectivity in an east-west direction
- Establishment of formal cycling links, particularly a primary east-west cycling route linking Croydon and Burwood centres
- Local area traffic management / calmed streets to limit traffic intrusion (pedestrian crossings, raised thresholds etc)
- Retention where practical of on-street car parking



Proposed Croydon HIA street network

Source: Ethos Urban

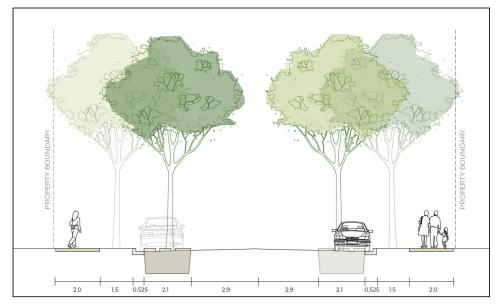
The master plan provides for additional permeability through the Croydon HIA through the creation of a number of shared zones and pedestrian only through site links. This enhanced permeability will support travel to and from the Croydon HIA by sustainable forms of transport – those being walking, cycling and public transport.

#### Page 2



While the existing street network provides for a number of strong north-south connections there is currently limited connectivity in an east-west direction. East-west connectivity is largely limited to Queen Street at the northern end of the Croydon HIA and Albert Crescent at the south. A key aspect of the street network developed for the master plan is the creation of an east-west connection Shaftesbury Road (to the west) and Croydon Road (to the east) which provides a central linkage through the heart of the Croydon HIA. This enhanced east-west connection will be facilitated through the creation of new active transport routes through development sites and would be complemented by new pedestrian crossing opportunities.

A number of 'green streets' and 'slow streets' have been identified in the master plan to support reduced traffic speeds and encourage travel by walking and cycling. Green / slow streets seek to utilise traffic calming devices, narrower traffic lanes and increased tree coverage to naturally reduce vehicle speeds and are considered appropriate to support the objective of minimise traffic related impacts of future development.



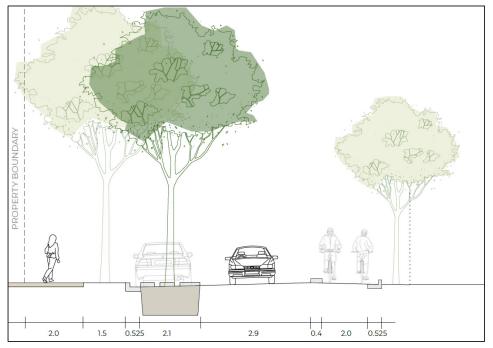
Typical slow street cross section

Source: Clouston Associates



The master plan street network also seeks to facilitate the introduction of an active transport route along Albert Crescent, including the provision of a separated cycleway that would provide connectivity between the Burwood and Croydon Town Centres. The street cross section would be provided in accordance with relevant standards and guidelines, including the TfNSW cycleway toolkit. This includes:

- 2.9m traffic lane
- 2.1m parking lane
- 2.525m bi-directional cycleway
- 0.4m physical median separator



#### Typical section for Albert Avenue

Source: Clouston Associates

To maximise the retention of on-street car parking and not require modification to the existing kerb line Albert Crescent would revert to a one-way street environment. From a traffic perspective Albert Crescent does not provide for a high capacity road environment and is not considered a critical link to the regional road network. Albert Crescent instead functions largely as a local access street and in this context the introduction of one-way traffic controls is not anticipated to result in any road network impacts of significance.



#### (ii) Crossing points

The master plan proposes a number of new crossing points to support sustainable forms of transport and minimise traffic related impacts of new developments. The majority of new crossing points would be on local streets under the control of Council, in particular the new east-west corridor connecting Shaftesbury Road with Croydon Road. A new pedestrian crossing has also been identified for Cheltenham Road at Queens Road which will support connectivity to the north – linking with existing and future pedestrian and cycling infrastructure.

Another key measure proposed as part of the master plan is the introduction of a new set of traffic lights at the intersection of Shaftesbury Road with Waimea Street. The purpose of these traffic lights is to support improved east-west connectivity given the increased densities proposed at the western end of the Croydon HIA. The traffic lights would include formal pedestrian (and potentially cycle) crossings and support connectivity to the adjacent Burwood Centre. The introduction of traffic lights at this location would be supported by subsequent traffic analysis and be the subject of discussions with Transport for NSW.

#### (iii) Car parking rates

Consistent with the strategy adopted for the Burwood North precinct reduced rates of residential car parking are recommended to promote more sustainable transport outcomes and limit traffic related impacts of future development. Maximum car parking rates are proposed which are consistent with those adopted for the Burwood North precinct, those being:

- Studio: 0.1 spaces / unit
- 1 bedroom unit: 0.3 spaces / unit
- 2 bedroom unit: 0.7 spaces / unit
- 3+ bedroom unit: 1.0 spaces / unit
- Visitors: 0.1 spaces / unit

Implementation of these maximum car parking rates, complemented by suitable levels of on-site cycling and active transport facilities, will assist in managing the traffic impacts of future development within the Croydon HIA.

Appropriate levels of on-site car share spaces, bicycle parking, electric vehicle charging facilities and service vehicle spaces should also be incorporated within future development proposals.

Page 5



#### (iv) Transport demand analysis

A high level analysis has been undertaken to understand the potential increase in transport demands associated with the potential development yields associated with the master plan. This analysis has considered two scenarios:

- (i) A 'business as usual' scenario which considers the theoretical development capacity under current planning controls and current travel behaviours
- A project (with intervention) scenario which considers the potential development yields under the Croydon HIA master plan with the introduction of supporting travel demand management measures such as changed parking policy and improvements to active/public transport accessibility.

A methodology largely consistent with that utilised as part of the 'Rapid Transport Appraisal' for the Burwood North Precinct has been adopted for the purposes of this preliminary assessment – including mode shares and trip generation rates. As indicated in the graphic below the potential additional yields associated with the Croydon HIA master plan complemented by various transport initiatives to reduce private vehicle mode share, in comparison to a 'business as usual' approach, may result in a very minor increase in peak hour travel demand of approximately 50 car movements. This level of increase in traffic demands is considered minor in the context of the broader road network and unlikely to result in any significant traffic impacts.

Transport Mode		Peak Hour Travel Demand		
		Business as Usual	Croydon HIA Master Plan	Change
<b>1</b>	Walk / Cycle	230	510	+280
	Public Transport	1,360	2,260	+900
	Car Driver	920	970	+50

Notwithstanding the above localised traffic impact assessments will need to be undertaken in support of future development sites to confirm the suitability of vehicle access and any associated impacts on the adjacent street network. Network wide traffic analysis may be required to support a future rezoning proposal for the Croydon HIA, this will be determined in conjunction with Council staff and through discussions with Transport for NSW.



#### 3. SUMMARY

JMT Consulting has worked closely with Ethos Urban and the appointed consultant team in the development of the master plan for the Croydon Housing Investigation Area (HIA). The master plan and associated measures proposed, including the provision of new crossing points, improved east-west connections and additional cycleways, are considered suitable to accommodate future travel demands arising from the development of the HIA. Further technical analysis may be required to investigate the feasibility of some of the measures proposed, in particular new traffic lights on Shaftesbury Road and the conversion of Albert Avenue to one-way traffic flow.

Please do not hesitate to contact the undersigned should you require any further information.

Regards

SMILE

Josh Milston Director | JMT Consulting MIEAust CPEng

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**Appendix A: Baseline Conditions Assessment** 

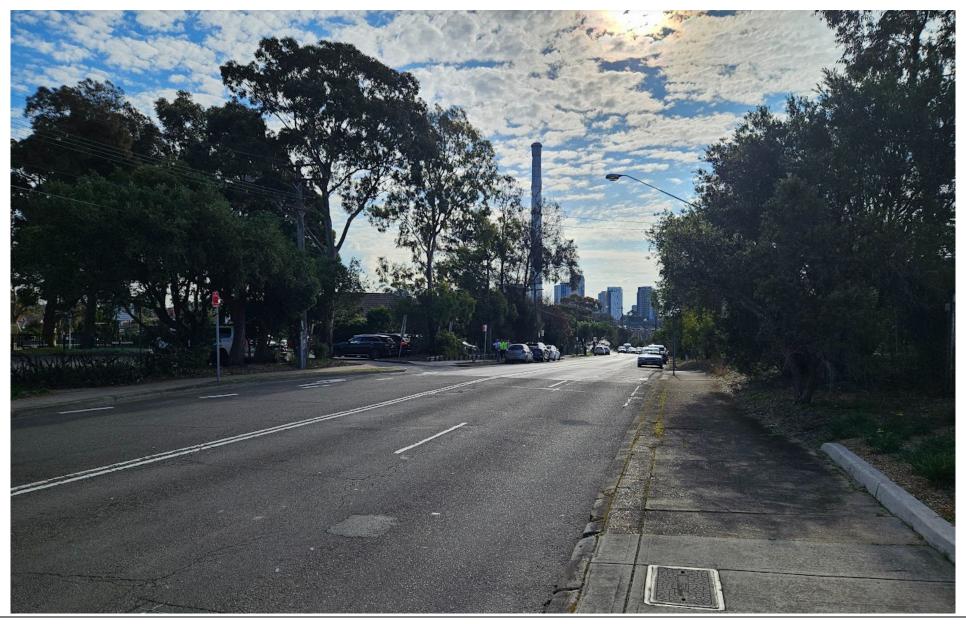
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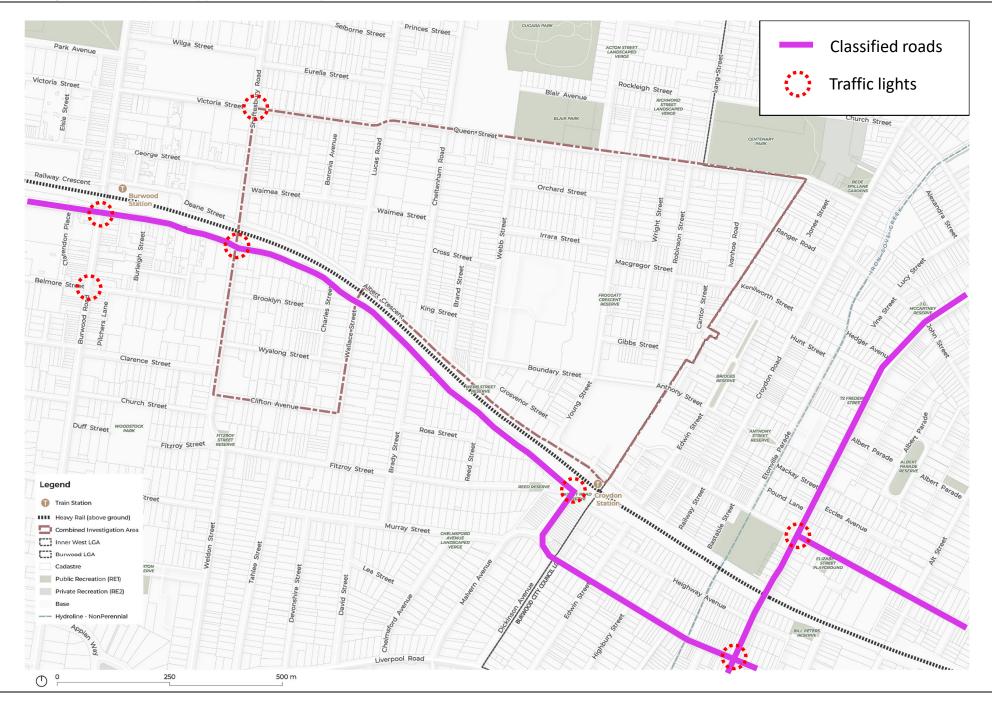
## **Croydon Housing Investigation Area** Transport & Movement

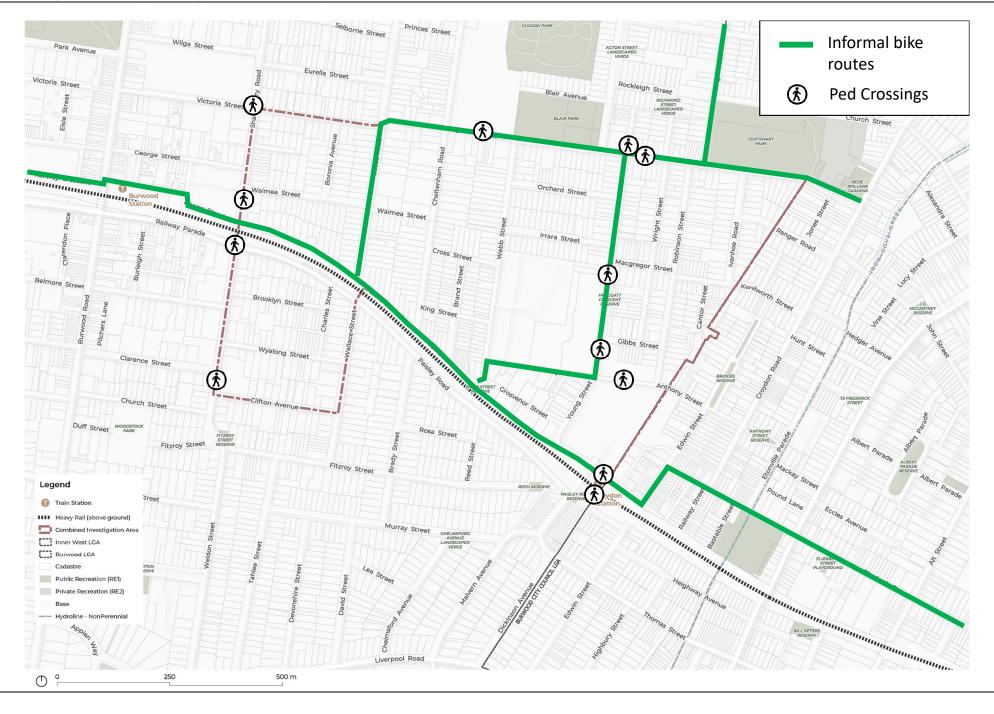




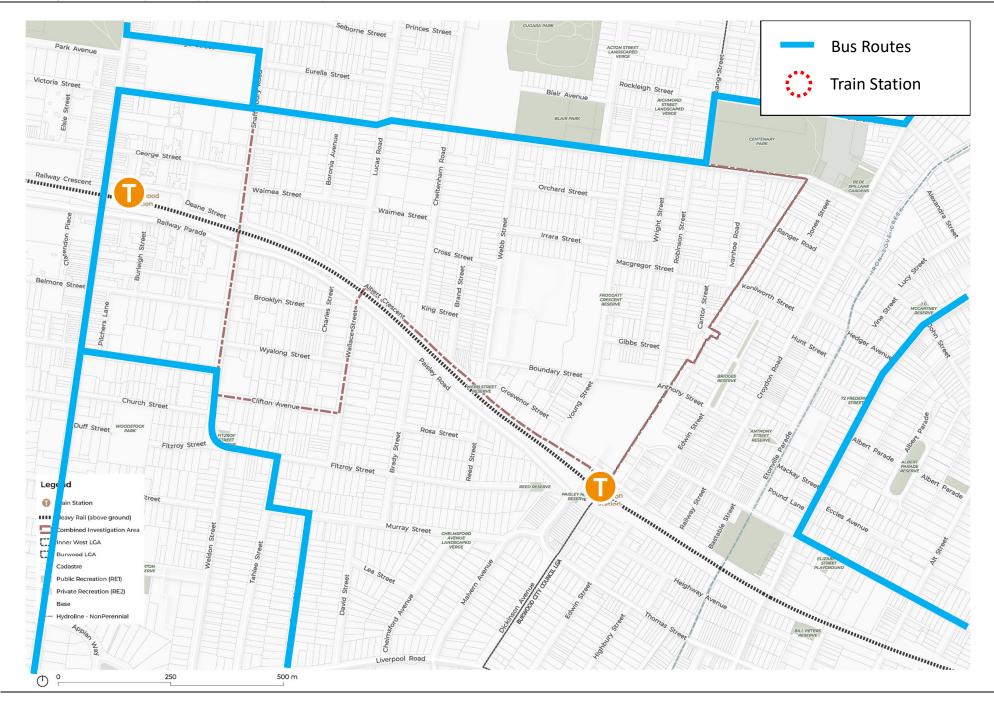
## **Baseline Conditions**



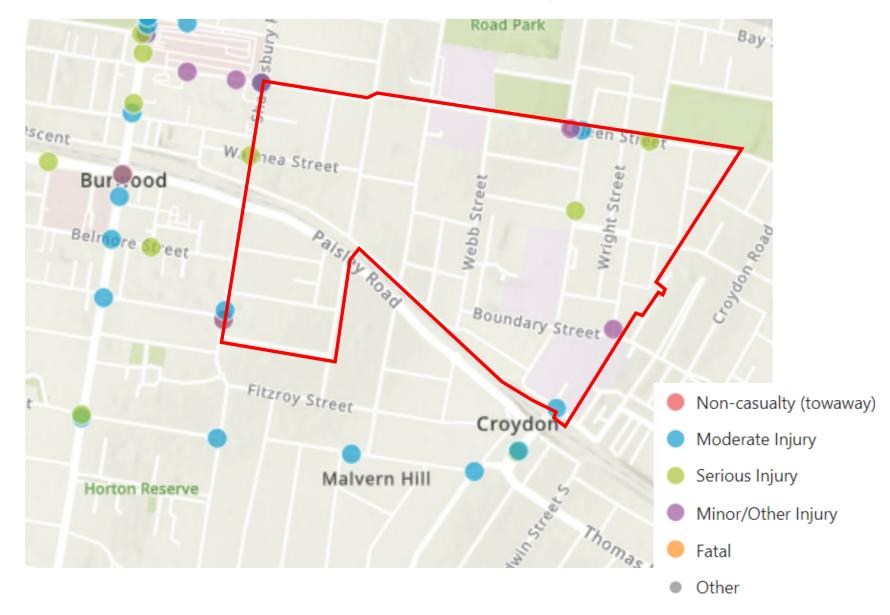




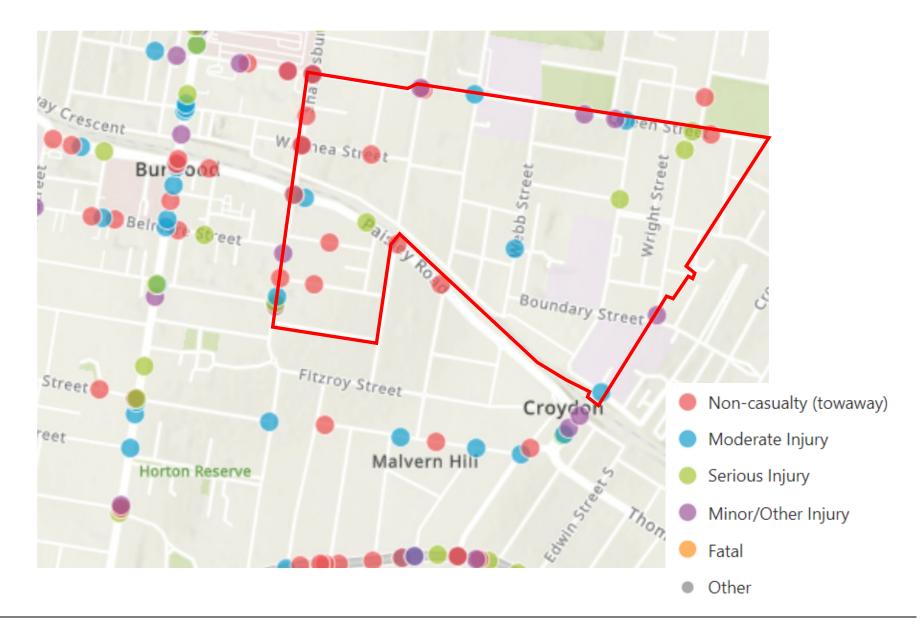
Item Number 56/24 - Attachment 8 Draft Croydon Masterplan - Appendix D - Transport Statement



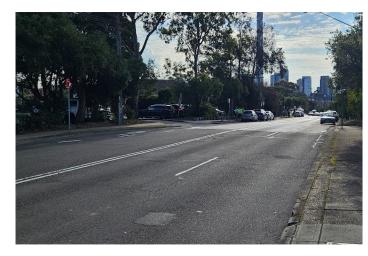
## **Recorded Crashes – Pedestrians & Cyclists**



## **Recorded Crashes**



## **General Observations**



Lack of crossing opportunities at certain locations



Queen Street is relatively narrow and constrained as an active travel route



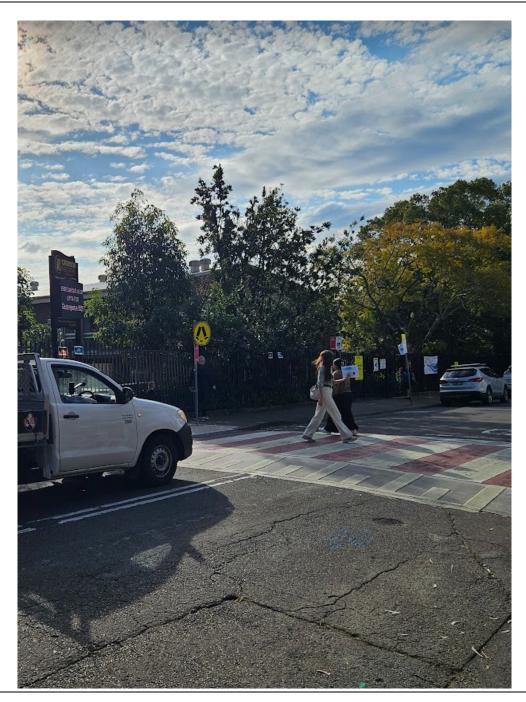
Generally strong level of local area traffic management, particularly around schools



Relatively narrow roads and footpaths on many internal streets within the HIA

## **Potential Opportunities** for Masterplan

- Enhanced levels of pedestrian connectivity in an east-west direction – particularly along the Albert Crescent corridor to connect the train stations
- Wider footpaths through the study area through the provision of building setbacks
- Establishment of formal cycling links, particularly a primary east-west cycling route linking Croydon and Burwood centres
- Maximum parking rates for future development to manage traffic impacts – consistent with those recommended for Burwood North
- Continued local area traffic management to limit traffic intrusion (pedestrian crossings, raised thresholds etc)
- Retention where practical of on-street car parking



## Appendix E: Croydon HIA: Heritage Analysis and Recommendations

TKD Architects

## DRAFT



#### Item Number 56/24 - Attachment 9 Draft Croydon Masterplan - Appendix E - Heritage Analysis and Recommendations

MEMORANDUM



Project	Croydon Housing Investigation Area		
Project No	240081		
Date	10 October 2024	Tel	0413 556 079
Organisation	Ethos Urban	Email	png@ethosurban.com
Attention	Ping Chien Ng		

#### Croydon Housing Investigation Area Masterplan - Heritage Analysis and Recommendations

This memo provides an outline of the heritage analysis and recommendations relating to the proposed Croydon Housing Investigation Area Masterplan prepared by Ethos Urban.

Croydon – located between Croydon and Burwood Stations – has been identified by Burwood Council as an area having capacity to support additional housing growth, as part of the NSW State Government's 'Transport Oriented Development' State Environmental Planning Policy.

TKD Architects prepared a heritage analysis of the area to inform the study to develop planning, heritage and urban design to facilitate future residential development.

This memo summarises the heritage input TKD Architects has provided including:

- > 1. Physical analysis
- > 2: Recommendations
- >~ 3: Table of heritage items and conservation area review
- > 4: Response to the proposed structure plan and master plan

A number of other resources prepared for the study have been appended:

- > A: Historical analysis
- > B: Lucas Road HCA analysis
- > C: Precedents/examples
- > D: Relevant DCP Controls

Tanner Kibble Denton Architects PtyLtd | ABN 77 001209 392 | Gadigal Country Level 1, 19 Foster Street, Surry Hills NSW 2010 W www tkda.com.au | T +6192814399 | E contact@tkda.com.au NSW Nominated Architects Robert Denton Registration No. 5782 | Alex Kibble Registration No. 6015

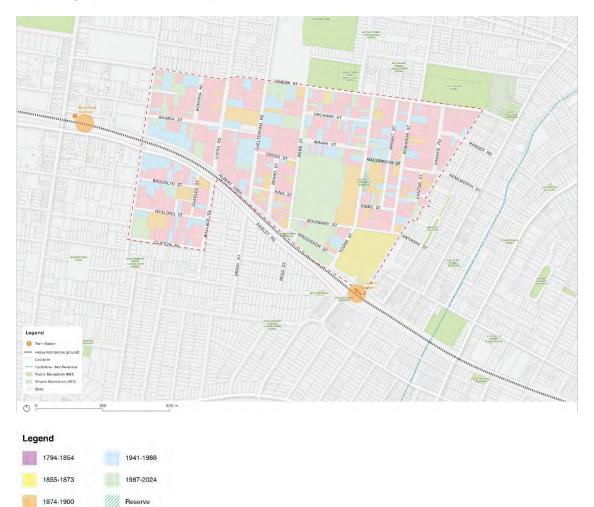
240081 Croydon HIA heritage recommendations memo 241010.docx



#### 1 Physical Analysis

#### **Built Form and Character**

Overall, the Croydon Housing Investigation Area comprises a cohesive collection of early twentieth century detached residences, interspersed with dwellings from the late nineteenth century with some inter-war phases of development and 1970s flat buildings. The mature street planting in the study area dates from the major phases of development of the suburb and is based on the model / garden suburb design approach, with recent decorative planting complementing the presentation of the streetscape.



240081 Croydon HIA heritage recommendations memo 241010.docx

III, DEM Road

1901-1940

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## 

#### Legend

1794-1854	1941-1986
1855-1873	1987-2024
1874-1900	Reserve
1901-1940	DEM Road

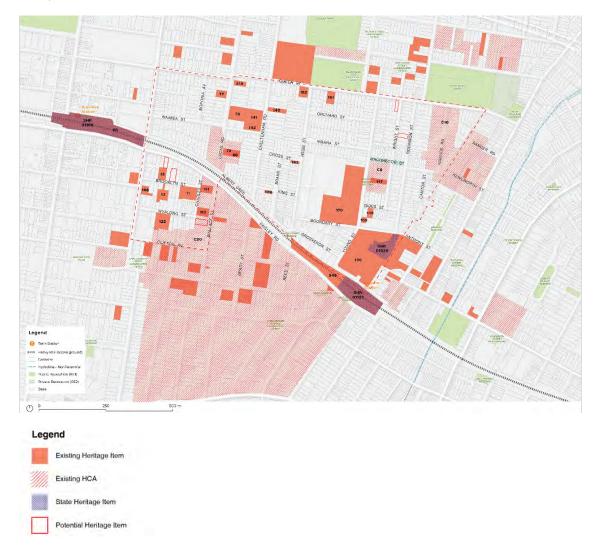
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#### Heritage items and heritage conservation areas

Existing heritage items and heritage conservations areas were reviewed as part of this study. The table following this graphic analysis provides a recommendation on the retention of the listing of the item and high-level recommendations for its management.

At least five sites were identified that have the potential to meet the threshold for local listing. From our visual assessment, 40 Queen Street and 6 Wright Street, Croydon represent particularly fine examples of Phases 3 (1874-1900) and 4 (1901 – 1940), whilst 17 Wallace Street, 13 Brooklyn Street, and 64 Paisley Road, Burwood represent good examples of Phase 4 (1901 – 1940) that are atypical compared with the identified heritage items and a rare building typology in the Croydon HIA.



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#### Views and streetscapes

#### Views

An important axial view corridor looking south along Wright Street is terminated by a view of the tower at the state and local-listed Shubra Hall (Item No. 156)

#### Streetscapes

A number of notable intact key view corridors are evident. These include:

- > Lucas Road
- > Robinson Streett > Ivanhoe Road
- > Wallace Street> Webb Street
- > Macgregor Street



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View along Ivanhoe Road.

#### 2 View along Lucas Road.





3 View along Webb Street.

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#### Item Number 56/24 - Attachment 9 Draft Croydon Masterplan - Appendix E - Heritage Analysis and Recommendations

MEMORANDUM









5 View along Wright Street to Shubra Hall.

6 View along Macgregor Street Reserve.

View along Wallace Street.



#### Character analysis

Individual sites were assessed for their contribution to an understanding of the significant development phases of the study area: refer to the diagram below.

Heritage Conservation Areas: existing heritage conservation areas to be maintained.

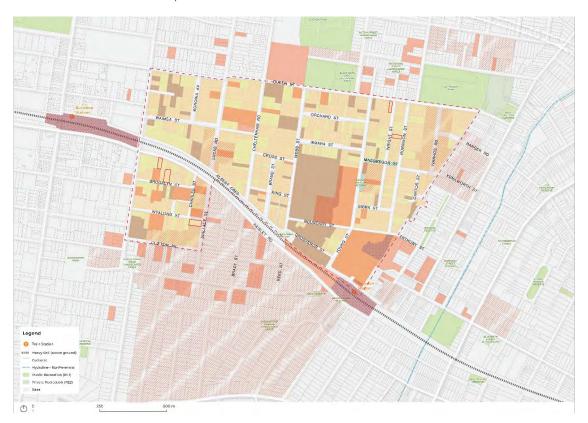
Heritage items: existing heritage item to be protected and retained.

*Contributory:* sites that contribute to an understanding of the key development phases of the study area. Although individually many of these properties would likely not meet the threshold for local listing, collectively they are relatively intact and demonstrate the late nineteenth / early twentieth century evolution of the area. Many provide a context for existing heritage items.

*Neutral:* These are sites that are not representative of the key historical development phases of the study area or a substantially altered.

*Detracting:* These are sites comprising recent development that have no heritage value. Potential for sensitive new development.





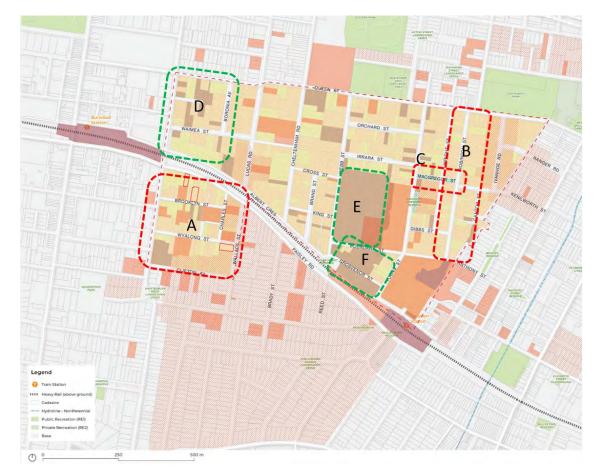
240081 Croydon HIA heritage recommendations memo 241010.docx



#### 2 Recommendations

### Capacity for new development

The diagram below provides a high-level graphic summary of the heritage opportunities and constraints and identifies areas where there is capacity for new development.



### Areas of heritage sensitivity

### AreaA

High concentration of heritage items and the Wallace and Brady Street Heritage Conservation Area.

### Area B

Moderately intact modest early 20<sup>th</sup> century dwellings that contribute to an understanding of the major phase of development of the study area.

### Area C

Notable early road reserve characterised by avenue of palm trees.

#### Areas capable of sensitive new development

# Area D

The level of cohesiveness of this area is low. It is compromised by modern (post 1970s) development and residential flat buildings.

# AreaE

The former brickworks site now occupied by modern residential development: no heritage value.

#### Area F

Modern multi-storey flat buildings: no heritage value.

#### Legend



240081 Croydon HIA heritage recommendations memo 241010.docx

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### Heritage item setting

The setting of a heritage item comprises the immediate and extended environment of a place that is part of or contributes to its cultural significance, as defined in the Burra Charter (2013). The setting of a place is both physical and visual. Setting may include associated structures, land, views, and relationships to nearby properties and roads. It may also include elements of the natural environment and other intangible features associated with its use.

Conservation of the setting of a place assists in conserving its significance and ensuring its values and history remain legible and able to be interpreted.

The following diagram shows zones of heritage sensitivity relating to the immediate setting of items, that should be considered in any future development.





### **Historic landscaping**

The streets of the study area, in particular the sections designated as Heritage Conservation Areas, are characterised by consistent and planned street tree plantings including brush box, jacarandas, flowering gums. The general layout and landscaping of the area is typical of Model/Garden suburb style development. The DCP does not contain specific controls relating to street plantings or reserves.

- > Historic cultural plantings within the Croydon HIA form an important part of the story of the place and reflect cultural traditions, family interests, evolving tastes, fashions and needs. Any tree proposed to be removed as part of new development should be replaced with a sympathetic and appropriate species.
- > Retain early landscaped road reserves, such as those at Froggatt Crescent and Macgregor Street (Rochester Reserve). If new roads and alignments are required as part of new development, it is recommended consideration be given to the alignment of previous/former roads through the study area. It is recommended that significance early roads be retained.



8 Rochester Reserve on Macgregor Street.



9 Ivanhoe Road Heritage Conservation area street plantings.

240081 Croydon HIA heritage recommendations memo 241010.docx

### Heritage items and heritage conservation areas

- > Maintain identified heritage and heritage conservation areas.
- > Confirm potential additional heritage items.
- > Maintain the streetscape presence and independent identity of heritage items and contributory buildings.
- > Maintain sites that contribute to an understanding of the important development phases of the study area where they provide context for existing heritage items and conservation areas.
- > Maintain notable streetscapes and views.
- > Maintain the alignment and widths of significant early roads.





10 Existing heritage item: 122 Lucas Road (LEP Item #78)



 13 Brooklyn Street, Burwood (potential to meet the threshold for local listing).



12 View along Wright Street to Shubra Hall.

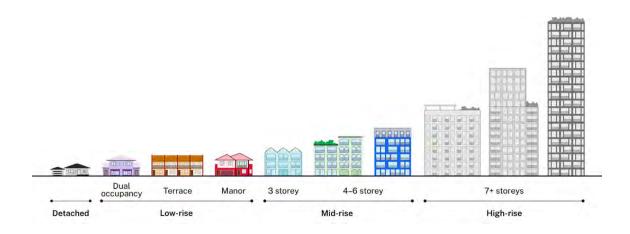


### New development in the vicinity of heritage sites

Within the study area there are several neutral and detracting sites which could be sympathetically redeveloped as part of the masterplan.

Controls for new development on these sites should be formulated to:

- > encourage the interpretation of fine-grain subdivision pattern.
- > respect and maintain the curtilage of heritage items
- > relate to the existing street alignment of significant early roads,
- > encourage podiums / a datum which relate to the predominant low-rise scale of the existing residential dwellings and heights of adjacent heritage sites.
- > designed to complement the character of the area and sympathetic to the adjacent streetscape, heritage items, conservation areas and contributory sites in its scale, form, height, bulk and materiality.
- > designed so that high-rise elements transition in height away from heritage items and conservation areas.



<sup>13</sup> Transition of building heights from detached residences to high rise housing. Source: Good Design for Housing, Government Architect's Office NSW.

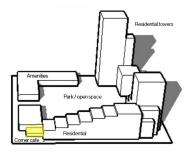
#### Integration of heritage items in new development

There are a number of heritage items located on prominent corner sites surrounded by later development that may be affected by future development. Consideration should be given to ensure the functional utility and sustainable future of the heritage items within new development. Their continued use and maintenance should be facilitated by enhancing and celebrating the building as an integral component of the site redevelopment.

Integrated new development should:

- > retain and conserve the heritage item
- > maintain the streetscape presence and independent identity of the heritage item
- > provide visual and physical demarcation from the historic building
- > respect the existing street alignment of the heritage building
- > ensure an appropriate architectural expression with complementing building materials, colours, textures and rhythm at street level





- Potential scenario for adaptive reuse of a low-rise heritage-item on a redeveloped block.
   Source: 'Guidelines for Tall Buildings
  - Development', 2012, University of Illinois.



15 Heritage item (23 Brand Street, Item #139) occupying a prominent corner site, a former Corner Shop, with potential for meaningful integration into new development on surrounding land.

240081 Croydon HIA heritage recommendations memo 241010.docx



## 3 Table of heritage items and conservation area review

The following table provides the address, listing information and a comment on the significance of each of the heritage items and conservation areas within the study area. Comment is made on consideration for future development in its proximity and retention of listings.

## Heritage items

Address	Listing	Comment
<b>Burwood Railway Station Group</b> Great Southern and Western Railway, Burwood	SHR #01106	Primary elements of significance are the circa 1880 Former Railway Post Office (rare) and 1892 Booking Office.
	Recommended for retention	Future development in proximity to the item would need to consider potential impacts – visual and overshadowing – on the significant buildings.
<b>Croydon Railway Station Group</b> Great Southern and Western Railway Croydon	Inner West LEP #949 SHR #01125	Primary elements of significance are the overall station arrangement, 1890s Platform Building and Footbridge , 1920s Initial Island Building and Palm Tree, and 1940s Stripped Functionalist Railway building.
	Recommended for retention	Future development in proximity to the item would need to consider potential impacts – visual and overshadowing – on the item as a whole and evocative collection of railway buildings and structures.
Shubra Hall / PLC Campus	Inner West LEP #971 Burwood LEP #156, #122 SHR #01939 Recommended for retention	Primary elements of significance are the Victorian Second Empire Style Mansion (built for prominent businessman Anthony Hordern), the school building in the same style, and associated stable and remnant landscaping. Future development in proximity to the item would need to consider potential impacts – visual and overshadowing – on the significant buildings.



Address	Listing	Comment
Victorian Houses 2,4,6,8 Brooklyn Street, Burwood	Burwood LEP #11 Recommended for retention	Collection of Late Victorian Italianate style buildings, substantially retaining their original form, character and detailing. Future development in proximity to the item would need to consider visual impacts, impacts on setting, and impacts on the legibility of the item as a collection.
Federation House 15 Brooklyn Street, Burwood	Burwood LEP #12 Recommended for retention	Federation Queen Anne Style two storey residence, substantially intact, retaining its overall form, character and detailing. Future development in proximity to the item would need to consider visual impacts and impacts on its setting.
Federation House 16 Brooklyn Street, Burwood	Burwood LEP #13 Recommended for retention	Federation Anglo-Dutch Style two storey residence, substantially intact, retaining its overall form, character and detailing. Future development in proximity to the item would need to consider visual impacts and impacts on the setting of the item. Given the setback of the item from the street, any new development on neighbouring blocks would have to respond sensitively in terms of bulk and scale to avoid impacts on the item and its legibility.



Address	Listing	Comment
Passadena 77 Lucas Road, Burwood	Burwood LEP #77 Recommended for retention	Two-storey Federation Arts and Crafts Style residence, considered to be locally rare, substantially intact, retaining its overall form, character and detailing. Some original landscaping retains as noted in SHI. Future development in proximity to the item would need to consider visual impacts and impacts on the setting of the item.
Montrose and Grounds 122 Lucas Road, Burwood	Burwood LEP #78 Recommended for retention	Victorian Italianate style two storey residence, substantially intact, retaining its overall form, character and detailing. Future development in proximity to the item would need to consider visual impacts and impacts on the setting of the item (large landscaped block).
Bungalow 130 Lucas Road, Burwood	Burwood LEP #79 Recommended for retention	Interwar Californian Bungalow, substantially intact, retaining its overall form, character and detailing. Contribution to Lucas Road Streetscape with neighbouring property of same style and era. Future development in proximity to the item would need to consider visual impacts and impacts on the setting of the item.



Address	Listing	Comment
Bungalow 132 Lucas Road, Burwood	Burwood LEP #80 Recommended for retention	Interwar Californian Bungalow, substantially intact, retaining its overall form, character and detailing. Contribution to Lucas Road Streetscape with neighbouring property of same style and era. Future development in proximity to the item would need to consider visual impacts and impacts on the setting of the item.
Tudor House and Remnants of Original Garden       90 Shaftesbury Road, Burwood         90 Shaftesbury Road, Burwood       Image: Comparison of Comparis	Burwood LEP #108 Recommended for retention	Two-storey Federation Arts and craft style residence (not Tudor?), locally rare, substantially intact, retaining its overall form, character and detailing. Some surviving original front landscaping which contributes to the Shaftesbury Road streetscape. Future development in proximity to the item would need to consider visual impacts and impacts on the setting of the item.
Victorian Semi-detached Houses 3,5 Wallace Street, Burwood	Burwood LEP #111 Recommended for retention	Pair of late Victorian Italianate style semi- detached houses, locally rare due to their configuration, substantially intact, retaining their overall form, character and detailing. Future development in proximity to the item would need to consider visual impacts, impacts on setting, and impacts on the legibility of the item as a pair.
Victorian House [sic] 15 Wallace Street, Burwood	Burwood LEP #113	Two-storey Late Victorian/Early Federation style residence, largely intact, retaining its overall form, character and detailing. The

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Address	Listing	Comment
	Recommended for retention	large front garden contributes to the streetscape. Future development in proximity to the item would need to consider visual impacts and impacts on the setting of the item.
Victorian villas	Burwood LEP #122	Collection of Victorian Italianate style villas,
12, 14, & 16 Wyalong Street	Recommended for retention	No. 14 extensively altered, others generally intact, retaining their overall form, character and detailing. The group and their front gardens contribute to the streetscape.
		Future development in proximity to the item would need to consider visual impacts, impacts on setting, and impacts on the legibility of the item as a collection.
Corner Shop (Former)	Burwood LEP #139	Former corner shop and residence designed
23 Brand Street, Croydon		in the Victorian Georgian Style c1870s- 1880s, substantially intact, retaining its overall form, character and detailing. Significant as development built to service
	Recommended for retention	the local community.
		Future development in proximity to the item would need to consider visual impacts and impacts on the setting of the item.
Brackwood Court	Burwood LEP #140	Free-standing Victorian Italianate style
40 Cheltenham Road, Croydon	Recommended for retention	terrace, substantially intact, retaining its overall form, character and detailing. Makes a positive contribution to Cheltenham Street streetscape. Future development in proximity to the item would need to consider visual impacts and impacts on the setting of the item.



Address	Listing	Comment
Ascot Nursing Home 77-79 Cheltenham Road, Burwood	Burwood LEP #141 Recommended for retention	Victorian Italianate style house associated with Sir George Reid, somewhat intact, retaining its overall form, character and some detailing. Makes a positive contribution to Cheltenham Street streetscape. Future development in proximity to the item would need to consider visual impacts and impacts on the setting of the item.
Wyrac 81 Cheltenham Road, Croydon	Burwood LEP #142 Recommended for retention	Federation Queen Anne style house, substantially intact, retaining its overall form, character and detailing. The building and garden make a positive contribution to the corner streetscape. Future development in proximity to the item would need to consider visual impacts and impacts on the setting of the item.
Arlington 26 Froggatt Crescent, Croydon	Burwood LEP #147 Recommended for retention	Originally constructed as small Victorian style terrace house in the 1870s, extended in 1887 to a large Federation Queen Anne house for a prominent local resident Joseph Valentine. Generally intact to its later development despite rendered and painted brickwork, retaining its overall form, character and detailing. The building and mature garden make a positive contribution to the Froggatt Crescent streetscape. Future development in proximity to the item would need to consider visual impacts and impacts on the setting of the item.



Address	Listing	Comment
Victorian 16 Gibbs Street, Croydon	Burwood LEP #148 Recommended for retention	Late Victorian Italianate style house, substantially intact, retaining its overall form, character and detailing. The building and garden make a positive contribution to the streetscape. Future development in proximity to the item would need to consider visual impacts and impacts on the setting of the item.
Cicada 72-74 Queen Street, Croydon	Burwood LEP #161 Recommended for retention	Victorian Regency style gentleman's mansion built c1863 for Henry Webb, substantially intact, retaining its overall form, character and detailing. The building and front garden make a positive contribution to the Queen Street streetscape. Future development in proximity to the item would need to consider visual impacts and impacts on the setting of the item.
Esperanza 84 Queen Street, Croydon	Burwood LEP #162 Recommended for retention	Victorian Italianate style gentleman's mansion, associated with architect James H Palmer. Later used as a presbytery and convent, substantially intact, retaining its overall form, character and detailing. The building and front garden make a positive contribution to the Queen Street streetscape. Future development in proximity to the item would need to consider visual impacts and impacts on the setting of the item.



Address	Listing	Comment
Victorian Terraces 31-33 Webb Street, Croydon	Burwood LEP #167 Recommended for retention	Victorian Italianate style semi-detached terraces, substantially intact, retaining their overall form, character and detailing. The terraces and make a positive contribution to the Webb Street streetscape. Future development in proximity to the item would need to consider visual impacts, impacts on setting, and impacts on the legibility of the item as a pair.
Glencourse 34-36 Young Street, Croydon	Burwood LEP #169 Recommended for retention	Victorian era shop and residence, substantially intact, retaining its overall form, character and detailing. The building makes a very good contribution to the Young Street streetscape. Future development in proximity to the item would need to consider visual impacts and impacts on the setting of the item.
Croydon Public School (Main 1884 Building only) 39 Young Street, Croydon	Burwood LEP #170 Recommended for retention	Victorian Italianate style school building, of significance as one of the first schools built after the Public Institution Act of c1880 and as an indication of the growing suburb of Croydon. Substantially intact, retaining its overall form, character and detailing. Contemporary significance for its operation as a school for over 100 years. Future development in proximity to the item would need to consider visual impacts and impacts on the setting of the item.



Address	Listing	Comment
House 100 Lucas Road Burwood	Burwood LEP #215	No SHI info – Currently used as a Boarding House.
	Recommended for retention	Future development in proximity to the item would need to consider visual impacts and impacts on the setting of the item.

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# Item Number 56/24 - Attachment 9 Draft Croydon Masterplan - Appendix E - Heritage Analysis and Recommendations

# MEMORANDUM



## Items in the vicinity of the study area

Address	Listing	Comment
Site of Excelsior Brickworks / Centenary Park Lang, Church, Queen Streets, Summer Hill	Inner West LEP #988 Recommended for retention	No SHI info – Brick pit from 1890-1918, sold to Ashfield Council in 1921 then used for garbage incineration and disposal. Pit filled in 1971 and converted to sports area. No physical evidence of former usage; current significance lies in its use/function as public open space, which would be valuable to new development in the vicinity.
Former St Peters Anglican Church (Now St Gabriel Syrian Orthodox Church) 1 Wellington Street/31 Queen Street, Croydon	Burwood LEP #160 Recommended for retention	English Gothic Style Church built c1896, originally St Peters Anglican Church and later the St Gabriel Syrian Orthodox Church (since 1991), reflecting the changing demographic trends in the area. Substantially intact, retaining its overall form, character and detailing. Future development in proximity to the item would need to consider visual impacts on the item.
Burwood Girls High School 95 Queen Street, Croydon	Burwood LEP #163 Recommended for retention	Inter War Free Classical Style school building built c1926, substantially intact, retaining its overall form, character and detailing. Significant for its continuous and ongoing use as a school for almost 100 years.



Heritage Conservation areas

Name	Listing	Comment
Froggatt Cresent Conservation Area	Burwood LEP #C8 Recommended for retention	Small avenue containing good quality Victorian and Federation Queen Anne housing. Crescent named after Government Entomologist who supervised plantings of Jacarandas and flowering gums in the street. Significant for rare street planning, planting, good quality housing and association with Froggatt.
		New development within conservation areas should respond to the scale and height of existing contributory dwellings. Opportunities for infill and subdivision of larger blocks would represent sensitive responses to increase density in this setting.
Ivanhoe Road Conservation Area	Burwood LEP #C10	Consistent, relatively intact, group of c1920s bungalows. Buildings tied together by attractive street plantings include Brush Box. 9, 22, 26 and 31 have been altered.
	Recommended for retention	New development within conservation areas should respond to the scale and height of existing contributory dwellings. Opportunities for infill and subdivision of larger blocks would represent sensitive responses to increase density in this setting.
Lucas Road Conservation Area	Burwood LEP #C12	Coherent group of 1920s bungalows. The buildings with their low fences, front gardens and stained glass windows form a homogenous group illustrating the variety of housing in Burwood. See Appendix D for further analysis of this HCA.
	Recommended for retention	New development within conservation areas should respond to the scale and height of existing contributory dwellings. Opportunities for infill and subdivision of larger blocks would represent sensitive responses to increase density in this setting.

# Item Number 56/24 - Attachment 9 Draft Croydon Masterplan - Appendix E - Heritage Analysis and Recommendations

MEMORANDUM



Wallace and Brady Streets Conservation Area	Burwood LEP #C20	Residential precinct comprising early Victorian Villas to bungalows, mostly contained within the boundaries of the Cintra Estate. Mixed residential character, illustrating the subdivision patter of large estates, complemented by street plantings.
	Recommended for retention	New development within conservation areas should respond to the scale and height of existing contributory dwellings. Opportunities for infill and subdivision of larger blocks would represent sensitive responses to increase density in this setting.

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#### 4 Response to the proposed Structure Plan and Master Plan

The following commentary on the proposed master plan and structure plan is made in relation to the heritage recommendations provided in Section 2 of this memorandum.

#### Capacity for new development

Generally, no new development is proposed in identified areas of heritage sensitivity, in Heritage Conservation Areas or in areas with a high concentration of heritage items (areas A and B: refer diagram at Section 2, page 9).

New development is concentrated in Areas D (block bounded by Shaftsbury Road, Victoria Street, Dean Street and Boronia Avenue) and F (bounded by Boundary and Young Streets and Albert Crescent. These have been identified as areas capable of sensitive new development. The development at area F provides a transition in height that will respect the setting of the state-listed Shubra Hall at the Presbyterian Ladies' College.

The Lucas Street HCA would be retained, with new development bordering it at the north-east corner. Careful design of this development is required to ensure that the setting of the neighbouring houses in the HCA is respected.

No new development is proposed in the vicinity of the Ivanhoe Road HCA.

Another area of new development is proposed between Areas D and F bounded by Waimea Street and Albert Crescent, including properties in the immediate vicinity of the Lucas Street Heritage Conservation Area. New open spaces and one green street are proposed to support new development variously throughout the Croydon area. These would necessitate the removal of dwellings dating from the early twentieth century; while not identified as heritage items, they contribute to an understanding of the historical development of the area. New development and open spaces sited in areas identified as neutral or detracting would provide a better heritage outcome.

The green spaces proposed to be located at the corner of Webb and Boundary streets and Cheltenham Road and King Street are located on the site of detracting dwellings.

### Heritage item setting

Identified zones of heritage sensitivity relating to the immediate setting of existing heritage items have been largely considered in the master plan by means of providing setbacks and a transition in height of the new development away from sensitive zones and oriented to the rear of significant heritage items and Heritage Conservation Areas.

A new open space is proposed in the north of the Lucas Street Heritage Conservation Area, on the site of a detracting dwelling dating from the 1980s.

#### **Historic landscaping**

Early historic road reserves such as Froggatt Crescent and Rochester Reserve on Macgregor Street are proposed to be retained.

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### Heritage items and conservation areas

Existing heritage items and Heritage Conservation Areas are proposed to be retained and maintained in the proposed Master Plan.

Refer above for comments regarding the impacts to contributory buildings and impact on the immediate setting of the Lucas Road Heritage Conservation Area.

Notable streetscapes and significant views are proposed to be maintained in the Master Plan.

The alignment and width of significant early roads should be maintained and respected in the implementation of the proposed structure plan.

Although outside the scope of this heritage assessment, a number of dwellings have been identified that would likely meet the threshold for local listing. Implementation of the master plan should be preceded by a heritage 'gap' study.

### New development in the vicinity of heritage sites

Necessarily, the diagrammatic nature of the master plan cannot convey the architectural qualities required to deliver new sympathetic development in the Croydon HIA. The master plan should be accompanied by design guidelines and principles to ensure that the future detailed design of new development:

- interprets the fine-grain subdivision pattern and character of the Croydon HIA
- is sympathetic in scale, form, materials, height and bulk to the adjoining streetscapes, heritage items, conservation areas and contributory sites
- incorporates podiums that relate to the existing low-rise scale of the area
- provides transitions in height away from affected heritage items, conservation areas and low-rise contributory buildings
- maintains / enhances the landscape character of the area maintains significant views.

#### Integration of heritage items in new development

Item 139, a single storey former corner store (corner of King and Brand Streets) and Item 167 (corner of Cross and Webb Streets), a pair of two storey terraces, are situated on prominent corner sites in one of the areas proposed for new development. These should be meaningfully integrated and adaptively reused into any new development, with an appropriate transition in height. Refer also to recommendations made above in section 2 of this memorandum.

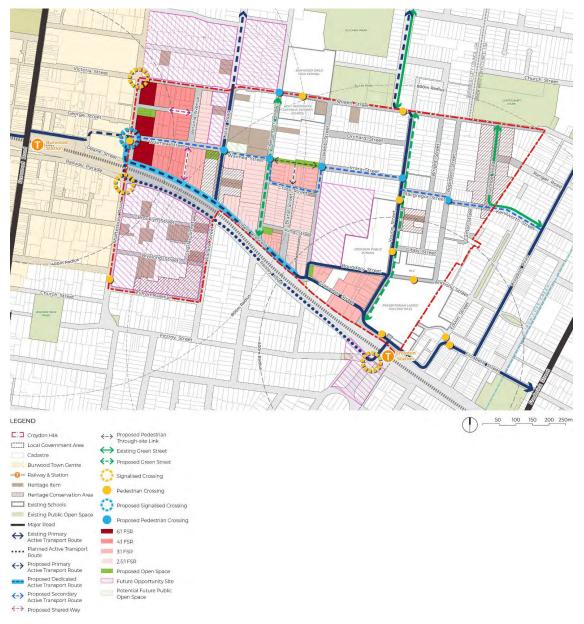
# Item Number 56/24 - Attachment 9 Draft Croydon Masterplan - Appendix E - Heritage Analysis and Recommendations

MEMORANDUM BURWOOD CM In Fitzroy 50 100 150 200 250m LEGEND Indicative Building Heights 26-30 Storeys 16-25 Storeys Croydon HIA Local Government Area 11-15 Storeys Existing Schools 9-10 Storeys Existing Public Open Space 7-8 Storeys Proposed Open Space 3-6 Storeys Existing Heritage Retained
 Existmum Building Height
 (Storeys)

Proposed Master Plan,
 Source: Ethos Urban, 8 October 2024.



**Proposed Structure Plan** 



Proposed structure Plan
 Source: Graphic provided by Ethos Urban, 8 October 2024.

240081 Croydon HIA heritage recommendations memo 241010.docx

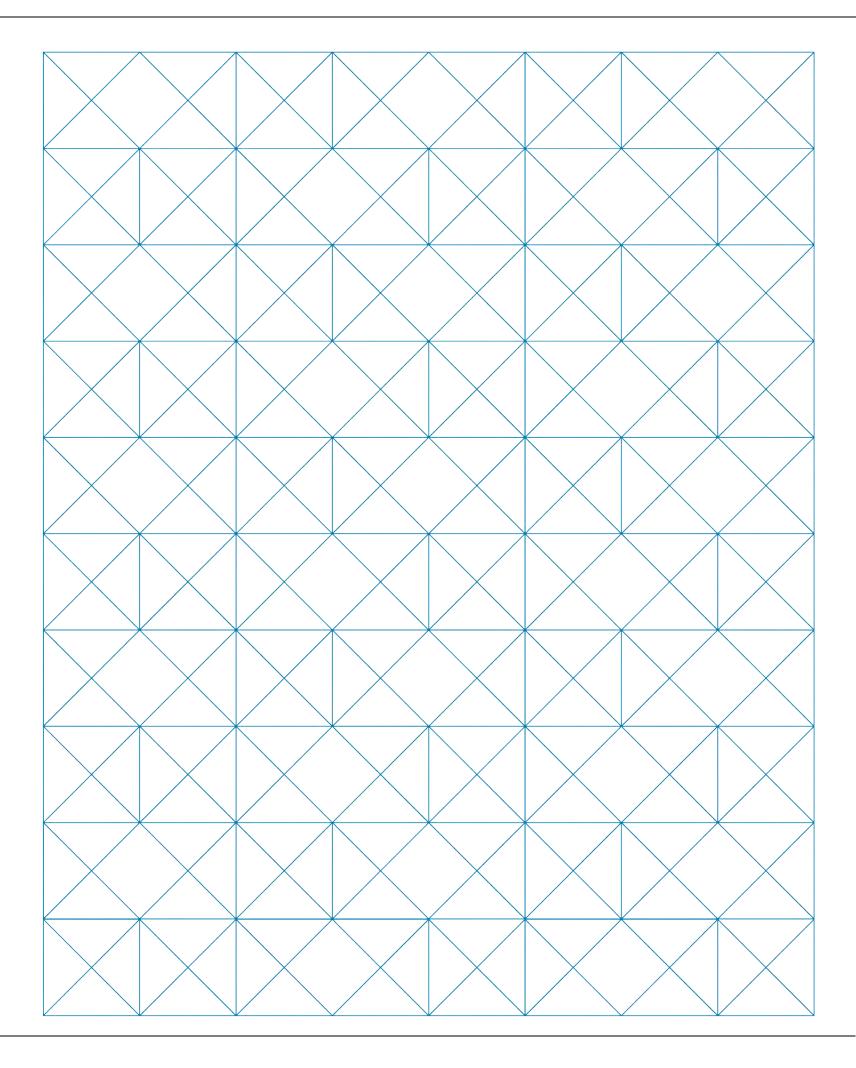
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# **Croydon Housing Investigation Area**

Appendix A Historical Analysis

Prepared for Ethos Urban



# **On Wangal Land**

The traditional owners of the Burwood Municipality and study area of the Croydon HIA are the WANGAL Clan of the DHARUG Nation.

The Wangal occupied the meandering mangrove-lined estuary stretching from Parramatta to Darling Harbour which supported an abundance of animal and birdlife, fish and oysters.



On Wangal Land – Conversations with Community. Source: <u>https://www.naidoc.org.au/get-involved/naidoc-week-events/wangal-land-conversations-community</u>



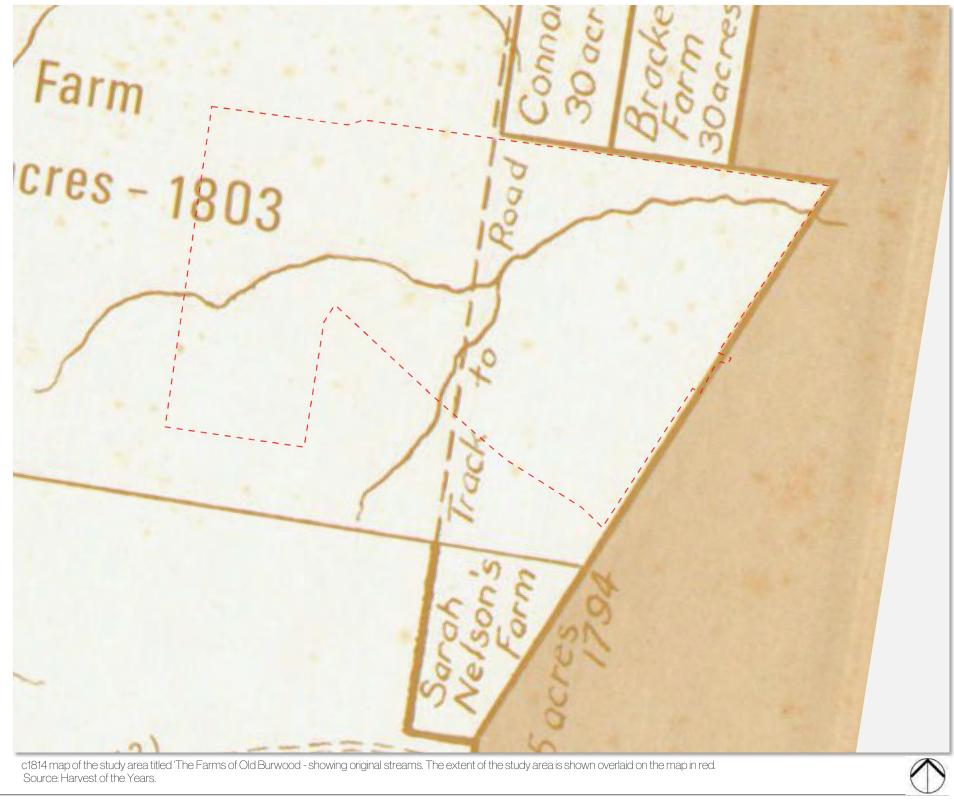
Croydon Housing Investigation Area – Historical Analysis

# Historical Analysis: Phase 1 - 1794-1854

# Land Grants, Rural Estates and Roadways

The first land grants in the district commenced in 1794, ushering in the earliest phase of European development in the area. The area now forming the study area represents a 400ha grant to Thomas Rowley in 1803. Development in this period was largely concentrated upon the main arterial roads, Parramatta Road and Liverpool Road. Rowley's land began to be subdivided in the 1830s.

Note: An early track can be seen providing access from Sarah Nelson's Farm to Parramatta Road in the 1814 plan, running through the study area (now Webb Street). An extension of Lane Cove Creek ran directly through the study area. Other informal roads established during this phase include those in the alignment of the modern Queen Street, Lucas Road and Boundary Street.





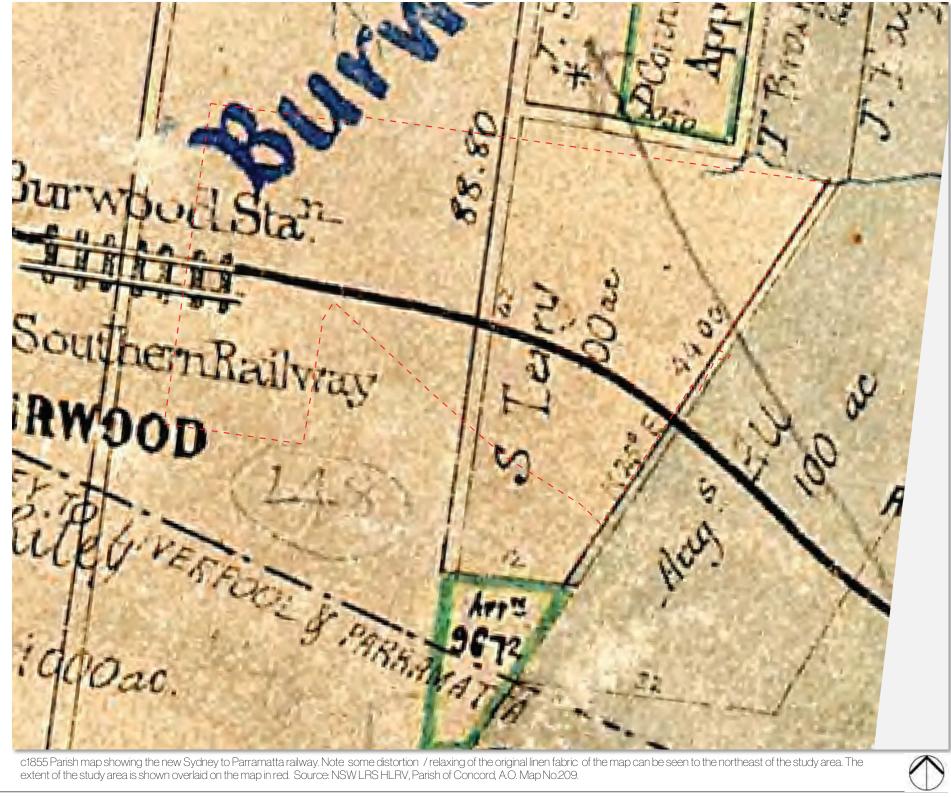
Croydon Housing Investigation Area - Historical Analysis

# Historical Analysis: Phase 2 - 1855-1873

The Sydney to Parramatta Railway Line and the Country Estate in a rural district

The opening of the Sydney to Parramatta railway line in 1855 triggered the next major phase of development in the suburb. As one of only four stations on the line, Burwood began to attract wealthy businessmen who built country villas on large estates and commuted into the city. Several fine residences were built in the study area in this period illustrating this phase of development, including the surviving 'Shubra Hall' and 'Cicada.'

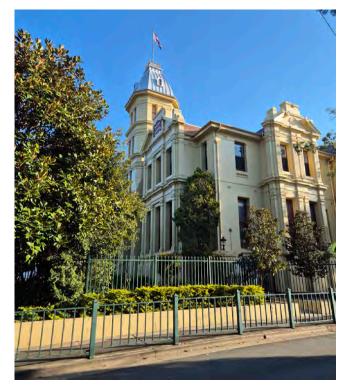
Note: The 1860 plan shows the increasing division of the land within the boundaries of Rowley's Grant to make way for these country villas on large landholdings.



**TKD**Architects

Croydon Housing Investigation Area - Historical Analysis

# Historical Analysis: Phase 2 - 1855-1873



The State heritage listed Shubra Hall as it stands today.



Anthony Hordern's home Shubra Hall was commenced in 1868 on about six hectares of land originally granted to 'Baron' Alt in Croydon. The building was designed by the colonial architect Albert Bond. It was purchased by the Presbyterian Church in 1887.



'Cicada', LEP Item 161 in 74 Queen Street, Croydon.



'Cicada", built in c1863 for Henry Webb and taken over by the State Children's Relief Board in 1911 (pictured above. It housed mostly young women and pregnant state wards and their babies, as well as orphaned babies.



Croydon Housing Investigation Area – Historical Analysis

# 2. Historical Analysis: Phase 3 - 1874-1918

Municipal Government, Gentlemen's Villas, Suburban Boom and the Model Suburb, Shops, Schools and Brickyards

By the 1870s, the character of Burwood began to shift from a rural estate to a more suburban development, though still retaining fairly generous allotments. Some of the large country estates were re-subdivided, and important institutions like schools were built and new stations were added at Croydon and Strathfield. The municipality of Burwood was declared in 1874 focusing on the area between Parramatta and Liverpool Roads (comprising the study area), extended to cover the southern part of the suburb in 1889.

With the establishment of a new Council came a variety of services and innovations including new subdivisions, sealed roads and footpaths, guttering and drainage, water mains, sewerage, gas and electricity. Most of the remaining roads in the study area were formed during this phase. In addition to residential development, some industrial and commercial land uses emerged in the study area including the Croydon Brickworks and a small number of shops.

Note: The increasing subdivision of the area is illustrated in the 1885 plan, showing a range of newly formed roads and estates.



**TKD**Architects

Croydon Housing Investigation Area - Historical Analysis

# Historical Analysis: Phase 3 - 1874-1918



40 Cheltenham Road, Croydon, LEP Item 140.

34-36 Young Street, Croydon, LEP Item 169. This building was originally built as a shop and residence.



Croydon Public School, 39 Young Street, Croydon, LEP Item 170.



122 Lucas Road, Croydon, LEP Item 78.



6 Brooklyn Street, Burwood, LEP Item 11.

# **TKD**Architects

# Historical Analysis: Phase 4 – 1901-1940

# Federation, The World Wars, Bungalow living and Art Deco

The early 1900s saw Burwood Council embrace the idea of the model suburb, paying closer attention to the careful planning of new estates and their enhancement through street plantings and landscaping.

The conservation areas within the study area provide evidence of these ideas and their implementation.

A small number of additional dissecting roads were formed in this period to service new subdivisions, including Boronia Avenue, Orchard Street, Irrara Avenue, Ivanhoe Road, Kenilworth Street and Ranger Road.

The area retained an upper middle-class character consistent with its earlier routes, as demonstrated by the fine residences set in picturesque gardens developed during this period.



Ivanhoe Road Conservation Area, a consistent, relatively intact group of c1920s bungalows with remnant street plantings of Brush Box..

**TKD**Architects



Croydon Housing Investigation Area - Historical Analysis

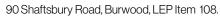
# Historical Analysis: Phase 4 – 1901-1940



81 Cheltenham Road, Croydon, LEP Item 142.



Croydon Housing Investigation Area – Historical Analysis



**TKD**Architects



130 Lucas Road, Croydon, LEP Item 79.



16 Brooklyn Street, Burwood, LEP Item 13.

# Historical Analysis: Phase 5 – 1941-1986

# Post War Immigration, Suburban Consolidation and Residential Flats

The aftermath of the depression and the onset of World War II saw the reduction of new development in the area, though largely developed, and the closure of the only major industrial site, the Croydon Brickworks.

A finely designed printing and stationery factory operated by W E Smith opened in its place in 1955.

Post-war immigration stimulated a new wave of growth which took the form of re-development of some existing sites into residential flat buildings, as well as alterations to 'modernise' some existing dwellings.



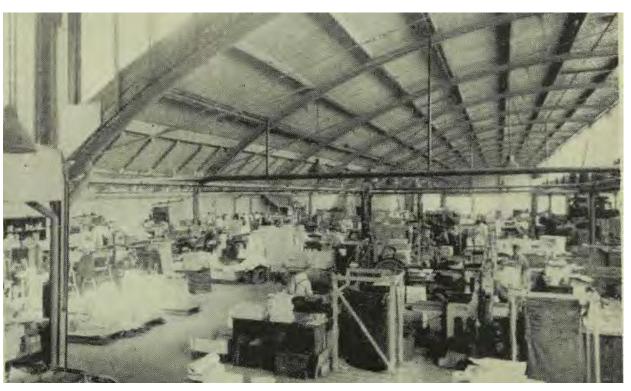
**TKD**Architects

Croydon Housing Investigation Area - Historical Analysis

# Historical Analysis: Phase 5 – 1941-1986



This building can be seen in the historic aerial and was demolished sometime in the 1990s.



Interior photograph of the W.E. Smith printing factory.



W.E.. Smith Printing and Stationers factory was constructed in 1955 on the site of the former Croydon Steam Brick Company which closed in c1930.



Croydon Housing Investigation Area – Historical Analysis

# Historical Analysis: Phase 5 – 1941-1986



5 Jones Street, Croydon.



22 Brooklyn Street, Burwood.



18 Wallace Street, Burwood.



4 Victoria Street, Burwood.

# **TKD**Architects

# Historical Analysis: Phase 6 – 1986-2024

# Highrise Living and Contemporary Residences

As development and re-development of the suburb continued into the late twentieth and early twenty-first centuries alongside surging land prices, attention was increasingly drawn to the conservation of important components of the suburbs environmental heritage.

Following the heritage study in 1986, a number of significant heritage items and areas were identified and protected.

This period has chiefly seen the development of apartment blocks in the study area, such as on the former brickworks site, as well as some other modern small to medium scale residential development.





Croydon Housing Investigation Area - Historical Analysis

# Historical Analysis: Phase 6 – 1986-2024



21 Wyalong Road, Burwood.



View along Grosvenor Street.



Modern residential development on the former brickworks site at 10 Webb Street.



View along Boundary Street.



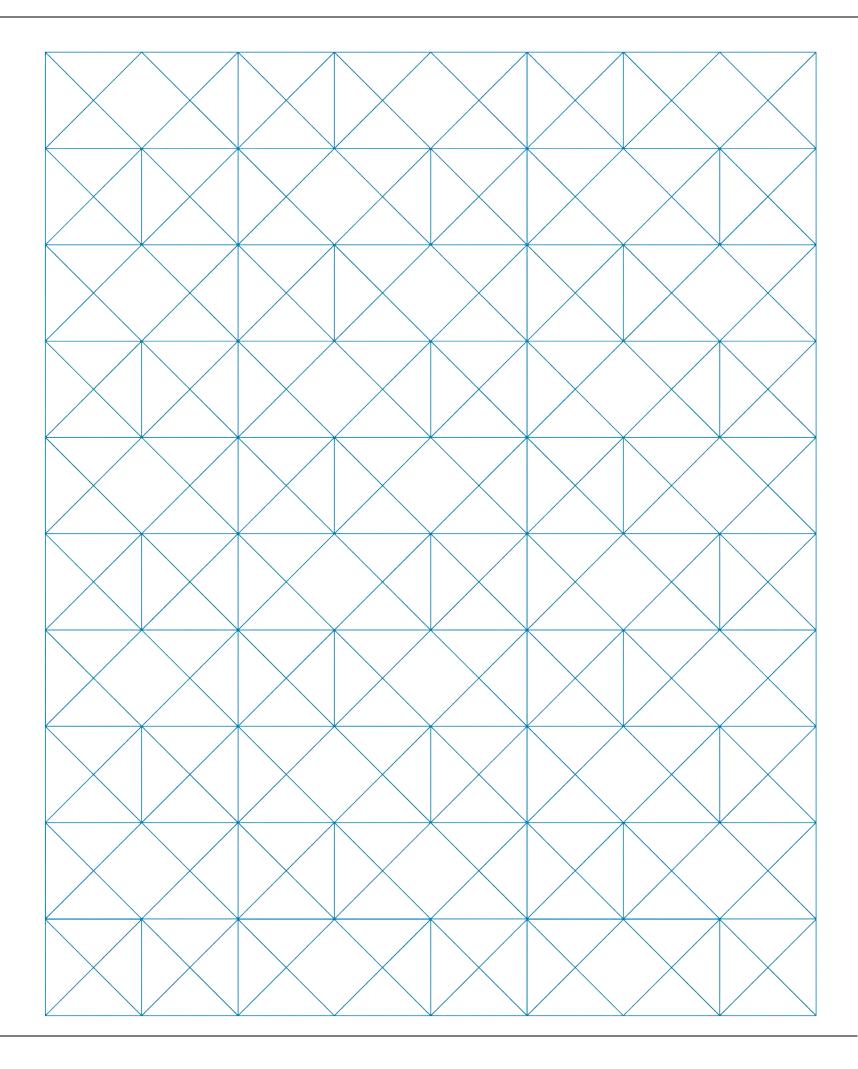
Croydon Housing Investigation Area – Historical Analysis



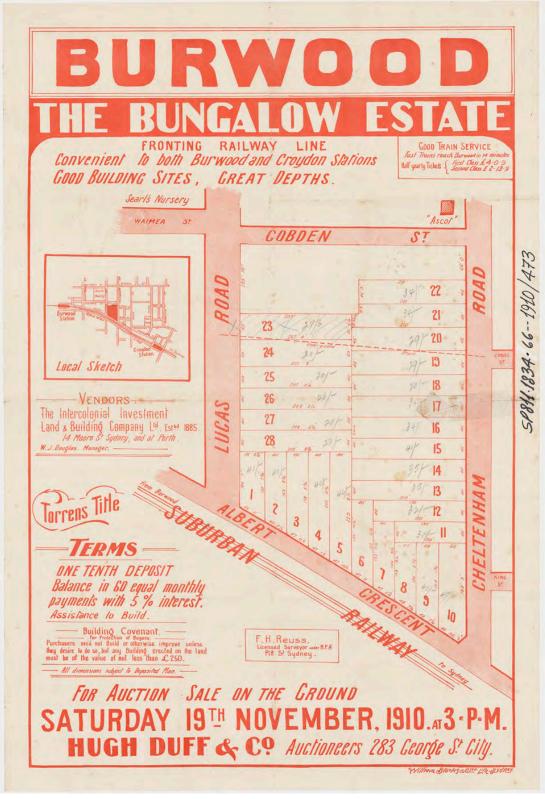
# **Croydon Housing Investigation Area**

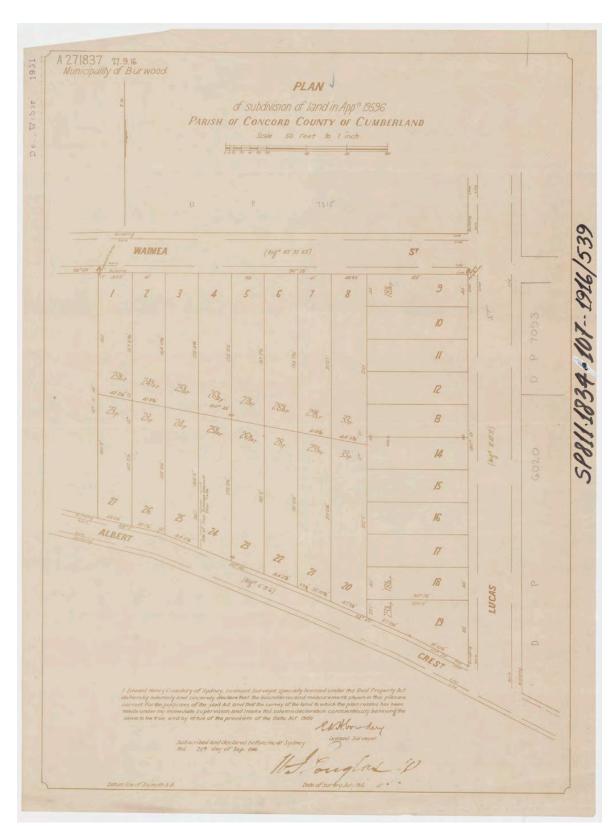
Appendix B Review of Lucas Road Heritage Conservation Area

Prepared for Ethos Urban



# Historical analysis: subdivision





1910 Bungalow Estate, covering the eastern side of the study area. Source: SLNSW

Unnamed 1916 subdivision, covering the western side of the study area. Source: SLNSW

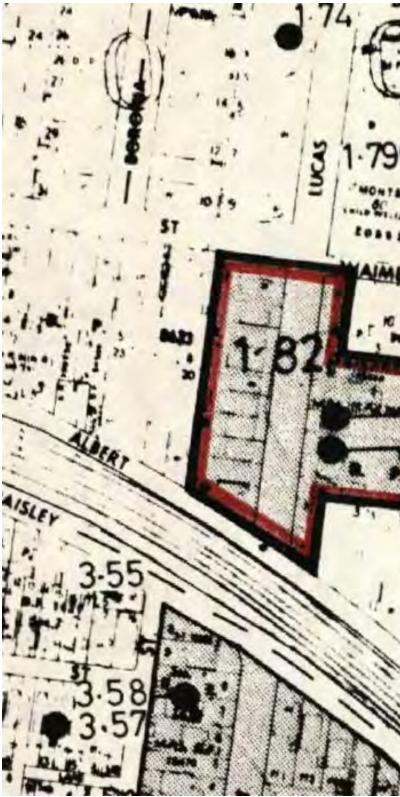
## **TKD**Architects

# Lucas Road Heritage Conservation Area

# 1986 Burwood Heritage Study

Located at the southern end of Lucas Road, these bungalows form a coherent group of c.1920 houses. Constructed of brick with simple gable tiled roofs, they retain their original form, scale and detail. These well-maintained bungalows, with their low brick fences, front gardens and stained-glass windows are of local significance, as they form a homogeneous group that illustrate the variety of housing in Burwood.





## **TKD**Architects

# Lucas Road Heritage Conservation Area

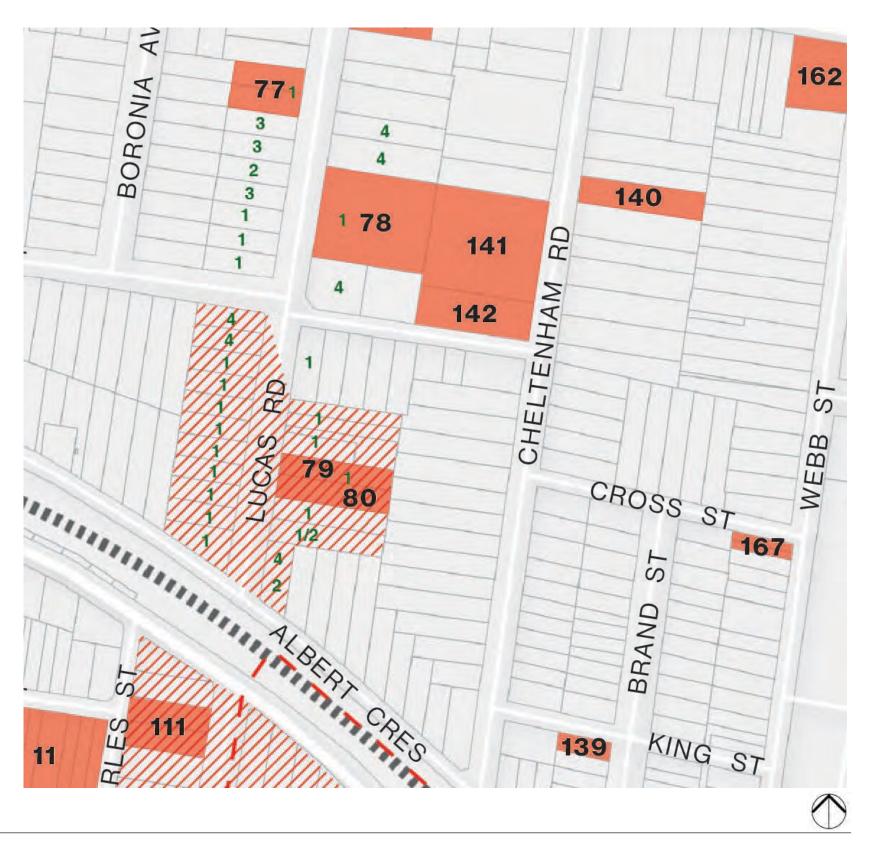
# Existing conditions





# Lucas Road Heritage Conservation Area

# Integrity of buildings



#### Legend



Existing Heritage Item

Existing HCA

### Level of integrity (exterior)

- 1: Substantially intact
- 2: Intact with reversible alterations
- 3: Substantially modified
- 4: Non-significant development



Croydon Housing Investigation Area

#### Item Number 56/24 - Attachment 9

# Lucas Road – west side



Integrity: 1

No. 109

No. 99



Integrity: 1

Integrity: 1

No. 107

No. 97



Integrity:1

Integrity: 1

No. 105



Integrity: 1

No. 101

HCA boundary



Integrity: 1

### Level of integrity (exterior)

- 1: Substantially intact
- 2: Intact with reversible alterations
- 3: Substantially modified
- 4: Non-significant development





No. 95





## No. 103



Integrity: 1

### No. 93



Integrity: 4

HCA boundary

#### Item Number 56/24 - Attachment 9

# Lucas Road – east side





Integrity: 1

No. 128



Integrity: 1

No. 130



Integrity: 1

No. 132



Integrity: 1

### No. 136

HCA boundary



Integrity: 1/2

### Level of integrity (exterior)

- 1: Substantially intact
- 2: Intact with reversible alterations
- 3: Substantially modified
- 4: Non-significant development

### No. 47 Albert Crescent



Integrity: 2 (4 for granny flat)

HCA boundary

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### No. 134



Integrity:1

# Assessment of significance (2023 guidelines)

#### Criterion (a) Historic significance

The Lucas Road Conservation area has historic significance at a local level, as evidence of the early suburban consolidation of the suburb in the early twentieth century. The land within the area chiefly forms part of two subdivisions: the 1910 Bungalow Estate on the eastern side, and an unnamed 1916 subdivision on the western side. It contains a high concentration of housing stock relating to this period of development in the 1910s.

#### Criterion (b) Historical association

The Lucas Road Conservation area is not considered to have strong historical associations with a particular person or group. While there is evidence that a number of the dwellings are likely to have been constructed by the same builder, it is unlikely that this would meet the threshold for the criterion.

#### Criterion (c) Aesthetic/creative/technical achievement

The Lucas Road Conservation area has aesthetic significance at a local level as a coherent and substantially intact collection of modest bungalows built around the 1910s-1920s. They share a design language and materiality with consistent scale, form and detailing, as well as low-brick fences and a landscaped setting. They are typical and representative of modest residential development from this era.

#### Criterion (d) Social, cultural, and spiritual

The Lucas Road Conservation area is not considered to have strong social, cultural or spiritual significance to any particular community or cultural group.

#### Criterion (e) Research potential

The Lucas Road Conservation area is not considered to have particular research potential. Estates and developments of this era survive in other Sydney suburbs, likewise, bungalows of this era are not in short supply.

#### Criterion (f) Rare

The Lucas Road Conservation area is not considered to be rare at a local level.

#### Criterion (g) Representative

The Lucas Road Conservation area has representative value at a local level as a good example of a modest early twentieth century housing estate. It comprises a coherent collection of bungalows that demonstrate a typical quality, form and style for the era.







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# **Findings and Recommendations**

- The Lucas Road Conservation area meets the threshold for local listing for its historic, aesthetic and representative qualities.
- It remains an intact and cohesive collection of modest early-twentieth century bungalow housing. A consistent form, scale and style is demonstrated across the area.
- The Conservation Area is recommended to be retained.
- The boundaries of the area are logical and should remain. Consideration could be given to removing No. 95 from the area, however its inclusion will allow for management of future development on this property.





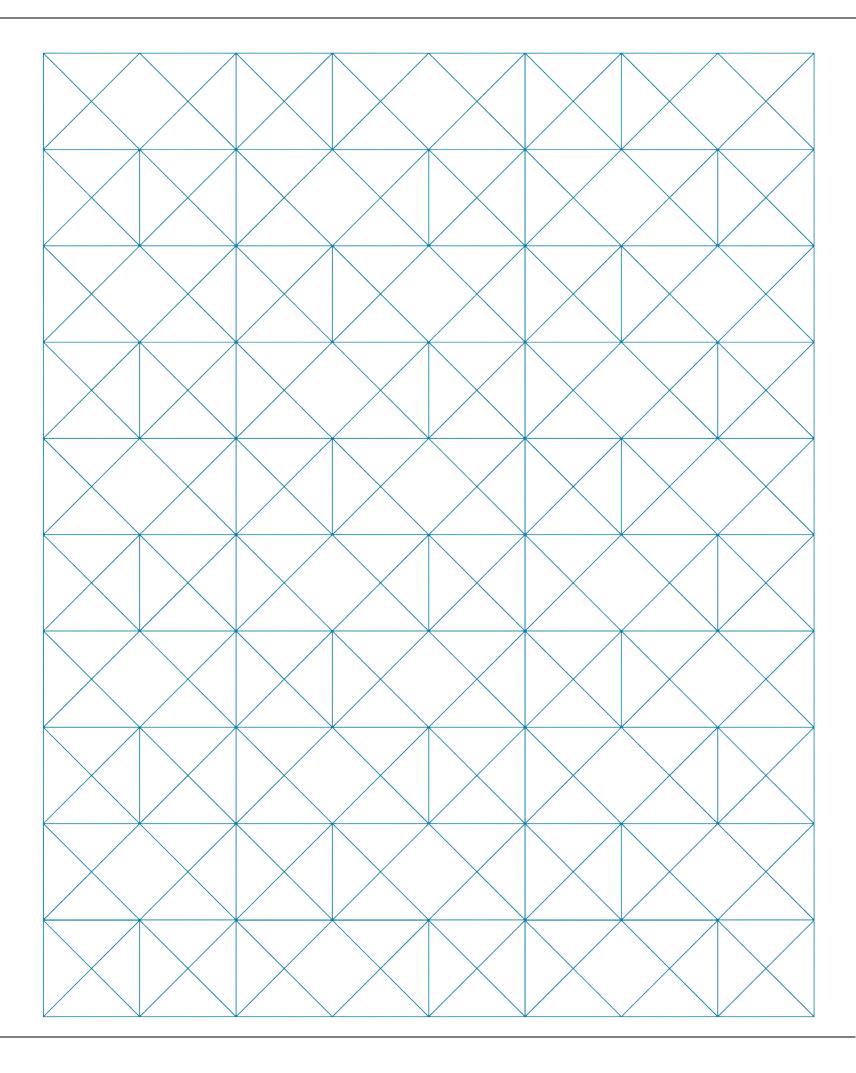
Croydon Housing Investigation Area



# **Croydon Housing Investigation Area**

Appendix C Precedent Studies

Prepared for Ethos Urban



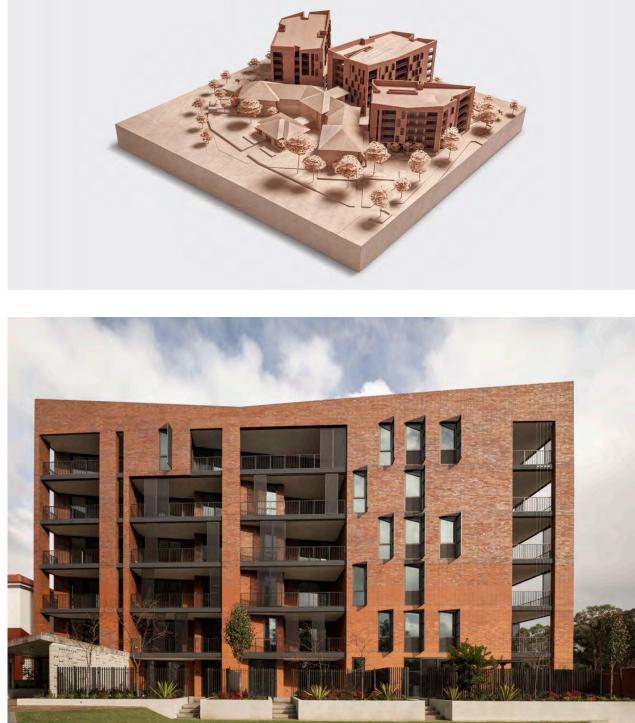
# **Precedent Study: Alignment**

# Victoria House - Shenton Park, Perth, WA

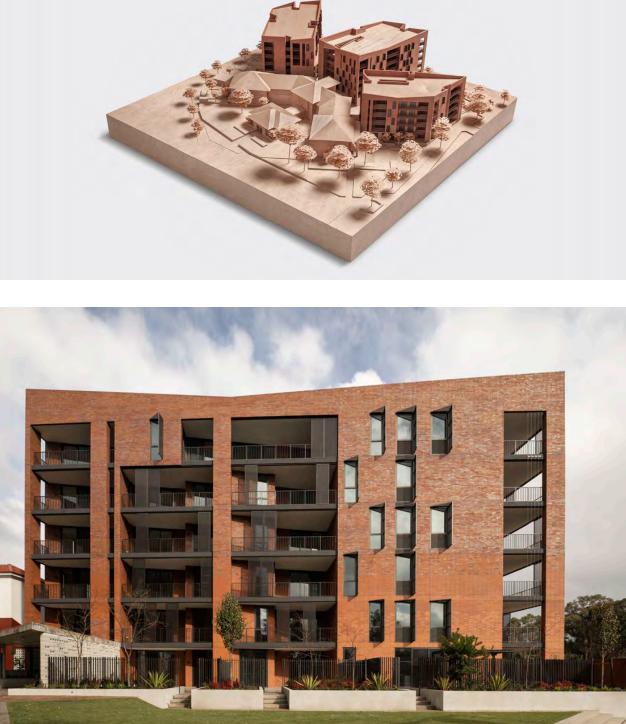
### **Architect: MJA Studio**

Victoria House comprises the redevelopment of the 1938 former X-Block of the Claremont Hospital for the Insane into a mixed-use development including medium density apartment blocks and amenities.

81 apartments ranging from 1 to 3 bedrooms were provided across three buildings which were sensitively sited and aligned on-axis to respond to the plan of the Hospital Building. Their simple contemporary design and setback of the new development allows the heritage features of the area to retain their prominence in a new urban landscape.







Victoria House – Shenton Park, Perth, WA Source: https://www.victoria-house.com.au/

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# **Precedent Study: Datum**

# Darlington Brickworks–Darlington, Sydney, NSW

### Architect: Glyde Bautovich Architects and Urban Designers

Darlington Brickworks comprises a multi-residential development that utilises a terrace form to reflect the building's context on a low-scale residential street.

17 apartments were provided over the new two-storey plus attic apartment block, on a site which previously contained only one dwelling.

The form and fine urban scale of the building help it blend into the existing street alongside landscaping, with levels following the datum set by the earlier terraces on the street.



Source: https://www.planning.nsw.gov.au/government-architect-nsw/housing-design/good-design-for-housing/housing-map/darlington-brickworks





Darlington Brickworks– Darlington, Sydney, NSW

Croydon Housing Investigation Area – Built Heritage Analysis and Recommendations



# **Precedent Study: Setback**

# Gentry – Alexandria, Sydney, NSW

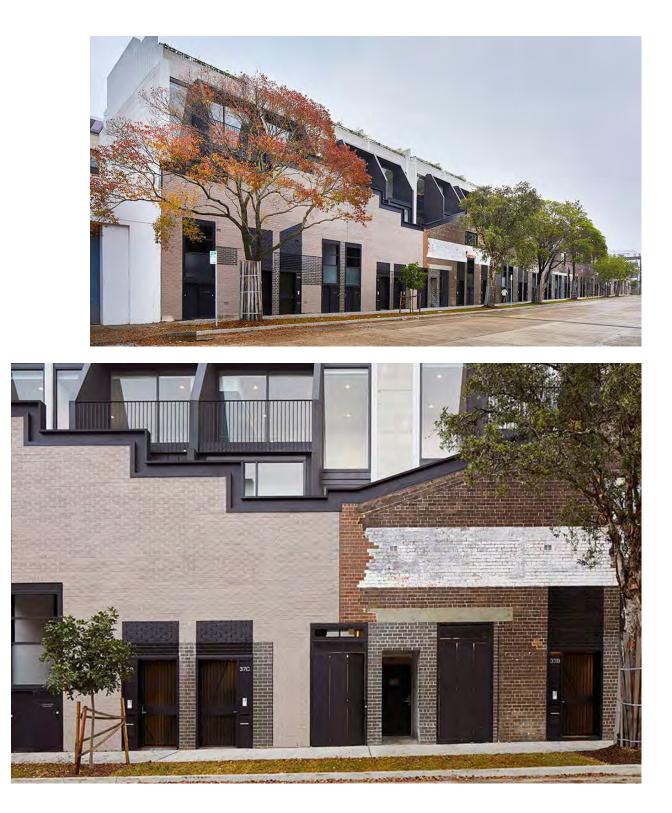
### Architect: SJB Architecture

Gentry comprises the development of terrace housing behind five existing brick warehouses and workshops in Alexandria.

The terraces are set back behind the frontage of the historic warehouses and detailed to allow the brick facades to retain their visual prominence.

37 new three-bedroom apartments were provided over the three storey development.





Gentry – Alexandria, Sydney, NSW

Source: https://www.planning.nsw.gov.au/government-architect-nsw/housing-design/good-design-for-housing/housing-map/gentry



# **Precedent Study: Integration and adaptive reuse**

# The Abbey – Cronulla, Sydney, NSW

### Architect: AJH+

The Abbey Cronulla comprises the re-development of a former church and associated buildings into a community of seven homes.

Amalgamating two lots, the project included the replacement of two dwellings with four new dwellings, and the repurposing of the church and supporting spaces into an additional three dwellings.

A publicly accessible landscaped courtyard covers 30% of the site, allowing breathing space between the church and the new development.

New dwellings are set back from the historic church and focused on the rear eastern boundary to limit impacts on the church.



The Abbey - Cronulla, Sydney, NSW Source: https://www.planning.nsw.gov.au/government-architect-nsw/housing-design/good-design-for-housing/housing-map/theabbey-cronulla





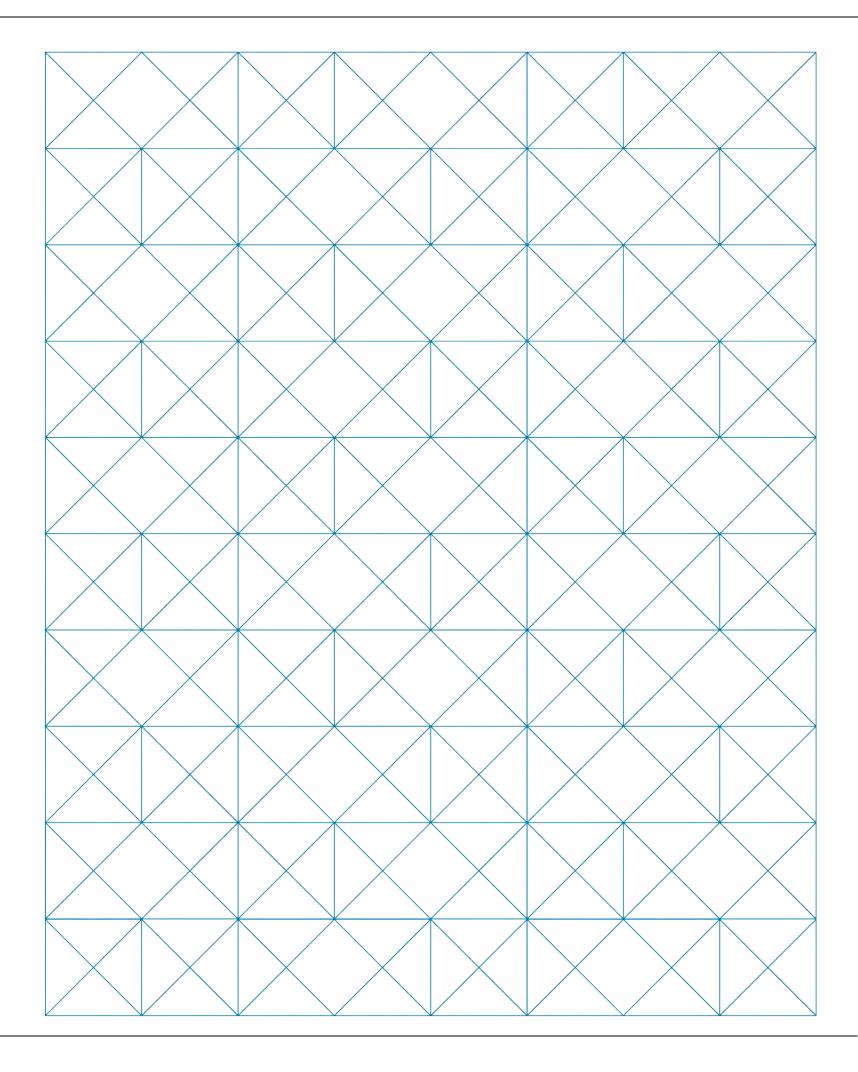




# **Croydon Housing Investigation Area**

Appendix D Relevant DCP Controls

Prepared for Ethos Urban



# New Development

The Burwood DCP 2023 does not contain heritage related special area controls for the study area unlike the specific controls for the Appian Way and Malvern Hill Conservation areas. The existing building stock within the study area however, it is of a similar nature with its contemporary historic model suburb development and street tree plantings.

The following (high level) relevant controls have been excerpted as they relate to any potential new development in the study area.

Note development to individual heritage items such as alterations and additions has not been included.

#### **General Building Design Controls in Centres and** 3.2 Corridors

- Architectural design excellence is to be achieved in the **P1** following ways:
- The form and external appearance of any development should • significantly improve the quality and amenity of the public domain.
- Cohesive design and visual interest should be provided by articulation, modulation and fenestration as well as textures, materials and colours.
- The development should respond positively to its context, • environment and function.
- New facades should complement the predominant scale, **P2** proportion and rhythm of the existing streetscape.
- **P**3 Facade elements including roof form, materials, colours and awnings are to make a cohesive and visually interesting building appearance.
- **P4** New facades are to respond to the proportion, texture and material of surrounding notable buildings including heritage or locally valued buildings within the immediate surrounding context. Mimicking of heritage features is to be avoided.

- New developments on corner sites should orient to both street **P8** frontages. Also they should accentuate the corner's unique location with architectural features that actively engage the public realm and create a visual presence at the corner, such as:
- **P14** Infill developments adjacent to small-scale heritage items and/or local valued building should respond to the adjacent design.

#### Heritage in Centres and Corridors 3.10

### **Building Design Considerations**

- **P6** Development in the vicinity of a heritage property must be designed to have regard to the heritage property's:
- Scale and character. •
  - Form and proportions.
- Materials, colours and finishes.
- Street alignment and established setbacks in the surrounding area.
- **P7** Where a heritage property features a freestanding, heritagesignificant building (e.g. house, church, terrace row), any to that heritage property will generally be expected to observe a 5 metre minimum setback from the heritage property's boundary (and 4 metre minimum setback for any belowground excavation/basement).



facade expressions/rhythm and datums in their podium facade

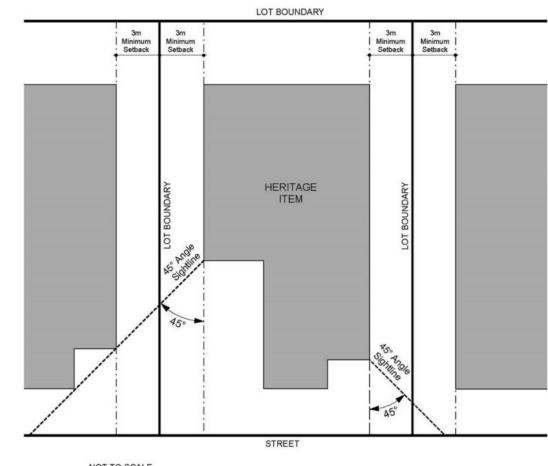
development having three storeys or more which is contiguous

Incorporating heritage items into new development

- **P10** Where a larger development proposes to incorporate a heritage item or significant place, the design must include appropriate measures to:
- Retain an appropriate setting to allow for the continued appreciation and integrity of the heritage item.
- Ensure the heritage item is not visually obscured or adversely altered, particularly regarding sight lines from the public domain.
- **P11** Where a development involves subdivision, Council will generally require that repair or restorative work to the heritage property is undertaken prior to the subdivision. This approach seeks to ensure that the conservation of the heritage property is integral to the redevelopment.

#### Sight lines

**P12** Development adjacent to a heritage property must incorporate front and/or side setbacks to achieve sight lines to the significant building in accordance with Figure 56. More generous setbacks may be required to achieve views and vistas. Refer to P13 in the following section for further details. The front alignment of a new development must be sympathetic to the heritage property.



NOT TO SCALE

Image source: Figure 56 from the DCP 2023.

Views and vistas

- **P13** Development of a heritage property, or development in its vicinity, must:
- Provide an adequate area of land around the development to allow interpretation of the significant building or place.
- Not detract from the setting of the heritage property.
- Retain and respect significant views/vistas from the public domain to a heritage property, as well as the views/vistas originating from the heritage property itself.

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#### 4.7 **Heritage in Residential Precincts**

### Views and Vistas

- Development of a heritage property, or development in its **P35** vicinity, must:
- Provide an adequate area of land around the development to allow interpretation of the significant building or place;
- Not detract from the setting of the heritage property; •
- Retain and respect significant views/vistas from the public domain to a heritage property, as well as the views/vistas originating from the heritage property itself.

### New Development

- **P37** There are instances where new development may be built on the site of a heritage item, or within a heritage conservation area. Where this occurs, the new development must ensure it respects and interprets the predominant heritage character of that particular site or precinct.
- New development in an existing heritage conservation area **P38** must be compatible with and reflect the predominant stylistic features of properties in the heritage conservation area with respect to:
- Building bulk, height and proportion; •
- Scale and architectural style;
- Integration into the streetscape and relationship with adjoining buildings;
- Reflecting the building and street alignments;
- Interpreting the materials and architectural detailing of the heritage conservation area.

### Development in the Vicinity of a Heritage Property

- P40 New development, or alterations and additions to existing development, that is located in the vicinity of a heritage property, must be designed and sited to:
- Have regard for, and be compatible with, the significance of the heritage property;
- Reflect the bulk, scale, height and proportion of the heritage property;
- Respect the front garden setting, any established setbacks, and views and vistas of the heritage property;
- Be recessive in character and not dominate the heritage property;
- property;
- Respond to the building alignment of the heritage property. .



Interpret the materials and architectural detailing of the heritage

Any development having three storeys or more which is contiguous to P40A a heritage property will be expected to observe a 5m minimum setback from the heritage property's boundary (and 4m minimum setback for any below-ground excavation/basement).

The purpose of this setback is to:

- Provide for a sensitive separation of buildings and maintenance of a • heritage item's setting, particularly the "open garden setting" and generous setbacks typical of heritage-listed houses. A setback will be required irrespective of the setback of the heritage building from its boundary.
- Enable deep soil landscaping and substantial trees to be accommodated on the development site to provide a landscape buffer. This requirement applies irrespective of whether there is existing landscaping on the heritage property.
- Limit the potential for excavation and construction works to negatively affect the structural stability of the heritage item, or affect established trees/landscaping within the heritage property.
- Not prejudice the future development of heritage properties. particularly extensions. It is important that heritage places remain viable into the future.
- Limit the opportunity for negative impacts upon the amenity (especially noise and visual privacy) enjoyed by the residents/occupants of the heritage property.
- **P40B** Any development located on a site contiguous with a heritage property, shall have regard to the following:
- The front setback area of the development is to maintain an open setting for the heritage item such as by way of a lower front fence height, sensitive location of the pedestrian access path/entrance, and landscaping. The "privatisation" of the front setback – characterised by courtyards, fences dividing private open space, multiple entries, and high walls - should be avoided. Structures (e.g. bin enclosures, covered letterboxes, fire stairs) should be avoided in the front setback.

- The location of driveways in close proximity to the heritage item's boundary is to be avoided. Driveways have the potential to adversely impact the amenity of the heritage property, its setting, cause excavation impacts, and reduce landscaping of the new development.
- The location of multiple courtyards or private open spaces along the boundary of the heritage item is to be avoided. This densification of use has the potential to impact the amenity of the heritage property's residents/occupants.

#### Subdivision

- Subdivision of an existing lot will not be permitted where it is P41 proposing to subdivide the front portion (i.e. front vard) of a heritage items or contributory item in a heritage conservation area unless it can be demonstrated that the subdivision and associated new development will not:
- obscure the existing heritage building and its curtilage, and
  - negatively affect the property's setting, or alter the established subdivision pattern of development in that street and/or heritage conservation area.
- A proposed subdivision of an existing lot within a heritage P42 conservation area will generally not be supported, unless the lots are of a size in area and dimensions which reflects the characteristics of historically relevant allotments adjoining and in the vicinity of the site and where the proposed subdivision does not adversely impact on the setting and curtilage of the significant building or place.

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- **P43** Subdivision of a heritage property is generally not supported by virtue of the likely impact on the setting and curtilage of the significant building or place, and on account of limiting the ability of the heritage property to adapt to future needs on a significantly reduced lot size.
- **P44** Applications for the subdivision of an existing lot to create a new lot or site consolidation are to demonstrate that:
- the setting of the heritage items on the site, or contributory items on the site or within the vicinity, are not compromised;
- the relationship between the heritage item or contributory item and associated features such as landscaping, trees, fences, and outbuildings are retained; and
- the heritage item or contributory item retains the ability to adapt to future needs on a smaller lot size.
- **P45** Where the subdivision or amalgamation of an existing lot is proposed the demolition of the heritage item or contributory item on the original lot will not be permitted.
- **P46** Where a heritage building forms part of a larger redevelopment, Council will generally require that repair or restorative work to the heritage building or place is undertaken prior to any subdivision or occupation. For instance, through a condition of consent requiring certain works prior to the issue of a Subdivision Certificate or Occupation Certificate. This approach seeks to ensure that the conservation of the heritage property is integral to the redevelopment.

#### Fence Character and Design

**P2** Original fences must be retained and repaired.

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# Appendix F: Croydon HIA: Flood and Services Utilities Findings and Recommendations

Northrop







Ref: CI241937-00-CV-MM01-1 09 October 2024 Level 11, 345 George Street Sydney NSW 2000 02 9241 4188 sydney@northrop.com.au ABN 81 094 433 100

### **Technical Memorandum**

**Project:** 

Croydon Housing Investigations Area Master Plan

**Client Reference:** 

Ethos Urban Level 4, 180 George St Sydney NSW 2000

#### Croydon HIA - Flood and Services Utilities Findings + Recommendations

Northrop was engaged by Ethos Urban to provide engineering due diligence and advice in relation to the identification of opportunities for increased housing density in the Croydon Housing Investigation Area (HIA).

Ethos Urban have managed and coordinated the inputs of a multi-disciplinary team of specialists to prepare a Croydon HIA Master Plan.

Northop's is advising in relation to flooding/drainage and utilities, as these tend to be major constraints to development in established urban areas.

#### Services and Utilities constraints

The study area has Sydney Water sewer and stormwater trunk infrastructure present which is buried at varying depths. These trunk assets are large and do not respect property boundaries. Further, these assets have restrictions for building over in order to protect the structural integrity of the assets, and to facilitate access for future maintenance/replacement activities. For the Croydon HIA, the sewer and stormwater assets are shown indicatively in Figure 1.



Figure 1: Sydney Water sewer (dark brown) and stormwater (blue) assets within the Master Plan area



#### Sydney Water stormwater assets

Sydney Water published a guideline document *Building over or adjacent to our stormwater assets SW69 09/20* (Sydney Water, 2020). The key constraint is defined as Zone of Influence (ZOI), and it is determined in the following manner (Figure 2).

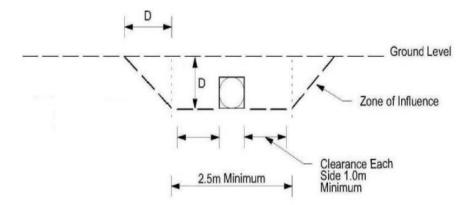


Figure 2: Zone of Influence for Sydney Water stormwater assets

Using the following realistic scenario as an example (Figure 3): A 1,500mm diameter stormwater pipe is located at a depth of 2m below a site, the resulting ZOI is 7.5m wide (all dimensions in metres).

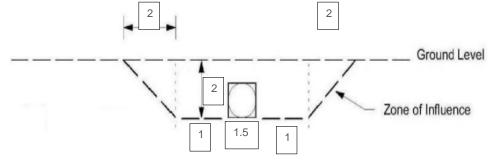


Figure 3: worked example of a Zone of Influence for stormwater

Sydney Water prefer **no development to occur within a stormwater asset ZOI**. This is to allow them access for inspection, maintenance and replacement. If a development proposes to build **over** a Sydney Water stormwater asset, the following guidance is provided (Figure 4).

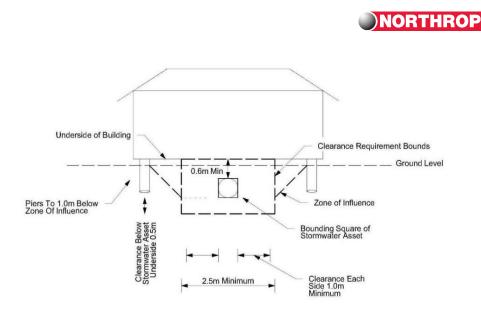


Figure 4: Building OVER a Sydney Water stormwater asset requirement

If a development proposes to build **adjacent** to stormwater assets, the following guidance is provided (Figure 5).

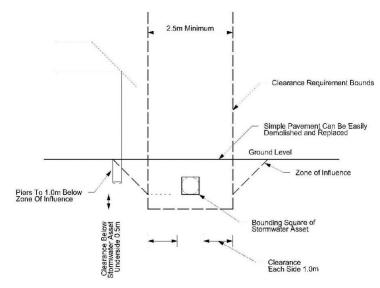


Figure 5: Building ADJACENT to a Sydney Water stormwater asset requirement

For any development that seeks to build over or adjacent to a Sydney Water stormwater asset, the following applies: An "Out-of-Scope" application process shall be initiated in which Sydney Water will require the appointment of a Water Services Coordinator, and reports to be prepared called *Specialist Engineering Assessments* in which "competent" Civil, Structural and Geotechnical Engineers provide inputs (Sydney Water adjudicates who is competent).



Essentially, Sydney Water need to be convinced that the development works will not have any impact on their asset. The process involves application fees, reports, and works to protect the asset both during and after construction. These can add significant costs to a development. The process can take a long time (e.g. many months) to be determined.

#### Sydney Water sewer assets

Sydney Water published a guideline document *Building over or adjacent to pipe assets SW269* (Sydney Water, 2021). **Building over pipes greater than 750mm is not preferred**, and Sydney Water will impose substantial restrictions. The sewer trunk mains in the study area exceed this pipe size.

Similar to stormwater assets, sewer assets have Zones of Influence which if development is proposed, an Out-of-Scope application is required with all similar reports, requirements and assessments. If a development is proposed to build over a sewer, one solution is to use a bridging slab (Figure 6).

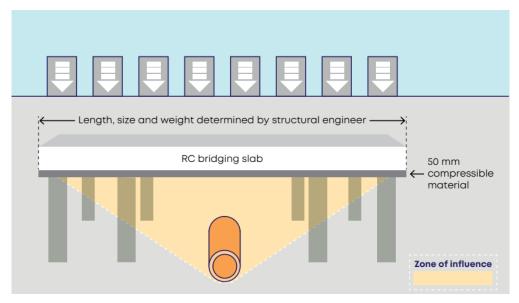
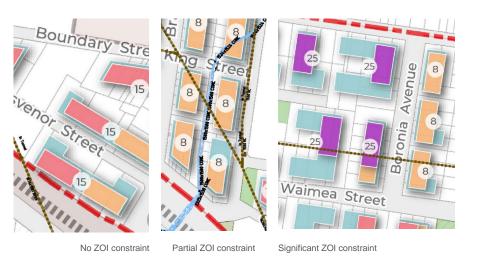


Figure 6: reinforced concrete bridging layer to protect a Sydney Water pipe asset

#### Summary of sewer and stormwater constraints

In relation to the constraint that these assets pose on a lot by lot basis, the following is a summary:

- Sydney Water assets ZOI is outside development footprint no constraint (see LHS image in Figure 7).
- Sydney Water assets ZOI is within development footprint the ZOI needs to be respected in the design of the development. If it is proposed to build over the asset an Out-of-Scope application will be required (see centre and RHS images in Figure 7)



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Figure 7: Examples of ZOI constraints within the Croydon HIA Master Plan

Note that assets in road reserves also have ZOI implications, with the following examples shown (Figure 8).



Figure 8: Assets within road reserves have ZOI implications for adjoining lots



#### **Flooding constraints**

#### **Flood Behaviour**

Flood information presented herein (including images) has been obtained from the document titled *Dobroyd Canal and Hawthorne Canal Floodplain Risk Management Study and Plan – Final* (WMA Water for Inner West Council, 2020) which covers the Housing Investigation Area.

Figures 9 and 10 present the proposed Master Plan overlayed with the existing 1% AEP and PMF design flood extents. Overland flood flows can be observed typically gathered around the stormwater trunk mains which appear to be under-capacity.

In addition to the flood extents presented below, the report notes the catchment is expected to have a relatively short critical duration of 1 hour meaning flood water is expected to rise and fall relatively quickly following the commencement of rainfall, commensurate with a flash flood type of event.

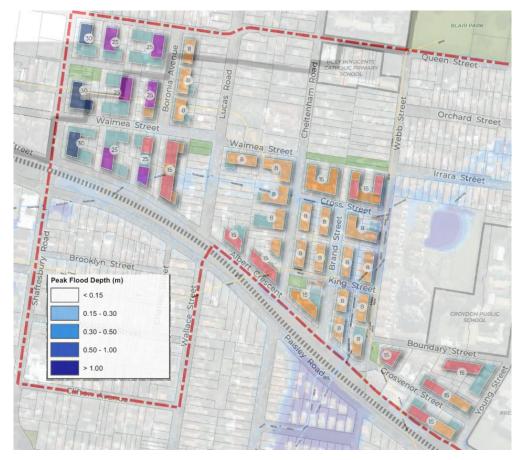


Figure 9: Peak Flood Depths in the 1% AEP flood event

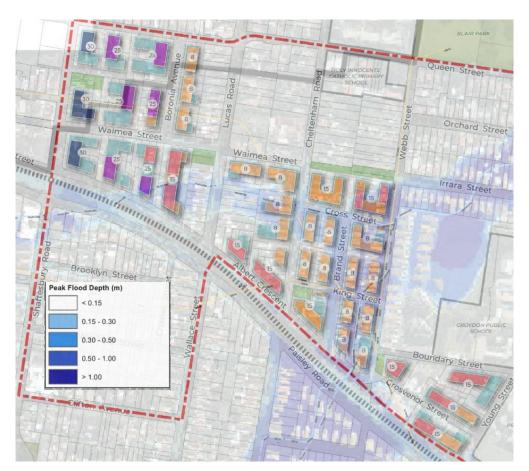


Figure 10: Peak Flood depths in the Probable Maximum Flood event

The Flood Planning Area (FPA) (noted as the 1% AEP + 500mm) is shown in Figure 11 (over page). From a flood planning perspective, lots that are located below the FPA - with a use that is not defined as critical or sensitive - are typically recognized as Flood Identified Properties in the Burwood DCP - where additional development controls are applicable.

Critical or Sensitive uses (e.g. hospitals, evacuation / emergency centres, utilities, childcare facilities, hostels, boarding houses, group homes, residential care facilities, respite day care centres. seniors housing, etc) typically attract a requirement for a higher level of immunity with the Flood Planning Levels often defined by the PMF level rather than the 1% AEP.

Flood control lots typically attract greater development risk, where approvals often take longer to move through planning system and development often costs more to facilitate flood mitigation measures. In some cases, development on Flood Identified Properties is not permissible depending on the extent and behaviour of flooding.



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Figure 11: Flood Identified Properties within the HIA Master Plan area (cobalt blue)

Figure 12 (over page) shows the 1% AEP flood hydraulic categories (i.e. from worst to best: Floodway, Flood Storage and Flood Fridge). Typically, new development within Floodway is not permitted (refer to Appendix A for legislative requirements). Floodway conditions during the 1% AEP appear to be located largely within the road reserves with the flood-affected lots largely flood storage / flood fringe. Filling in floodways / high hazard flood behaviour is typically not permitted (without demonstration that it does not create a significant adverse impact in adjacent private and public properties).

Figure 12 also shown the Flood Emergency Response Planning Classifications (FERCs) over the proposed Master Plan area where the blue-dotted area is designated *Low Flood Island*. FERCs provide advice to emergency services as to whether re-supply, rescue or evacuation may be required for certain areas of the floodplain. These are summarized in Table 1.

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Figure 12: 1% AEP Flood Hydraulic Categories and Flood Hazard and Emergency Response Classifications (blue-dotted area = Low Flood Island)

#### Potential flood risk mitigation opportunities

This section has been prepared with consideration to the following guidelines:

- Dobroyd Canal and Hawthorne Canal Floodplain Risk Management Study and Plan (WMAwater, 2019)
- Burwood City Council Development Control Plan (2023)
- The NSW Floodplain Risk Management Manual (2023)
- The Draft Shelter In Place Guidelines (DPHI, 2023)

Introducing residential towers within Flood Control Lots has the potential to intensify the use of flood prone land, potentially working against the requirements set out by the legislation. With reference to the guidelines, there is only one viable option that supports the Master Plan objectives, and which does not pass costs onto Government. This is to manage the hazard on a lot-by-lot basis which would pass the costs onto developers. Although this is unlikely to reduce the flood hazard, it has the potential to introduce flood mitigation measures to appropriately manage the hazard & risk.

Lot-by-lot augmentation works may include:

- Raised Ground floor Finished Floor Levels (FFLs), where (climate change conditions should also be considered):
  - Residential spaces will need to be at or above the 1% AEP flood level + 500mm



- Retail / commercial spaces should also be set at the 1% AEP flood level + 500mm (however, consideration to placement at the 1% may be maximise street activation and should be assessed on a case by case basis)
- Basement protection to be sited at a minimum of the 1% AEP + 500mm or the PMF (whichever is higher)
- Refuge within buildings at a location above the PMF flood event (enabling Shelter In Place / on-site Refuge). This has the potential to change the Flood Emergency Response Category (FERC) from "Low Flood Island" to "High Flood Island". This change in category directly reduces the risk to life within these lots. Note also that the flashy flood behaviour means that stay-in-place is for a relatively short period of time.
- Improved access / egress away from the hazard for events up to and including the worst case PMF event. For brownfield sites this typically means on-site refuge at a location above the PMF as noted by the Draft Shelter In Place Guidelines (DPHI, 2023). An additional opportunity is noted in the evacuation strategy (described below).
- Introduce enhanced community education and awareness programs. This may include enforcement for the preparation of site-specific Flood Emergency Response Plans for new development.
- Consideration for the use of flood barriers / gates in scenarios where basement protection to the PMF may be restrictive (e.g. where there is a large difference between the 1% AEP + 500mm and PMF) or where street activation may be difficult.
- Encourage "shop top" type development where commercial / residential uses are located at ground floor level. These are itinerant type uses that are not relied upon for residential purposes. This often means occupants are more likely to leave / close the facility in the event of a predicted flood.
- Future development may require flood mitigation works to limit adverse impacts. This could include stormwater diversion works, onsite flood chambers or perhaps alternative uses such as open space areas (carparking / recreational) at ground floor level.

Note that these works do not mean development becomes feasible within the lots. Feasibility would need to be reviewed on a case-by-case basis with detailed flood modelling.

#### Additional Evacuation Strategy

An opportunity exists to enhance evacuation capabilities, which is created through the development of the Master Plan. The introduction of pedestrian / vehicular bridges between towers, sited at a location above the PMF, provides an additional opportunity for future occupants of the buildings to further avoid the hazard. This strategy has also been recently introduced by the Parramatta Council DCP and may assist to not only enhance evacuation, but also to assist in the event of cascading / coincident disasters (such as the occurrence of both a flood and fire).

#### **Undergrounding power lines**

To improve urban design outcomes in the Master Plan area, power lines could be migrated to underground. The local energy authority is Endeavour Energy (EE). There are two scenarios in which this could occur, with the more common scenario being the first, as below:

- Undergrounding of existing authority overheads council can request development to underground the assets. An application to underground is prepared by an ASP3 Electrical Engineer and lodged to EE. EE will respond with a design brief outlining their requirements.
- Undergrounding privately owned asset (e.g. when there is a pole on a property) a new connection would need to be made to the underground power line. Similarly for Scenario 1, this requires application to EE by an ASP3 Electrical Engineer.



#### Conclusions

The following conclusions can be drawn from this technical advice, as listed below:

- 1. Council may require developments to underground overhead power lines to provide an enhanced urban design outcome in the Master Plan area.
- 2. The presence of trunk sewer and stormwater services represent an approval and cost constraint to any developments proposed within their zones of influence. Engineering solutions are available to allow developments to occur in these circumstances.
- Flood risks for developments proposed in flood-affected areas can be mitigated using a range of measures, including: setting FFLs, flood barriers at entrances, shelter-in-place and elevated evacuation routes.

Yours faithfully,

And boos

Mal Brown Senior Engineer

On behalf of Northrop Consulting Engineers Pty Ltd

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#### Appendix A- Legislation pertaining to flooding

Ministerial Direction Focus Area 4.1 - Flooding

Any future Planning Proposals would need to demonstrate that future development of the land can meet the Local Planning Directions, in particular Focus Area 4.1 – Flooding. Planning proposals are typically required when changing Local Environmental Plan permissions such as zoning, building height, GFA, uses etc.

For the purposes of this assessment, the 1% AEP is considered the "Defined Flood Event" meaning floodway conditions referenced by the legislation herein consider the 1% AEP rather than the PMF. Floodway conditions are presented in Figure

Below is the flood related ministerial direction requirements:

- (1) A planning proposal must include provisions that give effect to and are consistent with:
  - a) the NSW Flood Prone Land Policy,
  - b) the principles of the Floodplain Development Manual 2005,
  - c) the Considering flooding in land use planning guideline 2021, and
  - any adopted flood study and/or floodplain risk management plan prepared in accordance with the principles of the Floodplain Development Manual 2005 and adopted by the relevant council.
- (2) A planning proposal must not rezone land within the flood planning area from Recreation, Rural, Special Purpose or Conservation Zones to a Residential, Employment, Mixed Use, W4 Working Waterfront or Special Purpose Zones.
- (3) A planning proposal must not contain provisions that apply to the flood planning area which:
  - a) permit development in floodway areas,
  - b) permit development that will result in significant flood impacts to other properties,
  - c) permit development for the purposes of residential accommodation in high hazard areas,
  - d) permit a significant increase in the development and/or dwelling density of that land,
  - e) permit development for the purpose of centre-based childcare facilities, hostels, boarding houses, group homes, hospitals, residential care facilities, respite day care centres and seniors housing in areas where the occupants of the development cannot effectively evacuate
  - f) permit development to be carried out without development consent except for the purposes of exempt development or agriculture. Dams, drainage canals, levees, still require development consent,
  - g) are likely to result in a significantly increased requirement for government spending on
  - emergency management services, flood mitigation and emergency response measures, which can include but are not limited to the provision of road infrastructure, flood mitigation
  - i) infrastructure and utilities, or
  - j) permit hazardous industries or hazardous storage establishments where hazardous materials cannot be effectively contained during the occurrence of a flood event.
- (4) A planning proposal must not contain provisions that apply to areas between the flood planning area and probable maximum flood to which Special Flood Considerations apply which:
  - a) permit development in floodway areas,
  - b) permit development that will result in significant flood impacts to other properties,
  - c) permit a significant increase in the dwelling density of that land,
  - d) permit the development of centre-based childcare facilities, hostels, boarding houses, group homes, hospitals, residential care facilities, respite day care centres and seniors housing in areas where the occupants of the development cannot effectively evacuate,



- e) are likely to affect the safe occupation of and efficient evacuation of the lot, or
- f) are likely to result in a significantly increased requirement for government spending on emergency management services, and flood mitigation and emergency response measures, which can include but not limited to road infrastructure, flood mitigation infrastructure and utilities.
- (5) For the purposes of preparing a planning proposal, the flood planning area must be consistent with the principles of the Floodplain Development Manual 2005 or as otherwise determined by a Floodplain Risk Management Study or Plan adopted by the relevant council.

A planning proposal may be inconsistent with this direction only if the planning proposal authority can satisfy the Planning Secretary (or their nominee) that:

- a) the planning proposal is in accordance with a floodplain risk management study or plan adopted by the relevant council in accordance with the principles and guidelines of the Floodplain Development Manual 2005, or
- b) where there is no council adopted floodplain risk management study or plan, the planning proposal is consistent with the flood study adopted by the council prepared in accordance with the principles of the Floodplain Development Manual 2005 or
- c) the planning proposal is supported by a flood and risk impact assessment accepted by the relevant planning authority and is prepared in accordance with the principles of the Floodplain Development Manual 2005 and consistent with the relevant planning authorities' requirements; or
- d) the provisions of the planning proposal that are inconsistent are of minor significance as determined by the relevant planning authority.

#### Local Environmental Plan (Burwood Council)

Any future Planning Proposal or Development Application for the lots identified as Flood Control Lots will need to demonstrate compliance with the Burwood Council Local Environmental Plan (LEP) (2012).

Below is the flood related LEP requirements.

#### 5.21 - Flood Planning

- (1) The objectives of this clause are as follows:
  - a) to minimise the flood risk to life and property associated with the use of land,
  - b) to allow development on land that is compatible with the flood function and behaviour on the land, taking into account projected changes as a result of climate change,
  - c) to avoid adverse or cumulative impacts on flood behaviour and the environment,
  - d) to enable the safe occupation and efficient evacuation of people in the event of a flood.
- (2) Development consent must not be granted to development on land the consent authority considers to be within the flood planning area unless the consent authority is satisfied the development:
  - a) is compatible with the flood function and behaviour on the land, and
  - b) will not adversely affect flood behaviour in a way that results in detrimental increases in the potential flood affectation of other development or properties, and
  - will not adversely affect the safe occupation and efficient evacuation of people or exceed the capacity of existing evacuation routes for the surrounding area in the event of a flood, and
  - d) incorporates appropriate measures to manage risk to life in the event of a flood, and
  - e) will not adversely affect the environment or cause avoidable erosion, siltation, destruction of riparian vegetation or a reduction in the stability of river banks or watercourses.
- (3) In deciding whether to grant development consent on land to which this clause applies, the consent authority must consider the following matters:



- a) the impact of the development on projected changes to flood behaviour as a result of climate change,
- b) the intended design and scale of buildings resulting from the development,
- c) whether the development incorporates measures to minimise the risk to life and ensure the safe evacuation of people in the event of a flood,
- d) the potential to modify, relocate or remove buildings resulting from development if the surrounding area is impacted by flooding or coastal erosion.

5.22 – Special Flood Considerations [Not Adopted by Burwood Council]

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# Transport Oriented Development – Guide to strategic planning



Photo: Turella Station

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# Acknowledgement of Country

The Department of Planning, Housing and Infrastructure acknowledges that it stands on Aboriginal land. We acknowledge the Traditional Custodians of the land, and we show our respect for Elders past, present and emerging through thoughtful and collaborative approaches to our work, seeking to demonstrate our ongoing commitment to providing places in which Aboriginal people are included socially, culturally and economically.

Published by NSW Department of Planning, Housing and Infrastructure

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Transport Oriented Development - guide to strategic planning

First published: August 2024

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# Introduction

This guide includes information on the required strategic planning for precincts in Tier 2 of the Transport Oriented Development program.

The Transport Oriented Development program is a key part of the NSW Government's planning reform program to make sure that NSW is well placed to meet its commitments under the National Housing Accord.

The NSW Government recently released local housing targets for each local government area across Greater Sydney, the Illawarra and Shoalhaven, Central Coast, the Lower Hunter and Greater Newcastle. The homes delivered under the Transport Oriented Development program will be critical to meeting these targets.

This guide will help councils to undertake local planning in a swifter way to make sure that the intended effect of the Transport Oriented Development provisions is achieved as quickly as possible. This approach could represent a new way for councils and the Department of Planning, Housing and Infrastructure to work together to deliver local planning outcomes.

# Background

On 24 April 2024, the NSW Government amended the State Environmental Planning Policy (Housing) 2021 (Housing SEPP), to introduce new Transport Oriented Development provisions.

From 13 May 2024, the Transport Oriented Development provisions apply new planning controls to land generally within 400 m of the 18 stations in **Table 1**. These planning provisions will remain in place until councils have finalised strategic planning work to deliver suitable alternative local planning controls for the identified station precincts in ways that align with the NSW Government's policy objectives, if they wish to do so.

Station	Local government area	Station	Local government area
Adamstown	Newcastle	Lindfield	Ku-ring-gai
Booragul	Lake Macquarie	Morisset	Lake Macquarie
Corrimal	Wollongong	Newcastle Interchange	Newcastle
Gordon	Ku-ring-gai	Roseville	Ku-ring-gai
Hamilton	Newcastle	Teralba	Lake Macquarie
Killara	Ku-ring-gai	Turella	Bayside
Kogarah	Bayside/Georges River	Wyong	Central Coast
Kotara	Newcastle	Cardiff	Lake Macquarie
Lidcombe	Cumberland	Woy Woy	Central Coast

#### Table 1. Initial stations included in the policy

The Transport Oriented Development provisions will apply to the remaining identified stations in **Table 2**, over a staged finalisation throughout 2024 and early 2025.

Table 2. Remaining station	s – staged finalisation
----------------------------	-------------------------

Station	Local government area	Month for finalisation
Banksia	Bayside	July 2024
Dapto	Wollongong	July 2024
Gosford	Central Coast	July 2024
Rockdale	Bayside	July 2024
Tuggerah	Central Coast	July 2024
Berala	Cumberland	October 2024
Canterbury	Canterbury Bankstown	October 2024
North Strathfield Metro	Canada Bay	October 2024
Ashfield	Inner West	December 2024
Dulwich Hill	Inner West	December 2024
Marrickville	Inner West	December 2024
Croydon	Burwood/ Inner West	January 2025
North Wollongong	Wollongong	April 2025
St Marys Metro	Penrith	April 2025
Wiley Park	Canterbury Bankstown	June 2025

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Station	Local government area	Month for finalisation
Belmore	Canterbury Bankstown	December 2024
Lakemba	Canterbury Bankstown	December 2024
Cockle Creek	Lake Macquarie	April 2025
Punchbowl	Canterbury Bankstown	June 2025

These commencements will allow councils to master plan the remaining precincts and complete the required strategic planning to introduce provisions that are equivalent to or exceed the Transport Oriented Development provisions, prior to the scheduled finalisation date. This will be determined based on a range of provisions including building heights and floor space ratios across the precinct.

If councils do not complete the required strategic planning in line with the NSW Government's main priority of delivering more high quality, well-located homes near transport, community services and open spaces, the Transport Oriented Development provisions will switch on from the scheduled commencement.

This guide explains the strategic planning process to complete the necessary master planning to amend or replace the Transport Oriented Development provisions and the expectations of the Department.

# Summary of Transport Oriented Development provisions

The Transport Oriented Development provisions introduced new development standards (as summarised in **Table 3**) for land within 400m of the identified stations.

Feature	Zones to which changes apply	Residential flat buildings	Shop-top housing
Permissibility	R1, R2, R3, R4	✓ Yes	× No
	E1 (B2)	✓ Yes	✓ Yes
	E2 (B2)	× No	✓ Yes
Floor space ratio	All zones*	2.5:1	2.5:1

Table 3. Changes and corresponding zones

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Feature	Zones to which changes apply	Residential flat buildings	Shop-top housing
Building height		22 m	24 m
Lot size		No minimum lot sizes	No minimum lot sizes
Lot width		21 m	21 m
Active street frontages	E1 (B2)	✓ Yes	✓ Yes

\*Relevant zones are defined in Section 151 of the Housing SEPP.

# Varying development standards

The above development standards in **Table 3** can be varied through clause 4.6 of the Standard Instrument – Principal Local Environmental Plan (Standard Instrument LEP). The clause allows councils to grant consent to development that varies one or more development standards.

See the <u>Guide to Varying Development Standards</u> for more information on the requirements for preparing, assessing and determining requests to vary development standards.

# Strategic planning guidance

The purpose of this guidance is to provide certainty and clarity for councils affected by the Chapter 5 of the Housing SEPP. Councils should use this guidance for:

- The purposes of undertaking masterplanning in Transport Oriented Development precincts that have been staged to allow for local planning, or
- The purposes of undertaking masterplanning and a planning proposal to replace the Transport Oriented Development provisions.

For the staged precincts, if the necessary strategic planning work is not completed by the relevant date, or will not provide equal or greater housing outcomes, the Transport Oriented Development provisions will come into effect in those identified locations and remain in place until suitable alternative local planning controls are developed.

For these staged precincts, to expedite the strategic planning process, a planning proposal will not be required to introduce alternative local planning controls. A SEPP will be prepared to

amend the relevant LEP, based on the strategic planning information provided by council. Council will be consulted on drafting of the instrument and mapping.

Council will need to provide a masterplan and map(s), with heights of buildings and floor space ratios, plus any other development standards they would like to see in their LEP, subject to including the below.

Council strategic planning for any Transport Oriented Development precinct must consider:

- an increase in housing in the precinct equal to or exceeding the Transport Oriented Development provisions
- use of planning controls and land use zones that reflect medium-high density potential in the precinct
- a residential supply pipeline into the future
- provisions for long-term affordable housing
- amenity outcomes, including provisions for open space
- any environmental or hazard matters.

Councils may choose to extend the application of the provisions beyond the proposed 400 m radius for their Transport Oriented Development precinct where this will deliver a better outcome. The impact of proposed low- and mid-rise housing reforms should also be considered in that case.

As with the Transport Oriented Development provisions, any alternative local planning controls will not apply to local or state heritage items, but will apply to heritage conservation areas. Councils are very well placed to assess applications for the impact on heritage conservation areas and often encourage new development to occur in those areas where it's contributing to the heritage values of those locations. That might involve the removal of a non-contributory building to the heritage value of that area. That new development may improve and enhance the heritage values of those locations.

To remove duplication and potential conflict between the two policies, the proposed low- and mid-rise housing reforms will not apply to the Transport Oriented Development precincts.

Further studies into heritage or infrastructure capacity are not required as such issues were considered in the development of the Transport Oriented Development precinct. Councils should focus on other considerations such as:

- solar access
- interface with open space and adjoining areas
- site constraints like hazards or biodiversity
- tree canopy and landscape areas, and

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• ability to comply with ADG requirements.

Ministerial directions issued under section 9.1 of the *Environmental Planning and Assessment Act 1979* are to be considered to the extent of their relevance to council's masterplanning.

# Considerations for switching off the Transport Oriented Development provisions

# Reflect or exceed the Transport Oriented Development provisions

Councils must demonstrate how the proposed local planning controls reflect or exceed the Transport Oriented Development provisions.

Specifically, the proposed local planning controls must:

- maintain or add to the permissible land uses for land within the precinct
- maintain or exceed the 2% affordable housing requirement with a published schedule to increase the affordable housing requirement over time.
- match or exceed maximum floor space ratio and building heights across the relevant precinct
- maintain, remove or reduce minimum site width requirements
- maintain, remove or reduce parking requirements.

Council's planning information must demonstrate that the increase in housing in these locations meets or exceeds that provided by the Transport Oriented Development program and aligns with other government priorities. This will be assessed based on metrics including building heights, floor space ratios, and other measures, and the Minister for Planning and Public Spaces will be the final decision maker for any proposals.

# Reflect medium-high density potential

Planning controls for identified locations must be amended to reflect a medium-high density built form to increase the capacity for homes in these locations.

Amendments to planning controls to ensure a residential outcome of medium-high density may include:

- changing permissibility to include residential flat buildings in all residential zones and the E1 local centre zone
- changes to maximum floor space ratios with a maximum floor space ratio of at least 2.5:1 and maximum building heights of at least:
  - 22 m for residential flat buildings

- 24 m for shop-top housing
- changes to minimum lot sizes and widths.

# Sustaining housing supply into the future

Housing delivery in the Transport Oriented Development precincts is critical to meeting the NSW Government's recently released housing targets for each local government area across Greater Sydney, the Illawarra and Shoalhaven, Central Coast, the Lower Hunter and Greater Newcastle and its commitments under the National Housing Accord. Monitoring housing delivery in these locations, as well as housing need, will make sure that undersupply can be addressed.

Dwelling capacities and targets will need to ensure rates of housing delivery and supply are sustained into the future. This may include monitoring occupation certificates, as well as indicators of the housing supply pipeline, such as development application approvals and lodgements.

The capacity of potential new homes can also be based on feasibility analysis calculated for the precinct, local government area or region. Council can acquire its own feasibility analysis of the number of potential new homes, or the Department can provide this information through its Development Capacity Model with Council's inputs.

# Long-term affordable housing

Longer term strategic planning for Transport Oriented Development areas should set ambitious yet feasible rates of affordable housing. Regional plans will guide the target contribution rate of new floor area provided as affordable housing, if a site is viable for development.

In the first instance, the prescribed affordable housing rate within the Housing SEPP will apply. In the event that a council takes a different rate or approach, we expect that councils will prepare an affordable housing contribution scheme that prescribes the rate and mechanism for delivering affordable housing. This may be through delivery of dwellings on site, and dedication to council or a community housing provider, or an equivalent monetary contribution or a land dedication.

It is expected that any proposed local planning will match the applicable affordable housing rate required under the Housing SEPP at that time. A published schedule to increase the affordable housing requirement over time will also be required. Where a higher affordable housing rate is proposed, this will need to be supported with feasibility testing. This can be considered across the Transport Oriented Development precincts in a local government area - e.g. higher affordable housing rate in some areas and lower in others.

# Parking

Parking will be an important element of the strategic planning process in the Transport Oriented Development precinct areas. The Department encourages councils to develop parking rates that are suitable for Transport Oriented Development precincts, based on local characteristics. The future parking provisions will shape travel behaviour and community expectations of public transport. Proposed parking rates should be equal to or lower than those that currently apply under the Housing SEPP.

# Timeframes

# Consultation

While we expect councils to undertake consultation, this consultation may be shorter than the normal consultation period outlined in Council's Community Participation Plan.

A targeted 2 week public exhibition is considered reasonable because:

- The intended uplift in the Transport Oriented Development precincts has already been communicated through the Transport Oriented Development program and these are precincts where the NSW Government has made it clear that growth is happening.
- The adequacy of State and local infrastructure to accommodate the anticipated growth has already been considered. Heritage considerations have already been taken into account.

If councils choose to conduct further community consultation, this must be carried out prior to the scheduled finalisation date for the Transport Oriented Development precinct. Otherwise the Transport Oriented Development provisions will take effect and remain in place until suitable alternative local planning controls are developed.

Councils should consult with agencies in the NSW Government that might have advice as a result of impacts not considered in detail by the Transport Oriented Development provisions, or local planning results in impacts greater than envisaged by the Transport Oriented Development provisions. Councils should discuss with the Department of Planning, Housing and Infrastructure on which agencies to consult with on local planning.

Proposed exhibition material is to be shared with the Department's Local Planning and Council Support and Housing Policy and Codes teams for validation prior to commencing community consultation. The Hon Paul Scully MP Minister for Planning and Public Spaces



Clr John Faker Mayor Burwood Council PO Box 240 BURWOOD NSW 1805 mayor@burwood.nsw.gov.au

11 April 2024

Dear Clr Faker,

I write regarding the Transport Oriented Development State Environment Planning Policy (TOD SEPP) and its implementation in the Burwood Council area.

Firstly, I thank you and Burwood Council for your support of the TOD SEPP to date and the ongoing constructive conversations between Council and Department of Planning, Housing and Infrastructure (DPHI) officials. Additionally, I recognise the work that Council has done, and continues to do, in local planning and assessment for housing.

I acknowledge that Burwood Council has been a leader in housing delivery for a number of years and has done considerable strategic planning work to achieve this outcome. This is work which will be enhanced by the opportunities of the TOD SEPP.

Importantly, Council has also planned for additional community and public space alongside this housing growth. I commend you for the work that has been done in this area and encourage Council to continue to deliver on important community amenities by utilising local contributions from development for the greatest benefit to the community.

I appreciate Council's submission on the TOD SEPP and the collaborative attitude with which Council have worked with the Department on this matter.

I am pleased to outline the TOD SEPP implementation within the Burwood Council area, and thank you for the proposal of additional stations for inclusion within the TOD program.

The details for each station, including those suggested by Council, are:

- Croydon Station to be included and to be finalised in January 2025, as suggested through your submission, to allow Council to complete the local planning, including considerations for areas of Malvern Hill Estate and Cintra Estate. I note that part of Croydon precinct is located in the Inner West Council area and the delayed commencement will apply to both council areas.
- Burwood North Station was suggested as a new Accelerated Precinct in your submission, however this requires further analysis of the transport and infrastructure services, and a decision to be made by NSW Government on the inclusion. The Department will be in contact with you as soon as the Government has determined any potential future Accelerated Precincts.

52 Martin Place Sydney NSW 2000 GPO Box 5341 Sydney NSW 2001 02 7225 6080 nsw.gov.au/ministerscully All other matters raised in Council's submission regarding the specific control settings for the TOD SEPP will be considered in drafting the final instrument, and the Department may seek additional consultation on this.

The Department will provide logistical support to Council to complete the local planning work required for all of these stations, and will continue to work closely with Council to make sure that this strategic work is completed within the prescribed timeframes.

The Commonwealth Government has recently announced the Housing Support Program, which is grants of up to \$50 million to provide support to governments to deliver housing projects. The first stream will provide funding to improve planning capability, including resources for councils to complete master planning work to support increased housing in well-located areas.

I strongly encourage Council to apply for any funding required to assist in completing the local planning for the TOD site. The Department is able to provide a letter of reference for Council's funding application if desired.

As you would be aware, the NSW Government has been clear – if the master planning work above is not completed by its relevant date, nor provide equal or greater housing outcomes, the TOD SEPP will come into immediate effect in those locations, and remain in place until local planning controls that meet or exceed the planning parameters in the TOD SEPP are developed and implemented.

If you would like to discuss the details of any of the outcomes above, please contact Tom Loomes, Executive Director, Strategic Planning and Policy, on 0413 877 490 or via email at tod.program@planning.nsw.gov.au.

Again, thank you for your support of the NSW Government's plans to address the housing crisis and your collaboration on the TOD SEPP.

I look forward to continuing to work with Burwood Council to enable the delivery of more homes for the people who would like the opportunity to live in our community.

Yours sincerely



Paul Scully MP Minister for Planning and Public Spaces

52 Martin Place Sydney NSW 2000 GPO Box 5341 Sydney NSW 2001 02 7225 6080 nsw.gov.au/ministerscully



**Burwood Council** 2 Conder St, Burwood 2134 PO Box 240 Burwood NSW 1805 P (02) 9911 9911

E council@burwood.nsw.gov.au

Our Ref.: 24/43624 15 October 2024

<INSERT> <INSERT> <INSERT> <INSERT>

Dear <INSERT>

# CROYDON HOUSING INVESTIGATION AREA DRAFT MASTERPLAN PREPARED FOR COMMUNITY CONSULTATION

This letter is to advise that Council will be considering the **Draft Croydon Masterplan** at the **Council Meeting** scheduled for **6pm on 22 October 2024**, at **2 Conder Street**, **Burwood**.

The Masterplan has been prepared as an alternative to the NSW Government's Transport Oriented Development (TOD) Program. It includes recommendations for changes to land use zones, building heights, and building density, which may affect your property or properties in the future.

At this meeting, Council will decide whether to proceed with community consultation on the proposed Draft Croydon Masterplan.

A copy of the Draft Masterplan will be available for public viewing prior to the meeting as part of the meeting agenda at <a href="https://burwood.infocouncil.biz/">https://burwood.infocouncil.biz/</a>

# Background

In December 2023, the NSW Government launched the Transport Oriented Development (TOD) Program to accelerate housing delivery across Greater Sydney, which seeks to increase density for all areas within the vicinity of 38 Stations, including the Croydon heritage areas.

In response, Council led a comprehensive campaign aimed at preserving our heritage conservation areas and securing more time for meaningful consideration of alternative options. As a result of this effort, Council was advised on 11 April 2024 that Croydon's inclusion in the program would be deferred until January 2025, allowing time for the development of an alternative masterplan.

In June 2024, Council endorsed a planning investigation area designed to meet the NSW Government's housing targets, predominantly focusing on the northern side of the rail corridor between Croydon and Burwood Town Centres, while preserving heritage areas to the south.

#### What does this mean?

We are seeking community feedback on the Draft Croydon Masterplan.

The objective of the masterplan is to achieve a more contextually appropriate outcome by focusing building density near Burwood Town Centre, while preserving heritage areas to the greatest extent possible. The plan also aims to enhance the public domain through the inclusion of additional open space areas, appropriate setbacks, new street trees, as well as parking and active transport facilities.

Burwood . Burwood Heights . Croydon . Croydon Park . Enfield . Strathfield

burwood.nsw.gov.au

Our Ref.: 24/42910

2 of 3

# What are the options when providing feedback on the Draft Masterplan?

When providing feedback, it is important to note that one of the key conditions of the NSW Government's deferral is that any alternative masterplan must meet or exceed the housing density outlined in the NSW Government's TOD plan. Additionally, the final documentation must be adopted and submitted to the NSW Department of Planning, Housing and Infrastructure by January 2025.

If these requirements are not met, the NSW Government's State Environmental Planning Policy (SEPP) TOD provisions will be enforced, which could have significant impacts on The Strand, as well as the Malvern Hill and Cintra Heritage Conservation Areas.

#### **Community Engagement**

Submissions on the draft Masterplan can be made between 23 October & 20 November 2024.

There are several ways to get involved including visiting one of our Drop-In Sessions:

Drop-In Session: Burwood City Centre	The Terrace, Burwood Library 2 Conder Street, Burwood	
Tuesday 29 October 2024	6.00pm – 8.00pm	
Saturday 2 November 2024	12.00pm – 2.00pm	
Thursday 7 November 2024	6.00pm – 8.00pm	
Saturday 16 November 2024	12.00pm – 2.00pm	
Tuesday 19 November 2024	6.00pm – 8.00pm	
Drop-In Session: Croydon Town Centre	The Strand Croydon	
	At the Corner of 'The Strand' & 'Paisley Road'	
Thursday 24 October 2024	5.00pm – 7.00pm	
Saturday 26 October 2024	10.00am – 12.00pm	
Wednesday 30 October 2024	5.00pm – 7.00pm	
Saturday 2 November 2024	2.00pm – 4.00pm	
Saturday 9 November 2024	2.00pm – 4.00pm	

To view the draft Masterplan and associated studies, and to find out how you can have your say, please visit:

https://participate.burwood.nsw.gov.au/croydon-housing-investigation-area or scan the QR code:



#### Questions?

Our dedicated **City Planning Team** is here to help. Please **contact us** on **9911 9911** or via **email** at <u>council@burwood.nsw.gov.au</u>

#### Next Steps

After the exhibition period concludes, all submissions will be reviewed and considered. A further report will be presented to Council, which may include recommended changes.

The final determination of any Masterplan implementation will be made by the NSW Government and the NSW Department of Planning, Housing, and Infrastructure through a SEPP process, following community engagement and Council review.

Thank you for playing an active role in shaping Croydon's future.

Yours sincerely,

Ryan Cole DIRECTOR CITY STRATEGY 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.